



The Fulbourne Road factory specialised in custom made transformers and tap changers for customers all over the world.

PRODUCT

There were a couple of ranges which we did make a lot of and they tended to go to areas in the east of England which were the smaller ones we produced. The medium range went anywhere in the country really and then we did a range of very big ones which tended to be of a standard design which went out to the National Grid.

Michael Lewis. Born 1940, at HSPT 1963 – 2003

Two milestones stand out. The company designed and built the 400kV transformers for CERN in Switzerland, the European Laboratory for Particle Physics, recently in the news for trying to recreate a miniature 'Big Bang'. In 1961 the Company set the record for building the largest rectifier transformer ever to be built in the world. It forms part of the cross-channel electricity link between England and France.

Maurice Woollard was the Chief Designer on both projects:

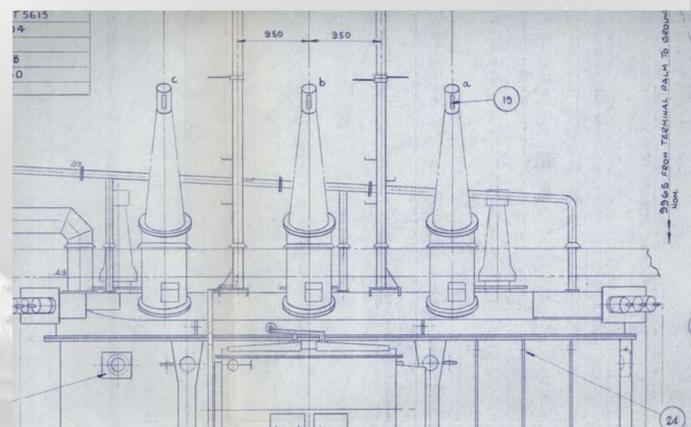
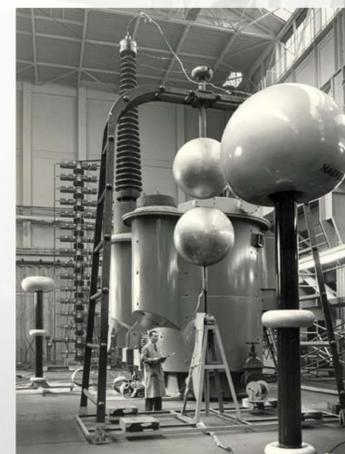
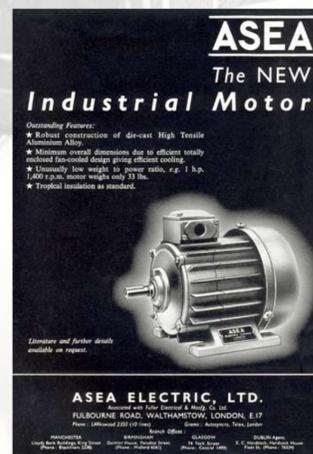
Exceptionally large generator transformers had been made by other companies for some time. Each of those, with the exception of English Electric, had a failure of their prototype. And so the company decided to make one and see if they could break into this large generator transformer market. I engineered the first one; and it went through tests successfully, which was quite an achievement and gave me great satisfaction.

Maurice Woollard. Born 1922, at HSPT 1936-1985

These achievements depended on all departments working together successfully – Research & Development, Design, the Drawing Office, the Works and the Sales Office. Products were subjected to extensive testing.

If one of the inspectors had found out a major problem or suspected there could be a problem, you'd have to find out 'has the operator interpreted the drawings wrong?' or 'has the design department got the information across to the guy that was making it correctly?', 'was the material suspect?'

Barry Mingay. Born 1944, at HSPT 1959-2003



transformer design plan



The testing they gave them, very savage tests. When they went into voltage tests they gave them 110 percent over and that used to make them scream, you know. But once they'd gone through our tests, a transformer in service is just ticking over.

Albert Bale. Born 1913, at HSPT 1965-2000

When the job went out eventually everyone was proud – half of Walthamstow stopped when they were taking a big job out up Fulbourne Road, round Wood Street. They would be travelling at probably something like two hundred and fifty, three hundred tonnes – quite a size, quite spectacular. And it was only a part of it being dispatched – you don't see the whole assembly.

Barry Mingay. Born 1944, at HSPT 1959-2003

There was even a railway line facility at the back, on the Chingford line; but it was never used to transport transformers; except on one occasion. We had a transformer order for Rye House [power station near Broxbourne], and it was 60MVA transformers; but the weight of the transformer, plus the weight of the road transporter, was too much. So I got the job of negotiating with British Rail; and they came along, with their drawings and so forth, and we got it – we got the transformers into the site by rail.

Maurice Woollard. Born 1922, at HSPT 1936-1985