

## PRISM Fund Annual Report 2008/09



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A CIP catalogue record of this publication is available from the British Library

ISBN 978-1-905867-22-6

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Cover: Vulliamy feet from the Chelsea and Derby Collection  
© Derby Museum and Art Gallery



## Introduction

The PRISM Fund supports the acquisition and conservation of heritage objects relating to all aspects of the history of science, technology, industry and medicine. 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 in England and Wales 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, including archives, libraries, preservation trusts and museums; while 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, but since then has been managed solely by MLA. However, MLA 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. Over the past year there has been a further extension - PRISM has encouraged applications for the acquisition or conservation of historic buildings that have had a scientific or industrial purpose.

The MLA allocates £250,000 each year to the PRISM Fund. This amount has remained the same since 1995, prior to which £500,000 was available each year.

## Summary of PRISM Fund grants awarded

There were 34 grants awarded during 2008-2009 worth £230,953, from a pool of 46 applications. Comparable figures for 2007-08 were 28 grants worth £172,308. The average size of a grant this year was £6,792.

This year 29 institutions across the UK and Wales, from fully accredited museums to small preservation societies, have benefited from PRISM funding. 11 of these were receiving PRISM grants for the first time. As well as bringing important objects into public collections, the PRISM fund is also contributing to their ongoing care. Conservation grants represent 55.5 per cent of the awards (51 per cent in 2007-2008), and this accounts for 65.5 per cent of the total expenditure (56 per cent in 2007-2008).

PRISM has seen a general rise in applications. Amongst these it has been a fantastic year for heritage railways, with £56,304 being split amongst 8 grants in the field. Two applications for the acquisition/conservation of historic buildings were successful, with large grants being offered to the Yorkshire Air Museum and Colne Valley Museum.

The inevitable dominance of transport and industry continues this year, however 4 grants were made to the field of scientific instruments, doubling last year's total. These included a grant for experimental acoustic equipment, and the conservation of the Whipple's globe collection. We have also maintained a steady level of grants for archival materials.

In a slight departure PRISM has funded two models this year; one of a steam railway, the other of the *ss Great Britain*. In both instances it was judged that the models presented information about their subjects which is not otherwise accessible. When considered with their accompanying archives they are important resources within their fields.

An unexpected boom area this year has been in science and industry related art. We have continued to support the Royal College of Surgeons' conservation of the Tonks pastels; on top of this PRISM has aided the Royal Institute with an acquisition and conservation of portraits of the establishment's presidents, past and present. PRISM has also contributed to the Harris Museum's major acquisition (jointly with the National Portrait Gallery) of a portrait of Richard Arkwright. This once again shows the importance of PRISM in making up match funding in larger grants from the National Heritage Memorial Fund and the Heritage Lottery Fund.

**Table 1 Summary of PRISM Fund awards by category**

PRISM Category	2008-2009		2007-2008	
	Number	Amount (£)	Number	Amount (£)
Agriculture	0	0	2	5,846
Archives	3	3,425	3	4,307
Aviation	4	4,451	4	19,033
Buildings	2	36,594	0	0
Geology	0	0	1	3,500
Horology	1	13,500	0	0
Industry	3	36,877	3	16,160
Medicine	1	10,000	1	10,000
Miscellaneous	0	0	0	0
Natural history	2	2,885	4	31,769
Photography	0	0	1	14,000
Rail	8	56,304	2	15,778
Road transport	3	25,999	2	9,550
Scientific items	4	8,886	2	8,870
Trams	0	0	0	0
Water	3	32,100	3	33,495
<b>TOTAL</b>	<b>34</b>	<b>231,021</b>	<b>28</b>	<b>172,308</b>

**Table 2 Summary of PRISM Fund awards by type**

PRISM Type	2008-2009		2007-2008	
	Number	Amount (£)	Number	Amount (£)
Acquisition	15	£79,055	14	£75,190
Conservation/Restoration	19	£151,966	14	£97,119
<b>TOTAL</b>	<b>34</b>	<b>£231,021</b>	<b>28</b>	<b>£172,308</b>

## Details of PRISM Fund grants awarded



London, Midland & Scottish Railway No.1 dynamometer car (45050)  
Photographer: J. Brian Radford  
© The Princess Royal Class Locomotive Trust

### **£5,300 to the Princess Royal Class Locomotive Trust for the conservation of a dynamometer car**

Dynamometer car 450505 is unique. It is an on-track locomotive testing vehicle, dating to 1912. It spent most of its working life at the Railway Technical Centre in Derby, and was used to test how much power was necessary to drive a locomotive.

