

DEVELOPMENT COMMITTEE

Minutes of Meeting no.96, held at the National Tramway Museum, Crich, Matlock, Derbyshire, on Monday 18th January 2010 at 10.00am.

Present; Messrs A.J.Willis (Chairman), I.M.Dougill (Secretary), N.Sturgess, G.C.G.Wilton, M.C.Wright.

96.1 Apologies for absence: A.Thorpe (Minutes Secretary), A.Smith.

96.2 Minutes of Meeting 95 (29.6.09). These were agreed, and in the absence of an agenda, used as a basis for the meeting, .

96.3 Matters arising:

a: Town End The track had been replaced with new equipment (which had been approved by the Board) and was not traditional. The crossover points were double bladed 'tadpole' type (i.e. no pivoting heel to the blade), and not changed with the traditional way using a point iron at the switch blade. A few electric trams had been tested through. The road surface still had to be reinstated, and would be tarmac.

Most of the trees on the east side were being removed by a contractor to provide a future picnic area. It was agreed that the area should be in 'municipal park' style with a feature such as a statue, park benches, and low maintenance surfaces. Mr.Smith was to have produced some options, but none was available at the meeting. The extent of the current works was not known.

AJW to ask R.A.Sykes

b: Street Interpretation Tramway Street contains the Designated Collection of street furniture. Important items needed to be included in the next Guidebook, to explain the historic nature of the signs, lamps, bollards, track and points, railings, 'gents' etc. including why certain points should be single bladed, and others double. Future changes to track must use traditional track and not replicate the modern interpretation at Town End. Previously, the Committee had proposed (and the Board accepted) that south of the Bridge was to be 1900-1920 and north of the Bridge to be 1930's, but several items (e.g. the Police Sentry Box) were 'out of period'. It was agreed that the period depicted should be indeterminate and be between 1918 and 1939.

Action GCGW (items) & MCW (track)

c: Ripley Police Station. Owned by a local church, discussions would be reopened with the new vicar. Its preferred location was confirmed as north of the Red Lion.

Action: AJW

d: Red Lion ramps. No details were available at the meeting on the proposed replacement scaffolding.

Action: AJW to ask AS

A proposal by Kevin Bradbury Associates (£300,000 in 2004) for the area between the Tea Rooms and Red Lion was examined. The suggested lift would be expensive and consume space within the building, which is already limited, and the kitchen, in the wrong place, was too small. The views of our architects who are doing the Stone Workshop would be sought.

Action: GCGW

e: Bandstand area. The opportunity to acquire a local red phone box (from Crich/Fritchley) was to be proceeded with.

Action: NS

The alcove for it was already present on the west side north of the Bridge, and the Subscriber Plus fund would be asked to fund its acquisition and installation.

Action: AJW

GCGW has a proposal with estimates

Action GCGW

To progress the project further IMD would invite Derek Redmond to the next meeting

Action IMD

f: Town End Conveniences The refurbishment budget was £48,000, covering Town End and Stephenson Place. Work would be phased through the season, avoiding all Special Events, the only times when all the capacity was needed at once.

g: Wakebridge Some works, especially surfaces, were still incomplete, although Outside Works had some more planned. The Argyle Street crossing was slowly getting obliterated,

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the Collections Management Committee would be asked to consider its future. No progress with fencing the mining exhibits and the new interpretive boards.

Action IMD & GCGW

h. Glory Mine. There had been several proposals (and costs) ranging from full track replacement and realignment, to just the provision of a cantilevered platform on the west loop. The PDMHS had already dealt with the mine shafts in the immediate locality. It was agreed that any solution should reinstate the three-car terminal stub beyond the loop as asked for by Traffic Dept. (also see item 4a below).

i. Stone Workshop: It was noted that the start of the rebuilding had been delayed.

j. Woodland Walk: Progress had been limited by the declining BTCV resource, which was now defunct. Several sculptures were being repaired. The Storytelling Chair was awaiting installation.

Action: GCGW

The provision of power for permanent lighting was being investigated.

Action AJW

k. Covered Storage. A usefully sized building for the storage compound which could be had for £10,000, would be put in the 2010/11 budget.

Action GCGW

l. Benches & Memorials. Plaques were accumulating from supporters whose memorial seats had rotted away. What to do with them? The new Exhibition had space for seats inside.

Action AJW/AT

m. Paint Schemes. The Committee had, some time ago, specified a comprehensive colour scheme for the street, to give items an individual 'feel', with tramway items one colour, street authority items another, buildings all different. This had largely been forgotten, and had been breached, inter alia, by the new (green) workshop doors (see 4a below).

96.4 New Items:

a. Development Report. Last reviewed in 1988, it was agreed that a full review was required, incorporating as much of the Committee's past deliberations as possible. The output would be included in the latest Business Plan. Draft outline to be generated for the next meeting.

Action: AJW & MCW

b. Development Officer. Three applications had been received. One subsequently withdrew. A second had taken another TMS position. It was decided not to proceed further.

c. Alley between Sweetshop and hoarding. A covered way was suggested. Following a wide ranging discussion of the sweetshop's potential, it was decided to reconsider the addition of the second storey to it, serviced from the Tea Rooms verandah, to increase retail capacity.

Action: AJW

d. Belliss & Morcom engine. Needs refurbishment. Grant worthy. Its maker still exists.

Action: GCGW

e. Wooden Setts. Although perfect for their intended task (wheelchair smoothway), they were less effective for pedestrians, especially when wet. A (historically appropriate?) alternative could be patterned 'engineers' blue bricks' across the Depot Yard. Supply & costs to be sought. The small area at the extreme south of Town End would be retained.

Action: AJW

There being no other business, the meeting closed at 12.50pm.

96.5 Date of Next Meeting: 26th April, 10.30 am, Poplar House.

Circulation:

Those present, (inc TMS Secretary for Board circulation)