

*Yes for coverage
see note on plan.*

CAMPBELL-JOHNSON LIMITED

16 Bolton Street, London, W.1. GROsvenor 5511

On behalf of: Nuclear Power Plant Co. Ltd.

To: The Picture Editor

2nd October, 1958

(copies to News Editors, for information)

Dear Sir,

On Monday, October 6th, one of the largest loads ever to be transported by road in this country will leave Tipton, Staffs, for Bradwell-on-Sea, Essex.

The load consists of a large braced steel girder which will form part of the machinery for No. 1 reactor at the nuclear power station now under construction at Bradwell. The girder, which is 104 ft. long and weighs 106 tons, will be moved by a "train" consisting of two (and perhaps three) trailers and two Diamond-T tractors. One tractor will tow the "train" and the other will push.

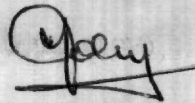
The girder is expected to take five days to make the 200 mile journey and will move at an approximate speed of 5 - 8 m.p.h. Special police arrangements are being made so that this movement causes the minimum obstruction to traffic.

Further information regarding the girder and its journey is contained in the attached Press Information Note.

Despite the most careful planning and reconnaissance it is, as you will appreciate, impossible to forecast where the girder will be at any given time. Negotiating difficult corners, rest for the crew, adjournments to allow traffic movement - all these and many others, are imponderable factors in an operation of this nature.

However, if you are interested in taking film or pictures of the girder en route to Bradwell (or of its off-loading by the Goliath crane at the power station site) would you please be good enough to let me know. Arrangements will then be made for you to be notified either by telephone or Telex as and when we receive progress reports and forecasts from our representative with the girder.

Yours faithfully,



John Foley

PRESS INFORMATION NOTE

BRADWELL NUCLEAR POWER STATION - MOVEMENT OF 104 ft. GIRDER

INTRODUCTION

1. This note covers the transport by road, of a large braced steel girder from the factory of J. S. Forster Limited, Tipton, Staffordshire, to the site of the nuclear power station at Bradwell-on-Sea, Essex.

DETAILS OF GIRDER

2. At the nuclear power station now being constructed at Bradwell by The Nuclear Power Plant Company Limited, each reactor building will house two machines (diagram available on request) for refuelling the reactors.

The girder being transported from Tipton to Bradwell will form part of the travelling gantry to carry the charge machine for No. 1 reactor. A second girder will follow at a later date.

| | |
|--------|--------------|
| Length | 104 ft. |
| Depth | 12 ft. |
| Width | 2 ft. 6 ins. |
| Weight | 106 tons |

The charge machines have been designed by Strachan and Henshaw Limited, of Bristol, a member company of the N.P.P.C. The fabrication of the girders was entrusted to J. S. Forster Ltd., Constructional Engineers, Tipton, on sub-contract from Strachan and Henshaw Limited. Robert Wynn & Sons Ltd. are responsible for the transport arrangements.

TRANSPORT ROUTE

3. The first girder is scheduled to leave Tipton on Monday, October 6th, arriving at Bradwell about five days later.

The anticipated route will be:-

Locarno Works, Powis Avenue, Tipton - B4163, B4517, A461 - Burnt Tree - A4123, A456 - Birmingham - A4167, B4127, A38, A4167, A47, A38, A4097, A452, A45 - Meriden-Coventry By-pass, Ryton Bridge, Ryton-on-Dunmore, Dunchurch, Willoughby, Braunston, Daventry By-pass, Weedon - A5 - Towcester, Old Stratford, Stony Stratford, Fenny Stratford, Hockliffe, Dunstable, Markyate, Redbourne, St. Albans - A6 - A405 - A1 - Barnet By-pass, North Mimms, South Mimms, New Southgate, Palmers Green - A1010 - B154 - A1010 - Ponders End - A110 - A11 - Woodford - A406 - A12 - Gantshill Cross - A12 - Newbury Park, Little Heath - A127 - Gallows Corner - A127 - B1011 - A129 - Wickford - A129 - The Broadway - B1012 - Cold Norton - B1010 - Steeple - B1021 - Queens Head, Bradwell - Down Hall, Nuclear Power Station Site.

Diversions may be made between Edmonton and Woodford along:-

- (a) A10 - Cheshunt, Hoddesdon - A414 - St. Margarets - A11 Sawbridgeworth - A414 - Hatfield Heath - B184 - Fyfield - A122 - North Weald - A11 - Epping - A406
- or (b) A406 - A1010 - Edmonton, Tottenham - A10 - A503 - Broad Lane - A406 - Southend Road.

