

Seashore Trolley Museum Deaccession List: Re-Homing Vehicles November 2023

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

1. Boston Elevated Railway Nos. 0709, 0749, 0753 and 0754

The Boston Elevated Railway (BERy) opened its second rapid transit line in 1912 which became known as the “Cambridge-Dorchester” line. The BERy equipped the Cambridge-Dorchester line with 95 cars, built in three batches between 1911 and 1919. At 69 feet long, these cars were the largest rapid transit cars ever built up until 1962. Thus, they were too large to operate on Boston’s other rapid transit lines. Most of the Cambridge-Dorchester cars had distinctive “fish-belly” side sills. Unlike earlier rapid transit cars, the Cambridge-Dorchester cars did not have end vestibules but had three doors spaced evenly along each side of the car. In 1927-28, the BERy extended the Cambridge-Dorchester line farther south to the Ashmont station. To handle this expansion, the BERy acquired another 60 cars from Osgood Bradley, Nos. 0695 – 0754. (In Boston, rapid transit car numbers all started with zero to distinguish them from surface streetcars.) The 1928 cars were termed #4 Cambridge-Dorchester cars, but were almost identical to the 95 older cars. The principal difference was the door arrangement. On the older cars, the doors were designed to slide into pockets in the sides of the car, while, on the #4 cars, the doors were arranged to slide on the exterior of the car. This eliminated the accumulation of snow in the door pockets. The interiors of the #4 cars were austere and had longitudinal seating.

The BERy was reorganized as the Metropolitan Transit Authority in 1947. In 1963, the MTA acquired a fleet of #5 cars to replace the older Cambridge-Dorchester cars. The MTA retained five of the #4 cars as spares: Nos. 0709, 0719, 0749, 0753 and 0754. In 1964, the MTA became the Massachusetts Bay Transportation Authority. The MBTA adopted a color coding system for its transit lines, with the Cambridge-Dorchester line becoming the “Red Line.” Of the five surviving #4 cars, the MBTA converted all except No. 0719 to work cars. The MBTA retired No. 0753 in the mid-1980s and put it in storage where it suffered some damage by vandals.

In 1988, Seashore acquired No. 0753. No. 0753 was the only surviving car in the orange and gray paint scheme. Later in 1988 and 1989, Seashore acquired the other three surviving #4 Cambridge-Dorchester cars – Nos. 0709, 0749, and 0754 which the MBTA had also used in work service. Seashore has done some electrical work on No. 0753. Nos. 0709, 0749, 0753 and 0754 are not in operating condition.



No. 0754, September 15, 2023, Richmond Bates photo.



No. 0753, September 15, 2023. Richmond Bates photo.



No. 0753, September 15, 2023. Richmond Bates photo.



No. 0709, September 15, 2023. Richmond Bates photo.



No. 0749, November 11, 2023. Eric Engler photo.



No. 0749, November 11, 2023. Eric Engler photo.

2. Boston Elevated Railway Nos. 0503, 0575 and 0579

These three cars were used by the Boston Elevated Railway in work train service on the rapid transit division. No. 503 is a wooden flat car built in 1901 by the Boston Elevated Railway. Seashore acquired No. 503 in 1991. No. 0575 is a crane car with a box cab. Its build date is unknown. No. 0579 is a flat car. Its build date is also unknown.



No. 0503, May 18, 2023. Richmond Bates photo.



No. 0575, May 18, 2023. Richmond Bates photo.



No. 0579, with No. 575 behind, May 18, 2023. Richmond Bates photo.

3. Chicago Transit Authority No. 1

After the Chicago Transit Authority (CTA) took over Chicago's rapid transit system from the Chicago Rapid Transit Co. in 1947, the CTA acquired a large fleet of 719 cars, numbered in the 6000 series, built in semi-permanently coupled pairs. To meet a need for a few cars for single unit operation for lighter patronized lines, St. Louis Car built Nos. 1 – 50 in 1959-1960. These were similar to the 6000 series cars except each car was double-ended and designed for one-man operation. St. Louis Car built these cars using parts salvaged from dismantled PCC streetcars. Among the single unit cars, the CTA ordered four (Nos. 1 – 4) with experimental, high-speed motors, controls, trucks and brakes. Nos. 1 – 4 could easily operate at 60 – 65 miles per hour. The CTA painted Nos. 1 – 4 in a distinctive maroon and silver gray scheme. The CTA used the high-speed cars in test service and, after 1960, on the Ravenswood line. By 1964, the CTA repainted the cars in its standard green and cream scheme.

