



An On-going Conclusion

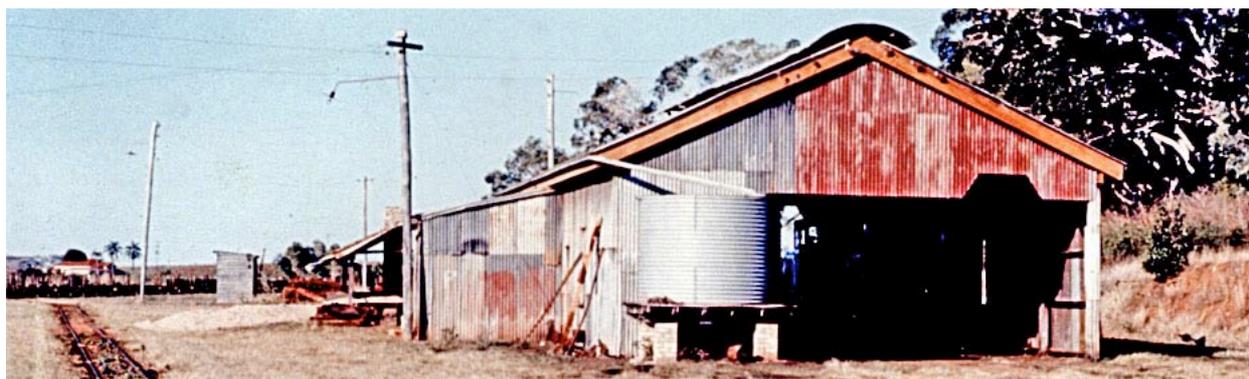
Modelling Loco Depots has featured photographs, plans and modelling tips for typical loco types of shed found in the Queensland sugar cane industry. This section includes the remaining materials from Jim's convention clinic, supplemented with additional photographs of mill loco sheds and their environs.

One interesting facet of locomotive sheds is their variety of size, shape and construction.

The Huxley depot of Isis Mill (below), for example, typified the rudimentary fabric of some older installations. Note the way in which taller steam locomotives were accommodated by simply cutting out a section of the gable end.

The old shed at Kalamia (bottom) was a large conventional saw-tooth roof industrial structure. The new shed at Mourilyan (top, next page) is a tall and spacious portal framed extension of the mill building, and contrasts markedly with this mill's former locomotive facility illustrated as a modelling exercise in *Modelling Loco Depots 6: Model Construction Notes*.

The variety of facilities and the amount of clutter, albeit neatly organised in or around some sheds, is a challenge for modellers. In particular, the modeller needs to remember that too much clutter in a model can be as distracting, and misleading, as too little.



Huxley depot of Isis Mill, note the cutout section to accommodate a taller steam loco. David Mewes photo, 1969.



The old shed at Kalamia, a typical saw-tooth roof industrial building. David Mewes photo, 1975.

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New shed at Mourilyan, a tall and spacious portal framed extension of the mill building. David Mewes photo, 1984.



Victoria Mill's 2-road run-through loco shed is on the right-hand side of the photo, with the 3-road bin shed to the left. This is obviously in the steam-diesel transition era. David Mewes photo, 1968.