GENERAL FEATURES OF THE CHARGE MACHINE

4. The charge machine refuels the reactor while it is on load and also carries out servicing operations involving various active components used in the reactor. To protect personnel from radiation given out by the fuel and components, the machine is heavily shielded and its operations over the reactor are controlled remotely from a control room overlooking the pile cap. Each charge machine is carried on a structural steel travelling gantry (104 ft. long) spanning the reactor pile cap, and the combination of gantry travel and machine traverse enables the machine to be positioned over any of the standpipes giving access to the reactor, and also over any of the various storage holes around the reactor. Each complete machine weighs 400 tons and traverses on four two-wheel bogies; the gantry has a weight of 350 tons and travels on eight two-wheel bogies. The traverse and travel motions are controlled locally on the pile cap.

Strachan and Henshaw Limited, the designers and manufacturers of the machine, are well-known in the field of mechanical handling. They supplied the whole of the fuel handling equipment for the four reactors at Calder Hall nuclear stations and again for Chapelcross.

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2 Pope. 2 - Ireland side.

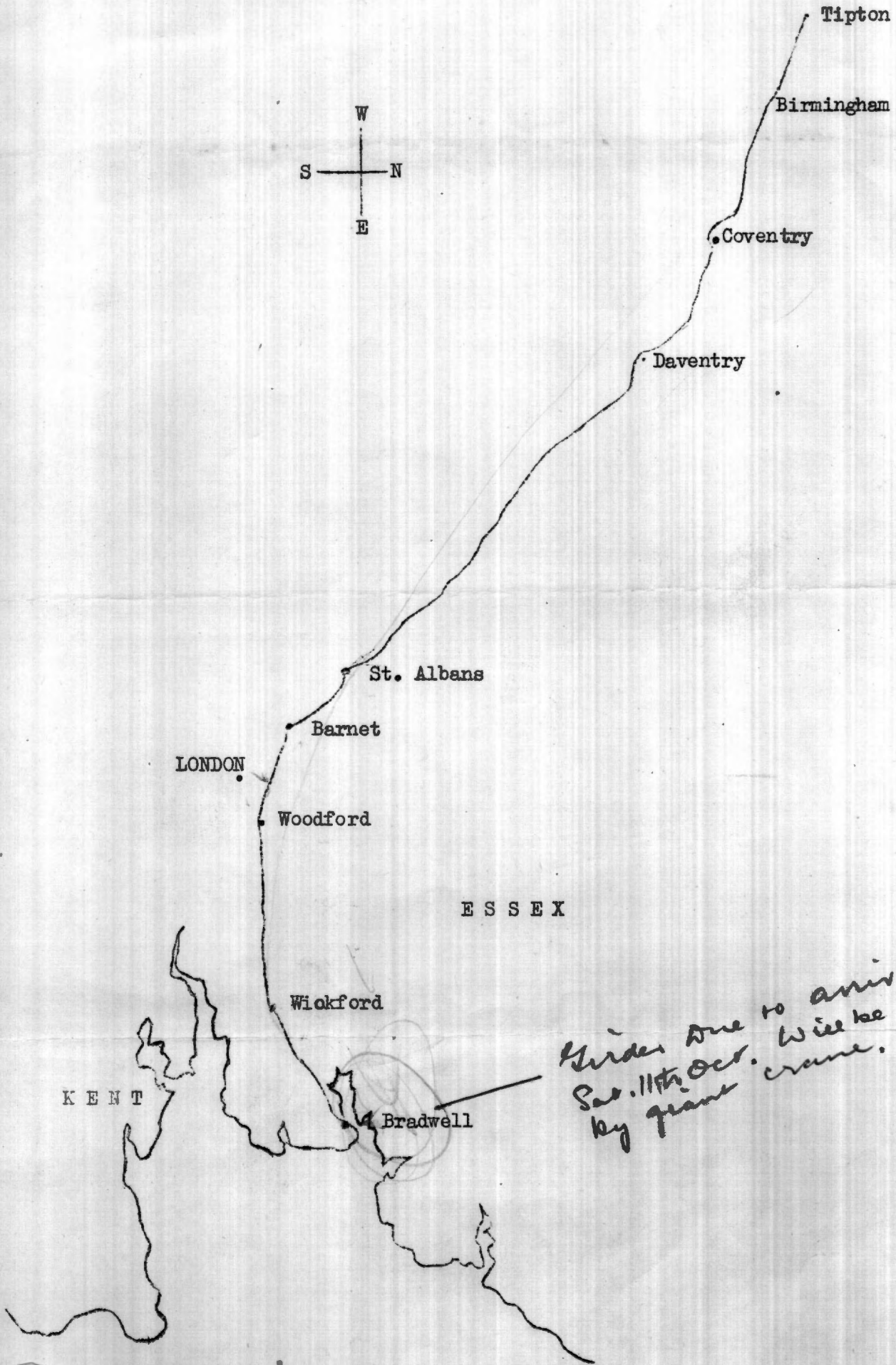
meas.

250

8

£80

SKETCH MAP SHOWING ROUTE TO BE TAKEN BY THE GIRDER



Girder due to arrive Bradwell
Sat. 11th Oct. Will be lifted
by crane.