

THE TRAMWAY MUSEUM SOCIETY

DEVELOPMENT COMMITTEE

MINUTES OF THE 76<sup>TH</sup> MEETING OF THE TMS DEVELOPMENT  
COMMITTEE HELD AT CRICH ON MONDAY 27<sup>TH</sup> SEPTEMBER 2004.

PRESENT: A W Bond (AWB), I M Dougill (IMD), M C Wright (MCW), A  
Smith(AS), R G P Tebb (RGPT) , G Wilton (GW) (ex-Officio)

76.1 MEMBERSHIP OF THE COMMITTEE

The Chairman (AWB) welcomed the new members of the Committee; he was pleased  
to report a full attendance at the meeting.

76.2 APOLOGIES FOR ABSENCE

None

76.3 MINUTES OF THE LAST MEETING

The Minutes of the last meeting (No. 75) of the Development Committee held on the  
2<sup>nd</sup> August 2004 were accepted as a true record of that Meeting

76.4 APPOINTMENT OF A SECRETARY TO THE COMMITTEE

Subject to the approval of the TMS Board at its next Meeting, RGPT was appointed  
as the Secretary to the Development Committee

**ACTION AWB**

76.5 TERMS OF REFERENCE OF THE COMMITTEE

The existing Terms of Reference were considered to be appropriate, subject to a small  
addition to Term 2 to read:-

“To consider proposals for the erection, modification and development of land,  
buildings and other premises owned or occupied by the Museum.”

76.6 CONSIDERATION OF A POSSIBLE PROPOSAL FOR A NEW ENTRANCE  
BUILDING

The Chairman drew attention to an article in The Sunday Times for August 1<sup>st</sup> 2004  
as an illustration of how effective and reasonably cheap modern ‘garden’ pre-  
fabricated office-type buildings could be.

It was proposed to invite two suppliers of such buildings to visit the Museum and provide quotes on the basis of a Specification prepared by the Project Manager (Mr Hulme) to match and incorporate existing services. AS to discuss the Specification with Mr Hulme.

**ACTION AS**

## 76.7 UPDATE ON TOWN END TRACKWORK REPAIRS ETC

AS reported that, despite some 'chasing', he had not yet received any response from the contractor who undertook the recent repairs to the Great Orme Tramway trackwork. AS had thus spoken with the proposed contractor who would come and look at the Town End and Wakebridge pointwork. AS understood that the Great Orme work had been c. £8k to £10k per set of points.

AS believed that, if action could be initiated reasonably quickly, the necessary works could be completed by March. Previous discussions with GrantRail had dried up, but should be re-activatable if necessary.

However, before any works could proceed, there was a need both to obtain estimates and to determine whether, for example, welding could be undertaken on the existing castings. This would be dependent upon the composition of the manganese steel.

**ACTION AS**

AS also reminded the Committee that consideration was also required of the Wakebridge south points and the Glory Mine area (particularly the stub track).

IMD suggested that priority should be given to the single track sections as any failure of trackwork in these sections would render the line unusable; with the double track sections it would always be possible to operate the line (albeit with some inconvenience).

AS considered that other areas which deserved short-term attention included:-

- a) Smith's Hole
- b) The rail greasers
- c) Depot area pointwork

AS felt that plain track could probably be attended to by the TMS directly, but not pointwork. His absolute priority was to sort out the alignment and functioning of the Town End points as a minimum, but that it was desirable to include also the Wakebridge south pointwork.

**ACTION AS**

MCW drew attention to his recent line examinations which had revealed about thirty fishplate bolts were loose and about a dozen tiebars needed attention. There was an urgent need to keep the growing wear-and-tear effects in hand.

AWB questioned whether there was a need to adopt a single engineering resource philosophy. RGPT commented that there seemed little point in continuing to restore more trams to working order if there was no track to run them on; furthermore an improvement to the quality of trackwork would improve the ride and reduce the on-going wear and tear on the trams.

GW expressed concern that the deteriorating condition of the trackwork (particularly the alignment thereof) was causing excessive flexing and shocks to the trams, which would in due course manifest itself in damage and wear to original construction and materials within the trams and produce increased maintenance requirements and shorter operating life.

Following a lengthy discussion in similar vein with general support from all members of the Committee, MCW suggested that significant help in reducing the trackwork maintenance backlog could be achieved by transferring two members of the paid engineering staff to outdoor works. AS commented that weather conditions would in any case prevent the whole of any such time being thus employed, but significant benefit could be achieved by such resource, for example, removing the greasers for overhaul in the Workshop and then re-instating them.

AWB suggested there was as need for a brief Paper by AS, in conjunction with MCW, setting out:-

- a) Budgetary requirements
- b) Employment of paid staff in the short-term
- c) Trying to establish a volunteer team resource for the trackwork

AS considered this an appropriate action, repeating that the principal immediate spending outlay would be for Town End and Wakebridge pointwork, with the remaining resource requirement being for manpower.

