

THE TRAMWAY MUSEUM SOCIETY

Development Committee

Minutes of meeting 67 held on Sunday 16 December 2001 at 2.30 p.m. at Poplar House

1. PRESENT

A W Bond, D F Russell, J Miller, I Musgrove, J Soper, M C Wright, R Pennyfather (for item 3 only)
No apologies

2. MINUTES OF THE PREVIOUS MEETING

Accepted.

Corrections to minute 4: the dates for the Thomas event should read 20 / 21 and 27 / 28 July. The dates are repeated below:

19 May	Lancashire & Yorkshire Day
3 / 4 June	Jubilee Day
22 / 23 June	Midsummer
30 June to 7 July	London Transport 50 (vehicles only at weekends)
14 July	Mini meet
20 / 21 and 27 / 28 July	Thomas
10 / 11 August	1940s Weekend
24 - 26 August	Festival of Transport
28 September	Enthusiasts Day
27 October	Starlight Special

The reference to contractors in the last paragraph should read Nigel Rose Management.

3. PERMANENT WAY

Following discussion at Board level, RP, representing the Operations Department presented a paper (attached) giving that Department's view on the condition of the permanent way.

Town End track was perceived to be collapsing, tall trams leaned dangerously close to each other at their roof levels.

MCW had concern regarding wear. In his opinion this could be reduced through the use of transition curves, removal of spring points, items which added to brake use and current consumption.

However, the curatorial aspect of displaying some of these features needed to be considered.

The remit of the PW sub-group was to draw up its views over the following 12 months with implementation beginning the following winter (2002/3 or 2003/4).

All Dev Comm. or only part? Technical information required against which decisions could be made. Also W Cunningham plus Richard Robson to join sub-group

Agreed that IM, JM, MCW, Richard Robson, W (Bill) Cunningham, R Pennyfather would meet on 6 January 2002, with written remit, to return opinions not later than early March. The participants should be prepared for walking the track.

Library extension work would not affect PW work except for the removal of the Engine Shed track.

Crossover subsidence and parallel track subsidence. Subsidence had occurred over the past 23 years – was it still deteriorating?. No real evidence. Check with appropriate vehicles

Work on crossover – to be done in January 02 – order placed on acceptance of Messrs Trackwork work – quotation had been for isolated repairs only.

Measure with 2 basic cars and repeat every 2 months in order to determine any change. – (a) before Library works start, (b) when Library works start, (c) regularly thereafter.

Cant is recorded in various places – paper needs to be placed on “brought forward” file – decisions to be made beforehand.

JM seeks make do and mend in 2001/2 and 2002/3 with major alterations in winter 2003/4.

4. TOWN END DEVELOPMENT

Standard agreement from HLF had been received with special clauses on environmental control and VAT

Early January – legal paperwork with HLF completed

Then contract with Simons Construction

NRM would take us up to contract stage

Only 1 person in field for contract (Simons Construction) being inside the Budget

Useful learning curve for NRM

Following discussions with TENON on VAT claim, a revised wording had been agreed with HLF. The amended agreement was awaited.

NRM would take us up to contract stage with Simons with limited further assistance thereafter.

Simons Construction were successful tenderers. In absence of formal contract, letter of intent had been sent to Simons.

Not essential that contract signed with Simons before physical work started, but HLF contract **must** be Project Managers have been advised (NRM) of critical dates

JM reported that Engine Shed had been sorted by M Crabtree

Engine Shed points were not part of the Library contract, but they could be done with Trackwork involvement on crossover work.

Peripheral items

Hackney carriage sign – did not now seem appropriate on Forge wall end, nor on Eagle Press S wall. It required a permanent solution that could be provided until the Library was complete. To be stored elsewhere in the interim – downstairs in Assembly Rooms exhibition which would be closed to the public. Weight 3-4 cwt. Crane required – TMS cherry picker not big enough. Needed to be done soon before work began. Not for Clay Cross.

Foundation stone AWB to contact Re:source re progress

5. ENTRANCE

New entrance kiosk

Layout drawings for planning permission now cleared by KBH and had gone for planning permission.

JM reported delay in seeking planning permission (8 weeks required, earliest expected now mid/late February) would mean that completion by Easter unlikely. END OF MAY was thus a more realistic date. This would affect the proposed Gift Aid reclaim scheme.

Lathams had been advised of the date.

