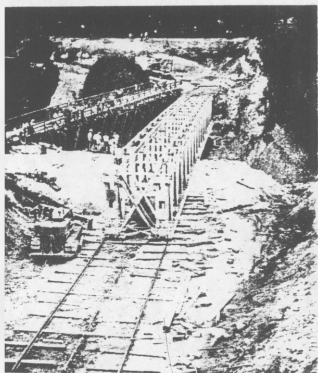
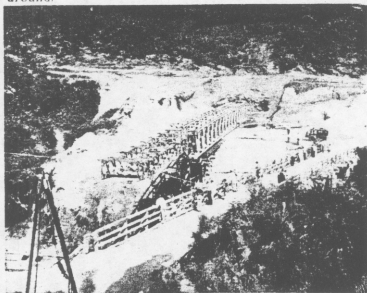


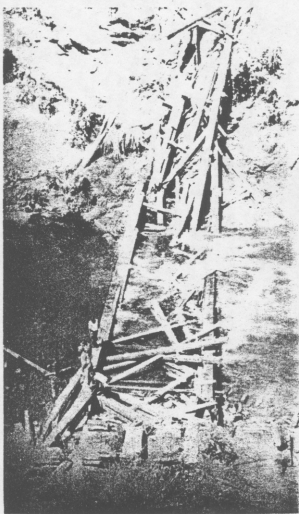
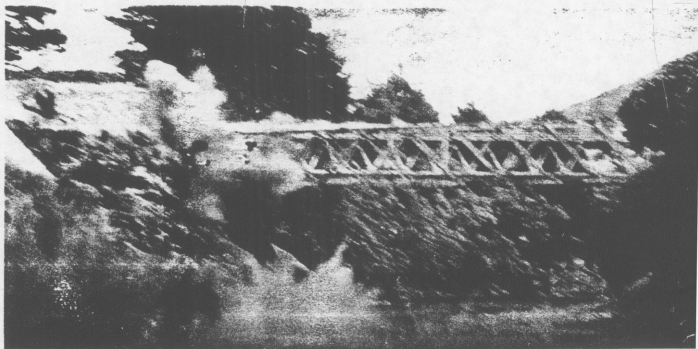
Kuripapango



↑ The one-time coaching station of Kuripapango on the Napier-Taihape Road made local headlines recently. The 60-year-old kauri bridge across the Ngaruroro there was replaced by a super-duper meccano structure - a Callender-Hamilton bridge, designed by New Zealander A. M. Hamilton and built in knock-down form by the British firm of Callender. ↑ The official opening was performed by Miss Rose McDonald, daughter of the original Kuripapango Hotel owner who has, herself, farmed the adjoining river flats for many years. The farm nestles between steep hills right at the foot of the ranges - the only one for miles around.

↑ The bridge was constructed on land then nosed out over the river with a light Bailey Bridge outrigger and a weighted tail. The view from behind. → Supported by a line round trees on the H.B. side the new bridge approaches the bank.

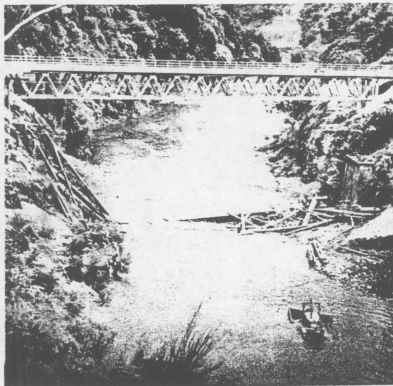




↑ Demolition of the old bridge followed swiftly. The photographer took this shot up river as the shock-waves reached him with obvious effect . . .

← . . . And the gallant old kauri bridge, which had laboured for several years under a traffic weight-restriction, subsided into the unpreceivable river it had spanned for so long.

↓ The new Kuripapango Bridge stands triumphant and alone.





Started last October and held up by bad December weather, the bridge was nevertheless opened on January 12th. There were seldom more than 14 men on the job.

← Most of the gang who saw it through. Back row: Barry Johnson. Middle row: Jim Franklin, Ray Hildred, Adam Kawhi, Sid Drinkrow, "Nugget" Carrol, Ernie Perkins, Jim Williams and "Doc" Haskell, District Commissioner of Works. Front row: Bert Francis, Ron Scorringe, Paddy Walsh and George Appleby.

Ministry of Works Photos

The new Callender-Hamilton span is 160 feet long and weighs 58 tons. The unusual technique dreamed up by the engineers to save costly scaffolding in the 75 feet gorge, worked like a charm. Assembled on well greased rails, the bridge was eased across the river a foot at a time. The operation began at 7 a.m. By lunchtime the Bailey outrigger was resting on the opposite bank and the worst was over. District Engineer, D.O. Haskell, in charge of the project, breathed more freely. An asset of this type of bridge is its ability to be easily dismantled and used elsewhere if, or when, the Napier-Taihape Road is shifted. At present the motorist crosses the bridge and immediately starts the tortuous ascent of "Gentle Annie" to the heights of Ngamatea Station.

➤ As soon as the span was in place, the gang started laying the decking and constructing the approaches.

▼ Some of the official party after the opening ceremony.

