

THE TRAMWAY MUSEUM SOCIETY

DEVELOPMENT COMMITTEE

MINUTE
8861
8920

Minutes of the 23rd meeting held on Sunday 3rd. July, 1988.

Present: A.W.Bond (chairman); W.G.S.Hyde (secretary); M.C.Wright; D.Lardge; J.B.Brooke.

1. Apologies for absence: none.

2. Minutes of the last meeting (20.03.88): Approved.

3. Priority Matters:

East Side Path. The work on the bridge for the Official Opening had delayed this project by an estimated two months, but all resource was now concentrated on this area. Stone flags were to be used round the 'craft shop', but tarmac to the south, as there was no labour to lay the nonexistent York flagstones (no money available to buy any). The untypical concrete manhole covers would not be replaced with cast iron unless money was found from the winter budget. It was noted that railings were being put up although the Development Committee had recommended a wooden fence of the type found round a building site. It was agreed that such a fence should be erected *behind* the railings to give the correct impression, hide the earth bank, and direct vision away from the members' hut, although it was unclear where the resource was to build it. The redundant traction pole would be removed when a crane was available. The feeder pole would be repositioned this winter. The kerb would swing out and extend across the front of the hawthorn island to complete the kerbline. Sufficient setts existed to complete the layby, but only enough labour to do the 'eighteen inches'. The kerb-edge railing south of the craft shop was not long enough for safety, (blind spot for southbound trams) and should be continued another 10 yards round the curve of the layby. (Action : DL)

A 1911 photograph of a Brighton motor bus stop had been unearthed by AWB and it was agreed that suitable enamel stop plates should be made.

(Action : MCW)

Ice Cream Kiosk : DL had first drawn the Committee's (& Board's) attention to the parlous state of the kiosk in December 1986, and it was doubtful it would last this season. It was essential that this profitable outlet was retained and a new design, produced in consultation with the Cafe Manageress, included snack facilities (to cover when the Tea Rooms were closed to the public for a special event), mains water and drains. The size was increased from 64sq.ft. to 20ft.by 10ft. Two locations were proposed.

The first was on the site of the RCHF caravan. Services were already there, the area was level, and it would open up another secluded spot for visitors to linger (with a few chairs & tables). It was on the edge of the direct visitor route, but could be seen by passengers alighting at Stephenson Place. It was well screened by trees, but visible from the car park road, and therefore a potential security risk. Access would have to be improved by rebuilding the flight of steps 'temporarily' provided for the 1968 Extravaganza, but it was not necessarily a 'closed season' job as it impinged only slightly on visitor movement.

The second option was to excavate the grass bank under the Red Lion and build the kiosk into the bank, in line with the shop, with a retaining wall behind. This would increase the sense of enclosure of the 'Golden Mile' and improve the street effect. Services would have to be connected in from the

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mains under the pavement. As it would significantly disrupt the area, excavation and construction was definitely a closed season job. The hoarding would have to be reduced in length, the 'Trams Running' board (& postbox?), repositioned (where to?). It was noted that this old hoarding was life expired already.

Estimates of both options were to be provided for the next meeting, so a recommendation could be made to the Board for the Winter Budget. (Action : DL)

4. Review of Progress opposite the Development Report (see page 61, two year plan): NOT DONE : Item 1, wooden front above depot doors; 5, removal of point in front of bookshop & new kerb line; 6, Awning on stone workshop; 7, hoarding behind Assembly Rooms above engine shed; 8, archway & gate on west end of Assy Rooms. Amenity areas - 9, by first aid hut; - 10, by depot six (but lecture room moved); - 12, north of bookshop; 16, east path shelters.

IN PROGRESS: 3, cladding depot walls, % done; 15 east side path; 17 old entrance steps landscaping.

DONE: 4, washbay hoarding; 11, amenity hut moved; 13, fence between Tea Rooms & members hut; 14, Tea Rooms refurbished; 18, Field House field.

Long Term development, (see page 63):

NOT DONE: 43, park railings; 44, souvenir shop at entrance.

DONE: 36, extension of car park; 37, building material store, back of carpark; 38, fitting out of bridge; 39, access road, from carpark to tram track; 40, extension of double track main line (except for grassing to rail level); 41, surfacing bridge/bandstand area (partly); 42, west side path (one section of railing/water trough to do); 45, adventure playground; unnumbered, Wakebridge refurbishment.

5. Items for next two budgets: Unfinished work, commercial items such as the ice cream kiosk.

6. Any Other Business : Other items from the Minutes.

Town End Track Layout. No progress. (Action : WGSB)

Oil Store. Mr. Forster had almost finished the refurbishing, the sand and oil stock having been moved. Would be ready before the path was finished, so Mr. Forster would not be able to start trading. (Action : DL)

Mr. Bond's offer to write an article for the JANUARY Journal on Development Progress was accepted. (Action : AWB)

Next meeting : Saturday August 13th. 12pm, to review items for the winter budget, (kiosk alternatives, unfinished work,) storage of valuable equipment, and future role of the stone workshop.

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