

PRISM Fund report 2010/11



Introduction

The PRISM Fund (Preservation of Industrial and Scientific Material) supports the acquisition and conservation of heritage objects from the fields of science, technology, industry and medicine in England and Wales. It was established in 1973 in response to the growing public concern that technological change was resulting in the loss of much of Britain's industrial heritage. Since 1973 PRISM has helped hundreds of non-national museums and preservation groups acquire or conserve thousands of objects of industrial or scientific importance.

The fund aims to support the variety of organisations entrusted with the care of our industrial and scientific heritage, forging links and encouraging best practice.

The fund was managed by the National Museum of Science and Industry (NMSI) on behalf of the Museums, Libraries and Archives Council (MLA) until 31 March 2003, before being managed solely by MLA. Management of the fund transferred to Arts Council England in October 2011 at the request of the government. Arts Council England continues to take expert advice from the staff of the NMSI as well as from other national museums.

There has been no significant change to the scope of the fund since its inception except for its extension to include conservation projects in the early 1990s.

Cover image: Dolgoch in steam on 14 May 2011.

Photo: Talylyn Holdings Ltd.

Summary of PRISM Fund grants awarded

There were 18 grants awarded in 2010/11 worth £171,117. This is compared to 32 grants worth £220,448 made in 2009/10. The average size of a grant was £9,507 which is up on last year's average of £7,473.92.

This year 17 institutions across England and Wales, from fully Accredited museums to small preservation societies, have benefited from PRISM funding. As well as bringing important objects into public collections, the PRISM fund is contributing to their ongoing care. Conservation grants represent 72 per cent of the number of this year's awards (53 per cent in 2009-2010), accounting for 72 per cent of the total expenditure (65 per cent in 2009-2010).

The number of applications for rail related grants has remained high this year, receiving the largest proportions of the fund. Projects funded include the second phase of the conservation of Dolgoch, a steam engine which has played a significant and pioneering role in railway heritage; as well as a weighbridge on the same railway line, the Talylyn Railway.

Our assistance to archive acquisition has made ten rare scientific books available as well as material relating to Isambard Kingdom Brunel and his father. Only one grant of £19,539 went to a miscellaneous project: the conservation of Tiger Tank 131, the only working Tiger in the world.

All the objects funded by PRISM in 2010/11 have a unique or important place within Britain's rich past, and help to connect the public with the country's scientific, industrial or technological heritage.

Acknowledgements

Thanks are due to the many curators at national museums and other professionals who have provided expert assessments of the applications. Without their contribution of time and expertise the PRISM Fund would not be able to function.

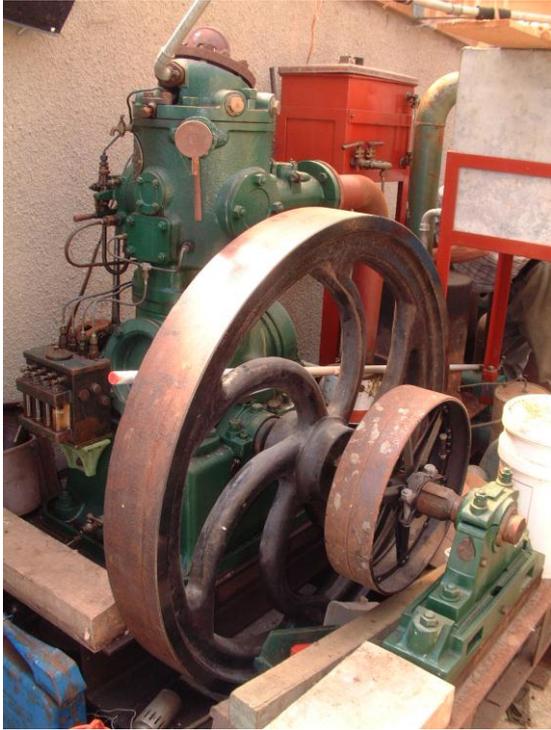
Table 1: Summary of PRISM Fund awards by category

