

THE TRAMWAY MUSEUM SOCIETY

DEVELOPMENT COMMITTEE

Minutes of the 38th meeting held on Sunday 3rd October 1992, 2.pm.

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

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

2. Minutes of the last meeting (26.01.92): Approved.

3. Matters Arising:

a) Camera Obscura (Mr.Brooke's note of 22.1.92): Deferred.

b) Enclosure Around Pavilion: It was decided that an enclosure would not look convincing, so the idea was dropped.

c) Red Phone Box: Mr.Markham was aware of the requirement for one north of the Bridge on the west side. (Action: MCW-JDM)

d) Illuminated Pole-Mounted Street Sign: It was agreed that the sign was excellent. As it was post 1920 in style, it would subsequently be relocated north of the Bridge when that area developed. (Action: DL)

e) North of Bridge: The new CTF scheme had restarted erection of the railings down from the bridge on the east side slope. Although the proposals had been agreed by the Board (minute 10655), the east side regrading of the slope would not be proceeded with this winter.

However it was agreed to continue with drainage work to reduce the volume of surface water reaching the street from the Fleamarket. The west kerb line would be extended as agreed to facilitate this, using some of the kerbstones in stock (buried at the back of the car park), and the area of tarmac extended up the 'crescent'. (Action: DL/AWB)

f) Red Lion: The excavation for the Motor Garage would have doubled the volume (& cost) of material to be removed, and this had had to be deferred. Rock had been found in the right places for the (Red Lion) foundations, and the building inspector had examined it. Minor additions were to be made to the retaining wall, and the timber fence was to be extended to hide the side of the Tea Rooms visible from passing trams. Temporary access from the car park road was needed for Tea Room deliveries to reduce non-tramway-period traffic in the street. The budget would be phased, but by Easter the foundations deferred from the summer budget could be completed and the inner walls begun up to a height of ca.3ft. (Action: DL/AWB)

g) Stone Workshop: The building had not been cleared (because the Exhibition Hall had had priority call on resource), but an estimate for the Shop Extension would be included in the budget. (Action: AWB)

h) Exhibition Hall: Visitors were deposited in an unattractive area on leaving the building by the West Door. It was recommended that a pair of gates of the same design as on the wash bay, be erected to close off the view to the north. (Action: DL/AWB)

The area would be tidied, but it was not a suitable location to put a shed to house the electric truck because of the difficult access.

4. Any Other Business:

a) Street Furniture, "Pedestrians keep left" (Board minute 10848): Mr.Benton's researches had shown that road safety featured strongly in the 1920's even to the extent of persuading pedestrians to walk on the left of the pavement. It was agreed that suitable signs should be made to the pattern shown in Mr.Benton's paper, installed on the East Side Path, and explanatory boards erected to tell visitors what the signs were for.

(Action: MCW-RB)

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b) East Side Path. It was felt that the foliage was not in keeping with the period street image, being too low and luxuriant. It was agreed that the trees should be selectively pruned this winter to raise their crowns and reduce overhangs. (Action: MCW→KBH)

It was also recommended that the plants between the path and the kerb be removed (from the bridge to opposite the Depot Gates) for the same reason, and the strip either tarmaced or paved. (Action: AWB→Board)

c) Anderson Shelter. This had been offered free and in good condition. It was decided to decline the offer since it represented a short and specific period, and if properly installed would not be easily visible or maintainable. (Action: DL)

d) Garden Centre: The offer to survey the Museum for a location for a Tramway Period Garden Centre was declined. (Action: DL)

e) Bus Shelter at Redhill. This was a 1930s timber shelter previously sited near the Peckham Rye tram terminus. It was decided not to accept the offer. (Action: DL)

f) Hooks for Tea Cans. It was suggested that hooks be welded to certain traction poles so that the (Leicester tramways) tradition be instituted of placing Tea Cans on them ready for passing tram crews. This was considered to be inappropriate.

Next meeting: late February, before the summer budget.

(Action: AWB)

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

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DEVMINS

THE TRAMWAY MUSEUM SOCIETY
INTERNAL CORRESPONDENCE

Please reply to :

To : Development Committee

From : M.C.Wright ✓

cc : Board

Date : 16.03.92

Subject : Red Lion Excavation

Notes of a meeting held on 8.3.92 to consider the Red Lion excavations.

Present: J.B.Brooke, D.Lardge, R.C.Hall, J.Soper, M.C.Wright.

The hole had been dug very quickly. Almost no rock had been encountered!

After a site examination, it was agreed that the Development Committee's original stipulation that the site must be serviced from the upper road, not from the Museum Street was impractical. If a slope was made it would be too steep (1 in 6 at best). Could be climbed by a JCB, but not by a lorry. The suggestion of excavating enough to include a motor garage adjacent to the cul de sac was not proceeded with. This required the removal of the bank as far as the Doncaster Stone and the current budget did not cover that.

It was agreed to start the cul de sac and service the site from the front. A section of railings would be removed, curved kerbstones laid (there were just enough) and temporary tarmac put down, to be replaced by setts in due course. *It was emphasised that there should be minimum disruption to the east side path, as it was on the key visitor route, in a photogenic spot, and that the gap should look like an authentic building site entrance.*

Whilst the retaining wall was being built, and the foundations of the Red Lion laid, there would be significant lorry traffic (and the mud), on the Museum Street. After that, vehicular traffic would be minimal as Jim Soper proceeded with the building itself. The next key (street) disruption would not occur until the building reached first floor level (i.e. not this season).

A drawing of the foundations (dated 2.3.92) was agreed. A new sewer would be included just inside the railings, but the services in the east side path need not be disturbed at this stage. J.Soper would prepare drawings of the retaining wall by 16th March, and D.Lardge would seek quotes the following week.

The rear retaining wall should be completed by Easter (it is in the winter 91/2 budget). The next phase would be put in the summer budget.

The excavations had exposed the side of the Tea Rooms. The period fencing was to be extended to obscure it. Access behind the Tea Rooms (for rubbish removal for example) would be difficult for a considerable period.

The excavation demonstrated the opportunities for improving the Museum Street gradually in small steps. By taking another bite from the bank, the space for further buildings (such as a terrace of houses) could be created relatively cheaply and quickly. J. Soper would prepare a sketch.