Plans could not be economically worked up until planning permission had been granted. Project Manager had not been nominated, champion required for this and other projects. J Miller confirmed that he saw himself in Project Manager role

Easter delivery was only an aspiration without any consideration of resources or capability

Planning permission in say 6 weeks' time

Contact tender – 4 weeks

Construction time – 12 weeks

Building Regulations approval required planning permission, after which detailed drawings could be prepared, only then could tenders be sought.

New building would be clear of the existing entrance kiosk and would occupy virtually all the area N of it.

The existing slope to the tram level did not meet current wheel chair access requirements. A new wheel chair access from the new kiosk via the exiting roadway would provide an easier slope

Space for any future sales building would now be to the S of the new kiosk on area vacated by existing kiosk plus triangular area

JM to talk to next Strategy Committee, which would consider any necessary action on 19 December.

6. WORKSHOP EXTENSION

Not yet at practical completion due to bad workmanship on roof by Tomlinson's sub-contractors – no effective supervision. Roofing repairs would require removal of coping stones and 2 rows of bricks, leaving 5 rows to raise the door. The building was still not in TMS ownership despite TMS decoration, interior works and fitting out.

This is essential and we will insist on this. This would require re-erection of scaffolding

JS considered that the retention sum was sufficient.

Completion of interior work cannot be completed until repairs effected.

£30k worth of exhibitions would be hung on the interior walls

Tomlinson to visit on 17 December, JS would arrange to be on site also.

Raising vehicle doorway – quotation of £9952 had been received – higher than expected, quantity surveyors had suggested £5k.

Should not consider alternative quotation

Curatorial Adviser states that raising the door is essential

The lift had not yet been commissioned

JM reported that it was possible that Tomlinson could have a counter claim regarding Morris claim.

The first floor was not yet fit for occupation, the S wall internal high level elevation was shabby. Flooring and painting still required – these were not in the main contract, the painting had been removed to reduce the cost. The exhibition work would be prepared away from site. It assumed that the walls would be ready, the electrics were achievable, painting is the problem area. Easter date now not seen as realistic. Practical completion should

have been 28 June 0'. Biggest obstacle is painting. Persistence of damp patches not insurmountable. An effective volunteer input is required IM and twins so far only had been identified.

AWB produced illustrations showing large scale lettering on exterior façade (e.g. "TRAMWAY DEPOT" – GCW was working up various proposals based on this.

The gate across the fire path, originally in project budget would be placed in forthcoming summer budget.

7. WOODLAND WALK

Nothing further to report

8. MUSEUM SIGNAGE

Nothing further to report

9. RED LION

Messrs Kos Contractors had submitted a tender for £83,251. This did not include provisional sums as requested totalling £14k. It was the lowest tender. Some items had been duplicated, some not included (burglar alarms, temporary ramps), change of floor covering from Flotex carpeting. The proposals for the ramps of plywood overboarding of existing surfacing plus non-slip paint was seen with some misgivings,; it would be subject to HSE comment. Did not expect any extra costs resulting from modifications.

Cost of moving hardcore from quarry, blockware from Fleamarket, cast iron urinal, electricity switching cupboard all not included in budget of £144k.

JM reminded JS (copy to AWB, AI, IJL) of letter of 11 December seeking written total cost breakdown, avoiding "extra volunteer input" by 16 December. JS agreed to prepare a response and fax it to IJL prior to Strategy Committee on 19 December.

Kos are prepared to start on 7 January 02. The contract was not yet signed.

Paul Gibbons had advised that completion of the electrical power cubicle by mid-January. Allan Phoenix was confident of this. However, costs to be included in case delivery not effected – a saving would accrue if he did. Work on the Library extension requires diversion of the main power cable which in turn requires this power cubicle.

Removal of contents was discussed. Bandstand seats to be returned to underneath the Bandstand.

10. STORAGE

Two 20ft containers had been donated by IJL and had been delivered to Clay Cross. For storage of low value items only. This was seen as a beginning of greater off-site storage.

Workshops contents would return to Workshops.

Some material was for Red Lion.

JM to arrange clearance.

11. OUTSTANDING ITEMS

11.1 SHELTERED ACCOMMODATION

Nothing further to report

11.2 MEMBERS ACCOMMODATION

Nothing further to report

11.3 DOUBLE TRACK AND GLORY MINE

Nothing further to report

11.4 EXTENSION WALK

Nothing further to report

11.5 STANLEY SWIFT AIR BRICK COLLECTION

Nothing further to report

11.6 ASHTON SHELTER

Nothing further to report

11.7 WALKING SURFACES

Uneven surfacing to be re-laid at various places around the Museum.

