

THE TRAMWAY MUSEUM SOCIETY

Development Committee

Minutes of meeting 68 held on Sunday 3 March 2002, at 10.30 a.m. at Poplar House

1. PRESENT

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

2. MINUTES OF THE PREVIOUS MEETING

Accepted.

3. PERMANENT WAY

IM presented his initial paper from the PW sub-group. Discussion was deferred until the next meeting, but before the AGM.

4. TOWN END DEVELOPMENT

Library

Nothing further to report, no actions required, updated report given at previous day's Board meeting.

Subsequently decided by phone that the hansom cab sign could be moved from the Assembly Rooms wall directly to the N wall of the Red Lion.

Action: J Miller

Emporium shop hoarding

AWB suggested that this was now a major, unacceptable eyesore requiring a quick fix solution. The hoarding was rotten and beyond repair. Peter Johansson had previously added posters regularly but he was now perceived to be too busy elsewhere, whilst his sons had now outgrown the task. JM suggested replacement by a wall but this would not be a quick answer. IM added that there could be a danger of a replacement solution becoming ever increasing. Would the work be performed by resident ground workers or by fresh contractors? Would close boarded, 6 ft high fencing be a solution? It was agreed that a new hoarding be provided but without paper posters, and possibly metal advertising signs. This would provide a respectable outlook to the street and improve the visitor experience quality. JM would ask Derek Redmond to investigate metal signs, original and replica.

Action: J Miller

Emporium shop

JM was obtaining quotations for the replacement of the Emporium window frames.

Action: J Miller

5. ENTRANCE

Kiosk

David Russell would progress further. Peter Kendrick would come with 3 suppliers of equipment. KBH and IJL had differing views of the counter arrangements (KBH – straight, IJL – staggered).

Action: D F Russell

Quarry road

This was breaking up under the relentless pounding by quarry traffic. JM to discuss access to Glory Mine with GBC. We are trying to run a tourist attraction, not a quarry.

Action: J Miller

6. WORKSHOP EXTENSION

Signs

GCW had received quotations for "Tramway Depot" on the wall and "Public Entrance" over pedestrian door. TMS to erect. Cost to be entered into summer budget.

Action: A W Bond

Alley

Railings with gate on wall extended out from stone workshop – wood, iron or Euston. Main Euston gate too wide but pedestrian possibly suitable. IM thought that Euston gate far too ornate for such a modest entrance. JM to investigate quote to shot blast / paint simply but with painted crest and enter into summer budget (with suitable purchased alternative). Gate to open outwards.

Action: J Miller

Other

JM to progress actively the capping of pillars around crane supports with JS

Action: J Miller

Leaks still over door, etc. – basic design error. Damage was likely to be to carpeting and decoration.

Vehicle door extension – joiner had promised to return 14 days previously. An extension piece would be dowelled in. Cost £9k, £3k from JS

7. **WOODLAND WALK**
8. **MUSEUM SIGNAGE**

Nothing further to report

9. **RED LION**

Water supply pipe had been found to be concreted in. Alternative supply being arranged. Exterior rear view from first floor had been commented upon during previous day's Board tour. IM advised that landscaping had been in progress quietly for previous three years and would continue subject to weather, ground and volunteer labour considerations.

Action: I Musgrove

Cast iron urinal would be delivered by D Redmond the following week, erection would be arranged subsequently, possibly by Easter. Assembly Rooms ladies would / are not available, whilst AR gents were hard to find. Hiring in of temporary toilets similar to those used at Thomas/Lledo events suggested, even to disabled and baby changing facilities. JM advised that 4 Portaloos would be provided at Easter at the Bridge. The Entrance Kiosk toilet block would be transferred to alongside the Red Lion when work on that project started. See reference to hansom cab sign on Library.

Action: J Miller

10. **STORAGE**

Storage is now very restricted at Crich. Greater use of Clay Cross was required, including newly obtained containers.

11. **OUTSTANDING ITEMS**

- | | | | |
|------|------------------------------------|------|-----------------------|
| 11.1 | SHELTERED ACCOMMODATION | 11.2 | MEMBERS ACCOMMODATION |
| 11.3 | DOUBLE TRACK AND GLORY MINE | 11.4 | EXTENSION WALK |
| 11.5 | STANLEY SWIFT AIR BRICK COLLECTION | | |

Nothing further to report

11.6 **ASHTON SHELTER**

It was confirmed that the shelter should be located at the Bandstand (northbound); there was insufficient room at the southbound stop. The new entrance kiosk would have a canopy for shelter. Subscriber Plus required to deliver a product in order to make an impact. IM advised that trees should not present a problem. The Development Committee would need to walk the site.

