

had writing on) and the new touch pads ready to have the paper part glued in place are shown in photographs 1 and 2.

The keys were tightened at the balance and guide mortices by applying water soluble glue and levelled using paper washers.

The parchment hinges of hoppers 1, 3, 13, 27, 34, 39, 40, 60 and 73 had already been renewed but the workmanship was poor. The other hinges were original and .23 - .28 mm thick but many were weakened. The original parchment was from a written document. Nearly all the hinges were renewed.

The wear marks on the hoppers appear to be from pads 5 mm wide and new escapement pads of white leather 2.7 mm thick were made for the hammers and can be seen in photograph 3. The pads on the hoppers through which the tip of the wire spring passes were of modern blue felt before restoration and these were replaced with leather.

Before restoration the hammer coverings consisted of one thickness of brown leather neatly done probably by Morley, which can be seen in photograph 3.

When one thickness of leather 2.7 mm thick sold by Goddards, Tottenham Court Road, London as white doe was substituted on one hammer the sound was brighter and considerably louder. The increase in loudness was particularly noticeable in the treble. On trial the same leather was found suitable for the whole compass and was used throughout.

On removing the brown leather the hammers were found to be cut by a knife either side of the butt as though a previous covering had been cut away at the glued tip at each end of the leather strip. This suggests that the previous, probably original, covering was only glued near each end. Most of the hammers were completely free of remains of previous covering but traces were found on nos. 58, 60, 65, 66, 68 and 73. This leather is shown in photograph 3 on hammers 58 and 73, and is white. These traces are probably from the original coverings and were ~~not~~ left exposed with the brown leather coverings separating them from the