The Princess Royal Class Locomotive Trust have chosen to restore the car to its 1938 appearance, because of its involvement in the high-speed trials of *Princess Royal* and *Princess Coronation* which took place in that year. It will feature in the 'West Shed Experience' museum.



SUT322 outside main SUT booking hall, Sheffield Bus Station, 1961  
© South Yorkshire Transport Museum Trust

### **£12,000 to the South Yorkshire Transport Museum Trust for the conservation of an SUT322 Panorama bus**

This 1961 Plaxtons bus is an early example of the *Panorama* concept – a turning point in coach design that saw windows getting larger and interiors becoming more comfortable to increase journey enjoyment. Owned by Sheffield United Tours, it took passengers on tours around UK holiday hotspots including the Isle of Wight and Bournemouth between 1961-1968.

This restoration project is returning the SUT322 to its 1961 condition, focusing on both mechanics and body work. Work is being carried out by volunteers, including some former Plaxtons employees.



11-inch Japanese manuscript celestial globe,  
Edo period, 1784  
© Whipple Museum

### **£4,640 to Whipple Museum of the History of Science for the conservation of the Globe Collection**

The Whipple's globe collection ranges from 16<sup>th</sup> to 20<sup>th</sup> century. Included in the group that PRISM has funded are:

- Pocket celestial globe by Newton c. 1800
- Japanese celestial globe dating to 1784
- Cut-out paper celestial globe by Edward Mogg
- 19<sup>th</sup> century terrestrial hollow globe with orrery inside
- 19<sup>th</sup> century terrestrial jigsaw globe by Kapp



Fairey Gannet  
© Photographer: Ian Reed

### **£1,150 to Yorkshire Air Museum for the conservation of a Fairey Gannet aircraft**

Fairey Gannets were in service with the Royal Navy between 1953-1978, where they were used first as an anti-submarine aircraft and later fitted with radar to carry out airborne early-warning duties.

In 2005 PRISM helped the Museum acquire this Gannet; we are now supporting structural and engine repairs.



Original body of Elva MkII prior to restoration  
© Society of Bexhill Museums

### **£12,749 to the Society of Bexhill Museums for the restoration of an Elva MkIII racing car**

The Elva Engineering Company manufactured competitive racing and sports cars in Bexhill from 1955 to the late 1960s. The MkIII was their first mainstream racing car, and was a success on the track. This car, no.100/56 is the only MkIII in a public collection in the world.

When restored, the MkIII will be a major exhibit in Bexhill Museum.





Taff Vale railway coach, nearing completion  
© Photographer: Nick Bailey

**£6,000 to Swindon & Cricklade Railway for the conservation of a Taff Vale railway coach**

Dating to 1890 this coach was used on the extensive South Wales Taff Vale railway, which serviced a wide area with the mainline running between Cardiff and Merthyr Tydfil. The coach spent a lot of its life as a dwelling until it was acquired by the Swindon & Cricklade railway in 1985.

The PRISM grant is helping towards the second phase of restoration, making a new chassis for the coach.



Bowes Silver Swan  
© Bowes Museum

**£13,500 to Bowes Museum for the conservation of the automaton silver swan**

This life size silver automaton is one of the oldest items in the Bowes Museum's collection, being purchased by the founders in 1872, although it was made a century earlier by James Cox and John Joseph Merlin. When wound, the clockwork swan gives a 40-second performance, culminating in catching and eating a silver fish.

PRISM funded the first major conservation work to the mechanisms; now work is completed the swan performs daily at 2pm.