PRISM Category	2010-2011		2009-2010	
	Number	Amount (£)	Number	Amount (£)
Agriculture	0	0	0	0
Archives	2	£18,856	3	£2,182
Aviation	1	£5,000	2	£13,550
Buildings	0	0	0	0
Geology	0	0	2	£9,395
Horology	1	£275	1	£2,184
Industry	2	£2,273	2	£19,159
Medicine	0	0	2	£2,535
Miscellaneous	1	£19,539	3	£19,440
Natural History	0	0	2	£30,000
Photography	0	0	0	0
Rail	7	£83,574	5	£42,252
Road transport	2	£17,700	3	£13,422
Scientific instruments	0	0	1	£4,990
Trams	0	0	0	0
Water	2	£23,900	6	£80,057
Total	18	£171,117	32	£239,165

Table 2: Summary of PRISM Fund awards by type

PRISM Type	2010-2011		2009-2010	
	Number	Amount (£)	Number	Amount (£)
Acquisition	5	£47,903	15	£83,233
Conservation/Restoration	13	£123,214	17	£155,932
Total	18	£171,117	32	£239,165

PRISM Fund grants awarded 2010/11



Single cylinder VD oil engine. Photo: Internal Fire Museum of Power.

£1,873 to the Internal Fire Museum of Power for the acquisition of a single cylinder VD oil engine.

The V Series engines produced by Petter were the first and most successful engines of this type produced in the UK and were also exported worldwide. This model VD is one of only two survivors currently known to exist and is in excellent mechanical condition and capable of being demonstrated on a regular basis. It is a significant addition to Internal Fire's collection.

£18,424 to the Moseley Railway Trust for the conservation of Hudswell Clarke Steam Locomotive 1238.

This locomotive is unique in the UK and ably demonstrates many facets of narrow gauge steam locomotive design and production.

It is significant as an example of 'badge engineering', as a very important design used in the First World War, and as an example of 'catalogue' designs which were used both in the UK and abroad in an extensive variety of industries. The restoration of the locomotive has created a valuable opportunity to interpret its significance through its existence as a working object which the public can interact with and learn from.



Hudswell Clarke Steam Locomotive. Photo: Moseley Railway Trust.



1975 Hawker Siddeley Nimrod.
Photo: Yorkshire Air Museum.

£5,000 to the Yorkshire Air Museum for the acquisition of a 1975 Hawker Siddeley Nimrod.

The Nimrod is an airborne radar, maritime patrol and anti-submarine warfare aircraft, based upon the Comet airliner – the first jet airliner in the world. This particular plane, the XV260, has served with 120 Squadron at RAF Kinloss since 1981. It has seen action in the Falklands War, Iraq and Afghanistan, where the Squadron had a presence from 2001 to the end of 2009.

‘Yorkshire Air Museum is probably the only major Museum in Europe capable of operating large jets of this type and in this way. It is also very appropriate that, as the Allied Air Forces Memorial, we are able to make a significant contribution to the memory of those servicemen in Afghanistan and Iraq who have lost their lives and those who daily risk their lives in the service of our country’

– Ian Reed, Director, Yorkshire Air Museum

£7,000 to the North Eastern Locomotive Preservation Group (NELPG) for the conservation of North Eastern Railway Class J27 steam locomotive.

The locomotive is the sole survivor of the Class J27 NER tender engines built between 1906 and 1923, and represents the once numerous, hard-working and unpretentious locomotives employed to transport coal, iron and steel throughout North East England. The locomotive became one of the few pre-grouping types surviving to the end of steam traction - a measure of the successful design was the locomotive’s continued use for some 44 years. Once completed the locomotive will run on the North Yorkshire Moors Railway.



North Eastern Railway Class J27 steam locomotive. Photo: North Eastern Locomotive Preservation Group.



The boiler being lifted.
Photo: Robey Trust.

£400 to the Robey Trust for the transportation of a Robey Undertype engine and boiler.

This rare and significant engine was made by Robey, the prominent Lincoln engine builder, and is representative of a once important class of compact, self-contained engine of which there are extremely few survivors in the UK. It is the best example of the tiny handful that remain in situ for restoration.

