

THE TRAMWAY MUSEUM SOCIETY

DEVELOPMENT COMMITTEE

Minutes of the 31st meeting held on Sunday 13th May 1990, 2.00pm.

Present: A.W.Bond (chairman); M.C.Wright; D.Lardge; W.G.S.Hyde and J.D Storer.

1. Apologies for absence: J.B.Brooke; J.Soper; I.Musgrove.

2. Minutes of the last meeting (04.02.90): Approved.

3. **Stone Workshop:** The scaffolding had been installed inside the building. The planning and building permissions were valid for five years. The phone batteries had been removed. Emptying of the building would begin when suitable locations are found for the temporary stores. Provided the emptying was completed by the end of the budget period, the Board would be in a position to allocate funds for rebuilding to begin over the winter period 90/91.

Prior to the meeting Mr.Brooke had said that floor heights needed further consideration. The drawing of the relationship between track, kerb line and doors would be available for the AGM weekend. (Action: JS)

4. **Refreshment Pavilion:** Now in use. The turfing of the bank was planned for late May, the surrounding paving was almost complete. Outdoor tables and chairs had been ordered. The arc lamp was proving difficult to refurbish. The excavations for the new slope down had struck rock and the layout revised accordingly. Suitable railings had been obtained. The white fencing was being repaired. This entrance would be required for the East Midlands History Fair on 30th June/1st July. (Action: DL).

5. **Red Lion:** Planning permission had been received, but not building regulations. More details had been required on the faience and terra cotta first floor in order to complete the structural calculations. (Action: JS)

One quote had been received (£198,000 plus £35,000 ground work) for a weatherproof shell without fittings such as kitchen, electricity or other internals, but including plumbing, heating and York stone facings to the verandah and (non-pub) walls. It was agreed that stagewise construction as and when finance became available was the only option for such a large project. The first phase would be excavation (would we hit rock again?). Phase two would be considered when phase one was completed. It was still felt that the cast iron 'gents' would still fit at the end of the cul de sac against the retaining wall.

The Members' Hut would disappear in September/October. Once the excavations were complete (Christmas?) replacement dining facilities would be installed. The temporary sleeping accommodation was due next week. (Action: DL)

6. **Mr.Forster's plans:** The fountain by the craft cottage was an attractive feature. It was suggested that extra accommodation for Mr Forster might be obtained by either extending the craft cottage *eastwards* across the path and into the bank, making a walk-through feature (expensive) or by placing a building in one of the alcoves further along the path. (Action: AWB-Mr.Forster)

7. **Street Periods:** (See item 8, 29th meeting, 29.11.89) Mr.Storer reviewed the philosophy of separate periods for different parts of the street. Because such a large proportion of the fleet was post 1920, there was a good case for two periods: 1900 to 1919, and 'between the wars' (then somewhere on the line most

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trams could be photographed in the 'proper' setting). A post WW2 period was not seen as so important. Several distinct natural breaks were identified:

- a: print shop/engine shed,
- b: bridge,
- c: end of the double track,
- d: Wakebridge.

Town End: Presently 'between the wars' due to the presence of the telephone boxes. Could be redesignated if they were moved elsewhere.

Print Shop-Bridge: '1900-1919', provided the hoarding had a more haphazard poster layout. It was agreed that a glass awning should be fitted to the original Emporium to provide a greater sense of enclosure. Timber fascias were still needed over the doors, on the depot and the new Exhibition Hall.

North of the Bridge: 'between the wars'.

8. Any other Business:

At the end of the traverser a supporting wall was required. It was agreed to recommend brick to match the Exhibition Hall. (Action: AWB-Board)

Depot Yard: It was agreed to recommend that the *whole* area should be setted from the depot gates, (no pavement, kerbs or concrete areas) as was typical of tram depots. (Action: AWB-Board)

It was agreed that the white finger post at the bottom of the Tea Rooms ramp should be removed. It was no longer appropriate. (Action: DL)

9. Items for next meeting: It was agreed that extending educational facilities and the overall exhibition policy (all areas not just the Ex. Hall.) should both be reviewed.

Next meeting: Sunday 5th August, 1990, 2pm.

Circulation: Committee members, Board, Mins Sec.

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