

PRESENT: M.C.Wright (Chairman), R.A.Sykes, G.C.G.Wilton, D.Beardsell.

Apologies: D.J.Redmond, I.A.Yearsley, D.Senior,

Minute 36/1: Minutes of meeting 35 were accepted without amendment.

Minute 36/2: Matters arising from Meeting 35:

35/2: Clay Cross. No Progress.

35/2: Nottingham body at Hagworthingham now believed to be no166. No further information on its potential acquisition

Membership of the Committee. It was agreed that the Workshop's representation on the Committee should be decided by the Workshop. It had initially been Mr Shawcross, then Mr Baker.

Other matters arising are covered below.

Minute 36/3: Trams Report:

Version 3.1 of Part Two had been circulated electronically. Further detailed adjustments were agreed, including indicating Blackpool 59's provenance in tramcar development (part 2 section 12) as the design is effectively an electrified steam tram trailer (straight-through underframe, slab sides, steep passenger access). It was agreed that the draft of Part Two was ready for the next stage (review by the members) after which the glossary and references can be completed. It was suggested that the presentation of Part Two to the members should be reviewed by the Board. The morning of the 2007 AGM was suggested.

Action: MCW

Icons. The draft for inclusion in the next Journal was agreed. This had been based on the discussions at meeting no35 and the papers by RAS and GCGW submitted to that meeting.

Action: RAS

Part three would be the TMS-specific recommendations, including ranking the whole tramcar collection. The ranking system would be in four categories: significance, form, status and condition, with a defined numerical scale for each. Leeds 399 was chosen as the benchmark and would be scored exactly in the middle of the range. All other vehicles would be scored against it so a relative ranking can be derived.

Action: RAS

Minute 36/4: Any other business.

1. Controllers. Glasgow 22 had been refitted with MV controllers in 2005 (minute 31/4) in accordance with Board Minute 9071 after they had been overhauled by Workshop staff. The Workshop's Monthly Report for October asked that the Board approve the refitting of the CDB2 controllers as the MV ones were 'unpopular with crews'. It was noted that most controllers took a little time to 'bed in'. It was remembered that the CDB2s had been very hard to handle when first fitted, the Westinghouse controllers on 7, 106 and 1622 likewise, but all freed up over a period of about three years' Museum use. However, 22 had run successfully from 1930 to 1960 with its controllers plus airbrake attachment and at the Museum until 1988 with the airbrake attachment removed. 812 has run since 1930 with similar controllers with the airbrake attachment. The other four surviving Standards (488, 585 and 779 and 1088) all have EE type controllers. Although the curatorial argument was inconclusive either way, as three types of controller were used on Standards with the same motor power/truck combination, the committee did not support another change and agreed the tram should remain in the condition in which it arrived at the Museum, unless a truck, motors and controllers appropriate for 1922 became available.

Action: MCW

Post-meeting note: according to Ian Stewart, of the 1005 Standards, 469 had MV, 151 BTH and 385 EE. Of the 50 Kilmarnock bogies 31 had MV; the rest including 1115 had EE.

2. It was noted that other trams still had curatorially incorrect attachments (for example for their use at Garden Festivals). MET 331 Leeds 600 and Glasgow 1100 have 'STOP' flags in

each cab to indicate low air pressure. This post-war fitting is original equipment only on Leeds 600.

3. It was also noted that the correct controllers for Johannesburg 60 were presently being overhauled, financed by a sponsor group.

4. Movement of non-operational trams in the collection. The practice of occasionally moving non-operational tramcars out into the Depot Yard or into the Museum Street was endorsed. It was important for members and visitors to be able see them outside and juxtaposed in a historically appropriate manner for photographs, provided the processes to safeguard their movements appropriate (see also Minute 32/7).

5. It was noted that a proper set of blinds from Newlands Depot had been found and fitted to Glasgow 1297 to replace the incorrect temporary set installed after the originals disappeared when the tram was in Blackpool in 1984/5.

Dates of: next meetings: Saturdays 9th December 2006 and 3rd February 2007

MCW 061028