£3,900 to Tyne & Wear Archives & Museums for the acquisition of a bell from HMS *Kelly*.

HMS *Kelly* was built at the shipyard of R & W Hawthorn Leslie at Hebburn, South Tyneside, and launched in October 1938. She struck a mine in December 1939 and was torpedoed in May 1940 with the loss of 27 men, but both times she was towed to Hebburn for successful repairs. The whole town is said to have turned out when those killed in this attack were buried at Hebburn, and a memorial was erected. Finally, in May 1941 the *Kelly* was attacked and sunk by German bombers with the loss of 130 men. HMS *Kelly* remains an iconic name on South Tyneside, not only as a memorial to those who perished during her war service but also as a testimony to the workmanship and integrity of Hebburn-built ships.



HMS *Kelly*'s bell.
Photo: Tyne & Wear Archives & Museums.

£3,500 to the Western Locomotive Association for the conservation of D1013 Western Ranger Locomotive.

This locomotive represents an important era of locomotive building in Great Britain. Unfortunately the prototypes were all scrapped, so it is important that early production hydraulic locomotives like this one are preserved for the future. The Westerns were the most advanced of any British hydraulic locomotive in terms of technology and engineering. They were unique in their design, construction and fast-running engines, which set them apart from other diesel-electric locomotives that were being built in the early 1960s.



D1013 Western Ranger locomotive.
Photo: Western Locomotive Association.



Ipswich Trolleybus No.2 on display in the Museum.
Photo: Ipswich Transport Museum.

£5,700 to Ipswich Transport Museum for the conservation of the interior of Ipswich Trolleybus No.2.

In 1923 Ipswich Corporation Transport experimented by using 'trackless trams' (trolleybuses) on one of its tram routes, so purchased 3 trolleybuses, including No.2. The experiment was a success and trams were abandoned in favour of trolleybuses which were solely used in Ipswich from 1926 until 1950. Trolleybus No.2 is the oldest trolleybus on display in the world. It is the oldest complete trolleybus in the UK and one of only 17 survivors built before 1930.

£19,735 to Tyne & Wear Archives & Museums for the conservation of an NER goods brake van of 1916 and an LNER covered carriage truck of 1939.

Among the 15 oldest brake vans in the UK, this is the earliest known example of a design which first brought together features that could be found on most brake vans until they were phased out in the 1980s. It preserves the working environment of the goods guard, whose role was vital for the safe carriage of minerals and freight. The covered carriage truck was used to convey cars by train. From the 1950s until the 1970s these vehicles were used on popular long-distance car sleeper and Motorail services. The cars' occupants travelled in passenger coaches on the same train. It is one of the earliest examples in preservation, and is considered to be the national 'type specimen' of these versatile vehicles.



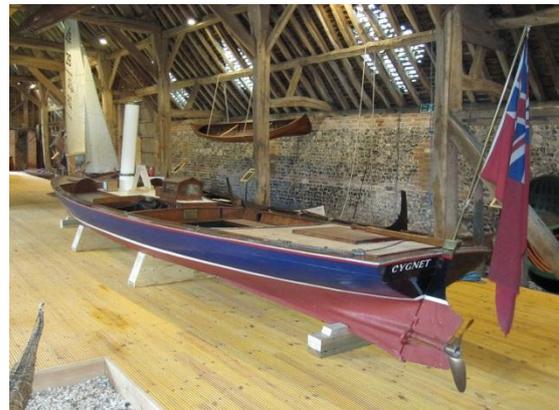
NER goods brake van. Photo: Tyne and Wear Archives and Museums.

'Awards from the PRISM Fund...have made an absolutely vital contribution to this project. In particular, the assessment by an independent expert...assisted us to influence other funders to make their contributions. In total some £150k has been awarded to the wider project, supporting not only the provision of the building but also the associated displays which will encourage public appreciation and enjoyment of the restored vehicles.'

- John Clayson, Keeper of Science and Industry, Tyne & Wear Archives & Museums

£20,000 to the Thames Boats Trust for the acquisition of steam launch 'Cygnet'.

