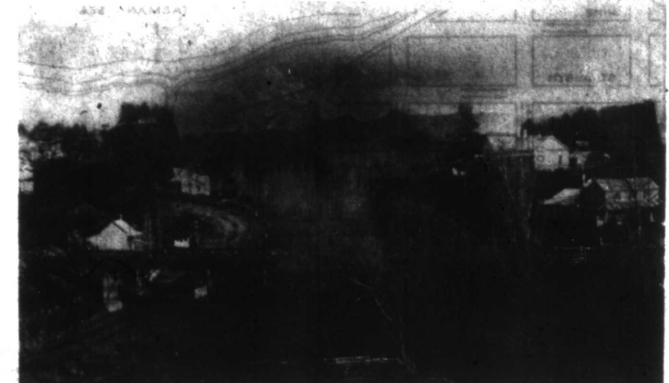


Vital part of plan

New Plymouth's Carrington St viaduct and the Devon St Mall are vital features in a long term plan to create and protect a tourist and prosperous city centre, says the Mayor, Mr D. V. Sutherland.

He says the three vital aspects of the city's transportation plan, adopted by the city council in 1966, are: the additional outlet to the north, by joining the Fitzroy battlement and providing for greater capacity traffic flow over the Hikutakaho River; the duplication of the one-way pair to the south of Devon St; the link from St Andrew St to Halseworth St through the existing railway yards and goods shed.

"Since 1960 there has been a continuing programme by the city council and roads board in formulating the plan. Progress has been slow but constant and is of course



Little ceremony to open viaduct

New Plymouth's Carrington St viaduct will be officially opened by the Mayor, Mr D. V. Sutherland, at 10.30 a.m. tomorrow.

Traffic will then be allowed to cross the viaduct for the first time, in a westerly direction only, until 12.30 p.m. when it will be closed until the one-way pair comes into operation on Monday.

The city council's works and traffic committee chairman, Mr L. W. Pearson, says the opening ceremony at the viaduct's Leach St end will not be elaborate.

"We did not intend to spend a lot of money on the opening," he says.

The Mayor, Mr D. V.

Sutherland, will perform the opening by giving a short address, unveiling a plaque and cutting a ribbon. The event will be preceded by speeches from New Plymouth's MP, Mr A.P.D. Friedlander, the

District Commissioner of Works with the N.P.W.D. in Wangamui, Mr E. S. Charrot, and a representative of Riddick Bros and Still Ltd, who will speak on behalf of all contractors and sub-contractors.

No special name has been given to the viaduct. Mr Pearson said talk of calling it the Centennial Viaduct proved out.

The opening this year — during the centennial of New Plymouth's status as a borough — is coincidental. The contractors completed the viaduct about three months ahead of schedule.

Refreshments will be available in the council's staff canteen, which is part of the Leard St Municipal offices.

Herald special feature



New Plymouth's new viaduct, spanning Carrington St and the Hikutakaho Stream.

Vivian St upgrading

Reconstruction of Vivian St, between Ross and Brougham Sts, New Plymouth will be a top priority for the city council's engineers during the next few months.

The National Roads Board this month approved a subsidy of \$15,000 for the work to create the roadway to widened and reshaped this amount for higher volume of traffic generated on an Vivian St by the one-way pair.

The council's share of the cost is \$6000.

The work will let the council meet an obligation

to the vestry of St Mary's Church which is worried that vibration caused by traffic using the existing narrow surface might damage the church.

Most of Vivian St and all of Leach St will need to be reconstructed eventually.

In 1968 the council asked the church to withdraw the request to reconstruct the roadway to its absolute minimum.

The work was to have been done next year before the one-way system came into use. Completion of the viaduct will ahead of schedule — complete the council to seek an advance on the subsidy.

DOREL COATINGS

DIVISION OF DOREL INDUSTRIES LTD.
BROADWAY STRATFORD PHONE 7682

Sole Applicators of:
"MARBLECRETE" AGGREGATED FINISH

This finish was used on the sides of the Vivian Street Viaduct.
It's our job to make all structures more appealing to the community and their environment.

