

TRAMCAR CONSERVATION COMMITTEE No. 55 4 Feb 2012

PRESENT: M.C.Wright (Chairman), D.Redmond (Secretary). D.Heeley, D.J.H.Senior, and R.A.Sykes.

Apologies: D.Beardsell, N. Sturgess, G.Wilton, and I. A. Yearsley

Best wishes for a speedy recovery were recorded for Mr. Yearsley following heart surgery recently and a card was signed.

Minute 55/1: Minutes of meeting No.54 were approved and adopted.

Minute 55/2: Matters arising from Meeting No.54:

Re Minute 54/7 (iv) The question of whether Blackpool 762 is or is not part of the collection was debated. The present understanding of the Curator is that it is not. A decision needs to be taken as to the car's status, the future condition of the car, the issue over the spending of charitable money on the car were it to become necessary and the current issues over the present advertising decals. These are matters for the TMS Board.

Re Minute 50/2: Mr. Wright had not yet produced the display notices for Blackpool 298 but now intends to add a section about Blackpool 630 and the contrasts between the cars.

Action Mr.Wright

Re Minute 50/8 iii: Mr. Wilton is still intending to contact Mr. Longworth regarding the harness items from the IOM.

Action: Mr Wilton

Re Minute 52/3: Gateshead car No 52. A Special Resolution will be prepared for the 2012 TMS AGM in July recommending disposal of the car to the Beamish Museum. This is now a matter for the TMS Secretary.

Re Minute 54/4: Mr. Wright will provide an electronic copy of the Trams Report to Mr. Heeley as previously promised.

Action Mr. Wright

Minute 55/3: Clay Cross Conservation Store:

A plan will be formulated soon to cover the proposed move of Car 92, the North Met. Horse Car and Car 52.

Action Mr. Wilton

Minute 55/4: Trams Report:

A paper by Mr. Sykes was circulated. This covers the two "second generation" category periods Experimental Period and Standardisation Period. The question was raised as to whether Manchester T68 car 1007 would need to be preserved as the first second generation "street tram" if one such car were retained by the operator or a local museum. Later second generation cars are in the "standardisation" category, such as the Sheffield or Croydon cars. A major issue was whether it would be possible to operate or maintain such cars at Crich in view of the differing technologies let alone the issue over size. It was suggested that, in due course, some dialogue would be advisable with the Science Museum about the preservation of second generation cars.

Then followed discussion concerning the "Survival " period and what to do for this period in view of the recent acquisition of Blackpool cars 630 and 762. This brings to the fore the issue of whether these cars are or are not candidates for the collection or merely operating artefacts. It is going to be necessary to revise the relevant paragraphs covering this period in view of the recent increase in knowledge of the technologies used on these cars. Mr. Sykes undertook to do this with Mr. Heeley to review this revision. Mr Senior then raised the question of the Centenary cars at Blackpool and whether they should be regard as the "standardisation" part of the survival period and, as such, one of these cars should be incorporated in the collection. Mr Wright undertook to report to the TMS Board that significant updating/revision of the later chapters dealing with the survival and transition periods would be necessary. Mr Sykes agreed to produce a draft for this purpose.

Actions Mr Wright, Mr Heeley and Mr Sykes

It was noted that work on the Bibliography was still in hand with Messrs Sykes and Yearsley.

Minute 55/5: Attitude Statements:

There are still several Attitude Statements to be completed, including one for Blackpool 762 and one that will be needed for Berlin 3006. Thus far, only the one for Gateshead 52 has gone the full distance for approval.

Action Mr Wilton

Minute 55/6: Luton Tramcar No.6:

An approach has been received from Luton Cultural Services Trust who wish to restore Luton tramcar No 6, a BEC product, and who wish to consult with the TMS and explore the possibilities of the car being restored. It was noted that an earlier approach had been made by the people with an interest in this tram and it is believed that an earlier visit to Crich had taken place. The added dimension this time was the query concerning the possible restoration of the car at Crich. It was agreed that Mr Redmond would have further discussions with Mr Wilton and then would go back to the Luton contact with the possibility of a further visit and dialogue. Clearly, for the car restoration to take place at Crich, very significant funding would have to be found by the group and issues over Crich workshop capacity and "home-grown" funded projects would have to be considered.

Action Mr Redmond with Mr Wilton

Minute 55/7: Any Other Business:

(i) It was noted by the Committee that a proposal was being sympathetically considered by the TMS for the loan of Grimsby & Immingham 14 to Immingham to celebrate the centenary of Immingham Dock.

(ii) Mr Sykes reported that the costs that emerged for the proposed lean-to accommodation alongside the Exhibition Hall were too high and an alternative of use of the former Vintage Power Station was being considered.

(iii) The Committee were made aware, though the matter has not been passed to them for any action, that Cheltenham tramcar No 21 was now in jeopardy as the current guardians of the car wishes to dispose of it. The view of the Committee was the car was best displayed in its own locality but failing which it would not be willing to see it destroyed and it may be ultimately necessary to reconsider its future as part of the collection. Mr Redmond suggested a renewed contact with Mr Neil Butters who was involved with the Swindon 13 project some years ago and also to obtain further details from the TMS Secretary.

Action Mr Redmond

Minute 55/8: Dates of Next Meetings:

The following meetings have been scheduled for

Saturday 16th June 2012 at 10 am.

Saturday 22nd September 2012 at 10 am.