#### **ACTION AS & MCW**

MCW pointed out that, if two members of the engineering team were to be transferred to such work, then inevitably some workshop work would be delayed or even cease. IMD commented on the reduced daily workload if the restorations of 298 and 159 were to be in series, rather than in parallel. There was also concern expressed by several Members about the rate of progress on 345 and the effect this was having on the utilisation of the Workshop staff. MCW was concerned to maintain engineering continuity and feared that using staff in this manner might result in the loss of some existing hard-won staff skills.

IMD suggested there was a precedent for approaching the sponsors of future tram restoration projects to indicate that there would be a need for an interim period prior to work commencing on their particular scheme, and that a sum of money would be needed to ensure the necessary skills base could be retained over such a gap period.

MCW considered that a resource commitment of two members of the engineering staff for 50% of their time would be worthwhile in helping to recover the wear-and-tear on the track. His view of the priorities was:-

Priority 1	Town End pointwork	External cost
Priority 2	Smith's Hole	Low (internal) cost
Priority 3	Glory Mine stub	Low (internal) cost
Priority 4	Wakebridge (south points)	External cost

It was agreed that:-

- a) AS would prepare a Board report outlining the costs if all work were to be done by outside bodies (to help assess the value of using internal resources where appropriate)
- b) MCW would produce a paper setting out the internal resource implications of the recommendations made during the discussion; this would be included in the Budget pack.

## 76.8 CONSIDERATION OF ITEMS FOR THE WINTER BUDGET

### i. Parking of vehicles on the street

MCW was concerned that the amount of parking space for historic vehicles in conjunction with events at the Museum was presently limited, but that a significant increase could be achieved by re-positioning the existing east side kerb line between the Oil Store and the Bowes-Lyon bridge by removal of the present line of trees, shrubs, etc between the footway and the existing kerbs. MCW circulated a short report and sketch outlining his proposal (ATTACHED).

RGPT supported the proposal as it would significantly enhance the correct appearance of the street scene, but was concerned that recent changes in safety legislation meant that this could not be a volunteer job. He felt that, in normal circumstances, safety of operation would be increased as pedestrians would be more visible to tram drivers, but that, when vehicles were parked alongside the new kerb line, pedestrian visibility would remain as at present or might actually be reduced.

RGPT felt this idea should include the removal or relocation of the Oil Store. MCW was concerned that this would render the proposal unachievable because of cost increases. GW felt that the street scene was not particularly convincing presently in view of the significant plant and tree growth along it.

AWB asked for a costing exercise to be undertaken. It was agreed that, in the short-term, any actions required in the area could be undertaken on the basis that MCW's proposal would be the ultimate intention.

ii. Report on Ashton Shelter

The Ashton shelter was now complete as regards erection and painting, together with paving, but still required glazing.

**ACTION MCW**

iii. Erection of Mezzanine in Workshop for Component Storage

Concern was expressed about the risk of lowering the quality of the environment in this publicly-visible area. It was also noted that a significant change of use of this building extension was taking place --- the original justification being for a paintshop and tramcar washbay area. However painting was still being undertaken in the main workshop area.

It was suggested that, if significant works were to be considered, the opportunity should be taken to include additional items such as a toilet. Another option might be to install Neil Daft in any revised arrangements.

MCW was to investigate and report. There was some urgency as the mezzanine was envisaged by the Board as the storage location for 298 components, which might otherwise require double-handling.

**ACTION MCW**

iv. Aggregate Industries Letter

A letter had been received from Aggregate Industries regarding some additional tree and bush planting in the Wakebridge area, including on TMS land.

AS expressed concern about leaf fall and drainage, and suggested there was a need to review fully the types of trees and shrubs envisaged to minimise any such problems. There was a suspicion that this planting was being forced on the quarry by the planners. It was agreed that AS would investigate the potential effects in both the short and long term.

AWB would prepare a holding reply and respond fully when AS's investigations were complete.

**ACTION AWB & AS**

v. Offer of "Tin Bungalow"

A letter had been received from M R Cullum concerning an offer by North East Lincs Council for the disposal of a corrugated iron bungalow free of charge to any interested party.

It was agreed that it was not appropriate for Crich and AWB would respond declining the offer with thanks.

**ACTION AWB**

## vi. Mode Wheel

MCW reported that 298 may move before Xmas. IMD had not yet served notice re quitting the premises (3 months needed). Thus a decision was required by the October Board Meeting as to what the TMS intentions were in regard to any future use.

The Development Committee were in agreement that there was no economic justification to pursue retention of Mode Wheel for TMS storage purposes.