Approved Applicators for:
ELASTGARD INDUSTRIAL COATINGS
WINNOCOTE COATINGS, commercial or residential.
TEXTURE CEILING WALL
WATER PROOFING
SPRAY PAINTING

CRANE for HIRE

When heavy lifting is required on a construction site like the Vivian Street Viaduct project there's always a ROEBUCK CRANE FOR HIRE to do the job.

ROEBUCK 18 ton Hydraulic Telescopic Jib 600.
GALLEN 10 ton Hydraulic Telescopic Jib 370.
COLES VICTOR 10 ton Flood Jib 950, plus 100, Fly
COLES 1200 10 ton Hydraulic Telescopic Jib 600, plus 100, Fly
COLES 1200 12 ton Hydraulic Telescopic Jib 600, plus 100, Fly
FREEMAN 20 ton Flood Jib 1000, plus 100, Fly

Also available for hire: 14 Forklifts, Concrete Pump, Compressors, Concrete Cutting Equipment and a range of other Plant for Hire.

CALL US AT

ROEBUCK CONSTRUCTION LIMITED

ROEBUCK HOUSE, POWDERHAM ST. PHONE 75569 N.P.

ANOTHER BRIDGE

to join a long list built over the years by RIDDICK BROS & STILL LTD.

Many areas of Taranaki's building expansion bear the mark of Riddick Bros & Still Ltd, Industrial buildings, commercial premises, civil engineering projects, property development — and bridges.

The Vivian Street viaduct provides an important link in the east/west flow of traffic, and joins a long list of bridges built by this company.

- JULIET ST. BRIDGE, STRATFORD, 1955
- RAPAHUI BRIDGE, 1954
- HUATOKI BRIDGE, Parongu St., N.P., 1958
- MANGAORAKA BRIDGE, 1958
- KIRI STREAM BRIDGE, 1959
- WAIWAKA TERRACE BRIDGE, 1960
- LEPPERTON OVERBRIDGE, 1961
- TE HENUI CULVERT MOTORWAY, 1964
- TE HENUI BRIDGE, Devon St., 1966
- WAIPOHONA OVERBRIDGE, 1968
- HUATOKI CULVERT, Devon St., 1973
- MILL ROAD BRIDGE, 1973

Another successful project by —

RIDDICK BROS & STILL LTD.

Building Contractors

BORRELL AVENUE, NEW PLYMOUTH. Ph. 36043.

GUNAC

NEW PLYMOUTH LTD.

Borell Ave
Specialist Applicators and Waterproofing contractors.

WE APPLIED FORMROK EPOXY RESIN TO THE STAIRS AND LANDINGS ON THE VIADUCT.

Other products:

- Gunac Waterproof Treatment
- Fortex Spray Textures
- Polyphosphate Jointing
- Formover Resin
- Epoxy Mortars

PHONE TODAY 34665 N.P.

We're delighted...

And we're a little proud too. That's because the designers of the new Vivian Street Viaduct, Thomson, Buchanan and Chong, chose us to supply all the precast and post-tensioned concrete to the contractors, Riddick Bros and Still Ltd.

Congratulations to the city. And thanks. We're delighted to have you run over us.

...to have you run over us!

STRESSED PRODUCTS LTD
STRATFORD
Member of the Stronach Group

Now available: A modern overseas-proven technique for the colouring of architecturally-accepted anodised aluminium surfaces!

ANOLOK by Alcan!

Alcan ANOLOK is available in a selection of long-life, light-fast inorganic colours.