Cygnet is unique in that she is the only historical small steam river launch from the 1870s which has retained originality of build, whereas most small surviving steam launches have been subject to major alterations over their lifetime. Cygnet will be retained in this original condition for exhibition, allowing the public to see and examine the detail of how launches of this period were designed and constructed.

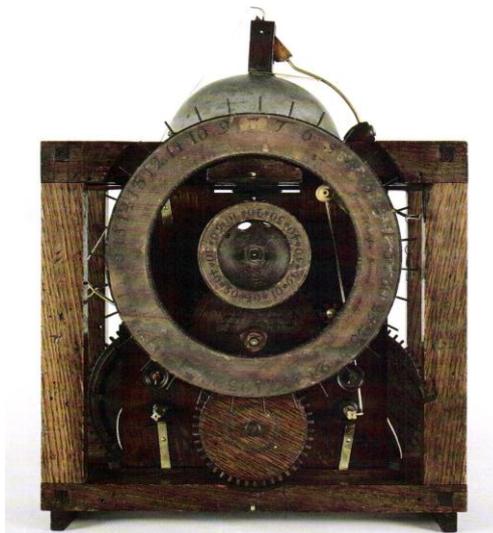


The steam launch 'Cygnet'.
Photo: Thames Boats Trust.

£275 to Leeds Museums and Galleries for the conservation of the paper components of precision pendulum Harrison clock No.2.

This clock is highly significant in the story of the development of longitude measurement and the evolution of accurate timekeeping.

It is a fundamental part of John Harrison's quest to develop a practical method of determining longitude at sea using the time difference principle. The clock was made in response to the Longitude Act of 1714 and with it Harrison achieved extraordinarily accurate timekeeping on land.



The clock's movement, showing the calendar ring and seconds bowl.

Photo: Leeds Museums and Galleries.



A view of the weighbridge.

Photo: Narrow Gauge Railway Museum Trust.

£4,915 to the Narrow Gauge Railway Museum Trust for the conservation of a narrow gauge railway weighbridge.

This weighbridge is of national importance as it illustrates the Victorian ingenuity at finding a mechanical method of easily weighing and recording relatively large loads. This has been completely replaced in present times by electronic methods. It is also of regional importance as an integral part of the North Wales slate industry, without which the development of the industry would have been hindered. It will make an interesting addition to the Narrow Gauge Railway Museum on the Tallylyn Railway, and will be in the environment for which it was built.

'On Wednesday 5th December 2012 the Narrow Gauge Railway Museum Trust won the National Railway Heritage Awards Supporters Award for the restoration of the wagon weighbridge at Twywn. Today, we learned that we had won the award for smaller projects, and were presented with a commemorative plaque. All associated with the project will I am sure be proud to have been involved, and honoured to be in such esteemed company. My sincere thanks to all those who put in many hours of hard work which resulted in this award.'

- Don Newing, Secretary, Narrow Gauge Railway Museum Trust



Tiger Tank 131 undergoing restoration work.
Photo: Tank Museum.

£19,539 to the Tank Museum for the restoration of Tiger Tank 131.

Tiger 131 is unique and is a crucial exhibit at The Tank Museum both in terms of historical importance and as a key attraction for the audience. Of the 1,354 Tiger tanks built by the Germans during World War Two, only six are known to survive. Only one of these remains in almost immaculate order – The Tank Museum’s Tiger 131. As the first Tiger tank to be captured intact by the Western Allies, the evaluation work conducted at the Department of Tank Design allowed British and American tank crews to understand the strengths and weaknesses of this seemingly invincible machine.

‘This will enable further work to be carried out to assess the impact of running this unique historic vehicle and provide the unique opportunity to return the tank to a more original condition since it was first disassembled as part of its evaluation during the Second World War.’

- David Willey, Curator, Tank Museum



The electric autocar, showing new wood panelled sides and door. Photo: NER 1903 Electric Autocar Trust.

£20,000 to the NER 1903 Electric Autocar Trust for the conservation of the electric autocar.