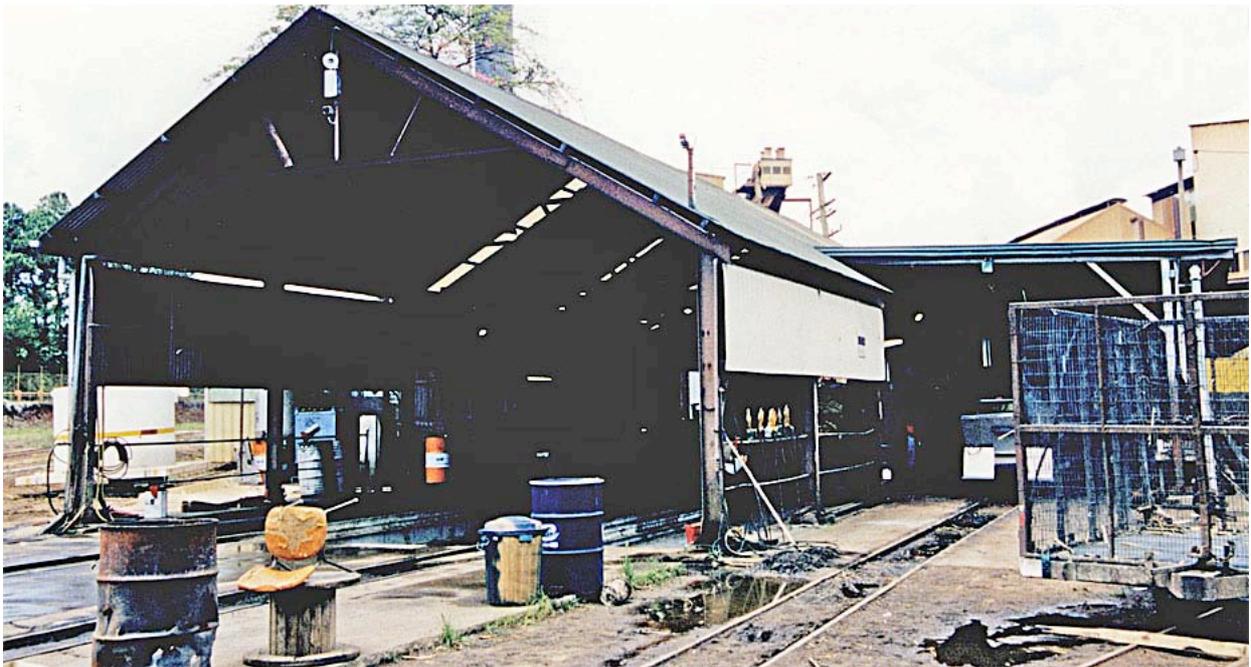
The other end of the Victoria loco shed a few years later, still with steam in use. David Mewes photo, 1973.

The Macknade shed (top and centre photos, next page), being an open structure, would be an interesting modelling challenge, particularly the very visible but fine roof trusses. Of interest is the variety of supporting structures for the fuel tanks. The large black tank to the right serviced the oil-burning Hudswell Clarkes, including those posing in the lower photo. David Mewes photos, 1972.

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The Macknade shed (top and centre), see caption bottom of previous page. David Mewes photos, 1972.



A 1998 photo of Moreton Mill, Nambour (above), showing the 2-road terminal loco facility and the single run-through bin road to its right. Jim Hutchinson photo.

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Navy road outside Moreton Mill's loco depot. Lynn Zelmer photo, 2002.



Another interior shot, Moreton Mill loco shed. Lynn Zelmer photo, 2003.



Loco depot detail, Moreton Mill. Lynn Zelmer photo, 2002.



Inspection pit, Moreton Mill loco shed. Lynn Zelmer photo, 2003.



Loco depot detail, Moreton Mill. Lynn Zelmer photo, 2002.



Bin repair and storage outside the bin repair road, Moreton Mill loco shed. Lynn Zelmer photo, 2003.

