



FIGURE 7.11: At the left of photo is a row of posts which were the left side of the input chute structure. I'm squatting next to a post stump from the right side and there's another post near me. Photo by Brian Fox, 2015.



FIGURE 7.12: Looking at the input chute from the right side. The timber board (red arrows) was probably part of the floor of the chute. The chunks of chert would have tumbled down the chute into the crusher. (Oct. 2014)

### 1. Rock crusher and bins

A concrete structure, which housed the Jaques rock crusher, can still be seen from the Highway. It's 8.7m (28ft 6in) long, 3.36m (11ft 3in) wide and about 2.5m (8ft 2in) high (Figures 7.15 to 7.18). The base of it has two timber beams, 27cm x 29cm x 2.6m (10½in x 11½in x 8ft 6in), parallel to the longest dimension (Figures 7.13, 7.16). The ends of the beams are secured to the concrete floor with two bolts. The crusher was probably bolted to these beams with another four bolts, three of which are still in the timbers. Between the beams are two steel plates, one appears to be vertical, the second at an angle (Figures 7.13, 7.16). The crushed chert fell between these plates through a chute (Figure 7.14) on to a conveyor belt and rollers which took it to a rotary metal screen for sizing and sorting into the relevant bins. The metal was crushed into gauges of 2½in, 1½in and ¾in. The bin structure was divided into four compartments and could hold 150 tons.

On the western side of the crusher was the chute, part of which was still there in 2015 (Figures 7.11, 7.12). Four timber posts, 15cm x 15cm (6in x 6in), are still in position. They supported a roof over the chute. (See Figure 3.7 on p60.) The bottom of the chute was lined with timber planks, some of which are still there.

Nothing remains of the massive bin structure which would have stood where the down slow lane is today. I think that the structure was over 9m (30ft) high beside the road. From the photos I estimate that the main support poles were 38cm-45cm (15in-18in) diameter. The intermediate vertical timbers about 20cm x 5cm (8in x 2in) and the floor and sides of the bins 13cm x 5cm (5in x 2in). The side has 30 pieces of timber, if they were 13cm (5in) then that makes the outer depth of the bins 3.8m (12ft 6in) and the inner depth about 1.22m (4ft).

Looking at Figure 7.19 (p156), the bin structure seems to be as wide as the length of the Sentinel waggon. Therefore about 6.8m (22ft 3in). (The Super Sentinel waggon was 22ft 3in long.) A 19-rung ladder can be seen beside the bins in the photo. Above this are timber steps on the hillside. Above those, and



FIGURE 7.13: The two timber beams would have supported the crusher — see the bolts that secured the machine. The crushed stone fell between the steel plates through the angled steel chute onto the conveyor belt. Photo by Brian Fox, 2015.



FIGURE 7.14: Close-up view of the chute from below. Photo by Brian Fox, 2015.



The two photos above and the one at bottom left show the concrete structure that housed the Jaques rock crusher.  
 Top left — FIGURE 7.15: Looking down and east, from above. Note the concrete base for the motor in the right corner. (See photo at bottom right.)  
 Top right — FIGURE 7.16: Photographed from within the structure looking east towards Mitchells Causeway. Note the timber beams and steel plates of the chute that was below the crusher. Also the bolts which secured the crusher to the beams.  
 Bottom left — FIGURE 7.17: Looking west from within the structure. The jumble of timbers just beyond the steel chute were part of the chute into which chert was tipped to fall down into the crusher. The conveyor belt would have started below the steel plates and carried the crushed chert to the rotary screen for sizing and into the bins which would have been to the right and below.  
 Photos by Brian Fox, January 2015.



Above — FIGURE 7.18: The concrete base that held the 25 hp 3 phase 415 volt slip ring electric motor which powered the crusher. The base is 87cm x 50cm and the spacing between the bolts is 69cm and 29.5cm.



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