

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

Apologies: D.J.Redmond (Secretary), D.J.H.Senior.

Best wishes were expressed to the secretary for a speedy recovery.

Minute 40/1: Minutes of meeting No.39 were approved, subject to the addition in minute 39/6, tramcar Icons. Add after the first sentence: "the text proposing that the icon is Chesterfield 7 was approved and would be submitted for the July issue of the Journal, Action: RAS."

Minute 40/2: Matters arising from Meeting No.39 not covered elsewhere:

Nottingham 166 was now at Clay Cross.

The loan agreement in respect of Hull 132 was progressing

Actions: JMS and GCGW

No further response received regarding Tramcar Icons.

Minute 40/3: Restoration Project – Cardiff 131:

The tram had arrived at Crich on 31st August. No current issues requiring the Committee's attention.

The response to the letter from Terry Russell had been published in the July Journal.

Minute 40/4: Clay Cross Conservation Store:

Some progress. The North Metropolitan Horse car body had been examined, and appeared to be in a state of imminent collapse. Research by Dave Beardsell revealed that there are 14 such cars in preservation and a further six already restored. The LTHS is working on one which has been accepted in principle, rendering the Northmet car surplus. Gateshead 52 was also only suitable for patterns, and disposal/dismantling of these two items would free up significant space.

It was agreed that Attitude Statements for the above should be produced as a first step

Action: GCGW

Minute 40/5: Trams Report:

Some terminological adjustments were still required on page 6.1 of part 2.

Action: GCGW

Minute 40/6: Attitude Statements

The Board has asked for Attitude Statements for LCC1 (Trams Report category 15b), Blackpool 59 (category 12c) and Halle 902 (category 20b). It was noted that 902 (and 901) were not unique, other double ended Tattras existed. Riga had a number, at least three survive in their works fleet, as the route that used them now had terminal loops.

Action GCGW

Minute 40/7: Any Other Business:

a: Access Trams. Almost all the correspondence in the Journal was strongly opposed to the alteration of ANY tramcar in the collection, and most favoured obtaining another 'foreign' vehicle. The Board Member for Workshops (JMS) had produced a paper reviewing the options for a second Access Tram (ref: 010/IC/JMS dated 09/01/07) for consideration by the Access Tram Team. The paper reviewed G&I 14, Blackpool 5, Gateshead 52, a Blackpool balloon and Halle 902, opposite Berlin 3006. The paper concluded that, based on the criteria used, Blackpool 5 was the most suitable vehicle for conversion.

The TCC did not disagree with the findings.

It was recommended that Attitude Statements for G&I 14 and Blackpool 5 be produced.

Action: GCGW

b: Blackpool 125th celebrations (2010)

Discussions had begun with Blackpool regarding their celebrations and what interest there would be in any of the Museum's trams returning to Blackpool for the celebrations.

2010 was also the 150th anniversary of the first UK horse tramway.

c: Crich fifty:

It was suggested that Cardiff 21 (double deck garden seat horse car) might be borrowed for 2009, as its home at the Welsh Industrial and Maritime Museum had closed.

Action: MCW to ask Board

d: Eades body

It was suggested the Eades body be added to the horse tram exhibition for display in conjunction with the truck to show the rotation.

Action: GCGW

Minute 39/8: Dates of Next Meetings:

Saturday 10th November 2007 11 am.

Saturday 26th January 2007, 11am

mcw