

THE TRAMWAY MUSEUM SOCIETY

DEVELOPMENT COMMITTEE

MINUTE 9599

Minutes of the 30th meeting held on Sunday 4th February 1990, 2.00pm.

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

1. Apologies for absence: None.

2. Minutes of the last meeting (26.11.89): Approved.

3. **Stone Workshop:** The planning and building permissions had been received. The roof had sagged noticeably in the recent violent weather, and Mr.Lardge was authorised to arrange for scaffolding to be erected inside to support it forthwith. Plans were proceeding for the emptying of the building in the Summer Budget.

Beyond that, no work in the building was envisaged before the Winter Budget. Discussions between Messrs Bond & Scothern had not yet been concluded and it was difficult to recommend the building's use as a sales area if the financial case was weak. (Action : AWB to ask CRGS)

Drawing required of the relationship between track, kerb line and doors.

(Action: JS)

4. **Refreshment Pavilion:** (Ice Cream Parlour). Contracts placed (£9800). Construction starting next week. The target was for occupation for fitting-out by the end of March. Painting should be completed by Easter. The correct 'period' colour scheme was to be devised by Mr.Hyde. (Action: WGSB)

Landscaping and the surrounding paving, *including all the path behind the print shop*, would be completed by the end of April. It was stressed that cast iron manhole covers should be used in pathways, not concrete. (Action: DL/JBB)

Mr.Hall's plan for relocating the arc lamp near the pavilion was endorsed.

5. **Red Lion:** Completion of the various planning and building formalities were awaited. Mr.Hall's memo of 21.12.89 urged that all options should be kept open by including a beer cellar excavated into the bank, since rock prevented digging much deeper than track level. It was confirmed that there were no plans to operate a 'real ale' pub, and the significant extra cost of the cellar could not be economically justified.

Mr.Lardge's memo of 31.01.90 outlined the stages of excavation and construction (including diversion of mains services), and the implications of confining the building operations to keep the Museum Street unaffected.

It was agreed to seek quotations for inclusion in the Summer Budget, so the Treasurer could review the cash flow projections over the next two or three budget years. It was not clear what was or was not included in the original guesstimate (of £100-120,000). It was stressed that the project estimates must be comprehensive. *The expectation was for a price to do the whole job, - an operational restaurant - including alterations to service mains and the reinstatement of the surrounding area as shown on the drawings, i.e. walls, kerbs, setts, pavement, railings etc..*

Mr.Soper indicated that construction of the faience (the nice ground floor tiled bit) was a skilled job probably not attempted anywhere in the last seventy years, and felt that it required his personal skills and supervision. Accuracies of one sixteenth of an inch were needed on positioning individual

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pieces. He estimated that with a couple of members assisting, he could complete it in a little over a year (and then first floor could be proceeded with).

This would extend the timetable. The Treasurer also explained that if the cost was much greater than originally thought, investment may have to be phased over a much longer period. (This had been done for the Exhibition Hall site. It took quite a time to finance the preparation of the site. The depots were built in a similarly gradual fashion).

It was thought that civil work would be unlikely to begin before the Winter Budget.

6. Any Other Business: Mr. Forster's plans. In a letter dated 2.2.90, plans for a small cabman's shelter were submitted, to be located just north of the horse trough for use as a craft demonstration and sales point. Cost £450, with Mr. Forster donating the leaded windows. After a careful discussion it was agreed that it would be inappropriate to put another little building on the kerb edge and so close to the existing one. (Action: AWB-Mr. Forster)

Street Period. Our Curatorial Adviser was to be asked to come to the next meeting (Action: AWB)

Next meeting: Sunday 13th May 1990, 2pm.

Circulation: Those present, I. Musgrove, Board, Mins Sec. Issue one 080290mcw

DEV MINS

# THE TRAMWAY MUSEUM SOCIETY

## INTERNAL CORRESPONDENCE

TO: Development Committee  
c.c. R. Hall

FROM: David Lardge

SUBJECT: Red Lion Project

Please reply to:

30/1/90 Meeting  
Dev C/tee

DATE: 31st January, 1990

The sequence of operations to complete this building project on a confined site with a difficult contour needs to be carefully planned.

It is suggested that the work is carried out as follows :-

1. Obtain Planning and Building permission and clear up any queries.
2. Seek quotations for site excavation and building separately.
3. Form an access ramp from the top road using the old entrance path, saving as many trees as possible.
4. Isolate or move all site services in the area. The electrical distribution box and cables alongside the members' hut will need special protection during excavation work.
5. Empty and demolish the old members hut having purchased the new sleeping portakabin for Field Cottage.
6. Excavate the whole site leaving the street railings in situ and install all the bank reinforcing precast concrete blocks. This will keep the street free of lorries and mud but may be more expensive.
7. Install the new portakabin for dining, together with electricity, water and drainage from the cafe. Some temporary barriers will be needed.  
NOTE : There will be some weeks when the members dining room will not be available.
8. In September/October remove the cast iron railings to start the building project by digging the foundations and installing the services. Complete the major part of the building including the kitchen extension during the winter, weather permitting.  
NOTE : The side roadway can be used by the builder for storing equipment and and mixing cement.
9. A decision on what jobs, if any, are done by ourselves needs to be made at an early stage, e.g. Electrical work, connecting services, fitting out the interior of the kitchen, the pub, the cast iron verandah, footpaths, railings etc., final painting.

