

# THE TRAMWAY MUSEUM SOCIETY

## Development Committee

Minutes of meeting 65 held on Saturday 25 August 2001 at 2.00 p. at Poplar House

### 1. PRESENT

A W Bond, D F Russell, I Musgrove, M C Wright, J Miller

### 2. APOLOGIES

J Soper. I Musgrove apologised for the incorrect information in the previous minutes regarding the date and time of this meeting.

### 3. MINUTES OF THE PREVIOUS MEETING

Accepted.

### 4. TOWN END DEVELOPMENT

Nigel Rose Management had submitted papers for stage 2 application on 15 August to HLF. JM had a copy. In this, the Museum was shown to be left paying £44k. AWB said the shortfall would only arise if we won our VAT case and claim for prior year adjustment. We would only claim for prior year adjustment if it was to our advantage after paying the £44k.

BDO had prepared a letter to Nigel Rose Management explaining the situation. Andrew Purcell of CITEX Consulting had telephoned to say that they had been appointed by HLF, and had come on 23 August, to assess the situation in 14, later 16 questions. AWB, JM and Nigel Rose Management appeared to have answered all the questions satisfactorily.

Our application was being considered by the Trustees on 5 September. A decision should be known the following day. The DCF contribution of £157k had to be spent by 21 March 2002.

Fire Officer's visit - JM had taken advice regarding the situation after the entrance stairs had been removed. The local fire officer had been complementary on the building. He preferred to have only one type of fire extinguisher - dry powder.

An area would be required by the builder starting in January 2002. Work would require removal of the trolley reverser and modification of overhead to provide simple straight track. The reverser would ultimately be replaced on the opposite, east side of the track. The need for a temporary pole, to replace pole 6, prior to any permanent attachment of overhead to the building was raised. Pole 4 (adjacent to Poplar House) would be retained during the construction period. Consideration would be given to any relocation later.

The £110k for track laying that was not now to be undertaken had been reduced to £10k for residual work such as permanent way and overhead alterations.

The relocation of the diesel locomotives needed to be considered in detail.

Amber Valley Borough Council had granted planning permission for the amended application. After Easter/ 1 April, the building work could come no closer to the overhead than currently on the Workshop extension. The contract would include provision that work was not to obstruct Operations. JM said that the Assembly Rooms toilets and exhibition would not be available as it would be very difficult to gain access to them. The First Aid room would need to be relocated and temporary toilets and baby-changing facilities provided. References to these facilities would need to be removed from advertising brochures and from the map of the Museum. Compensating facilities would, by then, be available in the Workshop extension, including videos of old workshop activities. Toilets in the Red Lion should be available by April 2002.

The contractor would require space for site hut/s, material delivery and storage as well as a working area. Materials would be delivered via the Marylebone Gates. The car park extension had been used for the delivery of materials for the Workshop extension, but further movement to the work site was not perceived favourably. Use of Field House field and the car park extension would be negotiated with the contractor. Most of the exterior work should be completed by the middle of the summer season, with most of the fitting out completed by August Bank Holiday. A damages clause for delays had been written into the Library contract but not into the Workshop one.

Months 1 to 3 (January to March) would be earthworks and demolition of the Engine Shed. This would seriously encroach into the Operations area but by April/ May major building work on the E facade would be

well completed. MCW required to be able to turn double deck buses on a limited number of occasions. JM would insert an amendment to the contract requiring such access on the appropriate dates.

19 May Lancashire & Yorkshire Day

3 & 4 June Jubilee Day

22 & 23 June Midsummer

30 June to 7 July London Transport 50

14 July Mini meet

20 to 28 July Thomas

10 & 11 August 1940s Weekend

24 to 26 August Festival of Transport

28 September Enthusiasts Day

27 October Starlight Special

At other times, cars could be reasonably expected to perform three point turns. Only buses presented problems.

Since the involvement of Nigel Rose Management, greater confidence could now be placed in the finance figures. Nigel Rose Management's quantity surveyors, and those of CITECH Consulting, had made separate checks and both had seemed to indicate that the figures are within the grant that had been applied for.