12. **ANY OTHER BUSINESS**

Wheelchair experience

Brian Pickup's notes on the wheel chair experience were received. It was agreed that the problems needed to be addressed. It was suggested that a leaflet describing the preferred smooth route be prepared and made available at the Entrance Kiosk. This would provide an easy, quick, short term improvement. This would be organised by Sheila Kelly in association with Brian Pickup, with advice to JM, Colin Heaton, IJL and Cara M. Leaflets to be available at the entrance not too far into the season.

Action: A W Bond

Overhead authenticity

Parafil is the preferred engineering material. However, it had been previously agreed that traditional materials and techniques would be used S of the Bridge, Parafil and other modern methods could be used N of the bridge. The present situation was only temporary following the extensive adjacent building alterations. The equipment at the top of traction pole 10, adjacent to the Workshop pedestrian entrance was now much more obvious now that it had been transferred from the more discrete situation behind the former hoarding. There was no finial and the pole was filling with water.

Future activities

It was agreed that once the present major building programme was completed, a period of consolidation of 18 – 24 months was required without the recent spate of diversions, alarms and variations. A number of small-scale improvements could then be undertaken which would make a great improvement to the appearance of the premises.

Budget

Euston Gates, "Tramcar Depot", Emporium hoarding, Emporium windows, completion of Bridge railings on E side upper level, Bandstand railings, Bridge W side upper level setts laying, children's play area ground levelling and improvement to railings, complete steps to children's play area including lanterns.

Action: J Miller

13. **NEXT MEETINGS**

Saturday 27 April 2002, 2.30 p.m. Poplar House. Circulation: Committee, Board, Minutes Secretary

INTERNAL CORRESPONDENCE

TO: Development Committee members

FROM: Ian Musgrove

REF:

SUBJECT: Library Extension

DATE: 22 March 2002

The Development Committee minutes of meeting 62 of 8 April 2001 state that the position of the Library extension east façade could be repositioned, subject to checking with the Railway Safety Principles and Guidance clearances (RSPG2G). Following an animated conversation with various parties earlier this year, I checked the dimensions between the Assembly Rooms and the permanent way against RSPG2G. I believe that the building extension is still impinges the clearances required in respect of the siding track by approximately four inches.

The following measurements are from the south east corner of Assembly Rooms building to the Up (siding) track

(A) at right angles to the building	7040 mm
(B) at right angles to the track	6860 mm
and to a paint mark on the ground observed by IM and RJC	5680 mm

RSPG2G, appendix C, clause 7 states

On tramways which operate toastrack trams, the clearances given in Chapter 3 should be increased so that there is at least 830 mm between the developed kinematic envelope and any structure, including poles. This clearance may be reduced when restraining bars are fitted to the sides of toastrack trams.

RSPG2G, Chapter 3, clauses 92 and 93 define a developed kinematic envelope as

... the maximum width under any circumstances of a tram in motion at a particular point. A developed kinematic envelope should be established by enlarging the kinematic envelope to take into account all the possible effects of curvature, including superelevation of the track, and the end and centre throw of the tram. It too is speed dependant, but is unique to the particular location at a given speed

However, RSPG2G, appendix C, clause 6 states:

It may not be practicable to establish a precise kinematic envelope for each tram on a heritage system. However, it should be possible to establish a generous swept path to cover all trams used or likely to be used on the tramway.

Although Fleetwood 2 is our only toastrack tram with a width of 2320 mm, it is not the ruling dimension. Oporto 273 is 2440 mm wide, New York 674 is 2560 mm wide; both vehicles can readily be considered as toastrack trams. The latter car can be disregarded at the moment from our calculations as it is not operational, and unlikely to be for several years. The following calculations follow (all dimensions in millimetres):

Width of Oporto 273		2440	
RSPG2G/C7 clearance	830 x 2 =	1660	
Suspension characteristics (estimated)	25 x 2 =	<u>50</u>	
TOTAL DKE		4150	
Less track gauge		<u>1435</u>	
Side clearances (total of both sides)		2715	
CLEARANCE ON ONE SIDE	2715 ÷ 2 =	1357.5	(say 1358)
		A	B
Distance between the Assembly Rooms building and the track is		7040	6860
The required clearance, as calculated above, is		<u>1358</u>	<u>1358</u>
Maximum permissible width of building		5682	5502

The minutes of the Development Committee state that the new building could be reduced to a width of 5600mm. Scenario B would suggest that this is insufficient, and that another 98mm (almost 4") is required to be removed.