The 1903 petrol electric autocar was the first of its kind and can be said to be the ancestor of modern trains. It is unique and it pioneered new forms of traction and railway operation. It is hard to overestimate the importance of this vehicle in railway history. It is believed to be the first use of internal combustion (rather than steam) in a railcar, making it at least 30 years ahead of its time. It was designed to compete with trams and, due to lower fares and a more frequent, faster service, it was successful in winning customers back.

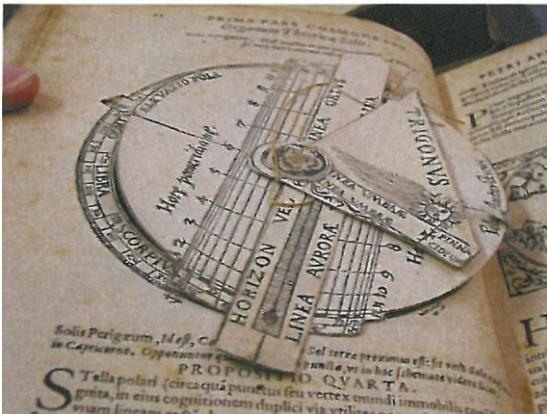
£10,000 to Talylyn Holdings Ltd for phase 2 of the conservation of steam engine Dolgoch.

Dolgoch was built for the Talylyn Railway Company in 1866. It operated the first public passenger service in that year and has remained in continuous service of that company. This is the longest unbroken service history of any locomotive on the railway for which it was built. Most significantly in 1951 the Talylyn Railway Company was the first railway to enter preservation and Dolgoch the first locomotive to operate in railway preservation. The success of the railway preservation movement rested on Dolgoch's shoulders as the only working locomotive. It remains the sole surviving member of the Fletcher Jennings 'Bb' class of locomotive.

Dolgoch has been rebuilt to the original design, appearance and performance.



Dolgoch in steam on 14 May 2011.
Photo: Talylyn Holdings Ltd.



Detail of an early printed book. Photo: Whipple Library.

£1,726 to the Whipple Library for the conservation of ten rare books relating to the history of science.

These books, including examples written by Sir Isaac Newton and Gaspar Schott, cover a broad range of topics from distillation to cosmology. They date from 1495-1728 and are of huge significance both in their own right, and as a component of the Whipple collection which constitutes an internationally important history of science resource.

Owing to the nature of book production and usage in the 18th century and before, all such books are in some way unique, both as physical artefacts and as printed texts. It is important that these examples are maintained in good working order so that they remain publicly available for consultation now and for future generations of researchers.

£12,500 to the South Yorkshire Transport Museum for the conservation of AEC/Plaxton Panorama Coach.

In the late 1950s, the General Manager, Ben Goodfellow, of *Sheffield United Tours* (SUT) approached a number of coach body building firms with a request that they should consider building a revolutionary new-look coach body on an AEC chassis. The concept of the new body incorporated much more glass in much bigger windows than previously. All the firms turned the request down except for Plaxtons, who co-operated over several years in developing the initial concept through various stages. The Plaxton *Panorama* was ground breaking and a genuine turning point in the evolution of motor-coach style and passenger comfort.



AEC/Plaxton Panorama Coach undergoing restoration. Photo: South Yorkshire Transport Museum.



Byland Abbey by Isambard Kingdom Brunel. Photo: ss Great Britain Trust.

£17,130 to the ss Great Britain Trust for the acquisition of Brunel papers from the Brunel Hawes Archive.

The Brunel Hawes archive is one of the most significant groups of items relating to the Brunels, father and son, to become available in recent years. Its contents lie right at the heart of the Collecting Policy of the ss Great Britain Trust.

The acquisition of these items from the Brunel Hawes Archive increases the critical mass of Brunel-related material in the care of the ss Great Britain very significantly, making the Brunel Institute the premier destination for Brunel scholars of all kinds, and giving ss Great Britain the leverage to encourage the donation or acquisition of other similar collections. The items shed light on the work of Isambard Kingdom Brunel but also his father Sir Marc, a gifted engineer in his own right as well as a seminal influence on his son.

During 2010/11, one additional grant for acquisition was withdrawn because the applicant failed to secure the objects at auction. No applications were withdrawn due to difficulties raising matching funding.