

THE TRAMWAY MUSEUM SOCIETY

12842

DEVELOPMENT COMMITTEE

Minutes of the 46th meeting held on Sunday 9th February 1997.

Present: A.W.Bond (Chairman); M.C.Wright; J.Soper; D.F.Russell; R.C.Hall.

1. **Apologies for absence:** none. All present.
2. **Minutes of the last meeting (13.10.96):** Approved.
3. **Matters Arising:** Covered below.

4. **Review of winter budget 96/7, and proposals for summer budget.**

a. **Red Lion:** Progress had been much slower than had been forecast at the October meeting. Most of the £13,000 would not be spent in the period. The target was still to have the roof on by October 1997. However, of the 200 man-days forecast (see December 1995 meeting) for the skilled work, about 150 still remained fourteen months later, as the suggested three-man team to help JS every Sunday has never materialised despite appeals in the Journal and Contact.

The inner walls on the front and sides (the highly skilled work) were now one metre below roof height. The back wall and the rear 15ft each side were less advanced but this work was less skilled, and could be done by a competent bricklayer. It was agreed that a bricklayer and mate be sought to complete this work, leaving the skilled front part to JS. It was noted that recruitment and supervision of this bricking team would divert RCH from other tasks.

The summer budget would carry forward the underspend and include this extra paid labour.

Action: AWB

Without any extra (paid or volunteer) labour, JS's estimate of FIVE MORE YEARS to complete the shell would prove correct.

A short note would be compiled for the Journal pointing out these issues to members.

Action: MCW+JS

b. **Access-Tram:** : Dimensions of the lift had been obtained, and the proposals for Town End (KH 26/1/97 attached) were agreed. The water column/gas lamp would be repositioned a few feet east. It was emphasised that it should not be removed and 'stored' somewhere else, it would get lost or damaged. The alterations were expected to be completed in this budget period.

Action: RCH

c. **Tarmac:** Would proceed around the public entrance; the first bay of the car park and the slope to the 'fleamarket' in this budget. Both the soakaways were needing clearing out about every three months. It was accepted that by tarmacing to the top of the 'fleamarket' slope there would be no reduction in the volume of water run-off, but it would be cleaner and not contain as much entrained solids. The soakaways would need cleaning out less often and the water running down and undermining the track by the bridge would be cleaner(!). There were other views regarding the 'fleamarket' slope, but the track undermining could only be stopped by regrading the tarmaced areas by the bridge, and new drains inserted from there right through to the Depot Gates.

Action: RCH

d. **Footpath 'fleamarket' to Wakebridge:** Almost through to Wakebridge. It was proposed to fence the route to the west of the Quarry's portacabin, to deter visitors from wandering towards Cabin Crossing in the hope of catching a tram, as plans to install a stop there were somewhat long term. The timing for the quarry to move to a new site north of the Car Park was not known.

Action: RCH

e. **Bookshop awning:** No labour, and now too late to start. It was agreed that towards the end of the summer period all the parts would be unearthed, ready for erection winter 97/8, provided labour was available.

Action: RCH

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f. Garage for electric truck, dumper & hydraulic platform: Order would be placed in the budget period, but a few coping stones needed fixing on the wall before the garage could be erected. Action: RCH

6. AOB: Tramway period fonts for signs. In hand. Action: AWB→CGCW

Next meeting: After Summer budget, in April.

Circulation: Those present, Board, Mins Sec.

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23/DEV/IN46

For - 11
D.R. 1
15
100
100

PLAN FROM
WHEELCHAIR ACCESS
TOWN END



PRINT
SHOP

MANHOLE COVER

POLE

(BOX)

(SEAT TO
BE RELOCATED)

POLE

TARDIS

BUNDY
CLOCK

LAMP POST

REMOVE GREEN RAILINGS

MEETING 466
Appendix 1

EXISTING
PAVEMENT
5½ feet to
4½ feet wide

[IDEALLY
REQUIRES
MINOR
WIDENING]

EXISTING
PAVEMENT -
JUST SURFACE
REQUIRES
TARMAC

RAMP DOWN
TO ROAD LEVEL

EXISTING
BANK
(UNALTERED)

EXISTING
CURBS TO BE
REMOVED +
ROUGH PATH
LOWERED TO
ROAD LEVEL
FOR TARMAC

MINIMUM 11 FOOT
WIDE FROM
EAST TRAM LINE
TO EDGE OF
EXISTING BANK

WHEELCHAIR
LIFT AT
MAXIMUM
REQUIRES
6 FOOT CLEARANCE
FROM EDGE OF
RAIL PLUS
LENGTH OF
WHEELCHAIR AND
PUSHER BEYOND
= AT LEAST 10 FOOT

11 FT

WATER
COLUMN (TO BE
MOVED)

TRAM TRACKS

KH 26/1/97