The complexity of the operation suggests that as far as possible it is left to one contractor and he sub-contracts as necessary. In this way the work will be done in the shortest possible time, mainly during the closed season, but it does not necessarily result in the lowest total cost.

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# THE TRAMWAY MUSEUM SOCIETY

INTERNAL CORRESPONDENCE

RECEIVED 8 JAN 1990

M. C. Wright.

TO: Development Committee

Please reply to:

FROM: R. Hall

30th Meeting

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SUBJECT: Red Lion

DATE: 21st December, 1989

I have seen the drawings for the proposed re-erection of the Red Lion.

The design is based on the need to extend our cafeteria facilities and does not envisage its possible future use as a Public House.

I personally believe that there are several good reasons for not selling alcohol at the Museum. It will no doubt surprise many to learn that I oppose the early introduction of a pub.

I do however feel strongly that to embark on the construction of a building of the historic value of the Red Lion without making provision for its future correct use is an act of shortsightedness which will stand us apart from our competitors in the heritage industry.

This country has a unique style of brewing, a fact which tourism is becoming increasingly aware of.

British beer, like quality wine is alive and needs much care and attention to keep it in good condition. The giants of the brewing industry found this inconvenient and about twenty years ago embarked on a policy of replacing local and highly individual brews with a few mass produced dead, bland beverages which could be ill treated with impunity. This brought about a revolt which at first was ridiculed but has now been admitted to be the most successful campaign by a consumer pressure group the world has known. As a result, beer of the type sold in the Red Lion during it's heyday is still available.

In order to maintain the quality of live beer at the point of sale it is necessary to store barrels at a constant temperature and fairly close to the bar. This has usually been achieved by constructing a cellar under the building so that the surrounding ground acted as a temperature and humidity regulator.

It is notable that the Black Country Museum appreciated both the historical and practical importance of this need to the extent that their efforts to accurately recreate a typical cellar constituted a significant proportion of the construction work of their Public House.


At Crich the rock, some 4' below pavement level, will make it impractical to excavate a low level cellar. Fortunately the adjacent bankside would provide an excellent alternative. There is sufficient room behind the proposed building to incorporate a ground level cellar. From several aspects this would be even better.

Continued .....

While ever the Red Lion remains a restaurant this room would make an admirable store. Should a future development bring about a change of policy the appropriate facility would exist.

I urge that professional advice be sought on the requirements of a perfect cellar and that the results be incorporated in the building design before foundation work begins.

R. Hall



RH/JMH

30th Meeting

10, Town St.,  
Holbrook,  
Derby.

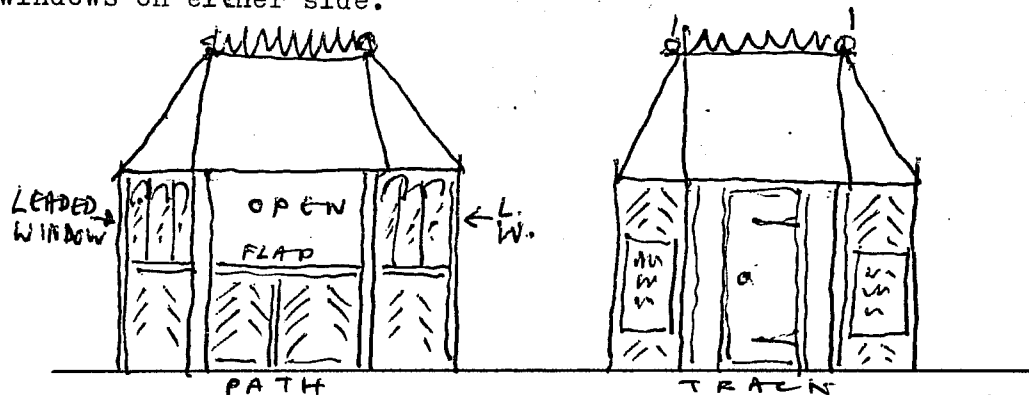
DE5 OTA

Feb. 2nd. 90.

Dear David,

With reference to our recent telephone conversation, I enclose sketches of a proposed Craft demonstration/ Sales point just north of the horse trough and fountain on the East path.

I envisage an octagonal structure similar to the Cabmen's Shelter at Canning Circus (photo of 1895 ), the front of which, facing the path could have a hinged flap to act as a counter and have leaded light windows on either side.



The side facing the track would have an access door. Internally, this door and the four other panels would have shelves for stock and display.

