

Loco Diesel Engine Replacement Program 2007

Tully Sugar Mill has a fleet of thirteen locos that are used for cane haulage.

The fleet consists of five 38 tonne locos and eight 18 tonne. Of the eight 18 tonne locos, six are permanently coupled together in what is known as a double-header configuration. (ie. 3 combinations of 2 locos). The two remaining 18 tonne locos operate individually.

Tully Sugar Mill commenced its engine replacement program several years ago, as the age as well as overhaul costs of these engines did not warrant repair.

A decision was made at that time to standardise the engines in the fleet to two models. The 38 tonne locos would be refitted with Cummins QSK19 engines and the 18 tonne locos would be refitted with Cummins M11 engines.

Both of the Cummins engines above meet the American Tier 1 – off road use emission standard. The Cummins L10 engine also meets the Tier 1 standard.

The loco fleet, the drive engines and the year the remaining engines will be replaced are listed below.

Loco No.	Current Engine	Year of Installation	Year of Planned Replacement
4	Caterpillar C353	1968	2013
5	Caterpillar C353	1968	2008
6	Caterpillar C353	1968	2011
7	Cummins QSK19	2005	
8	Caterpillar C353	1968	2012
10 and 14 (double header)	Cummins M11	1998	2009
	Cummins M11	1998	2009
11 and 16 (double header)	Cummins M11	2001	2012
	Cummins M11	2001	2012
12 and 15 (double header)	Cummins L10	1997	2009
	Cummins L10	1997	2009
17	Detroit Diesel 671	1985	2010
18	Cummins M11	2007	

As this program will be more than 50 % complete by the start of the 2008 crush, and did not commence due to opportunities identified under the EEO program, we therefore will not be including the engine replacement program in the assessment and reporting schedule.