

## G.P.O. Tower Has Now Reached Its Full Height of 620ft

THE LAST FEW FEET—composed of a tubular steel lattice tower—of the Post Office tower in London were completed recently, bringing the final height of the structure to 620ft. The 40ft high lattice tower, which will support radar and meteorological equipment, was erected using derrick poles since the tower crane had been dismantled to accommodate it. Something of an enigma amongst London's modest skyline, the tower is soon to be officially opened, when advantage can be taken of the revolving restaurant it incorporates, providing an unequalled view of the city.

The tower has been built for the Ministry of Public Building and Works by Peter



Raising a section of the steel tower by derrick pole at the top of London's Post Office tower.

Lind & Co. Ltd. The tubular steel tower was supplied by Tubewrights Ltd. of Liverpool.

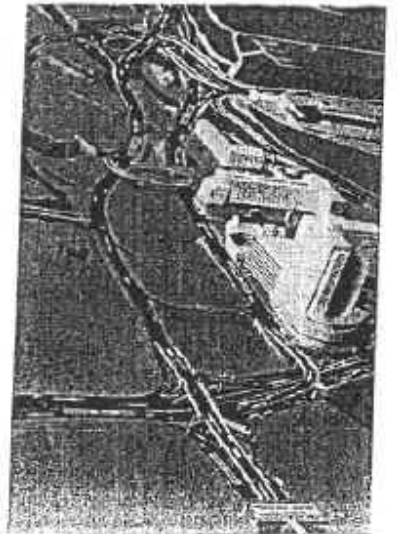
## New Bridge over Parramatta in Australia

A CONTRACT for a five span bridge over the Parramatta River at Camellia, Sydney has been awarded by the Department of Main Roads, N.S.W., to Reed and Munn and Stuart Bros. Pty. Ltd., a subsidiary company of Reed and Mallik of Salisbury.

The bridge, having six traffic lanes made from prestressed concrete, will be 1,100ft long and 90ft wide. Abutment piers for the bridge, cast in-situ, will be founded on piles and will be spanned by precast concrete girders to carry the roadway. The tender value of the bridge is approximately £A.255,000 and work, it is hoped will commence shortly, is expected to take 18 months to complete.

## Hong Kong Road Complex

HONG KONG, with one of the world's highest traffic densities, is having to resort to palliatives as extreme as any in Europe to keep traffic moving. The photograph below shows a model of a scheme known as the "Garden Road Complex", of which details have recently been announced. It is to be the most comprehensive road system ever built by the Hong Kong Government and forms part of an overall plan for long-term redevelopment of the Central District of Victoria City. The scheme, which seven flyovers are included, will be implemented in five stages over the next six years, at an estimated cost of £750,000. Ramp approaches and piers will be of reinforced concrete and the bridge spans of prestressed and precast reinforced concrete.



Model of part of the Hong Kong "Garden Road Complex".

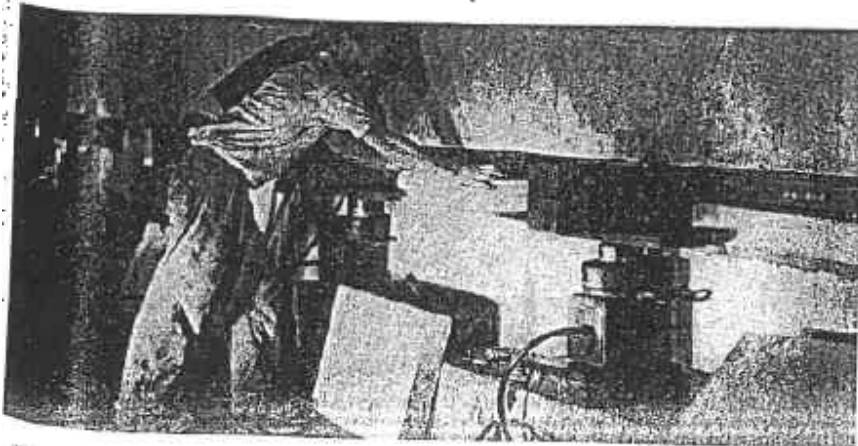
## Reducing Noise at the Barbican

AN INTERESTING OPERATION is being carried out at the Barbican. Beneath the cross beams which will carry the precast units of the railway deck of the realigned Circle Line, Metropolitan Line and Widened Lines under the new Barbican Redevelopment, large rubber blocks are being placed in an attempt to reduce noise vibration which could otherwise cause us annoyance to those living above. During the original construction of the Barbican, temporary concrete blocks were inserted beneath the cross beams and these have now to be removed and replaced by the specially designed rubber blocks. Twelve concrete blocks are replaced during each cycle of the operation, which involves the

jacking up of the main beam and the 24 two-ton precast units which rest upon it.

One hydraulic hand pump is connected to all twelve of the jacks, placed at intervals along the main beam, six on either side. During the lifting operation each jack registers approximately 24 tons pressure. When sufficient clearance has been obtained by jacking, the concrete blocks are knocked away and replaced by the rubber blocks.

In all, 600 rubber blocks are being placed by this method, which involves repeating the jacking operations about 60 times. The main contractors to the London Transport Board are Higgs and Hill Ltd., Crow Works, South Lambeth Road, London S.W.8.



The noise-reducing rubber blocks replace temporary concrete blocks at the Barbican site.