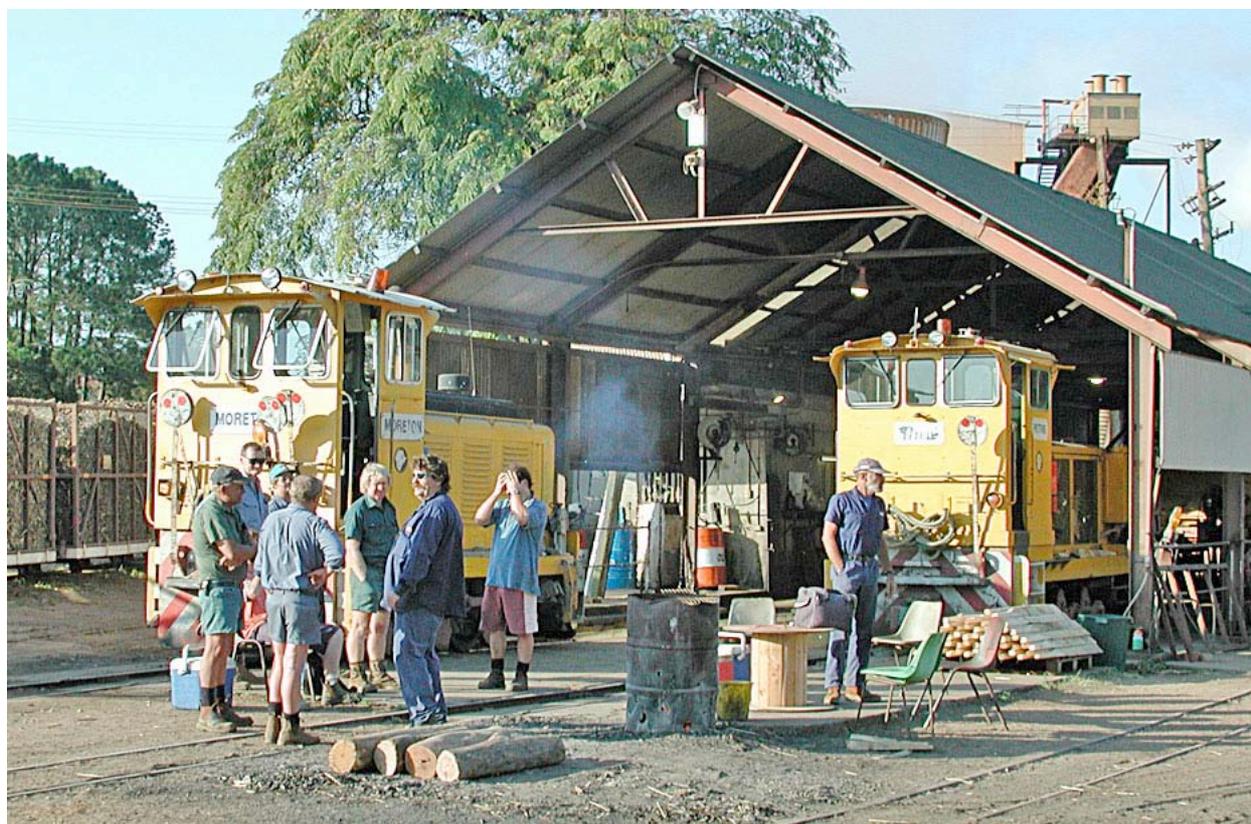


Off-season loco repairs outside the Mulgrave loco shed. Lynn Zelmer photo, c 1990.

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Interior of bin repair road, Moreton Mill loco depot. The previous photo shows the outside road to the right. Lynn Zelmer photo, 2003.