Externally, the panels would be produced to match the vertical herring-bone beloved of the Victorians. Probably painted a dark glossy green, the structure could be decorated with signs like the enclosed examples.

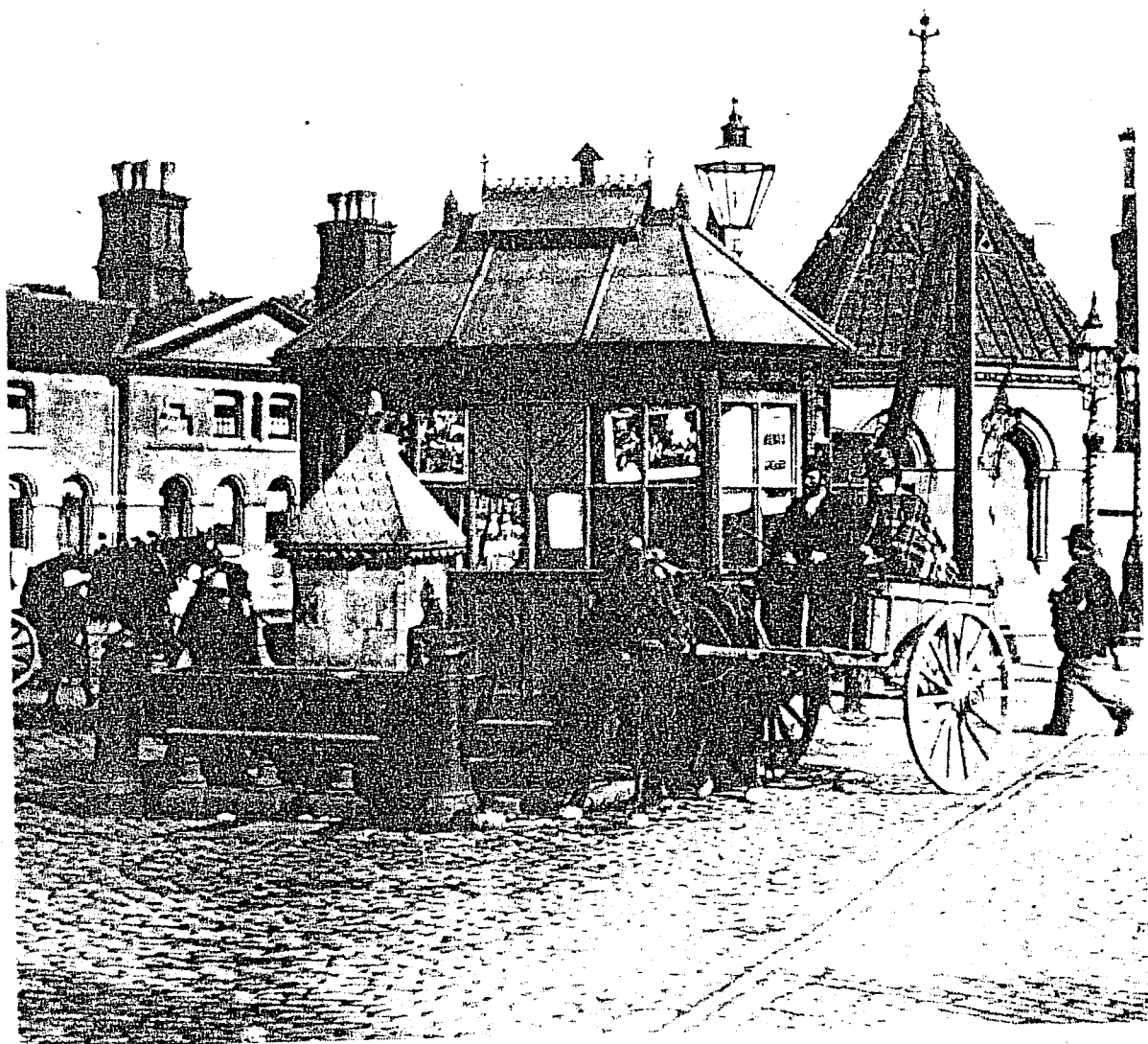
The structure could fulfil a dual purpose:

- a) A craft demonstration point, being lock-up, it could be let out on a daily basis.
- b) An adjunct to the bookshop or cafe during busy weekdays.

I have priced a 7' x 5' structure with a manufacturer and have been quoted £450 complete (apart from the windows which I would donate ). If the T.M.S. were prepared to go halves on the cost, I would like to go ahead on the understanding that I would be guaranteed first refusal of its use on Sunday afternoons and special events.

Sincerely,

*Charles Forster*  
Charles Forster.



#### CANNING CIRCUS — 1895

The building on the left is the General Cemetery, where the first interment took place in 1838. In the foreground is a horse trough and drinking fountain, public convenience, cabmen's shelter, and weighing machine. The name Canning Circus dates from 1931 and before this it was known as Zion Hill.