

THE TRAMWAY MUSEUM SOCIETY

DEVELOPMENT COMMITTEE

Minutes of the 24th meeting held on Saturday 13th August 1988.

MINUTE

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

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1. Apologies for absence: J.B.Brooke.

2. Minutes of the last meeting (03.07.88): Approved.

3. Priority Matters:

East Side Path. Setting had continued rapidly, and most of the area would be completed before the labour evaporated. The safety rail south of the 'craft shop' had been extended as required. The railings were being painted, but the path would be laid last (with replica York Stone slabs, not tarmac, if affordable and labour available), when most other work was complete to avoid the risk of damage from construction traffic. After a site inspection it was agreed that the proposed paling fence (behind the railings) was of insufficiently high priority for inclusion in the next Winter Budget, and that the 'hawthorn island' should remain until the kerb line is moved back to 10ft.6ins. all the way to the Print Shop. The kerb line from the tram stop to continue north past the hawthorn for now, before curving into the layby. The traction feeder pole would be repositioned at the new kerb edge during the winter. (Action : DL)

Ice Cream Kiosk. The two options had been costed, and a third (cheaper) option proposed by JBB. The Sales Officer had also suggested a variation, emphasising the need to keep the ice cream queue well away from the tram stop and shop entrance to minimise congestion at busy times.

The options had been marked out, and after a site inspection it was agreed to propose that the kiosk be sited alongside the steps, parallel to the track, behind the Print Shop, and at ground level, extending the street-level area around the present ice cream kiosk by excavating part of the old RCHF caravan site. This position satisfied all the criteria of access (no steps), visibility (full view of passengers alighting from the tram), close to services (adjacent to the RCHF caravan mains), not too close to shop, toilets or tram stop. The path would be 10ft. wide and would reopen the alternative route to Town End, increasing the area used by visitors. In the area at the back of the print shop there was room for a few tables and chairs. The kiosk itself would be a 'temporary building' in concrete sections 10ft.x 20ft., pebble dash finish, (which would need a wooden fascia and canopy to 'periodise' it), at an estimated total cost of £7,000 assuming that only minor work was done by TMS labour. It was agreed to recommend this proposal for inclusion in the Winter Budget for completion before Easter 1989. (Action : DL/AWB)

4. **Future Role of Stone Workshop:** Many ideas had been submitted over the years. It was agreed that it was a prime commercial site in the 'Golden Mile'. A building estimate was required to ascertain the cost of making the whole building safe for use. Until it was repaired, the canopy (essential for street development) could not be fitted on the front. Estimates would be sought for full wall and roof repairs and reinstatement of the whole of the first floor. (£40-50,000 was guesstimated). (Action : DL)

This did not preclude any decision on its use, although one option was for the diesels to be shedded in the reduced height northern end, a secure store

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made upstairs, and the shop extended further into the southern end. This would release the Engine Shed for conversion into the Steam Tram Depot.

5. **Secure Storage of valuable equipment:** Besides the option above, areas behind the Assembly Rooms and beside the west wall of the Exhibition building were suggested, using purchased containers similar to the one on the washbay.

6. **Any Other Business:** Derek Redmond had supplied a report on the status of a large quantity of (restored) street furniture which was becoming ready for installation and encouraging its use. It was agreed that the street was rather bare (especially north of the Bridge) and would benefit from such items, but as this work would divert site resources from priority projects, it was agreed to defer discussion until the next meeting.

Next meeting: Sunday October 9th. 2pm, to confirm items for the winter budget.

Circulation: Committee members, Board, Mins Sec.

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