© Photographer: Ian Reed

**£475 to Yorkshire Air Museum for the conservation of seats in a Dakota aircraft**

A defining aircraft of World War Two, the British Aircraft Preservation Council have recognised the significance of this particular Dakota, given its recorded wartime history and condition.

Its leather seats have disintegrated and PRISM has provided a grant to restore them to a good condition.





22 Cliffe Ashe, the Colne Valley Museum  
© Colne Valley Museum

### **£20,000 to Colne Valley Museum for the acquisition of 22 Cliffe Ashe**

Based in a row of cottages the Colne Valley Museum depicts the lives of Victorian weavers who would have lived and worked there.

This grant has helped the museum purchase 22 Cliffe Ashe, the final cottage in the row. This cottage still retains many of the features that were unique to weavers' cottages, such as the split level entrance, and the big mullioned windows.



Bagnall diesel locomotive  
Photographer: Wilfred Mole  
© Sandstone Heritage Trust

### **£12,354 to the Vale of Rheidol Railway for the transportation of a Bagnall diesel locomotive**

This 1957 Bagnall narrow-gauge engine is an example of what British companies were building for the foreign market. Along with two identical engines, the Bagnall spent its working life on the Rustenburg Platinum mines railway in South Africa. Scrapped in the 1960s, it wasn't until the 1980s that it was used again on a small railway.

The Vale of Rheidol Railway is now bringing the train back to the UK, where it will fill a gap in their extensive Bagnall collection.



The interior of a T2 hangar  
© Yorkshire Air Museum

### **£16,594 to Yorkshire Air Museum for the re-erection of a T2 hangar**

T2 hangars sprung up all over Britain during World War Two; a five man crew could erect the building, which covered 28,000 sq ft, in 15 days, without lifting equipment.

Yorkshire Air Museum are re-erecting a wartime T2 hangar both as a historic building, and to provide an authentic home for some of its collection.

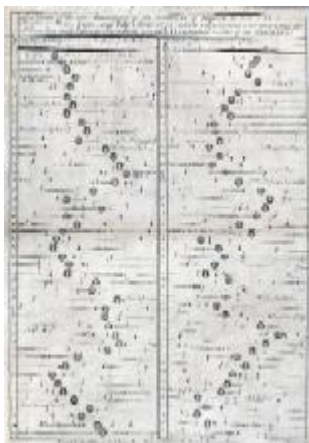


Boeing XCH-62 Heavy Lift Helicopter  
© Helicopter Museum

**£1,401 to the Helicopter Museum for the transportation of the landing gear from a heavy lifting helicopter**

The Boeing XCH-62 Heavy Lift Helicopter was the largest helicopter built to date; with a height of 12.20m it should have been able to carry 20 ton loads. One prototype (pictured) was built, and this was never flown as the project was shelved in 1974. Since then it has been on display at the US Army Aviation Museum, Alabama. However it disintegrated and in 2005 was scrapped.

The remaining landing gear – the three legs – was offered to the Helicopter Museum and PRISM has assisted with the transportation costs. It will be displayed next to conventional helicopters to emphasize its massive scale.



Broadside Print of Daily Positions of Satellites of Jupiter, Charles Leadbetter, London, 1734  
© Museum of the History of Science

**£650 to the Museum of the History of Science, University of Oxford, for the acquisition of a print of the Moons of Jupiter**

The design of mathematician Charles Leadbetter (1681-1744) this print is a timetable of the appearances of the moons of Jupiter. It is specifically a guide for astronomers, but would have also appealed to a general audience during a period when prints depicting scientific events and phenomena were fashionable.

This print will join the only known letter by Leadbetter in the MHS's archive.



MUSEUMS LIBRARIES ARCHIVES  
COUNCIL



Two hundred million year old ichthyosaur  
Photographer: Jenny Cripps  
© Dorset Natural History Society at Dorset  
County Museum

### **£1,500 to the Dorset County Museum for the conservation of a fossil ichthyosaur**

Known to his friends as Marty, this fossil is the oldest in Dorset County Museum's collection, presiding for many years over the main staircase. From the Lower Jurassic limestone of Lyme Regis, the Museum acquired it in 1885.

