

THE TRAMWAY MUSEUM SOCIETY

Development Committee

Minutes of meeting 64 held on 22 July 2001 at 10.30 am at Crich
with tour of inspection of Workshop extension and Woodland Walk.

1. PRESENT

A W Bond, D F Russell, I Musgrove, J Soper, J Miller

2. APOLOGIES

M C Wright

3. MINUTES OF THE PREVIOUS MEETING

Accepted.

4. TOWN END DEVELOPMENT

It was noted that there was still a need for the Development Committee to take note of activities regarding ongoing and potential building activities. Even though there would be duplication, it was sensible for the Development Committee, the Strategy Committee and the Board to be kept up to date as each one met, as there was no management committee meeting on a weekly basis.

JS now reported as architect to Nigel Rose Management (NRM) with planning supervisor Pell Frischmann and structural engineer M Ward.

AWB, JM and NRM had called to Jason Waddy office at HLF to review on Friday 27 July. Meeting on 8 August at Crich leading up to 15 August, the last date for NRM to place submission to Jason Waddy. The HLF meeting on 5 September was the decision date. Any date later than this would be too late to spend DCF money.

A ground inspection would be made on Tuesday 24 July. Allan Phoenix was gathering information for the room data sheet in lieu of Alan Brodie whilst Rosy Thacker was on holiday. The electrical requirements in the storage areas were minimal. NRM had been in conversation with GCW regarding the requirements for the Photographic Department.

The environmental aspects were proving to be more difficult. HLF would be content to conform to the latest British Standards, but Resource were requiring much higher standards. Resource had been made aware of the Museum's expenditure prior to gaining the HLF grant. There was doubt regarding how far Resource would go if the HLF bid failed.

Pre-contract, structural fees were unlikely to exceed £10k.

A letter from NRM had been received by AWB only that day. It sought clarification on the additional revenue running costs that would arise (rates, additional staffing, insurance, maintenance, lighting, heating). The letter also sought confirmation of partnership funding (including volunteer labour contributions). AWB would provide a response.

Action: A W Bond

Following the planning application, two Amber Valley Borough Council officials had visited the Museum and had realised that it was a re-application. There were no difficulties foreseen.

Safe working: JS needs to see a Fire Officer. JM had spoken to Dennis Pennyfather (who was unable to advise officially as he was working outside his territory). Work already performed in the Library has made it an adequate place considering the limited number of people and time occupied therein. A management plan was still required however. DP had suggested that we consulted the local Fire Officer. This was considered necessary in order to counter any adverse criticism from the contractors' fire officer. There was a risk that the local Fire Officer could make adverse comment.

The area required by builders was considered at it was realised that it would have a significant impact on the running of the Museum. JM thought that the area which should be made available was from the Bookshop northwards KBH and other affected officers were to be advised to consider the implications.

A full set of drawings was tabled at this meeting, which had been sent to NRM. There was nothing outstanding. The forthcoming Strategy Committee could be used for anything critical.

AWB asked about the apparently extra redundant door still shown inside the entrance to the Library. JS said that this was the double door protection required between a room that would otherwise lead straight off a stairwell. It also acted as an airlock.

5. ENTRANCE

New entrance kiosk

JM had phoned Campion Glass requesting costs for that day, but these had not arrived. LB Plastics (through Campion Glass, who were providing the windows for the workshop extension) had expressed keenness for the project. Their costs were expected on the following day. Latham's proposal (of fees only to date) had indicated that little would be available for under £50k. Amdega had submitted an estimate of £56k excluding building work (i.e. toilets etc.). This estimate was based on a design similar to Campion and would thus form a useful comparison.

The existing building was not good for disabled access. Work would have to be undertaken during the winter. The existing buildings would be demolished. Visitor entrance charges would be collected as in the winter of 00/01 in Sales outlets.

Warnings that the costs would probably be greater than expected were raised. Originally, £50k had been thought to be sufficient to prevent half the estimated 10% of intending visitors being turned away by the appearance of the entrance, in which case the project would be paid for in two years.

A scheme costing nearer £50k + would have no toilet block but still with a staff toilet facility, thought to be necessary. The existing toilet block would need to be retained and refurbished, assuming that this was possible, if the lesser scheme was progressed.

