

THE TRAMWAY MUSEUM SOCIETY

DEVELOPMENT COMMITTEE

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Minutes of the 37th meeting held on Sunday 26th January 1992, 10.30am.

Present: A.W.Bond (Chairman); M.C.Wright; D.Lardge; J.B.Brooke; W.G.S.Hyde; J.Soper.

1. Apologies for absence: None.
2. Minutes of the last meeting (13.10.91): Approved.
3. Items in the Winter Budget:
 - a) Forge Shop Floor: Concreting in progress.
 - b) Completion of Depot V insulation.
 - c) Wakebridge: Water supply laid.
4. Camera Obscura: (Mr.Brooke's note of 22.1.92). The plan was to erect a suitable building with a capacity of about 12 people on the viewing point at Wakebridge. However, doubts were expressed that it could be left unsupervised. Needs further thought. (Action: JBB & Board)
5. Enclosure around pavilion to increase facilities for inclement weather: Several ideas had been tried, but none had looked convincing. A difficult area to provide weather protection. A cantilevered glass canopy to the east and south looked possible. (Action: JBB & DL with JMD to keep trying)
6. Street furniture: It was agreed that a red phone box could be sited north of the bridge as the 'period' of this area was 'between the wars'. A sketch showing suggested locations of street names was reviewed, and an updated copy would be circulated. (Action: MCW)
A picture of an illuminated pole-mounted street sign had been unearthed by the library, and a member was to be asked to construct it from the illustrations. (Action: DL)
7. North of Bridge: The sloping railings were being installed on the east slope down from the bridge. This area was important. It was where visitors gained their first impression of the Museum on coming through the entrance kiosk. A new drawing (JS 25.1.1992) showed the revised layout at the top of the street. The first requirement was to reduce the slope down from the entrance kiosk to the east path, as this was steeper than the recommended maximum. The east kerb line was opened out to 10ft.6ins. and the road widened to allow a tramway period bus to turn round (if it was decided that bus turning facilities were not required, less earth needed to be removed). A flight of steps led directly from the entrance to track level, with an alternative curving ramp for pedestrian-propelled wheeled vehicles. The park was cut back slightly and the vehicle entrance slope adjusted to accommodate a future track for access to a future depot at the north end of the car park.
The remodelling was an off-season job, but could be phased. All the east side work could be done independently of the new tram stops and park railings (Winter 92/3?). Visitors could then step off the kerb, into the road, and on to a tram at the Compulsory Stop. A later development would be to move the stop north of the road (see drawing).
It could not be started, however, until a stock of kerbstones had been obtained. The area would be tarmaced, not setted.
Scheme approval to be sought, including the need for a bus turning area.

(Action: AWB/MCW→Board)

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8. Red Lion: Excavation would begin in March. Moving the building three feet behind the railings introduced a difficulty in lining up the access ramp from the existing Tea Rooms, but since the Members' hut would stay behind the bookshop (and not be reinstated behind the Red Lion) there was space to extend the first floor of the Red Lion, and in the long term the existing (wooden) Tea Rooms would be redundant.

Glynn Wilton had produced a sketch (dated 16.1.92) showing that for a small increase in excavation (about one third), a small Motor Garage could be placed north of the Red Lion. This was agreed, but it should not open out onto the street but onto the cul-de-sac proposed along the north side of the Red Lion.

9. Stone Workshop: It was agreed, having sought curatorial advice, that the Stone Workshop should be rebuilt parallel to the street using as much stone as was salvageable. New Planning Permission was required, but would not be sought until the Board had decided when to begin. Total cost would be about £150,000, and the shell would have to be done outside the operating season, although fitting out need not. The potential commercial return on using this area for retail sales was not clear, but if the model railway were removed NOW and the area converted for sales, it might be possible to assess the effect of increasing the selling space before making a commitment to rebuild.

(Action: AWB)

10. Any Other Business: Workshop proposals. Mr. Bacon's proposals dated 18.11.91 were reviewed. The washbay area was used to extend the Workshop. A new location for the washbay was not considered. The proposals were almost identical to those produced by Mr. Soper and Mr. Bacon dated April 1983 except that the provision for a separate, secure visitor path along the wall inside the new building had been eliminated, and there was no opportunity for visitors to see into the building at all. It was agreed that the construction could not be justified commercially (unless a 'Garden Festival' type contract arose), nor on appearance grounds, as the hoarding had already achieved the desired effect, but the project would be added to the 'shopping basket' of schemes awaiting the right opportunity.