## **5. ENTRANCE**

### **New entrance kiosk**

Campion had quoted £85k (above our expectations) with TMS additional costs of £11.5k. Nigel Rose Management had said that Campion estimate was "at best high and certainly not competitive". An approach to an architect and a suitable contractor would see significant savings (and a more imaginative scheme). Latham had written offering to develop the proposal up to "internal approval". KBH and IJL were satisfied with the functionality. JM proposed that Latham be engaged and he was asked to put this in hand.

### **Other**

Consideration should be given to including the replacement of the entrance road wire fencing from the end of the existing wooden fencing to the rockery, and extending the fence from the entrance kiosk up to the upper level of the bridge in the forthcoming budget.

## **6. WORKSHOP EXTENSION**

The exterior work could be substantially complete by the end of the following week according to Tomlinson's site manager.

Andrew Scott considered that the horizontal beams of the depot 2 building could be removed thus giving a more impressive interior.

The abrupt end of the new paving at the SE corner was referred to. Tomlinson had agreed to provide a tarmac transition ramp.

The provision of signs directing the public would be over the entrance door, with a further sign on the E face of the extension. The signage issue needed further consideration, e.g. Chaceley Grove Workshops, Car Works.

AWB would ask Glynn Wilton to produce proposals.

JS thought that it would be possible that K Chadbourne and P Biggs could be interested in the restoration of the vehicle entrance and the surface contact studs. Wood setts would be necessary for wheel chair access.

Subsequently, Tomlinson had agreed in the short term to make the pavement available alongside the Workshop extension by Saturday, 25 August, but they had failed to do so. Because of the lack of personnel at peak holiday periods, there would be a serious safety implication regarding pedestrian movements. (The depot side gates were closed on Sunday in order to remove the impact of pedestrians emerging blind in front of traffic. However, this created an even greater problem of congestion on the east side pavement. The gates were opened again on Monday with appropriate marshalling). The assurances given were thus ineffective.

## **7. WOODLAND WALK**

AWB again emphasised the need for short term solutions and in particular, the provision of wicker fencing and ensuring that Andrew Scott was satisfied with the security of items such as the Euston Gates. A longer term programme (e.g. moving items to Clay Cross) had to evolve. No paid staff could be made available.

IM undertook to include items in the winter budget.

**Action: I Musgrove**

## **8. MUSEUM SIGNAGE**

JM had already had to replace some signs because of deterioration, especially on the entrance road and at the entrance kiosk. The style was in keeping with the new image as presented on note paper and business cards. Others were being replaced if necessary, like-for-like.

## 9 RED LION

IJL had still to meet with AI and JS (subsequently did on 28 August). The new Education Officer (Sheila Kelly) should be directly involved and not be expected to rely only on her predecessor's notes. (Ann Clayton)

## 10. OUTSTANDING ITEMS

### 10.1 MEMBERS' ACCOMMODATION

Field House field still needed to be measured so that we knew what we had to offer any prospective purchaser. DFR agreed to progress this matter. IM would provide a suitable measure and drawings. **Action: D Russell**

### 10.2 DOUBLE TRACK AND GLORY MINE

MCW reported that the condition of the permanent way was having an adverse effect on vehicles, and that operational speed was now affected markedly. JM advised that the Transperience points could not be used at Waklebridge because of different configuration. It was not known where resources could be obtained from to enable remodelling. Double track would remove pointwork and thus curves. It was thought that there was now sufficient rail available to extend the double track.

### 10.3 EXTENSION WALK

Nothing reported.

### 10.4 STANLEY SWIFT AIR BRICK COLLECTION

Nothing reported.

### 10.5 ASHTON SHELTER

Nothing reported.

## 11. ANY OTHER BUSINESS

Entrance kiosk and Red Lion costings were required.

The Budget is to be presented to the Board on 3 November. Requirements were to be determined by 14 October.

## 12. NEXT MEETING

Sunday, 7 October 2001, 2.30pm, Poplar House.

Circulation: Committee, Board, Minutes Secretary.

Workshop  
Tomlinson's contract  
- £235,558 contract  
actual £253,942 (including  
paid so far £241,245.  
about £13.1K outstanding  
result will be £31.1K overspent