

m m l e 9897

THE TRAMWAY MUSEUM SOCIETY

DEVELOPMENT COMMITTEE

Minutes of the 34th meeting held on Sunday 7th October 1990, 2.00pm.

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

1. Apologies for absence: J.D.Storer, J.Soper.
2. Minutes of the August meetings (5th & 19th): Approved.
3. Red Lion: Greater detail had been provided on the phased costs (note of J.Soper & D.Lardge dated 17.09.90). It was agreed to put Site Preparation (£22,000) into the Winter Budget, plus railings, drains, services and temporary hoarding from Phase One. (Action: DL/AWB)

A series of trial borings would help minimise the risk that rock might be encountered.

After a Site Inspection (with the Catering Manageress present) it was agreed that the Members' Portacabin could better be located at the *other* end of the Tea Rooms, behind the Emporium. Access from the verandah, and (for food) from the rear of the Tea Rooms was adequate. Three old hawthorn trees would have to be removed, but the cabin would still be well hidden. The relocation would be permanent.

This released space for the Red Lion to be moved eastwards by three feet. It would then be possible to build it all behind a builders hoarding *without removing the street railings until completion*. The final result would be a wider path in front of the Red Lion and less dislocation of the street scene during the long period of construction. Drawings to be revised. (Action: JS)

4. Tramcar Storage: The Chairman of the Tramcar Storage Committee (Mr.Markham) had pointed out that, based on the proposed use of the Exhibition Hall, insufficient space existed to house all the expected tramcar arrivals over the next five years. Where will the next tram shed go? Options included: in the trees at Wakebridge, bigger Clay Cross, in Dingley Dell, on the car park. (Action: Everyone get thinking!)

5. Winter Work:.

The setting of the Depot Yard. (Action: DL)

York stone slabs in front of the advert hoarding from the bollard as far as the recess. (Action: DL)

Drainage problems must be solved around Bandstand, possibly by draining into Dingley Dell. With tarmac up the curve to the top of bridge and continuing the kerb line round behind the newly tarmaced area, the water draining down will be *clean*, not muddy. Useful in keeping the street area under the bridge clean and dust free. (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, bridge top area and Refreshment Pavilion. (Action: DL)

Next meeting: Sunday 18th November 11am, when educational facilities and exhibition policy would be reviewed (D.Storer to be invited to attend).

Circulation: Those present, those apologising, Board, Mins Sec.

DEVMINS

Issue one 111090mcw

Postponed.

Darvil

7/10/90
16.30.

Red Lion. Further Thought III

If the Portakabin is located behind the Emporium, it is then possible to locate the Red Lion 3'0" further back from the kerb.

This will mean:—

- 1) That all the excavation and building work can take place without the footpath and railings being disturbed until the shell is complete.
- 2) Ultimately there will be a wider footpath in front of the Red Lion.

Have discussed this with Malcolm & Winston who are greatly in favour and feel that it will dispel Board misgivings on the adverse visual effect.
(The verandah will adjust to the revised line).

John

Brilliant!

THE TRAMWAY MUSEUM SOCIETY

INTERNAL CORRESPONDENCE

Rev.

TO: Development Committee

Please reply to:

FROM: J. Soper and D Lardge

RECEIVED - 3 OCT 1990

34th Development
Meeting

SUBJECT: Red Lion Project

DATE: September 17th '90

This major development project has been examined on the basis that the whole of the construction would be organised and managed by the museum and unpaid E.T. labour and volunteers used whenever possible. However it is considered advisable to pay for an experienced bricklayer for about 18 months who would also be the trademan supervisor during the construction of the main shell of the building.

Tackling the project in this way will lengthen the time taken to complete the building, but it should reduce the total expenditure to around £190,000 and result in a worthwhile saving.

In order to maintain and control the work it has been divided into phases as follows:-

Site Prep excavate, retaining wall and members dining room **£22,000**

Phase 1 - move railings, drains and services, foundations, inner brick walls. Build and fit out the whole of the kitchen extension. **£94,000**

Phase 2 - Exterior walls, doors and windows, first floor beams, roofing, plumbing, electrics. **£48,000**

Phase 3 - Complete internally, verandah ramp, external pavement and railings **£18,000**

Phase 4 - Fixtures and fittings, decoration, dumbwaiters **£8,000**
Total cost @ 1990 prices - **£190,000**

Although an exact timetable is not essential, it would be preferable to excavate in November and build the retaining wall immediately afterwards. The new members dining room would then be in place by March. The removal of the existing railings and pavement slabs is also best done before the museum is open on weekdays and it would be beneficial to be able to carry out the main construction up to the first floor during the summer months. The work on the kitchen extension could then be done during the the winter of 1991/92 when the museum is closed.

This is a complex undertaking that cannot be completely foreseen and planned without a lot more detailed study work by those experienced in this field. However everything can be resolved on an ongoing basis with the design drawings and knowledgeable staff to hand.

£