It is now in need of conservation before it is re-incorporated into the galleries as part of the Jurassic Coast Gallery.



Peregrine Falcon *Falco peregrinus*  
© Leeds Museums and Galleries

### **£1,385 to Leeds Museums for the creation of new taxidermy specimens**

Leeds Museum initiated a project to create a 21<sup>st</sup> century native wildlife taxidermy collection. This is an important task given the decline of specimens being preserved in this way.

Specimens include a peregrine falcon (pictured), a red kite and a pine marten; species whose numbers in the UK have declined.



Joseph Wright of Derby ARA (1734 – 1797),  
*Portrait of Richard Arkwright*, c. 1783-85, oil  
on canvas  
© National Portrait Gallery

### **£20,000 to the Harris Museum, Preston, for the acquisition of a portrait of Richard Arkwright**

Richard Arkwright (1733-1792) is one of Britain's most significant industrialists, credited with triggering the Industrial Revolution by bringing the water frame into large-scale use.

This portrait of him by Joseph Wright of Derby was unknown until recently, having remained in the possession of Arkwright's descendents. The Harris Museum and the National Portrait Gallery have jointly purchased the painting; and it will be displayed at both galleries over the next few years.



*Baroness Greenfield* by Tess Barnes  
Photographer: Katharine St Paul  
© Royal Institution

**£600 to the Royal Institution for the acquisition of a portrait of Baroness Greenfield**

Baroness Susan Greenfield, a scientist who has focused on Parkinson's and Alzheimer's disease, is the first female Director of the Royal Institution. This portrait of her set against a backdrop of the Institution's famous staircase and lecture theatre is a fitting acquisition for the historic scientific society.

This portrait by Tess Barnes dates to 2007 and was part of the artist's *Women of Substance* collection. It will hang in the Royal Institution alongside the portraits of previous Directors including Humphry Davy and Michael Faraday.



1:48 scale model of SS Great Britain  
Photographer: Shawn Spencer-Smith  
© ss Great Britain Trust

**£4,600 to ss Great Britain Trust for the acquisition of the Mowll model of ss Great Britain**

This model was made by Reverend Mowll in the 1980s. Its real value is that it shows ss *Great Britain* as it was in 1845, rather than as it is now.

The model is accompanied by an archive describing the planning and building of it. Mowll worked closely with the team who salvaged ss *Great Britain* from the Falklands in the 1970s, and took direct measurements from the boat.

The model is now on display in the Trust's library.





*Thalatta*  
© East Coast Sail Trust

**£20,000 to the East Coast Sail Trust for the decking of *Thalatta***

Ever since Thames barge *Thalatta* stopped carrying cargo in the 1960s it has been used to take school groups on week-long trips along the East Coast. In 1996 it was placed on the National Register of Historic Ships, and is one of approximately 30 left in sailing condition.

PRISM has contributed to a small part of a much larger overhaul of *Thalatta*, which will see her returned to sailing condition within the next 18 months.



© B Gamble/Morwellham & Tamar Valley Trust

**£5,650 to Mowellham Quays for the conservation of the Tavistock Canal inclined plane railway turntable**

Although the turntable (pictured) doesn't look like much, it may possibly be one of the oldest surviving turntables in the world, the masonry base dating to circa 1817. Due to being covered in river silt for a hundred years, the turntable is virtually intact. Situated by the quay, the turntable would have turned the trains carrying minerals from the nearby mines to the canal.

PRISM has funded conservation work to the masonry base, and the removal of the upper section for conservation.



*Humphry Davy*, oil on canvas, att. Archer James Oliver  
Photographer: Katharine St Paul  
© Royal Institution

**£1,646 to the Royal Institution for conservation work to two portraits of Humphry Davy**

Sir Humphry Davy (1778-1829), former President of the Royal Institution, is notable for inventing the Davy miners' lamp, and discovering sodium and several of the alkaline elements.