The Development Committee minutes of meeting 62 of 8 April 2001 state:

Mr Bond reported that a quotation for the pre-contract works had been received from G F Tomlinson Buildings Ltd. This was thought to be too high (double the original estimate). The removal of the contents of the Eagle Press had been included and certain items (e.g. the removal of lamp posts) were considered excessive. Consideration thus had to be given to either

- (a) doing some of the work ourselves. This would not be significantly cheaper as staff, who needed to be identified, would still be a cost to the Museum and transferred from other work.*
- (b) changing the scope of the project. This had the alternatives of (i) changing the permanent way layout or (ii) making the Library extension smaller. Discussion followed option (ii).*

This option would avoid the removal of the Eagle Press, allow the retention of the existing permanent way and overhead, avoid massive disruption of this part of the Museum, allow pedestrian access during the project construction and provide a simpler, less expensive, scheme. Consideration of how to achieve this required a means of obtaining the necessary, albeit minimum physical clearances from the track, e.g.

- chamfering the SE corner of the building this was ruled out as the E façade was the Yorkshire Bank façade*
- moving the S façade northwards – this would expose the E side of the Assembly Rooms*
- narrowing the S end only of the building - this would result in non-rectangular rooms*
- stepping all the E façade back, with a possible compensating move of the W side of the building envelope*
- stepping each element of the E side of the buildings back. Mr Soper stated that the architectural effect of stepping each building back, with their differing heights, required investigation. The option may yet require the building envelope to be moved W.*
- moving the Ladies toilets into the eastern bay of the existing. This would provide space for the important ground floor public display room no smaller, possibly larger than the existing display. It would provide upgraded toilets.*
- leave the existing Assembly Rooms display area and to make the Yorkshire bank building into the stacking area.*

Following a short site visit for measurements, it was agreed that all the E façade would be shown to be set back, with a possible compensating move of the W side of the building envelope. The SE corner would be a minimum of 8 ft from the centre line of the track, subject to checking with RSPG2G dimensions. This resulted in the building being narrowed from 6.800 metres (22'3½") to 5.600 metres (18'4"). This was thought to be still adequate. The existing Assembly Rooms display room would need to be redecorated / revamped as the "new" option was not now to be provided. The mezzanine floor in the Yorkshire Bank would now be included from the start. Narrowing the façade would probably require only one wider window rather than two even narrower windows than originally proposed.

Planning permission had already been granted. However, it was not thought that this would be affected by the relatively small amendments proposed. East Midlands Museum Service had previously given consideration to the internal room arrangements. This needed to be re-addressed. Mr Soper would revise the drawings to incorporate the changes after consulting with Mrs Thacker. A total cost check needed to be determined before Re:source were advised of any reduction in the scope or cost of the project. How the alterations were to be "sold" had to be determined. Mr Miller stated that he hoped that building work could start by November 2001.

Mr Russell asked that the pinch point at the SE corner of the Forge shop be considered. It was a long perceived problem area. The diversion of the permanent way away from the building would ease the clearance problem. Would it still be possible to remove or reduce the problem now that the track was to remain in situ? It was agreed that the Library scheme could not resolve this, and it would have to be resolved at another time and by other means.

TO: ANB. Chairman of the Development Committee
FROM: JM
DATE: 14th February 2002
SUBJECT: Signs etc - Workshop Extension and Gallery.
C.C. OFR, JS, IM, MCW
SHEET

We need to consider the installation of the following
on the new workshop building

- 1, Slate plaque - currently in stock - noting the
support of the HLF - where is it to be located.
- 2, Similar plaque - to be obtained - noting the
support of resource
Please advise details - see attached guide
- 3, Notice to Public saying the gallery is open/closed
Please advise details - see attached guide

The above information is required as soon
as possible so that these signs etc can be
in place for April 1st.

A decision at the next meeting of the
Development committee would be timely.

Thanks.

JR.

A Guide For Ordering Signs.

