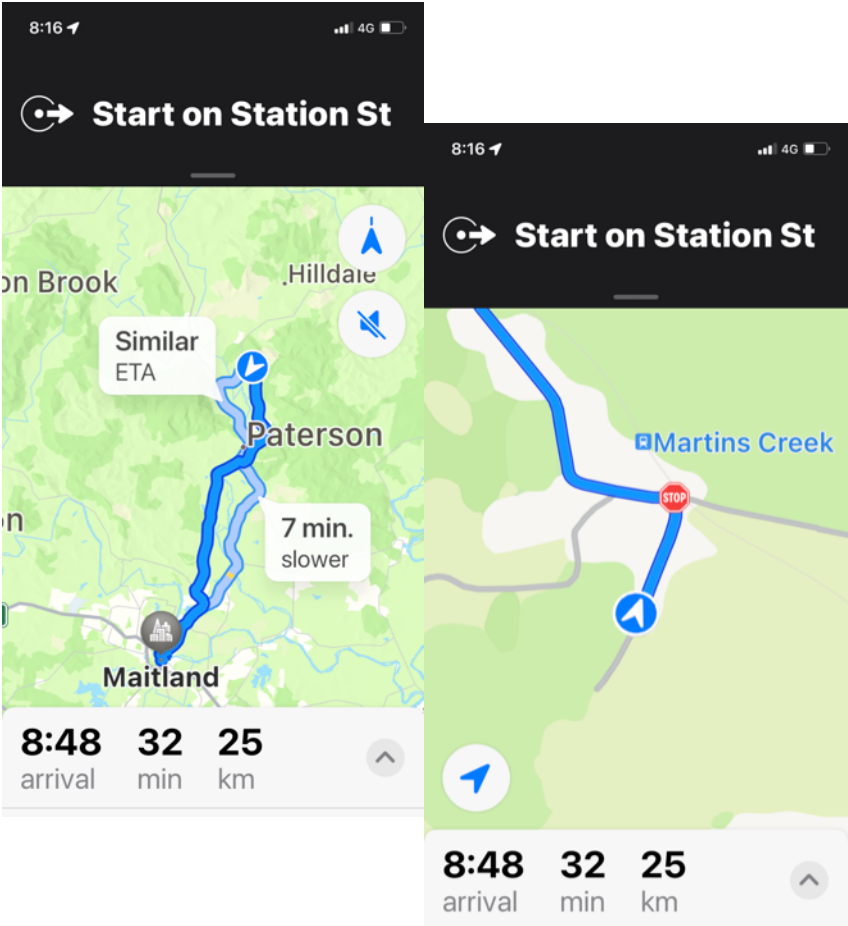


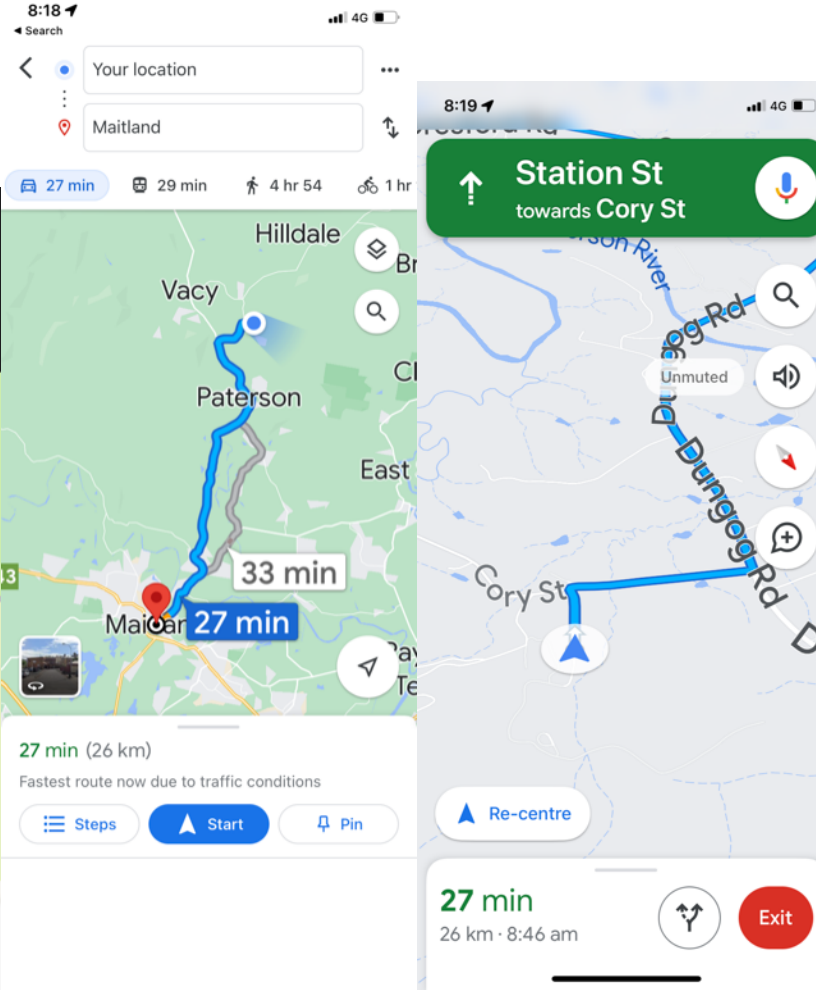
Martine Brieger, resident, Paterson

# Quarry to Maitland

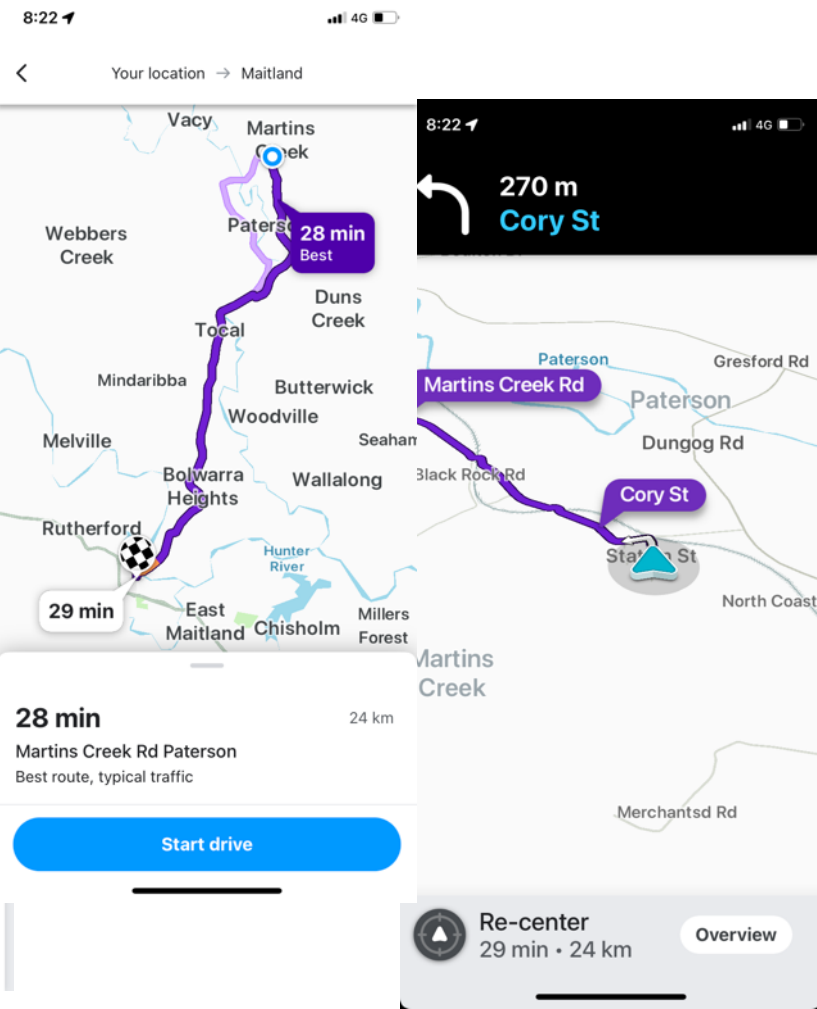