(Action: AWB)

Lecture Room: Mr. Davis's plans (dated 22.1.92) to introduce a slope into the Lecture Room roof to improve its weather resistance were reviewed. It was agreed the difference in appearance would be small, and approved the modifications.

(Action AWB-JWD)

Next meeting: After the summer budget had been agreed.

Circulation: Those present, Board, Mins Sec.

Issue one 310192mcw

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THE TRAMWAY MUSEUM SOCIETY

INTERNAL CORRESPONDENCE

TO: DEVELOPMENT COMMITTEE

Please reply to:

FROM: GLYNN

21 JAN 1992

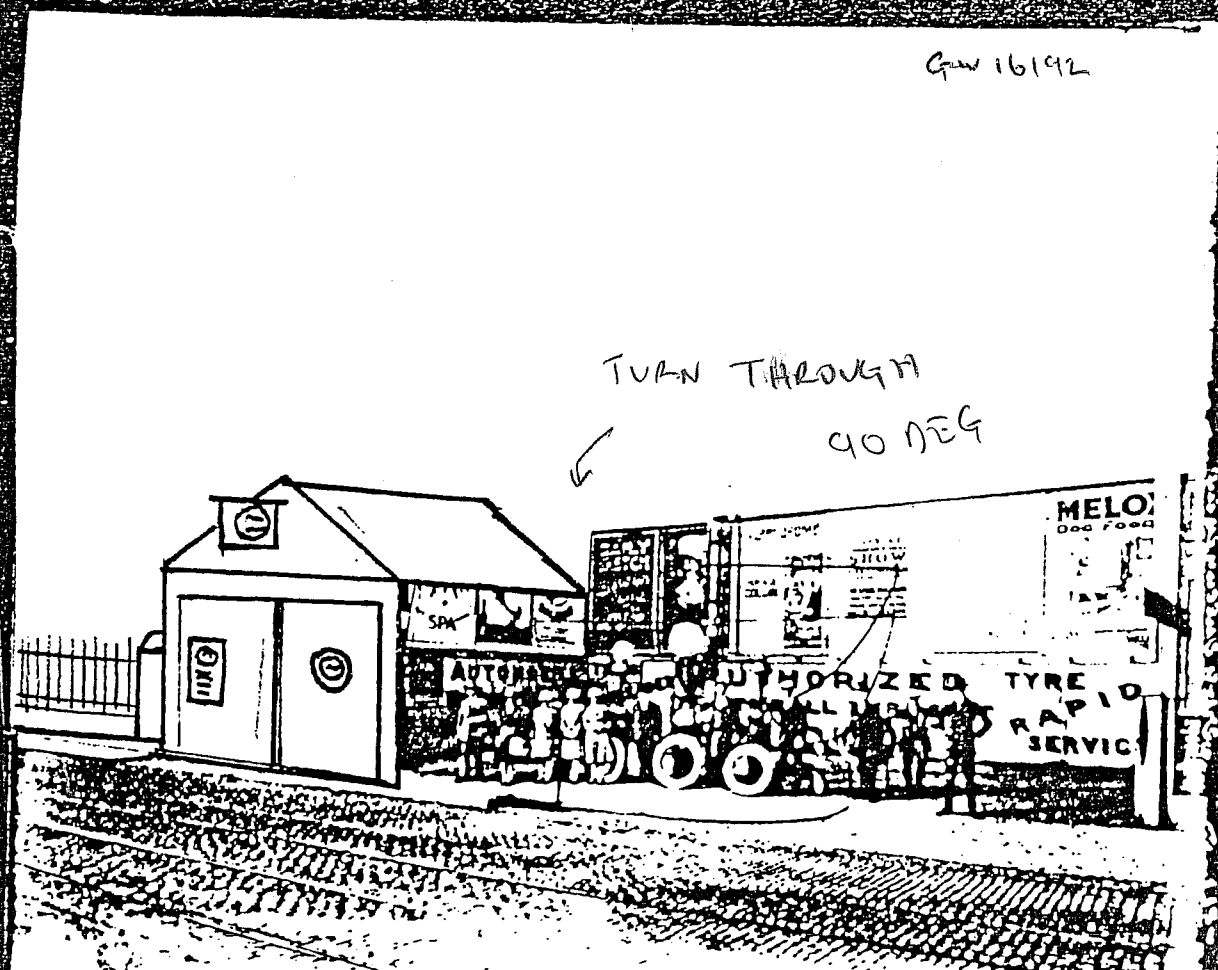
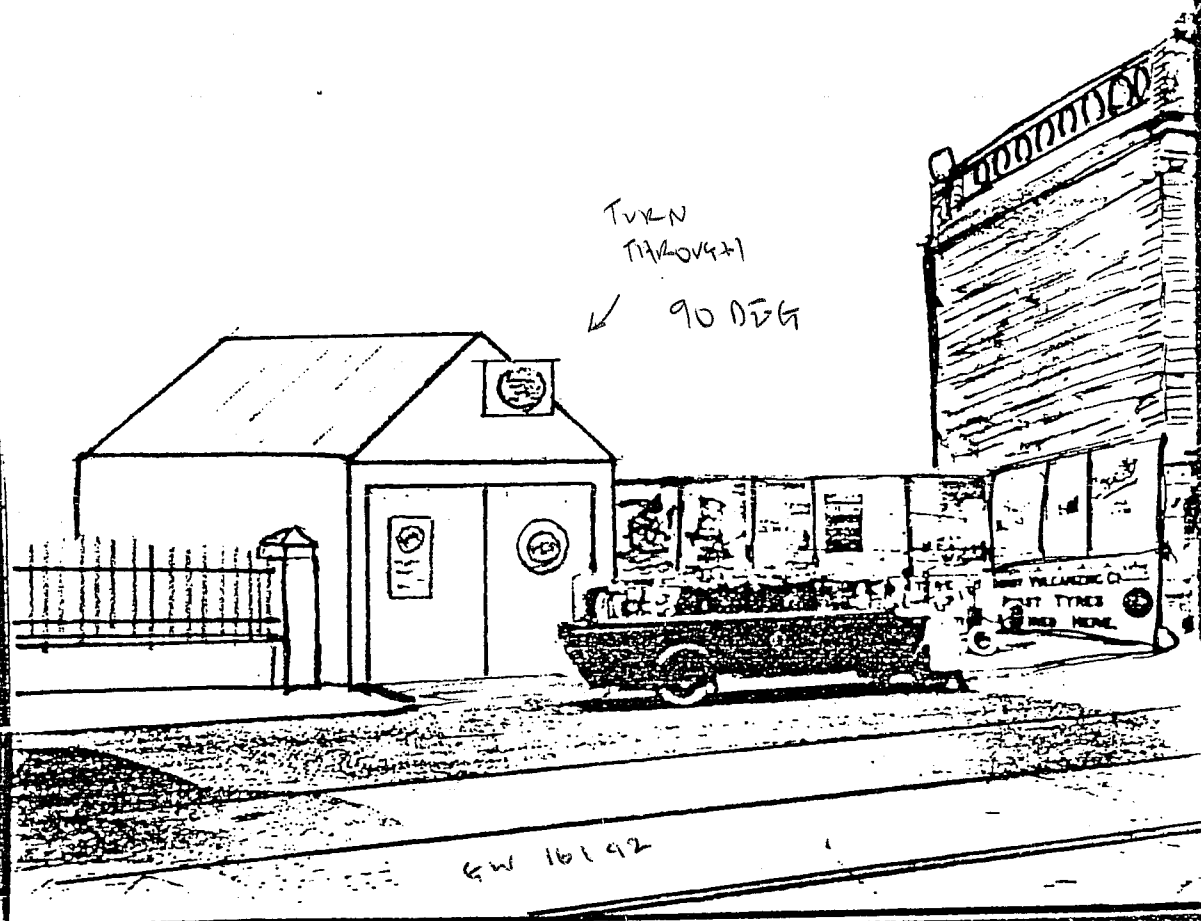
SUBJECT:

