

# **AUSROCKS PTY LTD**

**CONSULTING MINING ENGINEERS**

ABN 64 056 939 014

## **AUSROCKS NEWSLETTER No 13 Autumn 2013**

### **Welcome...**

To the Ausrocks Autumn Newsletter. Over the last 3 months most of our clients have had more rain than they normally get in a year. This has affected both quarry demand and associated supply but further flood and cyclone damage in certain areas of Queensland has increased the demand for re-building. This is a vicious cycle, some major Queensland towns having been flooded three times in the last three years with rebuilt roads and bridges severely damaged each time. Federal State and Local Government funds need to be allocated to engineering solutions that will reduce the damage of flooding in these areas and priorities need to be set to target risk reduction in the vulnerable areas.

Ausrocks has increased our staff by one with the appointment of Nick Virisheff as Technical Officer. Nick comes from a mining family but this is his first experience in the mining and quarrying industry. Nick has written the interesting article on road trucks in this newsletter.

Regards,

**Alan Robertson, Director**

### **Ausrocks Sponsors Underground Space Workshop.**

On Friday 30 August 2013, Ausrocks will sponsor Queensland's Fourth Underground Space Workshop, organised by the Australasian Tunnelling Society (ATS) to be held at the Hawken Auditorium at Engineers Australia. Outcomes of the last Underground Space Workshop, held on November 2006 where the theme was "**Underground Planning in a Liveable City**" in Brisbane were:

- A number of ideal locations for underground space in Brisbane were identified based on their location, topography and geological and geotechnical conditions.
- There is significant expertise in Brisbane in regards to underground tunnelling associated with the TransApex project.
- The Brisbane City Plan should incorporate integrated long term planning to include underground space projects.

The keynote speaker this year will again be Professor Ray Sterling and the workshop theme will be "**Underground Space Planning –Let's Get Started**"

### **Ausrocks Uses Weather Stations for Collecting Important Weather data for Quarrying and Mining Projects**

For some time now, Ausrocks has used digital weather stations at quarry sites and mines to get accurate and detailed 24 hour information on weather and ambient conditions.



### **Weather Station at an Ausrocks Project**

Ausrocks uses the Digitech Weather Station which provides the following continuous data which can be read directly on the touch screen or downloaded to a USB:

- Wind speed
- Wind direction
- Wind chill
- Dew Point
- Rain gauge: 0 to 9999mm
- Weather forecast tendency arrow
- Weather alarm modes for: temperature, humidity, wind chill, dew point, rainfall, wind speed, air pressure, storm warning
- Time display hours, minutes, date
- 100 year calendar display
- Weather symbols and barometer tendency display
- Perpetual calendar

For more information, contact Alan Robertson or Nick Virisheff at Ausrocks or Travis Dormer at Dynamics G-Ex (suppliers): [travis.dormer@dynamicsgex.com.au](mailto:travis.dormer@dynamicsgex.com.au).  
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# AUSROCKS PTY LTD

**“Clever Innovation in the Mining and Quarrying Industry”**

**Let's Get this Stag Party Started!!!**

One of the most important aspects in the operation of a quarry or mine is ensuring the efficient movement of material off-site, and that means optimising the use of trucks and their many configurations. In this edition, we look at a new tipper - trailer type that could feature heavily in current and future quarrying mining operations, the Stag B Double.

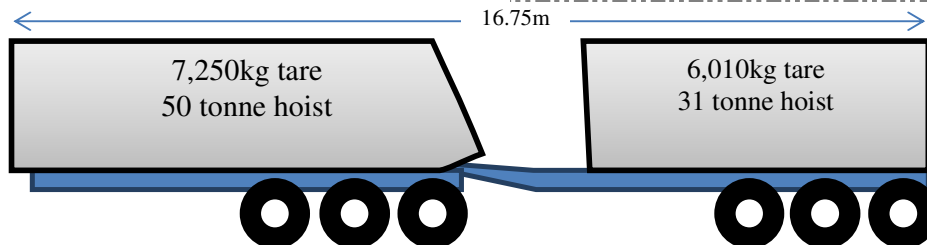
The Stag differs from a regular B Double (both are Class 10 under the Austroads Vehicle Classifications) by having the axles of the lead trailer sitting underneath the first bin, rather than underneath the second bin on an extended chassis. This allows the tag trailer to have a longer chassis which moves the second bin further away from the first. You end up having a large primary bin followed by a smaller secondary, with a much larger gap between them than a normal B Double.

What are the benefits of this configuration? Firstly, it has a low tare and high payload (approximately 47t based on the National Higher Mass Limit Scheme of 68t allowable gross), making operation slightly more cost effective than a normal B Double. Secondly, there is no need to roll the body, slide the suspension, or unhitch the tag trailer to unload the lead trailer. The driver just needs to tip the tag trailer first and then jack-knife the trailers (as shown below) which saves a lot of time, is a lot safer and requires less involvement from the driver. Lastly with this design there is minimal build-up of excess product around the chassis and components, making maintenance a simpler operation.



**Above – Stag Trailer Tipping**

**Below – Typical Tri-axle Stag Configuration**



**Another Interesting sign**



**This one is from Gympie.....If you have noticed an interesting sign recently, do not hesitate to forward a photo to:**

**[Alan.Robertson@ausrocks.com.au](mailto:Alan.Robertson@ausrocks.com.au)**

**Nick Virisheff joined Ausrocks recently as our Technical Officer. Nick provides a full back up to our Mining Engineers for all aspects of our operations. Nick's role includes looking after the warehouse at 17/71 Jijaws St and includes preparation for site surveys, weather, water and dust monitoring as well as assistance in the office with accounts and technical reports. Nick can be contacted on:**

**[Nick.Virisheff@ausrocks.com.au](mailto:Nick.Virisheff@ausrocks.com.au)**

**For more information on Ausrocks and what we are up to, go to: [www.ausrocks.com.au](http://www.ausrocks.com.au)**