## Apple Maps



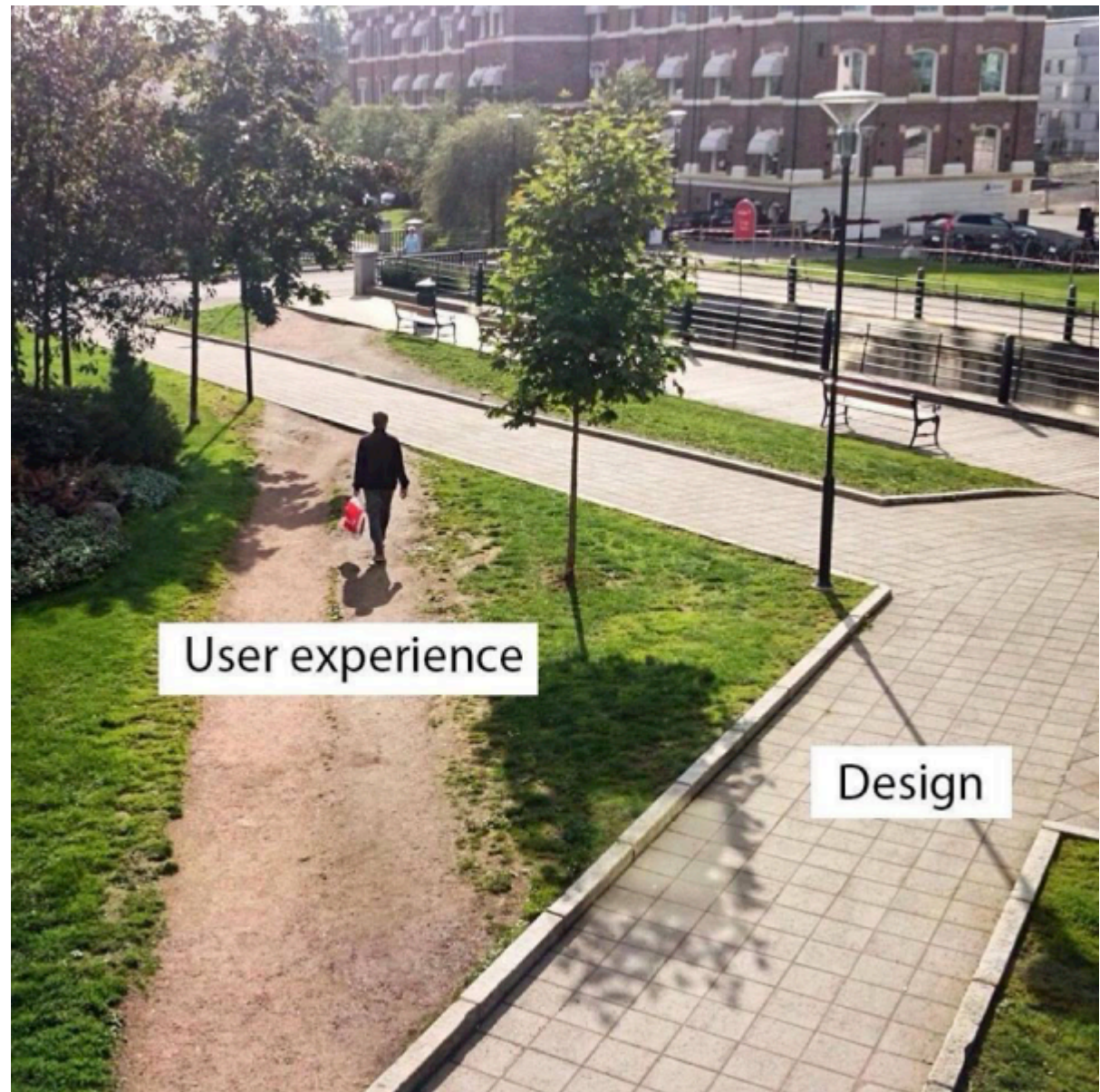
## Google Maps



## Waze



- Famous example of planned routes vs human behaviour
- In this case – the pathway is the proposed haul route, the short cut through the park is what drivers will do when their app suggests Martins Creek Road is the fastest route to get to the quarry from Tocal Road.



