

RECEIVED 12 OCT 1984

Minutes of meeting held 30th. September 1984 at Crich.

Present: A.W.Bond, J.B.Brooke, W.G.S.Hyde, M.C.Wright.

By invitation J. Shawcross.

JBB

Mathematical tiles - John Brooke reported that the first experimental batch were being made and samples were not yet to hand. He undertook to obtain prices for these tiles as soon as possible.

Town End hoarding - In view of the above it was decided to proceed with a wooden hoarding. John Shawcross produced a rough sketch for a suitable structure, incorporating an access gate to the First Aid cabin, which could be made in the Museum workshops. He was asked to prepare a drawing for submission to the Board at the October meeting. Mr. Shawcross later estimated that the cost of materials for his design would be £600 (excluding any cost of concrete for the supporting uprights). It was proposed that the scheme be submitted for approval by the Board and that after the panels had been completed a members' working weekend be arranged to erect the hoarding.

Derby station - John Brooke gave the following estimates for this building, based on using MSC labour:

Fixed costs of excavation and laying of services £ 6800

Re-erection of porte-cochere and the shell of the
first floor pediment, ie., front, retaining wall,
rear wall, side walls and roof £ 9000

A preliminary costing for completion of the interior
to a proposed layout suggested by John Brooke app. £20,000

It was not recommended that the existing bookshop be converted into a food preparation area but that it be incorporated into the covered area of the porte-cochere and remained in use as a sales point. The Book Sales Officer to be consulted when a drawing of the proposals is available.

ALL

Town End area - The question of providing a subway under the public highway was discussed but this item, together with the future use of the engine shed and the future track layout to be discussed at the next meeting.

MCW

Operation of road vehicles along the street - Malcolm Wright undertook to progress this idea and to report back.

Car parking - The present capacity of the car park is approximately 200 cars. John Brooke drew attention to the possibility of increasing this to allow for a capacity of about 350 cars by clearing the present unused area north of the car park. Attention was drawn to the fact that if the Grand Union scheme is developed to its full extent the total available car parking space on the east side of the main line will not be sufficient.

(continued)

Grand Union - Malcolm Wright reported that should the Grand Union be laid and connected up to the existing main line and the existing tram service be diverted round the junction no extra cars or crews would be required. If however it was proposed to inaugurate an extra tram service, ie., Grand Union to Town End for example, then the number of cars ~~required~~ required for the service would have to be increased by 25% as would also the number of crews. It was accepted that the Grand Union junction should be laid at a level that would enable it to be connected to existing tracks. John Brooke was asked to provide outline plans for proposed new entrances to the picnic area.

JBB

Glory Mine - John Brooke undertook to discuss with Richard Hartwell and Ian Butler the possibility of re-opening the entrance to Glory Mine to provide a further visitor attraction.

JBB

Owing to shortage of time discussion of items 6 - 14 on the agenda submitted ^{by} Winstan Bond was held over until the next meeting. It was agreed that the next meeting be held 2.0 pm on Sunday 18th. November

↑
Held at 11.00 am
→ 3pm

? minutes?

no record of discussion
when J Stevens was in workshop
Facilities which were based on
J Stevens drawings dated
April 1983 !