Seashore Trolley Museum Deaccession List: Road Vehicles Re-Homing
Winter 2020

Seashore Trolley Museum (STM) seeks museums, other nonprofits and other groups and individuals with interest in equipment on our deaccession list. We are soliciting proposals at this time for museums, nonprofits, for-profits and transit hobbyists who would welcome the opportunity to re-home one or more of the items listed below.

**Commonwealth Ice Truck C-11** - The Walker Vehicle Company built No. C-11 in 1921. It operated in Boston delivering ice to fishing boats at the Boston Fish Pier. Seashore acquired C-11 in 1964. It is a rubber-tired dump truck and was powered by electric batteries. The batteries are missing. The tires are hard rubber. The truck has been stored indoors and appears to be largely complete. See page 5 for photos of this item when it arrived at Seashore Trolley Museum.
Commonwealth Ice Truck C-12 – The Walker Vehicle Company built No. C-12 in 1921. I operated in Boston. It was acquired by Seashore in 1982 from the owner of Semple Truck Rental and Leasing Company in Boston. It is a rubber-tired dump truck that was powered by electric batteries. The batteries are in metal cases inside wood boxes. The tires are hard rubber. See page 5 for photos of this item when it arrived at Seashore Trolley Museum.

Because of the scarcity of these original vehicles in unrestored condition, we feel they have a value around $10,000 for the pair. Offers close to this will be seriously considered, as will offers for single vehicles.
Divco Truck No. 23 – Divco (originally the Detroit Electric Vehicle Company) built this truck in 1955. It is a design built by Divco between 1937 and 1986. The Divco trucks were used for local delivery, primarily by dairy companies. This truck has a flat head, 6 cylinder engine, but the head is missing. It has a red and cream paint scheme. Seashore acquired this truck in 1992 from Richard Bibber. It is believed to have been operated by Grant’s Dairy of Bangor, Maine. See page 5 for photos of this item when it arrived at Seashore Trolley Museum.
Divco Truck (unidentified vehicle number) – Divco (originally the Detroit Electric Vehicle Company) built this truck at an unknown date. It is a design built by Divco between 1937 and 1986. The Divco trucks were used for local delivery, primarily by dairy companies. This truck has a flat head, 6 cylinder engine. The truck’s paint is mostly missing, but there are traces of cream and red paint. It may have been operated by HP Hood. Seashore is believed to have acquired this truck in the late 1960s. See page 5 for photos of this item when it arrived at Seashore Trolley Museum.

We feel a price of $5,000 for the pair is reasonable. Offers close to this will be seriously considered, as will offers for single vehicles.
Seashore Trolley Museum (STM) seeks museums, other nonprofits, for profits, and transit hobbyists, with interest in equipment on our deaccession list. We are soliciting proposals at this time for groups or individuals who would welcome the opportunity to re-home one or more of the items listed above. STM’s goal is for the continued preservation of the items on the deaccession list, if possible.

Understanding that the museum has invested a substantial amount of resources in these vehicles in the past to obtain, transport, and store for an extended period of time, we appreciate your sensitivity around our decision to part with them.

Please note that all equipment is as, where is. Items that may be in storage barns at the time of acquisition will be moved out of the building by museum personnel for access. All items, except Truck C-11, are outdoors. All are away from overhead wire.

If you wish to view these items prior to submitting a proposal, please visit the museum during hours of operation only. Until May 1st, our business hours are Monday-Friday 9AM-3PM. Appointments outside of these hours may be considered based on staff and volunteer ability. Before you visit, please email our Curator (contact info below) to set up a date/time to do so.
All proposals submitted by an organization or group must be submitted on the inquiring organization’s or group’s letterhead, and signed by an official with authorization to do so on behalf of the entity.

**Proposals will be accepted until the items are re-homed.**

All equipment after the selection phase will be transferred to the ownership of the entity selected.

All Contractors and non-profit organizations involved with removing equipment from STM shall have in effect liability insurance in the amount of $1,000,000 with STM named as additional insured.

Coordination for moving of equipment and removal from property must be coordinated with STM as to not interfere with the museum operations.

**Please include in your proposal:**

1. Your intentions for equipment (preservation, scrapping and using parts for other projects, etc.)

2. Your expected time frame for preparation and moving of the vehicle(s)

3. A copy of your tax exempt form

4. For-profits and transit hobbyists: Your proposed bid for the equipment you are interested in acquiring

5. Time frame of when you would be able to arrange for transport of the vehicle(s) from our property. If you need time to fundraise for transportation costs, please be transparent in your proposal with this information and an estimated timeline for when you anticipate raising the funds needed to move forward with the acquisition. Ideally, we would like to re-home all items by the end of 2021, so please let us know if you would like to request an alternate timeline.

**Proposals missing information requested will not be considered in this round.**

**To submit your proposal,** please email or mail your proposals to the attention of our Executive Director, Katie Orlando at **director@trolleymuseum.org** or Seashore Trolley Museum, PO Box A, Kennebunkport, ME 04046.

For questions about any of the items on our deaccession list, please contact our Museum Curator, Peter Osgood, at **curator@trolleymuseum.org**.

STM reserves the right to reject any and all proposals, and to enter into negotiations with any non-profit organization for any equipment listed on the deaccession list above.