

PRESENT: M.C.Wright (Chairman), D.Beardsell, D.J.Redmond (Secretary), D.J.H.Senior,
J.M.Shawcross, R.A.Sykes, G.C.G.Wilton, I.A.Yearsley.

Apologies: Mr. Shawcross attended vice Mr. P.D.Bird.

Minute 37/1: Minutes of meeting No.36. Mr. Sykes mentioned omissions relating to the use of conservation terminology in the draft Trams Report where the Curator had agreed to review the terminology used. This item was discussed during Meeting No. 37 later herein and the agreed minute will stand as an amendment to the notes of the earlier meeting.

Minute 37/2: Matters arising from Meeting No.36: **Min.36/2** Membership of the Committee. It was noted that the Workshop's representation on the Committee would normally be Mr. P.D.Bird, Rolling Stock Engineer. **Min. 36/3.** An article by Mr. Sykes had gone to the TMS Journal Editor, Mr. Lomas, for publication. **Min. 36/4.** There was nothing further to report concerning the controllers on Glasgow 22, though this remains an issue.

Minute 37/3: Restoration Project – Cardiff 131:

Following a meeting with the Trustees of the Tramcar Sponsorship Organisation, the potential sponsors of the project, the Committee received a set of documents consisting of an Attitude Statement, an Historical Timeline to 1971 of the vehicle, a Project Conservation Specification (in outline), a Budget Project Costing, a Parts Status schedule and a proposed Project Programme. The latest version of each of these documents was tabled for discussion. These are in line with previous discussions of the TCC and whilst there will be more detailed issues relating to options as to the use of specific parts in the restoration e.g. controllers, sanding systems etc., in principle this project is presented for the Committee's approval and forwarding to the TMS Board on December 16th 2006. The overall objective is to make the car as authentic as possible, essentially as it came to Crich and in line with current operating and safety needs and the future use of the vehicle. No changes will be irreversible.

The master cover sheet was handed to the Chairman for signature.

The thanks of the Committee were given to Mr. Shawcross and the team who assisted him in the speedy preparation of the papers and to Mr. Beardsell for his historical research.

There was earnest discussion about the use of the word "attitude" in the documentation and Messrs. Senior and Wright wished to record their unhappiness with its use. However, this is the current usage in the Museum world and as such was appropriate when a potential application for grant assistance was being contemplated. An alternative word could be used for purely "internal" use if so desired.

Minute 37/4: Clay Cross Conservation Store:

No progress was reported. Mr. Senior referred to a recent visit to the Birmingham Museum Store. A long-term aspiration might be for a store as part of a public display for Crich, Mr. Wilton suggesting that such a store might form part of the current Stone Workshop scheme for the items displaced from the Stone Workshop. It was noted that the Mezzanine Store in the Workshop was nearly complete and this would be used selectively. Mr. Senior urged a small scale start to the inventory work if the work is ever to be completed. Mr. Wilton was asked to investigate the possibility of grant assistance for the inventory/administration work, possibly as a precursor to the main Depot Scheme to follow the Stone Workshop. Mr. Shawcross suggested a joint visit with Mr. Wilton to Clay Cross to assess the work involved, with Mr. Wright assisting with the access issues in collaboration with Mr. Daft.

Action Messrs. Shawcross, Wilton and Wright.

Minute 37/5: Trams Report:

At the previous Meeting, Mr. Sykes had proposed usage of terminology currently common in the Museum world. Mr. Wright had questioned whether revision of the terms used over many years was justified but Mr. Wilton offered to perform an editing role and to present his proposals later. Also there had been discussion about methods of traction that had previously been dismissed as incapable of representation at the Museum as no suitable examples were available, but which, on reflection, might be capable of presentation by subsequent

unforeseen acquisition of material or replication, Therefore he is of the view that the Committee (and the Report) should state which items it would represent by an artefact if it could and which ones only by record, photograph or plan etc. Mr. Senior was of the view that the Museum should make these additions as we progress from an internal policy document to a published work. Mr. Wilton felt that the Museum should have a policy ready to be applied to previously unknown artefacts which became available. Mr. Senior suggested an additional paragraph to the Report which would cover this situation by stating that if such an item became available, the Committee would recommend its acquisition to the Board.

At this Meeting, there was discussion concerning the usage of the words "conservation", "restoration", "re-restoration", "replication". One answer is just to use "restoration". Mr. Shawcross and Mr. Wilton have been working to definitions as set out in external documentation, which also covers a definition of "form and function". Mr. Wilton said he was in the process of looking at current Crich Museum policy documents to check what is currently said. Mr. Senior said that this was okay as long as it is used in our context i.e. what we want it to mean. Mr. Wilton said he would adopt the standard glossary of terms.

The plan was still to be able to present the draft of Part 2 to the membership on the AGM morning. Mr. Wilton would be going through Version 3.1 dated 2/10/2006, then it will go back to the Board, then to the members.

Actions: Mr. Wilton

Regarding "icons", there was doubt in a system that throws up LPTB 1622 as an icon/valued car in view of its low authentic content. The ranking system was convoluted and could end up in a 1 to 60 ranking unless a rational system could be devised. It was suggested that an additional scoring parameter should be the proportion of original material in a car, or/and a rating based on a survey of visitors as to their "preferences". What was agreed was that each car should have a defined detailed opinion statement and record file. Each car's attributes would appear on a database, statements as to its authenticity or otherwise component by component with a simplified Executive summary which relates to a more detailed tabular outlay of the information. It was agreed that this would take time and could not be included in Part 2 but could be part of a Part 3 later, along with the full detail of the car and cross-referencing to the Categories of tramcar.

Minute 37/6: Any other business:

- i) Mr Senior referred to a recently published album of German tramways and stadtbahns 1948-2005. He said that this might be an idea for the format of the publication of Part 2.
- ii) Mr. Redmond had recently received a DVD about the Watercress Line (Alton to Alresford) which went into the working of the volunteer-run railway in great detail. This could form the basis of a similar DVD about the operation of Crich Tramway Village. He would forward the DVD to Mr. Wright.
- iii) Mr. Beardsell asked concerning the only known example of a Milnes Girder truck. It was stated that the genuine item was being retained when the replacement.replicated extended wheelbase truck for Lowestoft 14 was fitted.

Dates of: next meeting: Saturdays 9th February 2007 and Saturday May 5th 2007.