PRISM has helped the Royal Institution return two portraits of Davy to exhibition standard, and they now hang in the Albemarle Street building alongside portraits of the Institution's other notable scientists.



Singing Flame from the collection of acoustical apparatus  
© Whipple Museum

**£2,000 to Whipple Museum of the History of Science for the acquisition of a collection of acoustic equipment**

This acquisition coincides with the Whipple's research project, 'Science of Musical Sound', which will result in a new permanent exhibition on the theme of acoustics.

PRISM has funded the acquisition of 6 objects, including a glass Helmholtz resonator, and the apparatus for a singing flame experiment (pictured). In use, the apparatus turns the flame's movements into sound; these sounds in return have an influence on the movement of the flame.





McCulloch J-2 autogyro  
© Helicopter Museum

**£1,425 to the Helicopter Museum for the acquisition of a McCulloch J-2 autogyro**

Drago Jovanovich's aim, when designing the J-2, was to create an autogyro capable of operating from areas no bigger than a suburban drive. The autogyro's three blades were powered at take off, but not during flight, relying instead upon the natural force of autorotation. It did not fulfill its promise being able only to travel small distances.

Only two J-2s were imported into the UK, and PRISM's grant has enabled the Helicopter Museum to purchase the remaining example.



Plan and section of an intended railway or tram-road from Liverpool to Manchester surveyed by George Stephenson, 1824  
Photographer: Kasim Asim  
© MOSI

**£2,125 to the Museum of Science and Industry, Manchester for the acquisition of a Stephenson plan and section**

The Liverpool and Manchester Railway – the first major line - opened in 1830. George Stephenson was employed as an engineer in 1824 to carry out a survey of the land across which the proposed rail line was to run. This was a struggle because of the pressure of a tight deadline, and the hostility of land owners – Stephenson had to resort to trespass to take levels by torchlight.

It is no surprise that this survey is littered with mistakes; the railway was delayed while a second (not by Stephenson) was taken. Stephenson remained on the project as engineer and is still closely associated with the L&M Railway.



1933 B33 motorcycle  
© Royal Mail Group plc. 2009 courtesy of  
The British Postal Museum & Archive

**£1,250 to the British Postal Museum and Archive for the acquisition of a BSA telegram delivery motorcycle**

If you sent a telegram in Britain before 1933 it was delivered on foot or by bicycle. However 1933 saw the British Post Office start delivery by motorcycle. This motorcycle is the only known survivor from the early trials that were run around the country; men typically not much older than 17 were recruited and trained on BSA B33 250cc machines.

It is painted green because the success of the trials was doubted at first, so they were kept BSA green and only later repainted to Post Office red.



Bluebird Jet-Star prototype at Ruskin Museum  
© Photographer: Brenda Cox

**£7,500 to Ruskin Museum for the acquisition of the prototype Bluebird Jet-Star speedboat**

This is the prototype of a boat that Donald Campbell was developing as a commercial endeavour before his death in 1967. Water-jet-powered, in 1966 it towed four water skiers around a lake in Belgium. The prototype was still being tested on Coniston Water between Donald Campbell's trials and record attempts in Bluebird K7 leading up to his fatal crash, and can be seen in many archival images from that time.

The Ruskin Museum will display it alongside the conserved Bluebird K7.



Londonderry Railway 4 ton capacity chaldron waggon

© Beamish Open Air Museum

**£20,000 to Beamish, the North of England Open Air Museum, for the restoration of a group of chaldron waggons**

In 1970 Seaham Dock Company gave Beamish 32 Londonderry chaldron rail waggons. Many hundreds of these wagons had transported coal from mines to docks in the North East. They are significant in the history of rail and their innovative design gave rise to the later 'hopper' style of waggon.

Beamish are now conserving their remaining chaldron collection.



Bancroft Mill

© Bancroft Mill Trust

**£12,600 to Bancroft Mill Engine Trust for the re-erection of a Bradley Engine**

Bancroft Mill Engine Trust recently acquired a Smith Bros. and Eastwood 300hp. tandem compound textile mill steam engine, dating to 1901, when its home, Cross Lane Mill, Bradley, was being converted to flats. Since then it has sat in pieces at Bancroft Mill whilst the Trust members have been busy fundraising and building an extension to house the engine.

