

# **Single News – the KSM Volunteers News-brief – March 2021**

## ***Covid-19 update***

Although volunteer working at Kempton remains suspended, the KGES committee are looking carefully at the latest government guidance and will soon put a proposal to both Thames Water and the KGET for a return to working. Notification will be sent out as soon as a plan for this has been approved.

The committee also considered public opening and it was agreed that the target for this would be the weekend of 26<sup>th</sup>/27<sup>th</sup> June on the basis that all restrictions may be lifted on 21<sup>st</sup> June. The situation will need to be monitored and any delay to the restrictions being lifted will impact this planned date. It has also been agreed to open in both July and August to make up for the loss of the March to May weekends with dates of July 17<sup>th</sup>/18<sup>th</sup> and August 21<sup>st</sup>/22<sup>nd</sup>. There are currently no plans to host supporting displays.

## ***Engineering***

The interrupted maintenance work on No 6 to locate and rectify the causes of noisy operation has reached the following stage (*update provided Jerry Scholefield*):

**LP Valves** – the lower part of the LP cam box has been partially reassembled with the camshaft and bearing caps in place. Two replacement springs have been delivered by a company called Tested Spring Co; a replacement cam-follower spring and a spring to replace a broken one found on the HP set. The re-machined upper cam-follower frame components have been delivered and are ready for assembly, however this will not be done until the cam drive has been reconnected to the crankshaft and it has been tested to ensure that it rotates freely.

**Cam Drive Gearbox** – David Brown Santasalo, the original manufacturer of the gearbox, were unable to find any archived drawings or patterns for the gears in the lower gearbox. They could get a replacement pinion gear made by reverse engineering the existing one but would have had to sub-contract the machining as they no longer have the equipment required to do this. However, Bob Webb has put a lot of effort into measuring and calculating the dimensions of the gear and has found a company in Bristol called Llewelin's Gears who are capable of doing this work. They have received our drawings and confirmed Bob's calculations and specification of steel to be used. The gear and shaft have been taken to them for precise measurement to allow a replacement to be made and they have provided a reasonable quote for this with availability in 10 weeks. The original gear and shaft have been bought back to Kempton for a full reassembly which will allow the camshaft to be tested while the new gear is being made. When the replacement is received the strip-down and reassembly processes will need to be repeated, but this will be easier the second time around. In addition John Barber has made a replacement guide bush for the HP inlet cam follower spring on No 6 which was found to be badly worn.

Assuming that work can be started again in the nearish future, the aim is to have No 6 ready for a test run by mid-June, allowing the steaming weekend planned for the end of June to go ahead.

The work has been greatly aided by the museum archive team who located drawings of the gearbox assembly that were not known to exist.

**No 7 restoration** – work has started on the pipework to supply compressed air to the No 7 barring engines using the original overhead steam supply line and control valves. The temporary air pipes next to the flywheels will then be removed, returning the south side of No 7 at driving floor level back to its original 1928 layout.

## ***A new face on the KGES committee!***

Following on from her nomination and successful appointment in the recent KGES AGM process, I am sure you will all join me in offering Ellie Quick a warm welcome onto the KGES committee.

Each committee member contributes to the planning and operation of the museum and as Ellie is developing our collection care policy, she will also be providing additional input on how we manage and care for our collection of historic artefacts and documents. As a refreshments operative she will also be able to provide valuable input on this critically important part of our steaming weekends!

For further information on any of these items or on other things going on at Kempton please speak with your team leader, or see the minutes from the most recent KGES committee meeting located here: <http://www.kemptonsteam.org/kempton-great-engine-society-meeting-minutes/>