Latham cost of £1k to develop a scheme was thought useful for comparison purposes. The TMS would not be committed to any scheme/s. JS was content to let another architect prepare proposals. If LB Plastics came up with a viable scheme, would there be a need to progress with Latham? It was obvious that Amdega did not want the work. Both LB Plastics and Latham were keen, but the question was asked if LB Plastics had the design-and-build capability. Most conservatory companies did have this, but the Poplar House contractor, for example, patently did not. Campion had a reputation and architect capability. The Strategy Committee had suggested that Latham be followed through up to the £1k point. By going to an architect, several ideas could be bought in without commitment to any given design. It was agreed to wait for the Campion quotation. AWB was anxious to retain good relationships with Campion as a contact for the future (and equally with Latham).

Existing entrance kiosk

Despite being asked to do so, Andy Sharpe had not finished his work. It was said that he had let down himself, the Society and the concept of volunteers. It was regretted that the situation had got to the current state. IM would speak to AS asking for a date for completion not later than Monday 20 August, otherwise Lawrence Dutton would be asked to paint the offending E facade. It was suggested that a notice be prepared for public display apologising for the appearance of the kiosk and that a new entrance was planned for 2002. (Subsequently, AS said that he was continuing with the work on Saturday 28 July. The cladding work was completed that day and painting finished by Monday 30 July. AS would not be available for any further work before the Late Summer Bank Holiday.)

CTF hut

Thanks were to be expressed to all the people who had assisted in the removal of this building. It was nice to see something had been done! The invoice for skip hire of £720 showed 12 tons of timber had been removed in three skips. The ultimate use for the land was seen as an extension of the staff car park and after-hours parking for the Red Lion, possibly with the use of tarmac. This was dependent on finance.

Other

It had been suggested at the Board meeting that the railway style wooden fencing be continued along the entrance road, replacing the rapidly life-expiring wire-mesh fencing. The triumphal arch should be reinstated, this time to proper standards of construction. The appearance of the rockery had been also mentioned. This required a continuous input of labour to ensure that the vegetation succeeded but did not run amok. Subsequently, in early August, two man-days weeding produced a considerable improvement.

W £20/5000

6. ASHTON SHELTER

There was no further information. C Heaton and D Frodsham were to be asked to reconsider the position. The Subscriber Plus Fund was only moderately supported.

7. WORKSHOP EXTENSION

It was noted that the work was 5 weeks behind schedule. There were no major difficulties. Officially, 10 August was the actual end of work

JS had expressed concern over the standard of the brickwork

The site foreman (Ian Broomhead) was considered good unlike his predecessor (Neil Smith)

Extra costs had been incurred in foundation work. The workshop had requested extra internal walls (adding £2k - £3k)

JM advised that the existing external asbestos-cement wall to be replaced by block work as this wall would now become an internal wall. The original plan had seemed to require the removal of all the former external wall where it would otherwise have become an internal wall. This would have allowed almost all the workshop to be seen from the viewing area. Screening from washing activities would have been by moveable curtains. Some doubt was expressed that these would have been adequate in water retention and drainage. The work had now been modified in the wash/paint bay area such that an internal wall was retained. The asbestos cement cladding was being replaced by block walling north of the line between the "wet" and "dry" areas. This work had passed the point of no return. Dissatisfaction was expressed that these changes had not been reported, had not been costed and was not being subjected to control. All the financial contingencies had been used up in the foundations work. The alterations now in hand would put the overspend on the project up to around £32k; Funding from the Museum would now have an effect on other projects such as the Entrance Kiosk.

JS and JM had received an estimate of £12.k from Morris Cranes. Tomlinson had tendered £9.9k, later reduced to £8.9k. Tomlinson had not allowed for track or electrical controls. The apparent saving of £3.6k had now been raised. The specification to Tomlinson had been copied directly from Morris. This suggested that Tomlinson had reduced, or missed, the track and electrical costs in order to secure the contract. DL felt that there should be a list of items in contention with the contractor.

NRM had expressed concern regarding architectural capacity. NRM said that they required more, but JS says all was complete. JS saw his role as planning supervisor, e.g. H & S. JM would speak to NRM if any further work was required from JS. Clarification was required with NRM regarding architectural capacity. JS did not anticipate any more involvement with NRM as all drawings had been prepared. NRM was a design and build.

JS did not agree with all the items being charged. He was waiting completion of the contract before raising them with Tomlinson. The Development Committee considered it vital to know what extra costs Tomlinson thought there were.