The extension is complete; PRISM is supporting the first stage of the Bradley engine's re-erection in its new home at Bancroft Mill.



Portrait of Private T J Guthrie, pastel on paper by Henry Tonks, 1917,  
© The Royal College of Surgeons of England

**£10,000 to the Royal College of Surgeons for the conservation of the Tonks pastels (phase 2)**

Conservation work is continuing on pastels by Henry Tonks. The pastels were drawn at Queen Mary's Hospital, Sidcup, documenting the work of surgeon Harold Gillies and his colleagues. The pictures show Gillies efforts to rebuild the faces of soldiers injured in World War One.

The conservation project is now halfway complete and some of the stabilised pastels have already been on display at the Wellcome Collection as part of the *War and Medicine* exhibition.



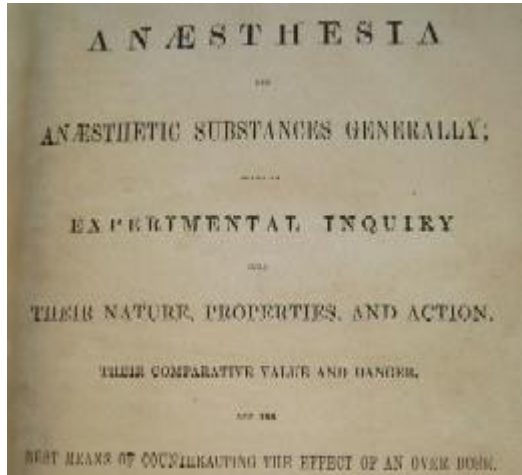
*Western Ranger* diesel locomotive  
© Photographer: Richard Hargreaves

**£2,500 to the Western Locomotive Association for restoration work on *Western Ranger***

*Western Ranger* is a Class 52 Western diesel hydraulic locomotive, built in Swindon in 1961. At this time the British Transport Commission's Modernisation Plan triggered the transition from steam to diesel on Britain's tracks.

After running regularly for many years on Severn Valley Railway, *Western Ranger* is in need of some restoration work. This grant is for the first stage.





*On Anaesthesia* by Thomas Nunneley (1809 – 1870) published in 1849  
© Thackray Museum

**£650 to Thackray Museum for the acquisition of *On Anaesthesia* by Thomas Nunneley**

*On Anaesthesia*, published in 1849, is integral to the history of the development of anaesthetics. This is a very rare volume and is absent from many major national libraries. Nunneley develops the work done by James Young Simpson, who discovered that chloroform had pain relieving effects in 1847. The text mentions over 360 experiments that Nunneley carried out on creatures including dogs, kittens, and even snails.

Thomas Nunneley also had a close connection to Leeds, living and working in the city, making this acquisition by the Thackray Museum doubly pertinent.



Gangwayed brake pigeon van 4050  
© Railway Vehicle Preservations

**£3,000 to Railway Vehicle Preservations for the acquisition of a gangwayed brake pigeon van 4050**

Dating to 1940 this was one of the last fully teak carriages to be built. The carriage was used to carry racing pigeons to their release point. Now it can be seen on the Great Central Railway as part of its 'Teak Service'.

The carriage has been on long-term loan to RVP for many years. This grant will help them buy it outright.



Archive material and scale model of the Hayling Billy railway system  
© Hampshire Museum and Archive Service

**£1,500 to Hampshire Museum and Archive Service for the acquisition of a model representing the Hayling Billy railway system**

This model, and the collection of documents and items from the original railway, have been growing since the Hayling Billy line was closed in 1963. It depicts the railway in its late Victorian heyday. The line was responsible for making Hayling Island a popular holiday destination in the 1890s. Now most traces of the railway have vanished, and this model is the best means to give people an idea of what it was like.

It is already a much-loved exhibit in and around Hampshire; this grant will enable the county museum service to acquire it.



