

## **DEVELOPMENT COMMITTEE**

Minutes of Meeting no.97, held at the National Tramway Museum, Crich, Matlock, Derbyshire, on Monday 28<sup>th</sup> April 2010 at 10.00am.

Present; Messrs A.J.Willis (Chairman), I.M.Dougill (Secretary), G.C.G.Wilton, M.C.Wright and from the Subscriber Plus Fund by invitation: D.J.Dedmond.

97.1 Apologies for absence: A.Thorpe (Minutes Secretary)

Not present: N.Sturgess, A.Smith. Committee membership would be reviewed by the Chairman.

**Action: AJW**

97.2 Minutes of Meeting 96 (18.1.10). These were agreed.

97.3 Matters arising:

a) Town End The new track had now been tarmaced. The Bundy clock was now loose on its foundations and too high to be reached for adjustment and winding up. Most of the trees on the east side had been successfully removed, but the area was still insufficiently large to be a picnic area or park. A wall and railings, or a high hoarding would provide the sense of urban enclosure and obscure the earth bank (planning permission?).

**AJW review with R.A.Sykes**

b) Street Interpretation Tramway Street contains the Designated Collection of street furniture. Instead of including items in the next Guidebook, it was agreed a better alternative was a display board beside the Trams Running Board. A map of what came from where existed already

**Action GCGW to review with Bob Hall**

c) Ripley Police Station. Drawing JS 3-10 by Jim Soper was reviewed. The ground floor would be half police station and half police exhibition, with a function room (40ftx25ft) above. The drawing did not show any disabled access to the upper floor.

**Action: AJW to review with JS**

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

The views of the architect (David Gafney) who is doing the Stone Workshop were still to be sought.

**Action: GCGW**

e) Bandstand area. The opportunity to own a local red phone box (from Crich/Fritchley) was impractical because BT required it to be left in situ. However, a fully restored one could be had for £1800 plus transport, and a non-working AB phone set for about £200, which would then need the same internals to be built, as for the one at Town End, to connect to the national network, but it could be a dummy.

The Bandstand (up) tram stop had already been funded by Subscriber Plus Fund and the intention was to complete the west side with kerbs and railings and the path to the up tram stop. The existing road line and bollards would be retained. The Fund stood at about £45,000 and the Jubilee and Double Track Funds at approx. £15,000 each. DJR confirmed that the Fund members were keen to help with this project.

**Action: AJW and DJR**

GCGW has a proposal with estimates

**Action GCGW**

f) Town End Conveniences The Assembly Room Gents' was complete, the Ladies' was being worked on.

It was suggested that toilets marked on our leaflet should show which were ladies and which were gents.

**Action AJW**

Three sets of 'Ladies' and 'Gentlemen' finger signs were required. It was expected that the damaged originals could be copied.

**Action: MCW to obtain quotes**

## **DEVELOPMENT COMMITTEE**

g) Wakebridge The surfaces were complete. Octagon refurbished. No progress with fencing the mining exhibits or the new interpretive boards. The policy of different colours for each building was endorsed (Amelia's:red, cabmen's shelter and toilet:blue, tram stop:green).

**Action IMD & GCGW**

Fingerposts required at Bandstand area and Wakebridge to locate the walk to visitors.

**Action AJW with RAS**

h) Glory Mine. The agreed shape was straight in on the left, to provide space to alight to the left in the loop. Three car stub and a siding. (Loop points=two right, siding=left.) If 'modern' points were used, the south loop point could be made switchable, since it could behave 'sprung left' or 'sprung right' at the flick of the special point iron. To minimise wear, a single tram reversing could use just the siding. Pairs, or trams crossing, would use the loop conventionally. The points could be set as required to match traffic demand. The work would be extensive and require a completely new overhead alignment. Some funding for landscaping was possible through the Aggregates Levy.

**Action: AJW**

Specification for track and overhead required.

**Action: MCW**

i) Stone Workshop: The funding had been obtained. Planning had begun. Completion Easter 2011.

j) Woodland Walk: Progress had been limited. Some sculptures had been repaired. The Storytelling Chair was awaiting installation.

**Action: GCGW**

The provision of power for permanent lighting was not in the 2010/11 budget. Will be reconsidered.

**Action AJW**

k) Covered Storage. A usefully sized building for the storage compound, for about £10,000, had not been put in the 2010/11 budget.

**Action GCGW**

l) Benches & Memorials. The Board had approved the paper from meeting 93 (26.1.09) at its March 2009 meeting. The new Exhibition had space for seats inside. AJW to ask AT to update and resubmit to next meeting.

**Action AJW/AT**

m) Belliss & Morcom engine. GCGW would pursue a Prism Fund grant.

**Action: GCGW.**

n) Non-Slip (smoothway) Setts in Depot Yard: Proceeding.

o) Development Report. A draft of Development Report Three had been circulated. Suggestions for improvements to MCW before the next meeting, please.

**Action: ALL**

97.4 a) Tramcar Accommodation. The cheapest location for another Depot, for the imminent arrival of Blackpool trams, was on the Overflow Car Park, with a consequential loss of car park space and revenue at busy times.

**Action: AJW**

b) Craft Cottage. After the Stone Workshop's completion, the only remaining 'closed' building was the Craft Cottage. It was suggested it could be made into a cobbler's shop. Suitable internal fittings and accoutrements could be had.

**Action: AJW**

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

97 5 Date of Next Meeting: not fixed.

Circulation:

Those listed as present and not present.