The foundation stone is not symmetrical with window above. JS - not properly measured out. JM agreed that it be repositioned.

During the walkabout, it was noted that (a) a paint store had been requested in the SE corner of the "wet" area but this had been declined; (b) a roof to the Workshop office on the mezzanine floor had been requested, declined and requested again; (c) the horizontal beams between the existing columns of the removed wall were retained except for those at the bottom of the column

8. WOODLAND WALK

AWB reported that some finance had become available for improving the appearance of the premises but this was not necessarily available for these activities, but for the active public site. The benefactor may be sympathetic to the WW to some extent.

It was noted that PDMHS had erected a new wooden building at Wakebridge. This was considered to be sympathetic and acceptable to the area. It was unsure if this was to be a replacement for the concrete section building.

IM explained his proposal for the enlargement of the Dingley Dell area by the removal of saplings. The space could be used for the storage of scaffolding (currently stacked at Cabin), railings, the Euston Gates, curatorial items and residual refuse removal. JM doubted that the expenditure of, say, £2k and effort would result in any greater amount of usable space. It was suggested that gate/s be fitted across the E end of Dingley Dell to complete the screening. It was noted that the containers held telephone and electrical equipment, and a marquee.

The Fleamarket was noted to be a store for parts of Derby railway station, the hoarding from Dutton's Yard, wood setts, and railings.

A conflict of interest regarding the Plateau area (north of the narrow gauge railway) was noted. JM wished to use the area for the storage of material that required access by articulated lorry and off-loading by crane. It was noted that delivery of rail components from Transperience could not be made to the Plateau as the vehicles could not access it anyhow. IM wished the area to revert to grassland for eventual use for vehicle rallies and other commercial activities. Discussion regarded the use of the former quarrymen's cabin area (Cabin-Q) in preference to the Plateau. IM had no objection especially as Cabin-Q was not visible from the Stand, whereas the Plateau was. The Stoke theatre could in due course be transferred, if not already used. The Transperience rail had been placed temporarily across the access to the former slurry lagoon. It was also noted that many artefacts required the use of a crane in order to be moved.

Tipping of earth and rubble had become a major problem and had caused adverse comment. Removal of earth and rubble off-site was very expensive, and as no finance had been included, on-site tipping would need to continue. No external approval was required for this activity. The tipping was currently at its worst. Future work which would produce further spoil was seen to include the rear of the Library, demolition of the Engine Shed, plus construction rubble from the Library extension. JM advised that the spoil would be pushed forward and graded either after the completion of the Workshop project, or more likely after the completion of the Library project. The Woodland Walk could then be diverted from where it emerges from the trees across the levelled ground, along the top of the stored setts, thus giving access to the view of the Derwent Valley, and continuing through Dingley Dell.

IM stated that he had recently identified an area at the back of the SE corner of the car park beyond the quarry road which could be used as a dump for earth removal and building rubble. This would require the removal of rail identified in the Cunningham report as scrap. The dump could be raised to some height as it backed the rock face and could be duly landscaped.

An unsolicited point of view from passing visitors asked of the fate of the material and how nice the view over the Derwent Valley (still extant, but no longer accessible) had previously been. It was suggested that wattle-style fencing, 6 feet high could be used in short, strategic positions to screen views of stored materials. Tree planting was suggested but discounted as they would take too long to be effective: a fast solution was required to improve the visitor experience.

At the Cabin building adjacent to the tramway (Cabin-T) - IM explained that there was adequate space in his proposal to accommodate considerable amounts of rail, sleepers, points, traction poles, even allowing for any proposed double tracking with centre poles, RSPG2G appendix C7, using New York 674 as the widest tram. Curatorial responsibility, as highlighted in the Cunningham report on permanent way, was highlighted by the DHMD track fan currently placed at Cabin. AWB advised that this was to be retained as a three-track connection for a future permanent way depot area. JM Davis had been asked by the Board to advise on the requirement for retention of permanent way components at Cliffside. It was thought that as he had been involved in obtaining the material originally, he would be likely to advise on the retention of it. JM advised that any one individual expressing an opinion regarding the retention of material / equipment was sufficient to ensure that nothing was disposed of. Consequently, virtually everything was retained, even though it was of little use or value.

