

THE TRAMWAY MUSEUM SOCIETY

DEVELOPMENT COMMITTEE

Minutes of the 32nd meeting held on Sunday 5th August 1990, 2.00pm.

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

1. Apology for absence: I.Musgrove.
2. Minutes of the last meeting (13.05.90): Approved.

The committee noted with approval the two new adverts (Lucas & Boots) on the hoarding.

3. **Board Request:** Two papers were considered: "Major Developments Projects Review", 24th July 1990 (David Lardge), and "Proposed Refurbishment of the Stone Workshop", July 1990 (Jim Soper). As there was insufficient funds to proceed with more than one building scheme at a time, the Committee had been asked to evaluate the options.

9742 4. **Stone Workshop:** Such was its condition that it could not be repaired, but would have to be dismantled stone by stone and rebuilt. The Board had agreed in principle and indicated it should be rebuilt parallel to the track. This would require new planning permission and considerably more design work. Demolition could not begin before winter 91/2, (since it would take that long to clear it out and divert the main power cable) and it would have to be a 'closed season' job. (Action: JS)

5. **Refreshment Pavilion:** Refurbishment of the arc lamp was making slow progress. Adverts were to be put on the reverse side of the hoarding, and period signs were needed round the pavilion to complete the effect. Handwritten cardboard ones were to be discouraged. (Action: DL). Suitable examples of typical typefaces were to be provided. (Action: WGS)

6. **Red Lion:** Mr.Soper produced some notes of a phased plan to construct the Red Lion. It was impossible to just extend the existing kitchen to provide greater capacity for the Tea Rooms until the services were diverted and the site was cleared. The tentative programme (taking between two and five years) was:

Phase 1. Divert services (£?), excavate (£8-15,000) and build retaining wall (£7,000). Reinstall a members portacabin.

Phase 2. Remove railings, obstruct east path. Construct Red Lion foundations and full kitchen extension.

Phase 3. Construct brick shell of the Red Lion itself.

Phase 4. Clad the outside with the decorative stonework. This would take at least 18 months.

Phase 5. (Concurrent with 4) Make weatherproof with roof and windows, after this the scaffolding could be removed and the east side path reinstated.

Phase 6. Fit out internally.

It was agreed that full details of the scheme would be prepared, costed and circulated in time for the next meeting (19th August) to enable the Treasurer to assess the implications on the next few budget periods and the

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Committee to assess the impact of a long term building programme in the centre of the Museum.

7. **Mr.Forster's plans:** The committee felt unable to alter its position opposite Mr.Forster's plans. (Action: AWB→Mr.Forster)

8. **Exhibition Hall:** Contracts were being placed to complete the floor and lighting, (but not the power station area not any humidity control). Setting of the Depot Yard might be completed by the beginning of the next season.

9. **Any Other Business:** Winter Work.

The setting of the Depot Yard.

York stone slabs in front of the advert boarding from the bollard as far as the recess.

Drainage problems must be solved around Bandstand, and then continue the kerb line round behind the newly tarmaced area. (Actions: DL)

(N.B. Shortage of kerbstones. More needed.)

(Action: JS→DL)

It was also recommended that more of the stock of railings be erected to both reduce the risk of their theft and enhance the appearance of the entrance, street, and bridge top area. (Action: DL)

Next meetings: Sunday 19th August, 1990, 2pm, to review J.Soper's paper (only), and Sunday 7th October, 2pm when educational facilities and exhibition policy would be reviewed (D.Storer to be invited to attend).

Circulation: Committee members, Board, Mins Sec.

Issue one 140890mcw

PROPOSED RE-FURBISHMENT OF THE STONE WORKSHOP.

MINUTE 9742

Proposals are before the Board of Management for the refurbishment of the stone workshop. The work involves the complete removal and replacement of the roof, fixing of steel ties and plates through the building to hold the masonry together, demolition of bulging stonework and other stonework to a firm base, building an internal skin of concrete blockwork to support a new first floor, construction of staircases, lowering ground level externally and forming new drainage. The total estimated cost is between £80,000 and £110,000.

At present the writer is undertaking a similar exercise with a Church Hall in Batley which is in better condition than the stone workshop. However, the Client, advised by the Quantity Surveyor and Engineer, considers it more cost effective to demolish and rebuild rather than attempt to refurbish it. The same is most probably true with the stone workshop.

When a building reaches a stage where it is necessary to place ties through the building with external steel plates to hold it together it can be considered to be life expired. This sort of treatment is done to buildings in run down industrial areas where the owner wishes to obtain a further ten to 20 years life from a building.