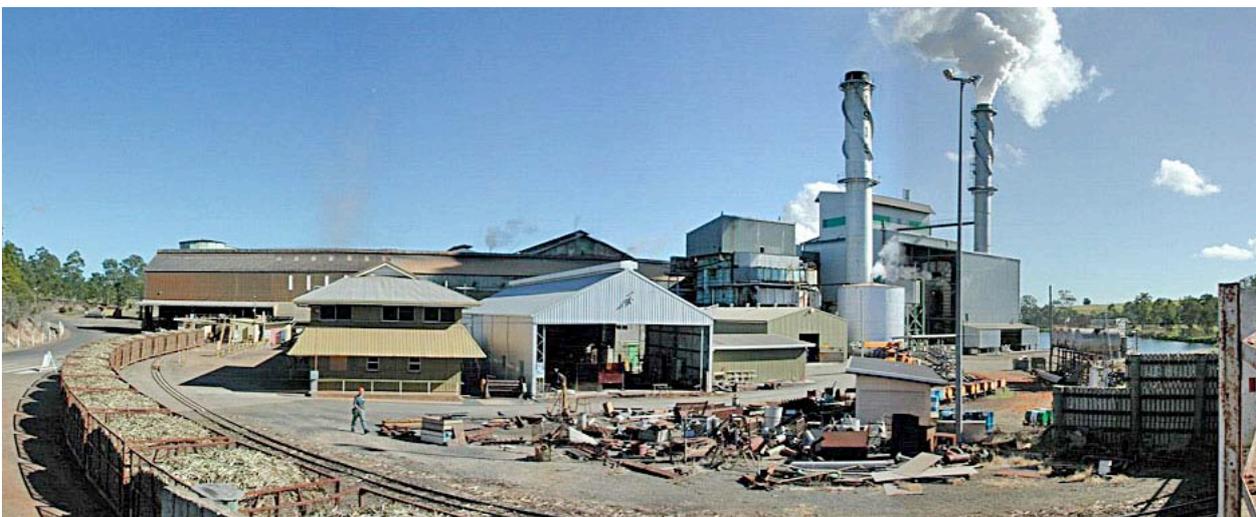


Early morning at the Moreton Mill loco shed, discussing the day's operations. This was early in the crushing season before the mill's closure and it's cool enough that the fire in the oil drum is welcome for warming hands. Lynn Zelmer photo, 2003.

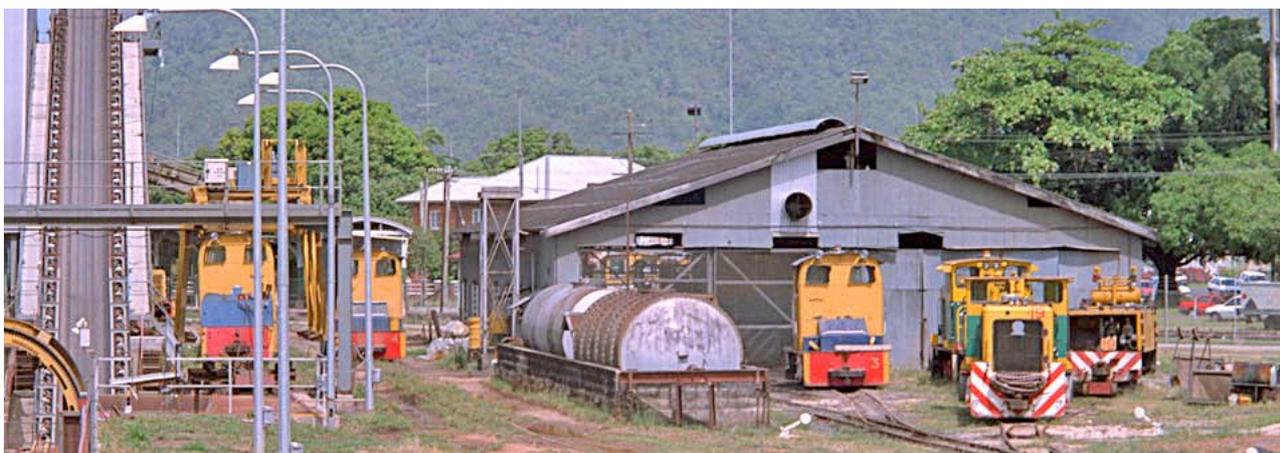
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Locomotive sanding facilities at Farleigh Mill, the unit on the right is a brake van. Lynn Zelmer photo, 2003.



Overview of Isis Mill and the 'bone yard'. This isn't the loco shed but it does illustrate the amount of 'junk' (aka spares) that is retained 'in case we ever need it'. Lynn Zelmer photo, 2002.



Mulgrave Mill loco shed in the off-season; located beside the rotary tipper and cane conveyor. Lynn Zelmer photo, c 1990.

Acknowledgments

These notes have been edited and extended, with permission, by CaneSIG Coordinator Lynn Zelmer from Jim Hutchinson's *Modelling the Railways of Queensland Convention 2000* notes.

CaneSIG, the Cane Railway (Tramline) Modelling Special Interest Group (www.zelmeroz.com/canesig), has a wide variety of information for modelling sugar cane railways in Queensland and elsewhere. *From Field to Mill: Modelling*

Cane Railways, for example, is a series of 14 notes on everything from an introduction to Queensland's sugar industry to modelling sugar cane, locomotives and rolling stock. It's an adaptation of notes from the *Modelling the Railways of Queensland Convention 2002*.

You can contribute as well. The web site includes more than two thousand images and other materials contributed by SIG members—contact lynn@zelmeroz.com for details.