In 1964, Nos. 1 – 4 were the initial cars assigned to the CTA's new Skokie Swift service. The Skokie Swift (now named the Yellow Line) was a 5-mile non-stop route from Howard Street on Chicago's northern border to Dempster Street in Skokie. This line used the recently abandoned track of the Chicago North Shore & Milwaukee interurban. Most of the route used overhead wire requiring a transition from third rail to overhead wire at speed. For this, the CTA custom designed "pan trolleys" for Nos. 1 – 4. In the early 1970s, the CTA converted No. 1 to chopper control. The Skokie Swift schedule called for an average start-to-stop speed of 46 mph, which the CTA advertised as "the world's fastest rapid transit." The Skokie Swift service soon attracted more patronage than expected, and the CTA added more cars to the service. In 1974, General Electric acquired No. 1 to use at its Erie, PA plant for testing new equipment. Before sending No. 1 to GE, the CTA repainted the car in a silver and charcoal scheme. In the mid-1980s, GE put No. 1 into storage. After having been derelict at Erie for many years, General Electric donated No. 1 to Seashore in 2016.



Two photos, CTA No. 1 outside the Highwood car barn, August 2, 2016. Richmond Bates photos.

4. Staten Island Rapid Transit No. 366

In the 1920s, the Staten Island Rapid Transit (SIRT) decided to convert its passenger service from steam to electric operation. For the new service, Standard Steel Car delivered 100 transit cars, including No. 366, to the SIRT in 1925. The cars used on the SIRT were 67 feet long and 10 feet wide, matching the equipment in use on New York's BMT subway system. This was deliberate, since the city expected to build a tunnel from Brooklyn to Staten Island. However, the tunnel was never built. The SIRT cars had some distinctive features, such as headlights, pilots and handholds, which were necessary to operate along with steam freight trains. While the Standard Steel cars were a rapid transit design, SIRT's operation retained characteristics of a steam railroad or an interurban.

The Metropolitan Transportation Authority acquired the SIRT in 1971. The MTA placed SIRT in a sub-authority, the Staten Island Rapid Transit Operating Authority (SIRTOA), to operate it. After withdrawal of the 1925-era cars from service in 1973, SIRTOA kept one old car at its Clifton shop as a work/storage car and preserved three more, including No. 366, for possible display at the Richmondtown Restoration (a Staten Island historic site). The Richmondtown plan did not occur, and SIRTOA kept the cars at various sites. In 1983-84, the Trolley Museum of New York acquired SIRTOA's four 1925 cars. TMNY stored No. 366 at the Consolidated Edison Arthur Kill generating station on Staten Island. In 1993, Seashore acquired No. 366 when the Trolley Museum of New York decided it lacked the resources to preserve the car. One other SIRT Standard Steel car was saved and was acquired by the Shore Line Trolley Museum (formerly Branford Trolley Museum).

No. 366 was significantly vandalized during storage on Staten Island. It is not in operating condition, and there is no trolley pole for operation at Seashore. Plywood covers some windows. No. 366 is stored outside the Donald Curry Town House Shop.



Two photos: No. 366 stored outside Town House Shop, May 10, 2017. Kenyon Karl photos.

5. Cleveland No. 113

In 1955, the city-owned Cleveland Transit System opened the first all-new rapid transit line in the U. S. since the 1920s. The “Rapid” line initially ran between Windermere, on Cleveland’s East Side, and Cleveland Union Terminal. The original CTS rapid transit cars were called “Bluebirds” because of their blue and silver paint scheme. The original fleet consisted of 56 cars operated in pairs and 13 cars (numbers 100-112) operated as single cars. When CTS extended the line to West Park in 1958, St. Louis Car Company built another 14 paired cars and six singles (numbers 113-118). The cars collected power through roof mounted pantographs. St. Louis Car used PCC technology to a great extent in the Cleveland cars.

