

THE TRAMWAY MUSEUM SOCIETY

Development Committee

Minutes of meeting 72 held on Sunday 18 May 2003 at 10.35 a.m. at Crich

Present

- A W Bond, D F Russell, I Musgrove, M C Wright, J Miller
Apologies for J Soper

Minutes of the previous meeting

- The minutes of the previous meeting were noted

Possible Town End HLF application

Time had overtaken events

AWB would be attending a meeting with HLF in two weeks time

JM reported that the Groundworkers had left that previous Friday, with good grace, for better-paid employment and that IM had been replaced by Allan Smith as Permanent Way Officer.

AWB reported that the flagpoles had been removed from the Budget by the Management Committee.

IM reported that work developing proposals for the permanent way element of redeveloping Town End had not been progressed as vigorously as it might have been. He tabled the first draft of a paper describing the historic and present situation, together with the restrictions which current legislation would require to be met (notable the *Railway Safety Principles and Guidance, part 2, section G – Tramways*). Other constraints would be the availability of suitable material, finance, duration of work, available opportunities, operational requirements (unloading of Access tram, repercussions on loading and unloading stops)

AWB shared his anxiety to retain the Eagle Press, if possible, as an original Stephenson building of some character, as well as its interface with the Library, the fast food kiosk and the Emporium.

Matching contribution for any HLF funding could be made from

Existing rail, point and crossing castings, sleepers and fixings, all costed as new

Specialist contribution from the re-erecting of the overhead

If the scheme cost £300k - £350k, matching funding of 20% would require a TMS input of £60k - £70k.

The concept needed to be determined at this meeting. What would HLF seek? – enhanced visitor experience, understanding of heritage NOT infrastructure replacement

Meeting with HLF on 9/10/02

Infrastructure stabilising work, conservation and access

Timing – negotiation delay, contract letting, at least one year, a fast track route would cost more.

Options not available

entrance, entrance building, cottages,

The ex-Bolton scissors crossover was incomplete in that it was missing the central crossing castings. Furthermore, it was not, according to Derek Shephard, a conventional layout as the tracks were widely spaced in the original paint shop; they were not from a street scenario.

Additional crossovers would enhance the operational capability but not enough points & crossings in new work. It increased the maintenance requirement. A two-into-one-into-two layout or crossovers, trailing, facing, or both could be achieved using material available at Cliffside. The availability of components was unknown – there were no records, and access to the material was limited by resource and access time. It was thought that there were at least two LEFT hand, one RIGHT hand and two Y points, but their condition was unknown.

The suitability of single versus double bladed points were mentioned by MCW (and not understood by any one else). Any layout would be subject to HMRI approval. The options were reduced from four to two
Pack of photographs, extracts from IM's paper, plan/s of the layout to be made available for Board, and forthcoming HLF visit.

Action I Musgrove

Where would the Eagle Press go if it were moved? It was thought that the building should remain on the kerb edge as presently.

Where will the tram-unloading stop be with a two-into-one-into-two layout?

Preferred options would be to shelve the track to gain clearances, move the Eagle Press whilst maintaining the same

relative position, reposition police box and other street furniture, remove the east side bank in part. The track to be either two-into-one-into-two or as existing.

Justification for and matching funding for new depot

There were no plans for buildings at Town End. Could this proposal be argued to be stage 1 of a more ambitious/grandiose plan, and be more appealing to the HLF? Nothing in mind, HLF didn't know

The origins of drawing number C0356 dated 00 month 00 were ... The drawing needed to show the present day layout worked up to show two proposals. Take into account congestion on pavement at foot of café steps following any repositioning of the unloading stop,

Board meeting on 24 May, IM leaves for Denmark on 27 May, HLF meeting on 3 June, next DevCom 15 June.

Entrance

Andrew Willis put application regarding car park to Amber valley Borough Council. Murals on kiosk now done. Wall and railings now almost complete. Sett laying had progressed but is incomplete, more work required. Area has been improved.

Library

Snagging list in hand.

Field leave as is.

Workshop & depots

Deterioration of vehicles in depots from condensation, accidental damage from visitors, not viewable, poor access, uncontrolled environment. Measurement of conditions is possible but what is the effect of changes in them. Effect on items such as electrical items.

Depot II wall – design difficult, structural gutter / E-beam – but will look identical to existing Workshop wall. Now out to tender for return by 6 June for work in September.

Red Lion

Hackney carriage sign will be erected as soon as possible.

Sherwood Foresters' field

Now leased

Woodland walk

Plans for significant work to be done in house –e.g. installation of toilet, water supply, goat sculpture, ant pit etc. Now that the Groundworkers had left, the work would have to be put out to contract, locally managed by TMS on behalf of Illman Young (as not easy to manage small contracts from a distance).

Planning application for toilet at Wakebridge now with AVBC.

Action: J Miller

Permanent way

Overhead authenticity

Disability access

Other paving work

Hoardings

Sett laying

Finance

Any other business

A new quarry manager had been appointed but J Miller had yet to meet him and the regional manager.

A productive meeting.

Next meeting

- Sunday, 15 June 2003, 10.30 am, Poplar House.

Circulation: Committee, Board, Minutes Secretary, Development Officer