1. The Alcan ANOLOK process begins with the clear anodising of an appropriate aluminium alloy in a sulphuric acid electrolyte. The clear anodic layer formed exhibits the porous structure.
2. The material is sealed in boiling de-ionised water or steam, which closes off the pores in the anodic film and permanently seals in the colour particles.
3. Further electrolytic treatment results in the deposition of stable metal oxide colour particles at the base of the pores. The clear anodic layer formed exhibits the porous structure.
4. Colour durability is ensured firstly because light-fast inorganic metallic colour particles are used and secondly because they are concentrated at the base of the anodic film and removed from the effects of service wear and abrasion.

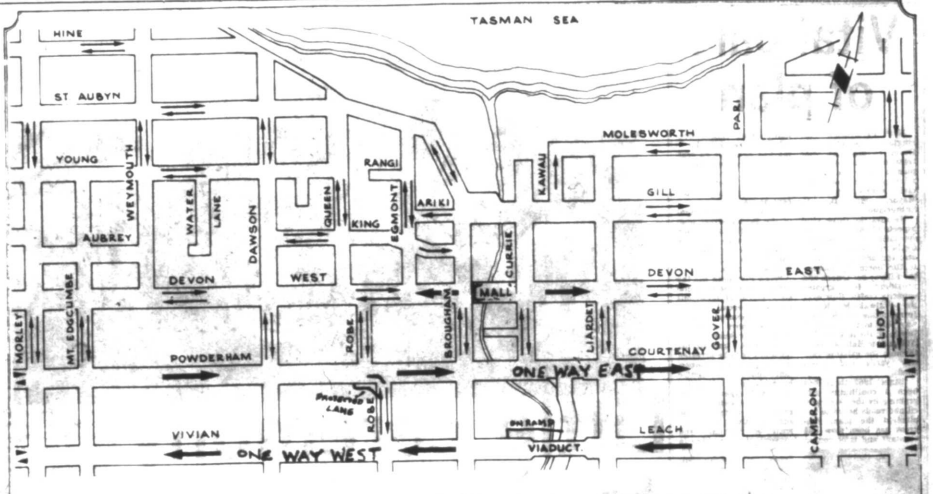
ALCAN Aluminium-Once and for all!

ALCAN

ALCAN NEW ZEALAND LIMITED.

For full technical information, contact your nearest Alcan Sales Office.

Auckland: C.P.O. Box 406 Ph POP 83-009 - Wellington: Box 10047 Ph 726-350 - Christchurch: Box 443 Ph 63-990



Use plan to save confusion

The one-way street plan to be introduced on Monday has been described as the most important development in New Plymouth's street system since the Wanganui and Haurangi rivers were bridged last century.

The opening date allows the public plenty of time to get used to the system before the summer holidays.

Leach St - Vivian St will be one-way for west-bound traffic only, and Powderham St - Courtenay St one-way for east-bound vehicles.

The one-way streets will have preference over all intersecting streets except Elford St, parts of State Highway 3 and Morley St, which form the boundary.

Introduction of the one-way pair was scheduled for last Monday had installation of dock joints, handrails and footpaths on the Carrington St viaduct, and completion of the viaduct's concrete work - longer than the operation, where the lights should be installed.

Laird St-Leach St is considered the most likely intersection for the lights because of the high number of motorists going to and from the Post Office and city council offices.

Underground cables necessary for traffic lights at this intersection were installed during the viaduct's construction.

Newspapers testing will be conducted by about 100 signposts (costing about \$100,000).

Because the one-way pair is only part of the city's full transportation plan, the pair system will not function at its best until the

new northern outlet is formed from Watwaka Tce (which is an extension of Leach St) to the replacement bridge over the Wanganui River.

Deputy city engineer Mr. Jack Kettlewell says the new outlet route should be started in six to seven years. It is included in the current three-year roading programme to 1978-81.

The city council's engineers warn that the one-way system will have a few shortcomings - until the Carrington St signposts are installed.

All traffic leaving the city and most coming into it will have no problem.

But motorists coming in to the central business area from the southeast should check with the plan to avoid confusion until they are familiar with the system.

West-bound motorists must use the Carrington St-Powderham St intersection to get into Currie St. Vivian St motorists cannot use Leach St to get into Powderham St as there is still a protected lane in the Leach St-Powderham St corner.