<u>Shape.</u>	Provide sketch of the shape of the sign in plan and section.
<u>Size.</u>	Provide all dimensions necessary for manufacture.
<u>Material.</u>	Specify i.e. Wood, Brass, Aluminium, Plastic etc.
<u>Finish.</u>	Specify finish Paint, Laquer, Coated etc.
<u>Logo's.</u>	Provide copies of logo on disk or photocopy.
<u>Text.</u>	Stipulate style and size.
<u>Colours.</u>	Specify colours of borders, text, logo's and background in British Standard colours or provide samples.
<u>Fixings.</u>	Specify what the sign is to be fixed to and how with necessary dimensions.

THE TRAMWAY MUSEUM SOCIETY

CRICH, MATLOCK, DERBYSHIRE. DE4 5DP.

INTERNAL CORRESPONDENCE

TO: A W Bond, D F Russell, M C Wright, J Soper, J Miller

FROM: I Musgrove

REF:

SUBJECT: Wheelchair experience

DATE: 26 February 2002

The enclosed communication has been received from Brian Pickup regarding wheelchair use.

I have been asked to bring it to the attention of the Development Committee at its next meeting to be held in Poplar House on Sunday, 3 March at 2.30p.m.

Wheelchair Experience

I am writing this not as a complaint as such, but as observations from the point of view of a wheelchair user. Obviously many of the points raised cannot be tackled overnight but are matters which can be borne in mind as future developments are made.

1. Entrance from the Car Park

Due to the difference in levels between the museum street and the car park of something of the order of twelve feet there is a problem of safe access for both self-propelled and assisted wheelchairs. The present route is down a steep ramp with iron railings to prevent runaway on to the track. This is followed by a very uneven journey along the east side path. It is a long dreary journey, bumpy and uninteresting, apart from the odd tram passing by.

There is also no disabled toilet provision in the entrance area. After a long journey to the museum people often have a desire to visit the toilet and there is no provision for the disabled in this area. In fact the present portaloo facilities are not very good for a person who is unsteady on their feet, let alone disabled.

This difference in levels cannot be easily altered. An alternative route does exist via the vehicle entrance ramp, but whilst this has a gentler slope there is the danger of the trams passing at the bottom with no protective railings.

The braking system on manual wheelchairs is a primitive brake on each wheel and it is difficult to balance the two brakes to achieve a straight line going downhill. When a wheelchair handler is involved these people are often elderly and experience great difficulty in handling a load greater than their own weight.

There is no easy solution to the difference in levels between the car park and the museum street. One idea might be to make provision for a limited amount of disabled parking at the northern end of the west side path. (in the area immediately below the tar boiler.) From here the wheelchair user could then access the west side path and proceed along to the exhibition hall, then the depots, workshop etc. This is a much more interesting and smoother route than the east side (apart from a bit of temporary rough ground outside the workshop extension). There are very rarely more than two or three wheelchair visitors at any one time so there should be adequate parking space at that location.

Disabled visitors could be handed a leaflet indicating the parking facility and the best route for wheelchairs.

2. Gents Toilet.

Access to the gents W.C. in the Assembly Rooms is not easy. First the door has a strong spring and then follows two right angle turns, one to the right then one to the

left. At this point one is often faced with a gentleman using the urinal. Following from there the w.c. cubicle door has a strong spring which makes access difficult because both hands are needed to propel the chair by which time the door has shut again. Inside the cubicle there is ample space to turn round etc.

I would recommend that proper door closers be fitted with a damped action in place of the gate spring employed on the cubicle door.

3. Access to the Tram Stop

From the front of the Assembly Rooms the next part of our visit is a tram ride. As will be seen from the photograph, there is not room to get between the kerb and the tram at Town End. The alternative is to go behind the tram and get the wheelchair wheels covered in oil, or to try mount the kerb and proceed along the footpath. With a solo wheelchair mounting the kerb is more or less impossible, apart from one spot near the print shop railings, and the path has a camber which turns the wheelchair towards the kerb.

4. Access to the Tea Rooms.

The ramp leading to the tea rooms is steep and badly cambered due to upheaval of the tarmac by tree roots. The gradient is too steep for a solo wheelchair and is not easy for the handler of an assisted chair. However it may well be that the Red Lion may be able to provide sustenance to the disabled in future so that the hazardous climb to the tea rooms can be avoided.

Brian Pickup

31 / 01 / 02

