

THE TRAMWAY MUSEUM SOCIETY

DEVELOPMENT COMMITTEE

Notes of 22nd meeting on Sunday 20th March, 1988

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

Apology for absence : J.B.Brooke.

1. **MSC Proposals.** The revised scheme appeared to offer little benefit to the Museum, although the 'Training for Employment' document was particularly vague. It was agreed that no new schemes should be prepared for outside works, and as much as possible should be completed by the September deadline. There might still be opportunities in the library and workshop later in the year.

(Action : DL)

2. **Town End Track Layout.** No view was formed on the preferred layout, since it was not clear what was on offer from the Manchester consortium. No progress was anticipated before the next meeting although WGSB agreed to check in Manchester.

(Action : WGSB)

3. **Oil Store.** A letter had been received from member Charles Forster to refurbish the oil store and use it as a craft workshop for ceramics. Agreed in principle, subject to the views of the Sales Officer.

(Action : AWB)

The store's contents would have to be moved. The sand to a dry store, the oil to another stand-alone building near the workshop.

(Action : DL)

Mr.Forster to be invited to visit over Easter and discuss his proposals with the committee.

(Action : DL)

4. **East Side Path Development.** Good progress had been made, including the extension of all services. Completion expected mid-season. The bank in front of the members' hut needed attention. Some of the hawthorns would have to be removed, a period fence (not a stone wall - too expensive) erected at pavement level, (to separate path from bank) and the hut wall painted and adorned. The path should be usable by June. The new portion of road would have to be tarmaced unless more setts were found.

(Action : DL)

A 1930's bus stop was available for temporary use until an older one ("Omnibuses Stop Here") was made.

(Action : MCW to design)

A stop standard (ex LGOC) was being obtained via Bob Pennyfather/Ian Ross. The spaces on the hoarding opposite were to be filled by 'fly posting'.

(Action : WGSB)

5. **Roadway on West Side of Bridge Top.** Mr.Hall's proposals to put in a kerb line and path in front of the railings (memo dated 9.2.88) was approved. Tidying up in this area ("The Crescent") was essential, but was a lower priority than the East Side Path.

(Action : DL)

6. **West Side Path and Railings.** Picnic steps to bridge. The railings had run out before filling the whole area. A small stone wall and drinking trough had still to be installed when suitable skills became available. Lower priority than the East Side Path.

(Action : DL)

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7. **Street Setting to Entrance.** Tarmacing of vehicle ramp planned for April, and the reservation bollards would be inserted temporarily. The pavement edges of both tram stops needed moving back by 18 inches. **SAFETY REQUIREMENT.**

(Action : DL)

It was noted that the wrong colour setts had been used recently in between the track. Future laying to revert to light between and 18 inches either side of track, and dark beyond that. The incorrect laying would have to be remedied in due course, the effect had been spoilt, although currently invisible under the excessive tar application.

(Action : DL)

8. **Exhibition Hall and Traverser Area.** It was noted that considerable setting would be required here. Large quantities of setts still needed.

(Action : DL)

9. **A.O.B.** The Two Year Plan, deferred from the 19th meeting, would be reviewed at the next meeting, as would proposals for the Winter Budget 88/9 (and any MSC involvement) and the long term role of the stone workshop.

Next meeting : Sunday July 3rd. 2pm

Circulation : Committee members, Board, Mins Sec.

31.03.88mcw

DEVMINS

Notes of meeting held 31st. January 1988.

Present: Messrs. Davis, Hyde, Lardge, by invitation David Frodsham.

Assembly Rooms - It was proposed to alter the present layout in the foyer with the addition of a further photograph and by re-positioning the titling, this display to be illuminated by a spot light fixed above the door. Above this display it was proposed to fix tramcar destination boxes with illuminated blinds. The panelling below the display to be finished in Glasgow orange picked out by simplified lining and corner motifs.

In the first bay a screen to be erected on the left hand side of the doorway and at right angles to the left hand wall. On the inner side of this screen and along the left hand wall would be displayed photographs showing industries associated with electric tramways.

The centre bay how townspeople made use of the tramways to get to work and improve their leisure time. WGS to provide photo. of reserved tramway in housing estate.

The typed list of tramways below the map of the British Isles on the east wall to be removed and to be re-set in more legible form and mounted on the wall to the right of the map. Richard Clarke to be asked whether he could undertake to re-set the list in a form which could be photographically enlarged.

It was proposed that the wooden panelling below the photographic displays be painted in the various basic colours used on tramcars, ie., green, blue, red, maroon, brown, picked out by simplified lining and corner motifs.

Confirmed that the third bay be used for an audio-visual display, the content of the film to be the subject of a further meeting with Roger Bneton.

The proposed electronic display of tramway opening and closing dates would prove to be too expensive to construct and John Markham is to be asked whether he would be prepared to design a display using electro-mechanical devices and to submit approximate costings.

Overall exhibitions strategy - The committee were strongly in favour of keeping the ground floor of the Assembly Rooms for use as an exhibition hall. It provided much desired covered area for the public, the displays therein were a natural lead-up to the audio-visual display.

It was recommended that the main exhibition hall be permanently staffed during opening hours and that the main display be the development of the ~~xxxxxx~~ tramcar in Britain by means of selected cars on display and explanatory display panels; other displays to include explanatory exhibits showing the workings of a tramcar, trucks, controllers etc., working models and interactive displays, provided that these latter items would be regularly and adequately maintained. It was also recommended that working and interactive displays be confined to the main hall where there would be some supervision on their use.

The committee recommended that Depots V and VI also be retained as display buildings, Depot VI to be used to depict part of a turn of the century commercial tramways exhibition and Depot V to be used inter-alia as a hospitality building for entertaining small parties and mounting visiting exhibitions, this building being capable of being heated more economically for these purposes.

Catering - The committee was not in favour of installing catering facilities within the new building and proposed that separate facilities be built behind the exhibition hall at a future date when finances allowed. For the present the Catering Manageress was satisfied that she could adequately cater for small parties in Depots V/VI from the present kitchens.