Because these links will be closed, Carrington St will initially be overloaded with central-bound traffic. The council does not have the money to upgrade the street.

The protected lane, 4m wide, could be formed with 100m of concrete, but it could not be used by articulated or tanker vehicles. A strip more than 4m wide would involve chipping off the corner of a concrete curb part adjoining the police station.

The 4m wide lane will be afforded, Carrington St will initially be overloaded with central-bound traffic. The council does not have the money to upgrade the street.

But motorists coming in to the central business area from the southeast should check with the plan to avoid confusion until they are familiar with the system.

West-bound motorists must use the Carrington St-Powderham St intersection to get into Currie St. Vivian St motorists cannot use Leach St to get into Powderham St as there is still a protected lane in the Leach St-Powderham St corner.

Because these links will be closed, Carrington St will initially be overloaded with central-bound traffic. The council does not have the money to upgrade the street.

The protected lane, 4m wide, could be formed with 100m of concrete, but it could not be used by articulated or tanker vehicles. A strip more than 4m wide would involve chipping off the corner of a concrete curb part adjoining the police station.

The 4m wide lane will be afforded, Carrington St will initially be overloaded with central-bound traffic. The council does not have the money to upgrade the street.

parking spaces to be established, mainly on the section of Courtenay St between Laird St and Currie St.

The bus stop at the Devon St corner will be moved inland one block.

Conversion of Powderham St-Courtenay St to one-way allows 20 new

pair because of the gradients and because the St Aubyn St-Gill St route is more convenient.

A campaign to educate drivers in use of the new system was started by the city council early this month, with the erection of

City Engineer's Department

THE ONE WAY PAIR - MONDAY

THINK!

BE POSITIVE - PLAN YOUR COURSE

But if you do muff it pull quietly to the side of the road and turn back when clear

THINK!

And by the way - those FREE MAPS are still available from

POWDERHAM PETROL STATION LTD.

Trains beat cars by 25 years

Railway locomotives steamed over Carrington St about 25 years before New Plymouth saw its first motor car.

From about 1875 to 1907 New Plymouth's railway ran through the middle of town, ending in the Huatoki River, passing over Devon St about where Newlyn King's Devon St Mall retail store now stands and crossed the street and Carrington St over a wooden bridge. The line just past the Laird St city council offices.

The railway continued along Leach St and Watwaka Tce.

The present line from just before Chalmers St to link with Watwaka Tce is the continuation of the original railway.

In 1907, the line was diverted from the town centre to its present route through the cuttings in Buller St and Molesworth St.

Podiatrists, of course, are not affected by the change.

Congratulations

to the New Plymouth City Council on the opening of the VIADUCT BRIDGE and for having adopted a new concept - ALUMINIUM EXTRUSION for the

HAND RAILING

The successful execution for the hand railing work demanded a large degree of accuracy in the cutting, punching and drilling of the various component parts.

We have the toolmaking facilities for die fabrication, power presses for the blanking and punching of holes and other ancillary equipment for cutting, drilling and tapping to the highest standard.

Illustrated on right is our 40 ton mechanical power press, used for blanking holes and slotted pressing (slat forming).

We welcome enquiries for the cutting, folding or punching of component parts up to 3/16" thick steel plate.

Walk both ways

New Plymouth's change to a new street system has caused numerous comments - "It's the time we've waited for" said the city engineer's department in the "70th Anniversary" special applied to pedestrians.

Podiatrists, of course, are not affected by the change.

B & W BURRELL & WOOD LTD.

483a Devon St. East, Strandon, New Plymouth. Phone 80469.

Grew with New Plymouth and helped it to grow



Carrington St viaduct builders, Riddick Bros and Still Ltd, have expanded with New Plymouth.

The company was formed in 1947 by two young carpenters who had just completed their time. Messrs Ray and Ted Riddick. They were joined later by a close friend, Mr Wilson Still.

