

Notes of a meeting held 9th. August. 1987

Present: Messrs. Bond, Brooke, Hyde, Lardge, Wright.

WGSB reported that as a result of a visit on 19th. July by Milan Tushka of Mott Haye and Anderson, consulting engineers for the Manchester light rail scheme, Mr. Tushka had suggested that Crich could be an ideal site for the permanent way contractors for LRT to gain expertise in laying street tramway track. He has suggested to David Holt, a member of the LRT Consultative Committee, that should the Museum wish to co-operate then he, Mr. Tushka, would propose that provision be included in the Manchester LRT budget for a track laying project to be carried out at the Museum. It was understood that this would be at no cost to the Museum unless there were major earthworks to be carried out but it was expected that the Museum would provide the necessary trackwork.

The Committee welcomed the proposal and proposed that a suitable exercise would be the re-siting and re-laying of the trackwork at Town End from a point opposite the stone workshop where the setting finishes. It was suggested that the new layout should be that shown in the Development Report although alternative ideas would be considered. It was agreed that Richard Hartwell be informed of this development and that the proposals be put to the Board for approval at the September meeting.

To accommodate the proposed new layout it would be necessary to demolish the Eagle Press building and it was proposed that this should be rebuilt facing the street on the east side of Stephenson Place. It was also proposed that the new ice cream kiosk be sited next to the new Eagle Press thus giving a sense of enclosure to this area.

AWB proposed that the present wooden 'Extravaganza' steps be removed and resited in a new position.

A memo from Bob Hall had drawn attention to the poor state of the stone oil store and a proposal was put forward to demolish this building when the east side path reconstruction was put in hand and to build on the site a stone plinth, surrounded by ornamental railing on which would be mounted the Red Lion which would have to be moved from its present site if the foregoing proposals were to be adopted.

David Lardge reported that he had now received drawings from Jim Soper for the proposed alterations to the south end of the depot wall and railings. No drawings had yet been prepared for the screening on the west side of the Assembly Room building.

A wooden frame was to be fitted round the Fraser advertisement on the hoarding to mask the cord mountings.

Next meeting - Sunday 6th. September at 2.0pm. WGSB tendered his apologies as he would be on holiday.

WGSB  
12.8.87

Resulting from a visit to the Museum on 19th July by Mr Milan Tushka, of Mott, Hay and Anderson, Consulting Engineers for the Manchester Light Rail scheme, Mr Tushka had suggested during a subsequent telephone conversation with David Holt, the LRTA's Hon Development Officer, that the Museum could be an ideal venue for proposed LRT tracklaying methods to be proved in service, under combined quarry lorry/tramway traffic conditions. Mr Tushka suggested that should the Museum wish to co-operate then he, Mr Tushka, would propose that provision be included in the Manchester LRT budget for a tracklaying project to be carried out at the Museum.

During the same telephone conversation, the question of enabling LRT Contractors to gain expertise in laying street tramway track at the Museum was also touched upon.

The proposals were discussed by the Development Committee at its meeting on 9th August and the committee proposed that a suitable exercise would be the re-siting and re-laying of the trackwork at Town End from a point opposite the stone workshop where the setting finishes. It was suggested that the new layout should be that shown in the Development Report although alternative schemes could be considered.

In order to prevent any misunderstandings, it is essential that a proper line of communication be established and in the early stages of negotiations it was proposed communications should be through W G S Hyde to Mr Tushka via David Holt. If and when the scheme is approved by the Board, drawings should be prepared and then direct contact to Mr Tushka should be through the Development Committee, Mr Tushka to be invited to visit the Museum again so that he could inspect the site of the proposed new trackwork.

Mr Hyde has a copy of the relevant part of a letter of 22nd August from David Holt to Mr Tushka; this letter is intended to progress discussion of the ideas outlined above.

(nb: paragraphs 3 and 4 are copied substantially unaltered from the memo)

*Revised by David Holt - 22.8.87 and  
only distributed to Development Committee*

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