

THE TRAMWAY MUSEUM SOCIETY

DEVELOPMENT COMMITTEE

Notes of 20th meeting on Sunday Sept 6th, 1987

Present : A.W.Bond, M.C.Wright, D.Lardge.

Apologies for absence : W.G.S.Hyde, J.B.Brooke

The review of progress deferred from the last meeting was again deferred. The meeting concentrated on proposals for the Winter Budget.

The proposal for a contractor to relay the whole track from the end of the setts southward at no expense to the TMS was reviewed. The TMS could incur earthmoving, poleplanting and other expenses, such as demolishing/rebuilding the Eagle Press, whilst any intermediate work in the area (i.e. the forge points) might have to be redone if the scheme went ahead. A clear case of planning blight. It was estimated that any tracklaying scheme was unlikely to become a firm prospect before Easter 1988, and could be eliminated from the winter budget, so there was still time to produce revised drawings for Board review. It was suggested that the terminus tracks should end parallel to the existing shelter, be 6ft apart and have a 10ft.6ins. gap between outer rail and kerbs both sides. Visitors would then actually be stepping into the street to board a tram - absolutely correct practice, and better than stepping off the kerb directly onto the tram. This would introduce a slight curve into the otherwise straight street. The distance from crossover points to track end should be not less than 90ft., to allow for two long cars to load. The distance on the siding should be 60ft. minimum before the engine shed points. No shelter between the terminus tracks, since this made it impossible to turn trolleys, or for large (road) vehicles to turn from the proposed access road (from the carpark) into the street. It was suggested the pedestrian underpass be turned through 90 deg and emerge on the east of the track. The print shop and an ice cream kiosk to be built into the bank beside the post box, using materials from the Print Shop for the frontage. The drawing would be revised and recirculated to include the mods above.

Action D.Lardge

Winter Budget. East side path : Recommended to be included. (pole replanting, excavation, new kerb, tarmac path, setting, diversion of service ducts, railings at rear of path)

Removal of points outside bookshop : NOT to be included this winter, do the east side path first.

Completion of depot wall. Summer 1988, after east side path. Cannot do both at once as it prevents visitor movement between depot & Town End.

Bridge Area. To be included : completion of road access from carpark as specified in meeting of July 5th, including west path, wall, drinking trough railings drains and services.

Longer term : Once the oil store has fallen down, a visual break is essential to replace it. Recommend the Red Lion on a large plinth, at right angles to the track.

Next meeting : not fixed.

Circulation : Committee members, Board.

09.09.87mcw

26 Nov 87