The business climate was not easy in 1947, but hard work and good planning turned the company into a major building concern.

In the company's first year it built up assets of about \$1200.

The company graduated from housing contracts to commercial building of many types - bridges, of floors, shops, hotels, swimming pools and factories, - and staff numbers in several rapidly.

The firm also pioneered building techniques in Taranaki including the lift-slab method used in the Taimanui Hotel, New Plymouth, and the use of prestressed concrete beams in the Taranaki bridge north of Taranaki.

Riddick Bros and Still have been involved in building almost all the large industrial projects at Parahi Rd, Bell Block, and has a direct interest in the container industry.

Building projects undertaken by the company have included the 156ft bridge over the Heintz River in Waikawa Tce (540 cu yds concrete and 54 tons of reinforcing steel); the Heintz bridge in Devon St East completed in 1968; the Lepperton over-bridge, and

the Waikawa over-bridge on the Lepperton Inglewood highway (260ft long, 30 ft wide, 620 cu yds concrete and 85 tons of steel).

In 1968, the company's 21st anniversary, the firm opened a new office block for itself in Berrill Ave, New Plymouth. The building occupies 7000 sq ft.

Other major company contracts included: E.C.C. Transformers and Controls Ltd, NRM Foods Ltd, CAN ZAC factory, McKechnie's

office block and cafeteria at Bell Block, Taranaki Newspapers Ltd building, The Kawarau swimming pool, the city council's water treatment plant, New Plymouth Club in Gill St, Duncan and Davies Ltd's Stratton complex, Tolley Industries extension, Johnson Motors Ltd's showrooms, Commercial Bank of Australia Ltd's new premises, Salvation Army canteen, Fletcher Steel's Bell Block premises, and many Iron Watkins Dow Ltd contracts.

HUME INDUSTRIES
CONGRATULATE NEW PLYMOUTH
ON THE NEW VIADUCT

Humes are proud that their pin crib walling and BG Turf Slabs were used on this impressive project.

And Humes remind you they make V Blocks and Paving Slabs for the home gardener.

Hume Industries
 Rimu Street New Plymouth Phone 84-335

THOMSON BUCHAN & CHONG
 CONSULTING ENGINEERS | ARCHITECTS
 NATIONAL INSURANCE BUILDING
 MCGOUGHAN STREET
 NEW PLYMOUTH, N.Z.
 TELEPHONE 79-179, P.O. BOX 195

Lower Vivian St and Carrington St - site of the new viaduct - as it appeared about 1874.

Viaduct no place for speedsters

New Plymouth's speedsters better not turn the corner of Leach St-Vivian St across the viaduct, into a "danger zone".

The Ministry of Transport will be watching.

A ministry spokesman said as many traffic officers as possible would patrol the one-way pair on its first day to avoid delays and set out any confusion.

It was possible the viaduct could attract speedsters, but anyone "motor-ing" through the Leach St-Leached St intersection could risk colliding with Edward St traffic.

The spokesman said if speed was going to be a problem it was unlikely to happen before people were familiar with the viaduct.

Herald special feature

The HAND RAILS for the stairs on the Viaduct were a skilled job proudly undertaken by us.

If you need New Zealand ORIGINAL and LIGHT STRUCTURAL ENGINEERING and PLANT MAINTENANCE, then you need...

ROSS BRODIE
 Berrill Ave., New Plymouth, Phone 52741 N.P., After hours 72223 N.P.

Congratulations to the New Plymouth City Council on the opening of the VIADUCT for which we are proudly associated in supplying all the READYMIX CONCRETE

FIRTH INDUSTRIES LIMITED
 Cor. Devon & Kaitere Roads, New Plymouth and Broadway, Stratford.
 Phone 22627, N.P. or 6822 Stratford.

