

# THE TRAMWAY MUSEUM SOCIETY

## DEVELOPMENT COMMITTEE

Minutes of the 60th meeting 4.2.01, at Crich (postponed from 10.12.2000), and continued 18.2.2001.

Present: A.W.Bond, D.F.Russell, M.C.Wright, J.Soper, J.Miller, I. Musgrove.

1. Apologies: none, all present.

2. Minutes of last meeting (22.10.00): Agreed.

3. Workshop: Preliminary work on ac & dc power, phones, due to be completed in mid February. Tomlinsons would start on 19th Feb. with full possession on 26th. Any DHMD track components exposed needed to be saved. The surface contact studs will be replaced but NOT wired up again. An explanatory sign was needed to tell the public what was happening. Cash flow was important with a six week deadline for first £50k's worth of bills, Re:Source's part of the contract in **this** financial year.

Peter Biggs' demand for a dropped kerb at the end of the wall by the post box was agreed.

**Action: AWB JS & JM**

The washbay hoarding would go in the cul de sac opposite the Red Lion, providing a good sense of enclosure. £5,000 TMS funded, to be done after the contract completed.

**Action: JM**

Need to put up clear notices telling EVERYONE, including members, to go round another way via DEPOT GATES to the Workshop. A long walk, no alternative.

**Action: JM**

### 4. Library and Town End:

The draft scheme NTMLE2 bore no relation to that agreed in Meeting 58, based on C0356, 11AU87, particularly in relation to placing both the terminus tracks clear of the sewer. JS agreed to redraw for 18th February when the Committee would reconvene specially. See below.

**Action: JS**

The two key measurements were 10ft6ins from shelter kerb to siding rail and 9ft between forge shop and nearest rail, (IM to find exact shop measurement).

**Action: IM**

The points specification was needed (one movable and one dummy, 150ft radius).

**Action: MCW**

Costs. ALL costs needed to be included. NO assumptions for ANY volunteer labour.

**Action: AWB**

### 5. Red Lion

The etched windows look extremely good. Bar equipment obtained. The erection of the gents would follow completion of the workshop extension.

**Action: JM**

6. Entrance building: Mr.A.Sharpe's proposals for the existing building were awaited. Suggest check with IJL to ensure consistency with the marketing strategy.

**Action: JM**

Outstanding action: The review with KBH, CH & IM on the whole area. Could be a landfill tax application. JS to provide copies of updated drawings.

**Action: JS & MCW**

7. Woodland Walk & Fleamarket: Part of the area could be of scientific interest. Taking the grant could sterilise the whole area. Several long and complicated papers had been produced. The area needed to do two things.

1. To provide storage areas for historic artifacts prior to being used.

2. To provide a pleasant walk.

Needed to be made attractive and properly signed. Our track record of doing this has not been good.

A one page summary was required to show how these two conflicting objectives can be achieved.

**Action: IM**

8 Site Signage: (EMMS educational Service Report, Gill Tanner 12.9.00). The report highlights the difficulty in reconciling visitor circulation with a "Tramway Period Experience". The ideas could be developed (given the finance), but must be within the historic contextual framework set out in the 1967 and 1978 Development Reports.

Signage had to be in the period style. "Crich Tramways" had been agreed in Edwardian style as a heading.

**Action: MCW to talk to AC, IJL & GCW**

9. Improvements to Site: R.Thacker's paper on "improvements to site" was reviewed. Proposals for next budget. The result has to be net neutral on ongoing resources.

**Action: AWB**

10. Members' Accommodation:

Actions outstanding. Sketch of FH Field, dimensions to be added to drawings.

**Action: MCW & DFR**

11. Ashton Shelter and the Subscriber Plus Fund:

Cash was coming in from members specifically for it. The project needed a leader with a knowledge of cast iron. Some welding is required. Five specialist companies had been invited to quote. None had.

**Action: JM to review with DAF**

12 & 13. Double track & Glory Mine:

There was £8k in the fund, sufficient to purchase the sleepers (which was the 2000 target).

Identifying which of the rail and points stock was unserviceable was in progress.

**Action: DFR to review with consultant**

14. AOB:

a. Tea Rooms refurbishment: routine refurbishment was proceeding.

b. Offer of Bundy clock case: (W.Midlands) We have one already. Do we need a spare? Put at Wakebridge? Resource to put in working order? Agreed we acquire.

**Action: JM/AKT**

c. Poplar House Yard. Clean-up proposed. What do we do with the Stanley Swift Victorian Air Brick Collection? Several have been used on the Red Lion. Keep a few for use, say two dozen, and store them securely.

**Action: JS**

Offer the rest to another museum via EMMS.

**Action: AWB**

## **Meeting Adjourned**

Reconvened Meeting.

**Sunday 18th February**

All present

Item 4 continued:

Review of revised drawing for Library Development and Town End Layout. Drawing LE2 dated 2.2001. Track to spacing on drawing 0356 avoiding sewer. The clearances opposite the corner of the extended building and the Forge Shop had been drawn to match the distances researched by IM. At Town End the natural slope of the embankment was used, cut back. No retaining wall. A few trees at front by the track would go, those at the back would not.

There was space for a shelter for the 3006 queue right at the bottom, set into the embankment where it will not obstruct trolley turning.

Trolley reverser - needs 22ft from track centre line to pole or wall rosette. Might have to be reinstalled in previous position other side of track.

Diesels: Where do the diesels go? Emergency requirement. GMJ must be accessible in a power failure. Most of the machine tools in the engine shed could be scrapped., The welding trailer is historic, being the truck which ran with Glasgow Mains car 1 and dates from 1899.

**Costs:** see appendix one

The PW supt's 1996 estimates, updated in 1999, were for £95.5k in setts or £81.1k tarmac for the repositioning of the trailing crossover and removal of the engine shed siding.

Based on these estimates, using mostly refurbished track components instead of new, the estimate was reduced by £20.7k.

These estimates were for the track elements **only**, assumed a significant membership input on PW, and excluded pavements, kerbs, traction pole and lamp post replanting, overhead line work and consequential effects on the road and pavement surfaces at Stephenson Place.

**These items needed to be added to the total of £73.8k/£60.4k.**

It was thought possible that, if tarmaced initially, a small area could be replaced by setts each year, using volunteers, over a twenty year period.

**Timing:** Critical. The disruption to the Museum activities and the commercial implications for the retail outlets were significant. Given good weather, the project would need 6-8 months of full contractor possession, with their access via the Marylebone Gates. During that time trams would have to terminate at the breaker, period street traffic stopped and all visitors and members excluded from the construction site. The Operations office would have to move, as access from the Poplar House area to the trams would be via the top road and Tea Rooms rear slope. The Assembly Rooms video, first aid and toilets would be inaccessible and the shops reached only via a designated route. Consider making Red Lion toilets usable?

The track and street alterations needed to be done quickly FIRST, to free up Stephenson Place for trading and the impact on visitors minimised.

Detailed project planning had yet to begin.

**Action: Board to review implications**

**Next meeting: Sunday 18th March 2001, 10.30am Crich**

Circulation: those present, Board, Mins Sec.

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Issue TWO