**ACTION MCW**

## vii. Street decoration

GW referred to the aura presented by the street and was looking to achieve simple improvements through adding detail such as imitation 'Bank' lettering to the windows of the bank building. In similar vein, more 'period' litter bins would help also.

RGPT expressed concern about the state of exterior paintwork on buildings such as the Forge Shop. He considered that this was another area where workshop skills could be applied to outside works to the benefit of the site and to reduce deterioration of assets, otherwise requiring premature costly replacement.

**ACTION GW**

## 76.9 LETTER FROM IAN SOUTER RE "TERRACE HOUSING"

A letter had been received from Ian Souter recommending the construction of what would resemble a row of terraced properties along the street, which could be funded under a version of a 'timeshare' arrangement. It was pointed out that such a project had already been discussed and costed (Board Minute 11102 of February 19893 and Development Committee meeting 51 of 6.9.98). A three storey terraced row, serviced from the road at the back, lived in, with member and visitor amenities was envisaged, costing about £150,000 at 1998 prices.

It was agreed that MCW would respond thanking him but explaining that, unless a tangible proposal could be developed and offered, no action would be taken at this time.

**ACTION MCW**

## 76.10 DATE OF NEXT MEETING

This would be arranged for February, unless a Board meeting decision required an earlier meeting.

Rgpt  
131004

## Kerb edge Realignment

MCW 20.9.2004

Chaceley Grove, east side from pedestrian crossing to Rose Garden.

Object: To increase parking space for Tramway Period Vehicles and improve the Tramway Street.

### Background.

The distance between the southbound track and the kerb is currently 6ft 6ins, too narrow for all but Austin Sevens and Minis.

The foliage between the footpath and the road, originally planted in the 1960's to deter visitors from wandering into the road, has now grown too large and is not in keeping with an urban tramway street. It separates the footpath from the tram track far too effectively and small children are now obscured from tram drivers' vision by the height and thickness of the foliage, only to dart out unseen at the hedge gaps and crossing.

When planted, the bank behind was bare, now it is full of mature trees and undergrowth reminiscent of a park boundary.

It is proposed that

1. All the foliage, including the trees, is removed between Pole 23 south of the Bridge and the Rosebed by Pole 17.
2. The kerb edge is moved back as far as practicable so that the lamp standards are at the kerb edge (about eighteen inches) instead of in the foliage.
3. The intervening space is setted.
4. The gap between the York Stone pavement and the kerb is graded and tarmaced.

The drains are not moved, and the setting laid out to accentuate the obvious road widening.

### The Result:

- More space to attract classic Tramway Period vehicles
- More open look to the street
- Removal of a safety hazard which was hiding small children)

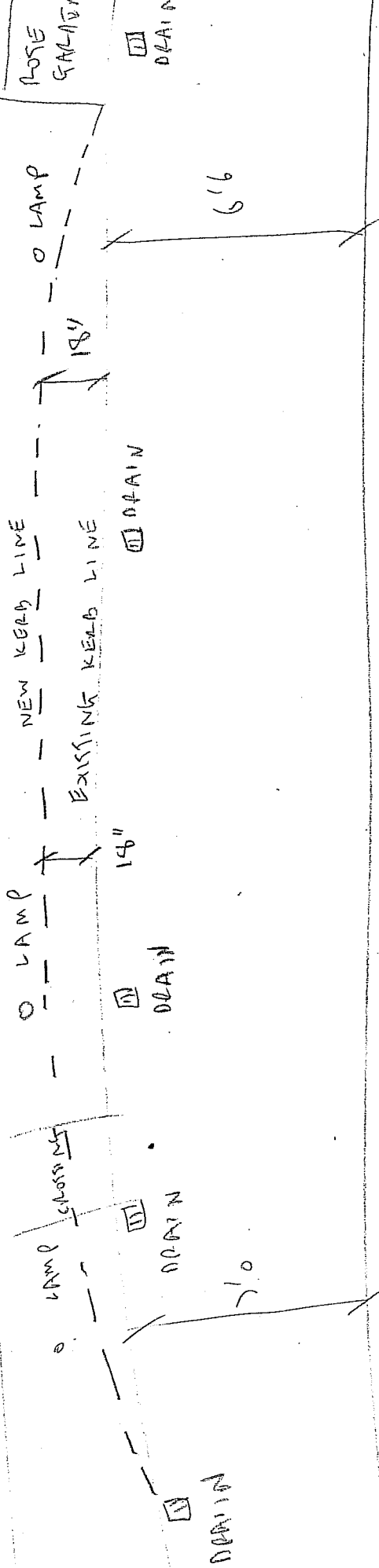
Pole 20

Pole 23

Pole 19

Pole 17

KOOS PATH



Southward track

Town End

SETTING-BACK OF KERB TO PROVIDE  
TRAMWAY PERIOD VEHICLE PARKING FOR  
SMALL MOTOR CARS.

MCW 9/64,