INGLEWOOD MOTORS

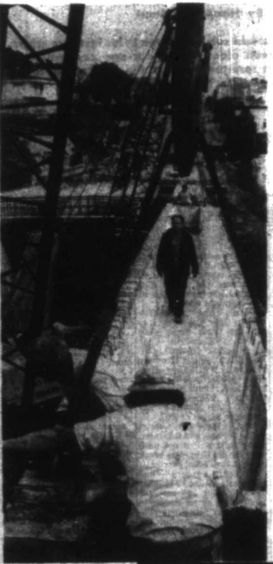
We carried the beams for the Vivian Street Viaduct

We have over 20 trucks and will undertake all types of haulage and heavy haulage. We specialise in awkward and heavy loads.

(As illustrated) carrying the "Tanganzi" 17' beam Crane Segment to New Plymouth.

For all types of heavy carrying contact:

INGLEWOOD MOTORS
 Carrington St, Inglewood Phone 844



Mr P. Dix (foreman, center) became the first person to cross New Plymouth's new viaduct, when the first of four prestressed concrete beams was positioned on June 16 this year, linking Leach St and Vivian st, the latest in a great number of Riddick Bros and Still projects.

13 firms involved in project

Contractors and subcontractors for the Carrington St viaduct included: Riddick Bros and Still Ltd; Thomson, Buchan and Chong (consulting engineers); A. J. Cowley Ltd; Streemed Products; Stratford Asphaltic Construction (sealing of bridge); Ross Brodie (rails for stairs); Esher Bros (specialist finishing work on stairs); Hume Industries Ltd (crib walling); Repco Glacier Bearings NZ Ltd. (abutment bearings); Burrell and Wood (main bridge hand railing); Alkazi N.Z. Ltd. (extrusions for hand railings); Hume Industries, exposed aggregate. Fifth Concrete.

Mix with care

The ingredients for New Plymouth's sturdy Carrington Street viaduct are: 400 cu yd of concrete, add 80 tonnes of reinforcing steel and 20 pre-stressed beams ranging from 17.5m to 22m long and weighing from 35

The Vivian/Leach St Viaduct moves!

Thanks to Repco Glacier structural bearings.

Movement must be allowed for in bridges to avoid damaging stress and strain.

In the Vivian/Leach St Viaduct, Repco Glacier structural bearings have been installed for this purpose. This attractive New Plymouth bridge construction is the latest use of the Repco Glacier structural bearings range in a story of success that stretches across the world from Scandinavia to Australasia.

In New Zealand the success continues.

The giant new NAC hangar to be erected at Christchurch will have Glacier structural Bearings, so will the Auckland University School of Architecture (and they should know).

The Shell BP Todd/Osuni Production will be equipped with saddle support bearings.

The Hurly Power Station support bearings for pressure heaters.

The new road Bridge at Mangere in Auckland - Wallwright Honsal expansion joints to allow for linear movement in heavy density traffic.

The viaduct at Taranaki is finished. A boon to all. Repco Glacier are pleased and proud to have played a major part. Now to the next job...

REPCO
 GLACIER BEARINGS HONSAL

Repco Glacier Bearings (NZ) Ltd
 Carbine Road, Mt Wellington, Auckland
 P.O. Box 22-177, Auckland

We capped off the viaduct with a fine asphaltic surface

- BITUMEN SEALING
- ASPHALT PAVING
- METALLING & ROAD CONSTRUCTION
- SUBDIVISION ROADING WORK
- EQUIPMENT FOR HIRE
- PRIVATE DRIVEWAYS
- YARD AREAS
- CONCRETE KERBING
- CONCRETE FOOTPATHS
- SUCTION FOOTPATHS

Mix with care

The ingredients for New Plymouth's sturdy Carrington Street viaduct are: 400 cu yd of concrete, add 80 tonnes of reinforcing steel and 20 pre-stressed beams ranging from 17.5m to 22m long and weighing from 35

ASPHALTIC construction

OPERATING THROUGHOUT TARANAKI, WANGANUI AND THE KING COUNTRY

Incorporating **A. J. SCOTT LTD.**