# Martins Creek Road



Signage re bus



Bus stop

# Cnr Martins Creek Rd and Woodglen Cl



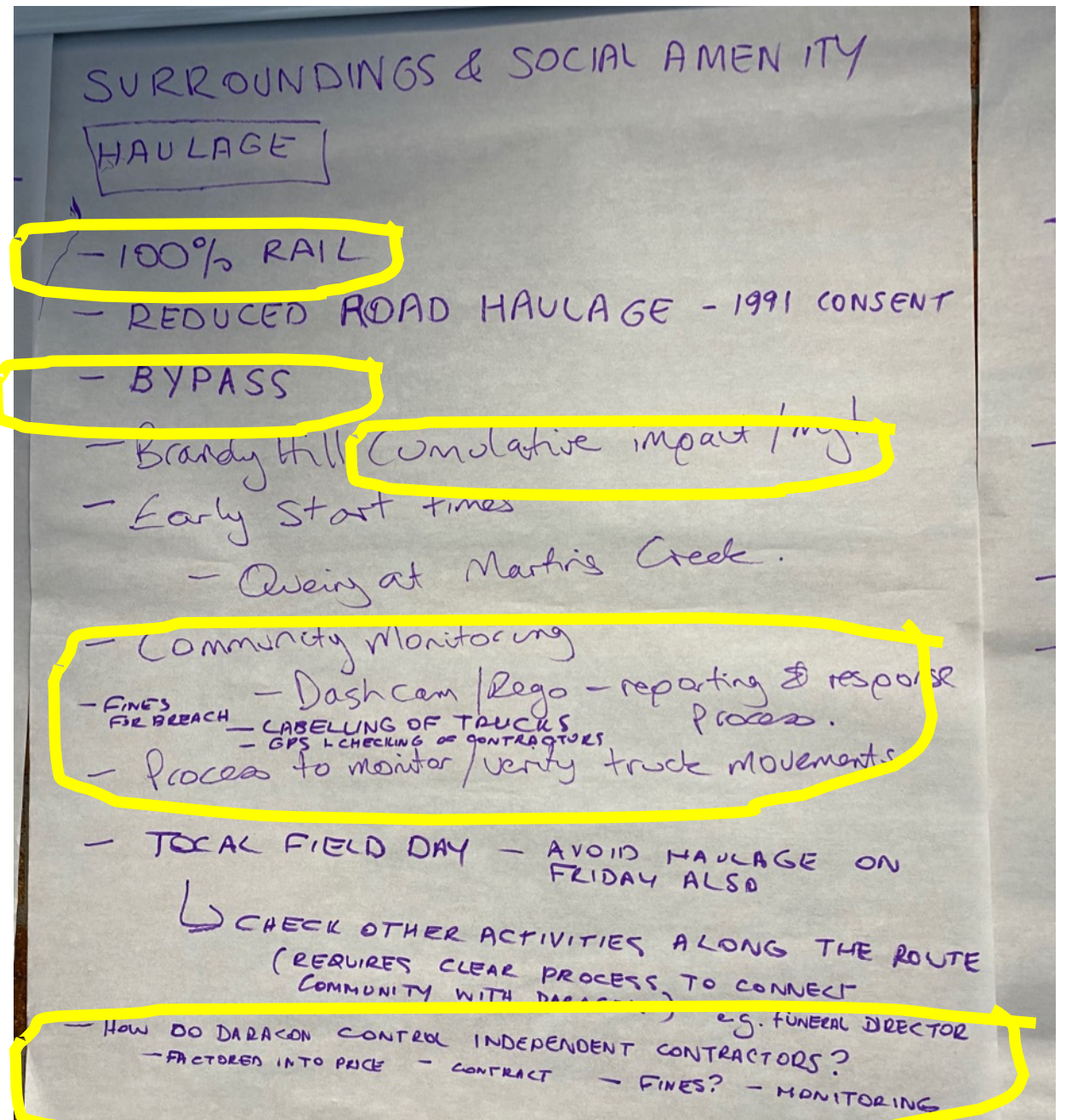
New lot across from my house  
New subdivision beside my house

9 new lots on Martins Creek Road at the bus stop

# Social Impact Assessment 2021

## WE WANT SAFETY:

1. Rail
2. Bypass
3. Strict Conditions but .. HOW ARE THEY ENFORCED?? How do we TRUST they are implemented and monitored independently?  
*It will fall on us residents to prove they are not met and then take legal action.*



## THE QUARRY

The present Railway Quarry was opened in the first place to provide metal for ballasting the quadruplication of the section of the Northern Line, between Newcastle and Maitland, then being done.

Preparative work of constructing a siding up to the quarry excavating sites for the plant was commenced in April, 1914, and crushing began in September the same year.

It started with five horses and drays and employed 44 men. The metal from the crushers was unscreened. It was just straight out of the crusher to the trucks. The output was 100 tons a day. The Tramways Department required metal of  $1\frac{1}{2}$  in. size. In order to produce this, the metal was first broken by hand with knapping hammers by a gang of stone breakers to produce metal not larger than  $1\frac{1}{2}$  in.

The installation of a 6A crusher increased production to 320 tons a day. Steam driven boilers provided the power. At the height of activity, when both the Railway and Newcastle Council Quarries were operating about 80 to 120 men were employed. Tents and huts, which have now disappeared, housed the workers and their families. The population then would have been about 450, while the present population is about

250. The first ganger was Mr. Bethnell Craze, grandfather to the present foreman, Mr. George Beaven.

The deposits of Andacite are still being excavated with 31 men employed, producing 850 tons, average, of blue metal ballast a day.

This supplies the railway's needs south to the Hawkesbury, north-west to Narrabri and north to Kempsey. Professor Edgeworth David once analysed the rock and is quoted as saying that it was possibly the hardest stone in the world.

Daily a ballast train leaves Martins Creek for the marshalling yards at Telarah from where it is distributed.

The andacite is drilled to about 50 feet for the explosives, detonated, "popped" with jack-hammers, loaded by excavators on to lorries and taken to primary crushers which could take rocks about 6 ft. by 4 ft.

It is then taken on a conveyor belt to the 6A crusher which reduces the rock to approx. one to three inches in size. From here it is conveyed to re-crusher to be crushed into various grades and elevated to be screened into four final grades.

The blue metal is used by government departments, councils and local private individuals. Eight lorries spent a year carrying the metal for the construction work at Williamtown aerodrome about 1957.