

THE TRAMWAY MUSEUM SOCIETY

* SECOND
ISSUE *

DEVELOPMENT COMMITTEE

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Minutes of the 26th meeting held on Sunday 5th March 1989, 10.30am.

Present: A.W.Bond (chairman); W.G.S.Hyde (secretary); M.C.Wright; D.Lardge; J.B.Brooke, and for item 9, C.R.G.Scothern.

1. Apologies for absence: none, all present.

2. Minutes of the last meeting (09.10.88): Approved.

3. **Bandstand refurbishment:** Replacement floor to be built by CTF labour, but if inadequate will have to be completed by contractors, since it is required for Spring BH and Post Office day. The roof felt needed repairing also. The retaining wall beside the bandstand had been necessary to stop the spoil heaps from continuing to collapse. (Action : DL)

4. **Street Development:** More setts needed, but non-TMS resource to lay them would be scarce this year. No major capital works envisaged. Work would continue on the east path to complete the setting and railings by Easter. West path work would be confined to the drinking fountain and coping stones. No recommendation was made on the timing of the track/kerb remodelling outside the Forge Bookshop, since this would compete with resource for the depot track/traverser installation, which was felt to be of a higher priority.

5. **Exhibition and depot yard:** A sketch was needed to show the layout of track/drains & setts around the depot yard/traverser/exhibition hall so that those setts which were not to be lifted (but were uneven) could be repaired. It was agreed to recommend that the traverser should be powered, so that historically correct operation could be demonstrated. Traditional (tram motor) power was out of the question and small 240v AC hydraulics was suggested. Driving a tram *on and off the traverser itself* was also an important feature to show visitors. If the washbay was moved to the far side of Depot VI, a length of overhead would be required for this track too. It was suggested that civil work for the traverser foundations should begin in the Autumn.

(Action : DL to ask Ex.Hall committee)

6. **Access to 'Fleamarket':** The stone piles must be tidied, and storage areas were agreed, based on the wildlife paper already circulated, which incurred minimum risk to the special areas, and R.Hall's memo of 20.02.89.

(Action : DL)

Space for 300-500 cars was required for Special events, (Spring BH, PO day, Derby Centennial, August BH) and road access beyond Bandstand up 'the crescent' would be improved. The picnic area would be cleared, and careful clearance would continue up to our boundary. The n.g. horse tram track was to be lifted and stored. Budget estimate £5,000 included in summer estimates.

(Action : DL)

7. **Ice Cream Parlour:** Can only be done when the Museum is closed, but April is impractical. The ice cream sales revenue for the whole summer could be lost. Site clearance to be included in Summer budget, to be done in October, and erection of building during the winter period. (Action : DL)

8. **Temporary Toilets at Entrance:** It was proposed to alter the plumbing to allow temporary toilets to be placed within the ticket boundary. With the dispersion of visitors through the Museum, and using the playground, picnic area in greater numbers it was suggested that the policy of concentrating all amenities in the 'Golden Mile' was now impractical and inconvenient. Such

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temporary facilities will have to be hired for the PO day, Derby Centennial and August BH weekend to cater for the numbers. Estimates to be obtained for purchase and permanent use rather than hire. (Action : DL)

7. Tram Stops: Northbound stop to be resited 'Liverpool style' just inside the reservation, (R.Hall's memo of 20.02.89) but the south stop to be left until the entrance ramp is regraded and the east kerbline extended.

8. Derby Market Hall: A 50ft.x 200ft. two year old structure, steel framed, 10ft to the eaves, might become available at a good price. Considerable potential, suitably disguised, provided it can be securely stored, dismantled, for quite a few years before we could erect it. It was agreed to recommend that enquiries should proceed. (Action : CRGS/DL)

9. Stone Workshop Renovation: Mr.Scothern presented his proposals to extend the shop into the whole of the stone workshop, with the area above equally divided between shop stores and Operations office/stores. Alternative accommodation would have to be found for the electrical stores, but moving Operations from Poplar House would bring great benefits. Work would have to include raising floors, better drainage, and the provision of space for the displaced activities. A rough estimate was \$50-70,000. Mr Scothern demonstrated how the cash flow had developed since 1971, and the dramatic effect opening the Forge Shop had had on profitability. The rise in income on so-called 'quiet' times was particularly impressive. Browsing visitors spent well. On the figures reviewed, it was agreed that the payback time on the refurbishment would be between three and five years, a most attractive proposition. Board opinion on the plans would be sought, since they conflicted with previous ideas to house the diesels in one part when the engine shed becomes the steam tram shed. (Action : AWB)

10. Playground Shelter: A shelter was needed (seafront type) on the playground for sudden inclement weather. D.Redmond to be asked. (Action : DL)

11. Street Furniture: Item deferred.

12. Any Other Business: Cost required for the east side fascia for Depot two. (Action : DL)

All other business being deferred, the meeting was closed at 1.00pm.

Next meeting: To be arranged after the Board's review of the Summer Budget.

Circulation: Committee members, Board, Mins Sec.

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Development Committee: The draft minutes of a meeting held on 5th March were circulated. All Board members were asked to give consideration to the proposed uses for the stone workshop building. Mr Benton expressed concern about the planning consent implications if toilets for the public were provided near the entrance, and he urged that investigations be made before plans became advanced.

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