CTS continued to extend its rapid transit line west, reaching Cleveland Hopkins Airport in 1968. Cleveland became the first U.S. city to connect its airport to downtown with rail rapid transit. With the airport expansion, the CTS purchased longer, “Airporter” cars and relegated the Bluebirds to just rush hour service. In 1975, the Cleveland Transit System became the Greater Cleveland Regional Transit Authority (RTA). The RTA fully retired the Bluebird cars in 1985 in favor of new equipment.

The Gerald E. Brookins Museum of Electric Railways (known as Trolleyville, U.S.A.), a museum in Ohio, acquired No. 113 when Cleveland retired the car. Trolleyville U.S.A. closed down in 2005 and put its collection of 31 vehicles into storage. Seashore acquired No. 113 when the Trolleyville collection was auctioned off in 2009. Seashore has not equipped No. 113 with trolley poles for operation at the museum. No. 113 has been stored outdoors and suffers from body deterioration.



Cleveland No. 113 at Seashore Trolley Museum, April 29, 2017. Kenyon Karl photo.

6. Independent Subway No. 175 (carbody only)

The Independent Subway was New York's answer to problems encountered with leasing subways built with public money to private operators. The city built a third subway system and operated it itself. Although the new system competed with the older systems in many locations, it did extend into previously unserved areas in Queens and provided a useful crosstown link between Queens and Brooklyn. The fleet assembled for this system was designed to a single plan, and constructed under five contracts, designated R-1, R-4, R-6, R-7 and R-9. Car 175, an R-1 was built by American Car & Foundry in 1932. It is one of the original cars which opened the Eighth Avenue Subway in 1932. It was used for a work car after retirement and is used as a parts storage container here at Seashore.



7. Boston Elevated Nos. 0986 and 0996

Boston opened its first elevated line in 1901. Known as the Main Line Elevated, the line was rebuilt over the years and became today's Orange Line of the MBTA. Between the line's opening in 1901 and 1928, the Boston Elevated Railway purchased cars in 10 different batches. Nos. 0796 – 01000, known as Number 10 cars, were built by Wason in 1928. While the same size as the early wooden cars, the Number 10 cars had air-operated doors and other safety and operational improvements. The No. 10 cars continued operating when the Metropolitan Transportation Authority took over from BERY in 1947. The MTA used the No. 10 cars less after 1957 when it purchased 100 longer, Number 11 cars. By 1963, the MTA had retired all the Number 10 cars except five, including Nos. 0986 and 0996, which went into work train service. The MTA reorganized as the Massachusetts Bay Transportation Authority in 1964. Seashore acquired Nos. 0986 and 0996 in 1996. Pictures below taken on November 11, 2023.



8. Boston No. 3037

No. 3037 is one of 175 Presidents Conference Committee (PCC) cars ordered by the Boston Elevated Railway (BERy) in 1943-1945. The first 100, Nos. 3022-3121, were delivered in 1944. Like almost all of Boston's PPC cars, Nos. 3022-3121 were built by Pullman-Standard and had left-hand side doors for loading at some stations in Boston's downtown subway. Nos. 3022-3121 had Westinghouse motors and Westinghouse air brakes, unlike some of Boston's later PCCs which had electric brakes and were thus termed "all-electric." Also, unlike the later PCCs, No. 3037 has a "flat top" and is single-ended, needing a turning loop at each end of a route. No. 3037 often operated on the Arborway line. It continued operating for the Metropolitan Transit Authority and the Massachusetts Bay Transportation Authority. The car's original paint scheme was orange and white and, later, green and white.

After retirement, No. 3037 came to the Seashore Trolley Museum in 1994. The museum did some repainting when the car arrived. No. 3037 is stored outdoors next to the Fairview carbarn. It is partially tarped. The car now has peeling paint, some rust damage and some broken glass. The trolley pole is stored inside.



Two photos: No. 3037 outside Fairview carbarn, July 20, 2023.



No. 3037 interior, July 20, 2023.

9. Laconia Street Railway No. 17

The Laconia Street Railway operated an 8-mile trolley line from Laconia to Lakeport (a neighborhood of Laconia) and continuing on to Weirs Beach in New Hampshire. The Laconia Street Railway had a small fleet of trolleys with closed cars having odd numbers and open cars, even numbers. The Laconia Car Company built No. 17 for the Laconia Street Railway about 1900. The car also had a name: "Wastena." The car was originally painted olive green.