DATE: 16.1.92

Whilst excavations for the Red Lion Pub are taking place, would it not be possible to extend North to provide a flat area for future development, and also facilitate the immediate extension of the street vista by inclusion of some other feature.

I have enclosed one idea which hopefully could be constructed fairly cheaply - a wooden fence (the advert hoardings are from an original photograph I used to base the drawing on) and shed, to create a garage, with the use of the Pratts pump.

The shed could be used to house the dumper out of sight and more safely at ^{than} present (I understand it has been subject to vandalism). The garage forecourt could be an area to park visiting vintage cars (possibly 'for sale')



RETAINING WALL.

EXISTING
RAILINGS
REPOSITIONED.

SETTLED
CUL
VERT
SAC.

PRATT'S
PUMP

"
MOTOR
GARAGE"

FUTURE
ROW
OF
FEEDBACK
HOUSES

EXISTING
RAILINGS

PAVEMENT.

TRACTION
POLE

←
N

RED
LION

PAVEMENT

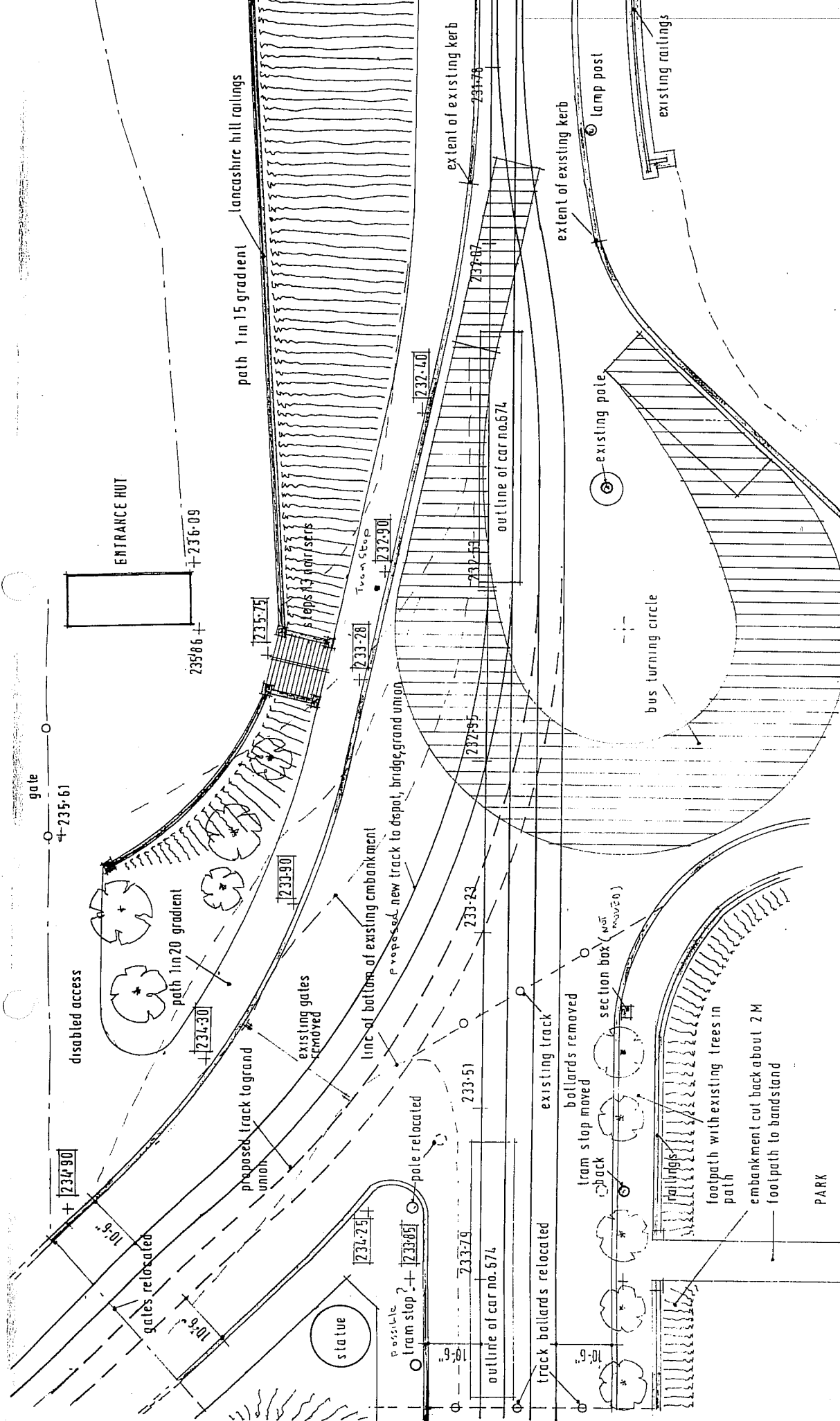
LAMP

BUS
STOP

MCW
CFTW
J.S.GW
1/2/92.

ADDITION OF MOTOR GARAGE

STREET



NATIONAL TRAMWAY MUSEUM, CRICH, DERBYSHIRE
 REVISED ENTRANCE ARRANGEMENTS
 scale 1:200
 j.s. 25.1.1992

233-85 existing level
 233-85 new level