Vulliamy feet from the Chelsea and Derby Collection  
© Derby Museum and Art Gallery

**£4,277 to Derby Museum and Art Gallery for the transportation and conservation of Chelsea and Derby moulds and figure parts**

In 2008 the Spode Museum closed. Their archive of 7,000 Chelsea and Derby moulds was offered to Derby Museum. The moulds and figure parts chart the development of working techniques over several generations and will be an invaluable research and interpretation tool for Derby Museum.

PRISM is contributing towards the transport of the pieces, and their initial conservation.

During the year two grants were withdrawn due to problems raising match funding; two grants were withdrawn because the grantees were unable to secure the items at auction; one application was withdrawn because the item was destroyed before removal work could be started.



## Losses, disposals and transfers of ownership of PRISM Fund grant-aided objects

One of the conditions of a Prism Fund grant is that the administrators of the Fund must be notified of any intention to transfer ownership of a grant-aided object and must approve the transfer; otherwise the grant must be re-paid. Permission to transfer ownership will normally be approved if the proposed owner can demonstrate that it is able to care properly for the object and make it accessible to the public. If a grant aided item is lost through accident or scrap fund administrators must likewise be notified.

### Losses

There were no reported losses of PRISM-aided objects in 2008-09.

### Disposals

#### **-Wigan Heritage Service Colliery Ventilation Fan Grant - £10,000**

The colliery ventilation fan is being dismantled as it has been found to contain asbestos. There has been cash benefit so the grantee will not have to repay the grant.

### Transfers of ownership

#### **- The managing trust of Exeter Maritime Museum, ISCA**

The grant conditions on boats aided to approx £71,000 have been transferred to **Eyemouth International Sailing Craft Association (Eyemouth World of boats)**. The PRISM-aided boats that were formerly part of Exeter Maritime Museum's English Coastal and Ethnic collections are now accessible with an appointment at **Eyemouth World of Boats**.

#### **-Leeds City Council**

The grant conditions on a Simplex locomotive, a cotton bale car and a Hudswell Clarke locomotive aided to approx £3,000 have been transferred to **Moseley Industrial Narrow Gauge Railway Museum**.

#### **- Oxfordshire Museums**

The grant conditions on a Morris Car aided to approx £2,000 have been transferred to **The Oxford Bus Museum**.

#### **-Stockton Museum Service**

The grant conditions on a Dennis S12 Fire Engine and a Leyland Cub Fire Engine aided to approx £2,250 have been transferred to **The Vintage Vehicle Museum Shildon**.

**- Windermere Nautical Trust**

The grant conditions on items aided to approx £36,864 have been transferred to **Lakeland Arts Trust** as the former has been dissolved. All the items will remain in situ and access arrangements will stay unchanged.

## Long-Term Loans

-Peterborough's **Railworld** has withdrawn its long-term loan of:

Ex-Matheran Light Railway Orenstein & Koppel 0-60T no.740  
grant aided to approx £6,500

to **Leighton Buzzard Railway**; it is currently undergoing maintenance at Statfold Barn and will subsequently be available to other suitable railways from 2009 onwards. Please contact Railworld for further details.

-**Seiont II Maritime Trust** has extended its long-term loan of:

*Seiont II* steam dredger engine  
grant aided to approx £5,000

to **Markham Grange Steam Museum**, where it can be seen running on most bank holidays.



## Updates on previous PRISM-funded projects

A look back at some of the projects PRISM has been involved with in the past.

### ***Completed***

-Welsh Highland Railway has completed its five-year restoration of the first narrow-gauge buffet carriage. Initially built in 1893 to encourage tourists to the railway, the buffet car now forms a heritage service with replica Welsh Highland carriages, based in Porthmadog.

### ***Ongoing...***

-Stockwood Park Discovery Centre now has its part-conserved Luton tramcar No.6 on display. Completion of the work is now dependent upon further fundraising.

**If you have been involved with a project funded by PRISM, please get in touch with an update!**

## 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 possible.

Katherine Doyle  
May 2009