Relaying of Poplar House garden path to garden gate from York stone to tarmac rejected. Relaying of path in front of House from concrete to be included

12. ANY OTHER BUSINESS

JS advised that there would be no facility for day-to day storage of material (e.g. sand) from 1 January 02.

JM advised that Outside Works be more based in the Workshop. In due course, Allan Phoenix would move into and share D Baker's new office, Neil Daft would move into D Baker's old office.

13. NEXT MEETINGS

Strategy Committee	Wednesday, 19 December
Board	Saturday, 19 January, Saturday 2 March
Development Committee	Sunday, 3 March 2002, 2.30 p.m., Poplar House.
PW sub-group	Sunday 6 January 2002, 10.30 a.m., Poplar House

Circulation: Committee, Board, Minutes Secretary

To KYLE HULME

From BOB PENNYFATHER

Date 4 DECEMBER 2001

TRACK LAYOUTS AT CRICH

TOWN END

The ground is subsiding, so work will need to be done, and when this happens, we should take the opportunity to incorporate improvements to the layout of both track and overhead.

It would be useful operationally to have direct access to either stub without shunting. This could be achieved either by facing points or by a short section of single track. The safety issue is acknowledged.

It would be helpful to extend each stub by a short amount to ensure that the two longest cars can be accommodated together. The overhead also needs revision to accommodate a trolleyhead at the extreme of the stub.

STEPHENSON PLACE

Admittedly a 'nice to have' rather than essential, there would be operational advantages in having a crossover near the Red Lion.

INTERLACE

Operationally, this is a nuisance and often delays trams.

CLIFFESIDE TO WAKEBRIDGE

The proposed doubling is not essential to the tram service but would be useful operationally and would stop delays to one car from being transmitted to cars in the opposite direction. This would be particularly useful on busy days or when training cars take a long time in the single-track section. It would remove the hazard of pointwork in a badly lit area.

Provision should be made for a possible tram stop at Cabin Crossing, and for the possible installation of the Grand Union.

WAKEBRIDGE

Doubling the track would also remove the capacity restriction imposed by the current passing loop. It would be helpful if the kick could be taken out of the northbound alignment at Wakebridge. Although not essential, it would be helpful to retain the siding at Wakebridge.

GLORY MINE

The current layout is very unhelpful, causing delays on busy days and posing safety risks. Easing the curve beyond the current limit of operation would allow access to the disused stub. This would allow pairs of cars to reverse simultaneously (subject to turning trolleys between the trees). It would also allow a demic to be left pending recovery without impeding tram operation. It would allow the current siding to be removed, releasing a set of points, thus creating space for the development proposals. Finalising the track layout would allow the trolley reverser to be reconnected, removing the need to mess about with bamboo poles.

TO: Bob
FROM: Kyle Hulme, Operations Supt
DATE: 8 December 2001
SUBJECT: Track layouts comments

Track priorities

1 Required Urgent, 2 Required Soon, 3 Required Longer Term
4 Preferred Soon, 5 Preferred Longer Term, 6 Ideal solution

Town End

1 Urgent repacking on safety grounds

Current layout has constraints, but workable

If relaying becomes option

4 Extend each stub

6 Consider a more flexible layout

Stephenson Place

6 Crossover

Interlace

1 Urgent repacking to minimise damage to trams

If relaying becomes option

4 Consider tram pinch but not interlaced

6 Consider normal track

Cliffeside to Wakebridge

2/3 Doubling to Wakebridge would be an advantage to

Increase efficiency of tram service by avoiding southbound wait at Wakebridge

Ease rescuing disabled trams (and stranded passengers)

Enable a tram stop at cabin for events

Enable service to be maintained when track being repaired

Reduce wear on trams going through 4 point per trip

Reduce congestion at Wakebridge loop

Glory Mine

2 Stub need lengthening short distance to make reversing easier and safer, including reinstating reverser

4 Stub needs lengthening to two car length for efficient operation on UDE and busy days, and allow demic to be shunted out of way. (siding could then be removed)

5 Loop relaid eastwards with gentler curves to allow public to alight safely