It was agreed that storage problems could be considerably eased if scrap / excess quantities were first removed. These needed to be identified and the permanent way items were seen as a first stage in this exercise. The removal of large items to the outside compound at Clay Cross in due course was suggested as part of this process. Interpretation boards of piles of rusting / rotting equipment and materials was an enthusiasts' attitude that the public would not understand. Such boards had been previously attempted but they quickly became illegible, damaged, relocated or lost. This view had also been previously expressed by outside agencies.

The Fleamarket Heights (formerly used for traction engine displays) were noted as an alternative, even replacement, route to the existing track, bifurcating (a) to descend steeply to the Bandstand and (b) rejoining the existing track above Dingley Dell. It was agreed that this should be made available by Easter 2002. Further work to improve the Plateau area and access to it and the view could progress thereafter. **Action: I Musgrove**

9. MUSEUM SIGNAGE

The overall image was still awaiting IJL

JM was reluctant to spend money on the replacement of signs until the marketing image had been resolved.

10. RED LION

IJL had asked Alison Isaacs on her requirements. AI had provided sketch plans to JM. JS considered these to be unworkable, too many tables were being shoe-horned in. A ramp was required for access for hot food in heated trolleys now that the kitchen extension was not currently being included. JS stated that he had a concept of recreating a 1900s appearance and had been collecting appropriate artefacts. It was reiterated that IJL's current thinking was for carpeted family room to the left of the central entrance with a "Little Chef" style grill. On the right would be a typical British pub bar. Upstairs would be for educational use during the day and corporate entertainment in the evening.

IJL and A Clayton had agreed parameters that met both sets of requirements. IJL had yet to prepare a paper to the Strategy Committee. AI's proposal assumed that a beer cellar was being provided. This would require the kitchen facility above it.

It was agreed that JS was not to be diverted from the Library project. The Red Lion needed to be cleared out as it had become a depository. This required a working plan to be undertaken in house as a contractor would be too expensive (e.g. 140% profit margin). The project management had yet to be determined. Tomlinson had expressed concern over the management input on the Workshop. JS said that only a management plan was required.

The Library would need to be up and running at the same time as the Red Lion. The builder and architect were expected to consult together regarding outstanding works - external building work, flooring, electrics, plastering. JS stated that he would not be over extended by discussions with IJL without compromising work on the Library. JS was currently in limbo, unable to work on the Red Lion because of contractors occupation of it. It was intended that this would be completed by end of October.

Action: J Miller

JS, IJL and AI to determine detail requirement AI sketch did not address fire clearances

JM- electrical panel required in SE corner beforehand thus requiring a dry building.

JS diversion re evening events and access - work up with IJL

JS asked not to prepare any Red Lion work until IJL decision.

Trading was to begin on 1 April 2002; therefore this required contractors' involvement. Detailed drawings agreed with IJL to go out to tender. This is achievable especially if drawings to tender in September. No TMS labour would be available. AWB to speak to IJL. This would require the involvement of outside parties to go to tender in September.

Action: A W Bond

11. OUTSTANDING ITEMS

11.1 MEMBERS ACCOMMODATION

Nothing reported

Action: M C Wright, D Russell

11.2 DOUBLE TRACK AND GLORY MINE

Track doubling

The Tramcar Conservation Committee was pressing the consideration of doubling the track between Cliffside and Wakebridge. The condition of the permanent way had been mentioned in the Rolling Stock Engineer's draft report on the condition of the Operational Fleet.

Extension Walk

David Ronald had given early advice to C Heaton on how a military training exercise could be used to provide a walk between Wakebridge and Glory Mine on the E side of the track. At least 12 months, and preferably 24 months, notice would be required.

10.3 STANLEY SWIFT AIR BRICK COLLECTION

Nothing reported

12. ANY OTHER BUSINESS

JM raised the question of meeting with the new quarry operator. It was agreed that AWB, JM and GBC would speak to the quarry management, in particular regarding the question of the signs at the entrance. It was recommended that the future of the post of Estates Officer needed to be reviewed by the Board.

13. NEXT MEETING

It was noted that MCW had had no input in the determination of future dates. It was agreed that he be consulted regarding the date of the next meeting that did not clash with activities at the Museum. After consultation with MCW, it was agreed on Late Summer Bank Holiday Sunday, 26 August 2001, 2.30 p.m., Poplar House.

Circulation: Committee, Board, Minutes Secretary

Sat 25/8 200