The demolition of the existing stonework to a firm base is an unknown factor and is dependent upon what the Engineer will allow. It is probable that the mortar is perished and extensive demolition may have to take place. The writer had an instance of this in regard to the refurbishment of shop premises in Knaresborough three years ago. The building was listed and it was found impossible to reach a firm base. The entire frontage was demolished, new foundations provided and the frontage rebuilt.

Once the Society is committed to a contractor and a start has been made, the work must proceed regardless of what is required otherwise the contractor will claim disruption, loss and expense. The final cost could easily be in excess of the £80,000 to £110,000 estimated.

Rather than refurbishment a better suggestion may be to demolish the building entirely and rebuild in a modern form of construction using the existing stone for the external walls with cavity construction, a concrete block inner skin, and a pre-cast concrete floor to tie the building together. (A similar form of construction is proposed for the Red Lion). Not only would this be a much sounder job than refurbishment it would have the following additional advantages:-

1. The building could be raised to the new street level which would eliminate the need for lowering the ground level adjacent to the building. This latter arrangement will never be completely satisfactory.
2. The building could be re-located so that it is parallel with the main line instead of an odd angle as at present.
3. It could be made larger by building to the full extent of the site at the rear.
4. As the building is not listed it should be possible to alter its appearance if the Board wishes.

Following completion the shop could be moved in to the new building and a similar exercise carried out with the Forge Shop, which again could be raised to street level and rebuilt parallel to the main line. This would have the big advantage of eliminating the awkward bottleneck at Town End.

COSTING.

The stone workshop measures approximately 60 feet x 20 feet i.e. 1200 sq. ft. and since there is also a first floor, the total floor area is about 2,400 sq.ft. This is similar to the area of a four bedroom detached house. Rebuilding costs at September 1988 were approx. £50 per sq.ft. (Royal Insurance Company figures for the whole country are attached.)

| | |
|--|----------------|
| Based on these figures the cost of rebuilding would be:- | |
| 2400x 50 | £120,000 |
| Add 10% inflation. | <u>£12,000</u> |
| TOTAL | £132,000 |

The single storey forge shop measures approx. 30 feet x 20 feet and the rebuilding cost would therefore be:-

| | |
|--------------------|---------------|
| 600 x 50 | £30,000 |
| Add 10% inflation. | <u>£3,000</u> |
| | £33,000 |

In addition there would be the cost of careful demolition, in the region of £3,000 to £5,000, relocating artefacts in the building, cost unknown and the cost of relocating an existing electricity main which passes through the building, cost also unknown.

There would also be the cost of a new Planning and Building Regulations submission, engineers fees etc.

J.Soper, July 1990.

£200,000 minimum

THE TRAMWAY MUSEUM SOCIETY

INTERNAL CORRESPONDENCE

July Bm

TO: Board of Management, President, Vice
President, Minutes Secretary, Curatorial
Advisor.

Please reply to:

FROM: David Lardge

RECEIVED 27 JUL 1990

Mumby

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SUBJECT: Major Development Projects Review - July 1990

DATE: 24th July, 1990

This review covers the completion of the Exhibition Hall building, but excludes the Vintage power station, the renovation of the Stone Workshop and its surrounds for use as a Shop and Traffic Office; the building of the Red Lion to develop the street frontage and also upgrade the Museum's catering and refreshment facilities.

Each project is individually described, followed by views on timing and the likely costs of these projects at current prices.

Exhibition Hall & Traverser

The building work for the traverser should be completed in November, 1990, although the building contractor will need to make a number of site visits to fit in with our own work programme. Additions to the traverser itself will come into the Winter budget to complete this project.

The track work inside the main hall is almost finished and flooring could start in August if money is made available. Comparative quotes have highlighted a suitable contractor.

The mains electrical supply to the building also awaits release of funds so that work using our own staff can commence. The scheme to provide lighting and power, but not heating, will be ready to go into the 1990 budget and much of this work would be carried out by members and our electrician.

The extension of our fire detection system to cover this building will soon be carried out. It is suggested that a plywood barrier separates the main hall from the unfinished vintage power station for the time being.

Provided money is available in time, the exhibition hall could be used for both tram storage and display and opened to the public by Easter 1991, but there would be little else in the hall at this stage. The depot fan area in front of the building could be completed by the time the Museum opens in 1991 if E.T. personnel continue to be available at the present level.

Continued

2.

Stone Workshop

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Both planning permission and building regulations have been obtained. Emptying the building is proving to be a much bigger problem because there is so little suitable covered and secure free space within the Museum.

It is proposed to completely dismantle the model railway, move the glass cases into the Exhibition Hall, convert the Exhibition Hall Substation into the electrical Workshop with 2 floors, store building and outside works items in part of the CTF hut and put up another temporary hut for items that will afterwards go back into the first floor store room once the project is complete. In addition some equipment will have to be permanently stored outside behind the Exhibition Hall. Items will only be moved to Clay Cross as a last resort as this would just add to the storage problems that already exist there.