After streetcar service ended in 1925, an individual in Laconia bought the carbody of No. 17. Later, it was acquired by Ed Clark, the owner of Clark's Trading Post, the Hobo Railroad and the Winnepesaukee Scenic Railroad. Clark kept No. 17 in Lakeport at the southern end of the Winnepesaukee Scenic Railroad. Clark died in 1998. Seashore member Charles Publicover brought No. 17 to the museum in 2001.

No. 17 remains without trucks. In recent years, it has been partially covered by a tarp, but the tarp is now mostly off the car. Most glass in the windows and the clerestory is missing, and some glass has been replaced with boards. Some wood pieces have rotted.



Images: No. 17, March 21, 2023.

10. Virginia Electric & Power No. 194

Richmond, VA was the site of the first commercially successful electric street railway in the United States. The system was designed by Frank Sprague and began service in 1888. None of Sprague's original streetcars survived. After 1888, several companies in Richmond operated lines. One of these lines, Richmond & Henrico Railway, acquired four double-truck cars from Southern Car Co. of High Point, NC in 1911: Nos. 102, 104, 106 and 108. In 1914, R&H renumbered these cars to: 188, 190, 192 and 194. Later, Richmond's streetcar companies were consolidated as the Virginia Railway & Power Co. VR&P converted its cars to one-man operation in 1924. In 1925, Virginia Electric & Power Co. acquired the Richmond streetcar system as well as the systems in Norfolk, Portsmouth and Petersburg. VE&P modernized Nos. 188-194 in 1926. Streetcar service in Richmond ended in 1949.

When VE&P retired No. 194 about 1940, the car body became the Green Light Diner, a notorious backwoods dancing and drinking establishment in Hanover, VA. After World War II, Virginia lumberman T. Edward Corker, used No. 194 as a stockroom for his truck repair facility. Mr. Corker donated No. 194 to Seashore in 1990. In 1994, the Valentine Museum in Richmond asked to purchase or lease No. 194, but financial reverses at the Valentine ended the plan.

No. 194 is stored outdoors without trucks. The wood body has rapidly deteriorated due to extensive dry rot. Some work was started in putting it back together. No. 194 is a largely-wood car, with some limited use of steel in the underframe and as body sheathing. The dash and much of the platform structure has been removed on the south end of the body. The body has been stripped of all mechanical components, with only one set of doors remaining. The body is largely intact.



Two images: No. 194, December 2022.

11. 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.



12. WMATA No. 2600

No. 2600 is a “New Look” bus originally built in 1965 by the GMC Division of General Motors for the Washington, Virginia & Maryland Coach Company (WVM), roster number 600. It is a model TDH-5304 bus, serial number 944. This model designation stands for transit configuration, diesel engine, hydraulic transmission, 53 seats and 40’ long. WVM was a subsidiary of DC Transit. In 1973, the Washington Metropolitan Area Transit Authority (WMATA) acquired WVM, and this bus became WMATA No. 2600. WMATA sold No. 2600 to an individual in 2001 or 2002, who then donated it to Seashore in 2004.

No. 2600 has not operated in recent years.



Three photos: No. 2600, July 18, 2024.

Seashore Trolley Museum (STM) seeks museums, other nonprofits, for profits, individuals and transit hobbyists, with interest in vehicles and equipment on our deaccession list. We are soliciting proposals at this time from 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.

In this round of re-homing, museums and other nonprofits are encouraged to submit proposals, with no expectation to include a bid in your proposal. For profits, individuals and transit hobbyists are encouraged to submit proposals, with a bid for each piece of equipment of interest included.

Understanding that the museum has invested a substantial amount of resources in these items 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 is, where is. STM does not have the resources currently to relocate items on our deaccession list to alternate locations on our property. All items are outdoors and accessible, most 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. Business hours year-round 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.

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 item(s).
3. Nonprofits: 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 item/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.

Proposals missing information requested will not be considered.

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, or to schedule a tour to view the item in person, please contact our Museum Curator at curator@trolleymuseum.org.

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