Initially the stone building would be completely surrounded by scaffolding and the stone tiles carefully removed from the roof and stored nearby. The top of the old thick walling would be repaired as necessary and tie rods added before new timber roof trusses were fitted and the tiles replaced. A raised concrete waterproof floor would have the new internal block walls built on top to carry the first floor as well as to prevent dampness and permit panelling to be fitted for the inside of the shop. The stairways, windows, doors, electrics etc., would be added before the interior was fitted out to the specified requirements of the shop.

Lowering the outside pavement to below the new shop floor level would be essential to prevent flooding. Additional storm drains, kerbs and a new low wall with railings would be unavoidable to give reasonable doorway height without changing the existing stone frontage. Some of this work would be done by contractors to ensure its completion in time.

It is proposed to move the Traffic Office into the upstairs space together with a shop store at the other end and an artefacts room between them.

* See additional comments at the end of the report.

Continued

3.

Red Lion

This is the most complex project involving the greatest expenditure. However, it can be taken in discrete stages although the kitchen extension would need to be done in the winter in one go. Although building regulations approval has not yet been granted, it should not cause any hold up.

Excavation at an early stage would indicate whether the building can be constructed as designed or whether some alterations are necessary due to the presence of rock. The retaining wall and members dining room should follow soon after this work.

To start on the foundations, the cast iron railings and footpath would have to be removed, and this work could be done by a contractor under our guidance. The cul de sac area would be used as the builder's storage and mixing area throughout the whole construction with access from the top road. It has been suggested that the complex facade should be built by 1 or 2 experienced bricklayers employed directly by the Museum, although a builder would be needed for the first floor concrete beams, and roof construction. The fitting of doors, windows, wiring, plumbing, plastering and general fitting out could be done in stages as funds are made available.

The external work - the street pavement, railings, verandah would be left till last, although it would need to be completed as soon as possible to permit use of the building and the free movement of people along the street.

The benefits from improving the street appearance the additional catering and refreshment facilities can be clearly seen. The extra toilets, mothers' room and a much better kitchen are less obvious but very worthwhile.

The work could be completed within one year but it could just as well be spread over a 3 or 4 year period.

The timing of each project.

There is logic in continuing work to complete the traverser and the exhibition hall but to leave the vintage power station until the machinery has been restored. This would permit the opening of the main hall in April 1991 for the display of tramcars.

Continuation

The location of the Stone Workshop suggests that all external work is done when the museum is closed during weekdays for both safety and cleanliness reasons, and that the new shop is ready to open by the following Easter. The problems and cost of removing the current contents by this October suggests that this project should be left till the autumn of 1991 or later. If it is agreed that the Red Lion is undertaken in stages using our own management and labour wherever possible, then the first stage of the excavation of the area could be carried out in October and November, 1990. This excavation work would show whether it is feasible and sensible to site the building next to the Cafe or whether the presence of substantial rock forces a change of plans. All other work, except the removal of the railings and the installation of underground services along the footpath could be done behind screens and visitors would be asked to walk into the street layby while construction work is in progress. As already mentioned, the member's hut would have to be dismantled before excavation could start and the new dining room could not be installed until the ~~bank~~ reinforcing was in place and safety fences erected.

Concluding Notes

The availability of funds is probably the overriding factor but as the section on timing explains, that whereas the Exhibition Hall and the Red Lion can be worked on in stages with time gaps as necessary, the Stone Workshop needs to be started at the right time and carried through to its completion during the winter period.

The budget costs are reasonably correct for the Exhibition Hall but both the Stone Workshop and the Red Lion cannot be accurately calculated in advance, because they are old existing buildings that are to be rebuilt. In fact the Red Lion is easier to assess because so much of it will be new once the site is cleared and services installed.

Budget Cost Estimates for Major Projects - July 1990

Exhibition Hall

(to complete Building) £15 to £18,000 extra to budget
42 items left in abeyance.

* Stone Workshop £80 to £110,000

Red Lion £200 to £240,000

(Excavate & new dining room £30,000 approx)

* Stone Workshop Addendum

The President's view is that the whole building should be demolished in view of the poor condition of the stone walls.

A complete rebuild would produce a better building that could be realigned parallel with the tram tracks and the floor lifted to suit the level of the street. However, even if the frontage is rebuilt exactly as it is now, it would mean that an original Stephenson building had undergone a major change.

The position of the Forge Book shop would remain an obstacle to the free movement of pedestrians, but this building could be rebuilt farther back at a later stage.

The cost of this work is unknown but is likely to be over £120,000.