Extract: Bingera Mill only
Introduction to the 2007 electronic edition

Visitors to the canefields and viewers of historic canefield photographs understandably want to know what they are seeing, thus 'What locomotive is that?' is one of the most common queries received by railfans and mill employees alike.

The answers for modern cane railways can often be found in loco lists on the LRRSA (Light Railway Research Society of Australia, www.lrrsa.org.au), CaneSIG (www.zelmeroz.com/CaneSIG), and other web sites. However, identifying historic locomotives has not been as easy since the 1978 listing by John Browning and David Mewes has been out of print for many years.

Hopefully this electronic reproduction, taken from the 1979 reprint, with amendment lists, will help serve the historic need. The pages were scanned as images and assembled into a pdf document. To assist in downloading, files have been assembled for individual mills as well as the full document.

The original publication was duplicated and bound as a half 8.5" x 11" format. The electronic pages have been slightly reduced as part of the scanning and reproduction process, but could be rescaled on your computer and printed in a larger size if required.

ANGRMS has changed locations since the publication of the original hard copy listing. Please use the address on the bottom of each page or visit the web site at www.angrms.org.au.

Lynn Zelmer, July 2007
ANGRMS Webmaster
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Browning, John, Mewes, David (1978). Australian Sugar Industry Locomotives

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Cover photo: Mulgrave Mill was the first to dieselise completely. Here number 1, Baguley/RMP 0-6-0DM 3377 of 1953 stands by the shed.

Photo: E.W.H. Ward
Browning, John, Mewes, David (1978). Australian Sugar Industry Locomotives

Foreword

The locomotive lists in this booklet reflect the position as known to the compilers as of August 1978. The information contained is based on the observations and researches of the compilers and others, and we rely on our readers to keep the records up to date. The compilers would be very pleased to receive any reader's comments or any reports of observations. In this way, any errors or omissions may be corrected, and future developments recorded.

It is hoped that future booklets in this series may follow, providing more details of the mill tramway systems, their history and their locomotives and rolling stock.

Many people have helped the compilers in their researches for this publication, but special thanks are due to John Armstrong, George Bond, Keith McDonald, G.R. Pridham, Eric Tomka, Rodney Reaver and Russell Wilson. However, all inaccuracies remain the responsibility of the compilers.

We are particularly grateful to Keith McDonald for allowing us to use some of his 35mm to the foot locomotive drawings, and to Ray Sills for tracing them.

The Australian Narrow Gauge Railway Museum Society

This booklet has been published by the Australian Narrow Gauge Railway Museum Society. The Society's main purpose is the establishment of a museum of Locomotives and other equipment used on the sugar mill tramways and other light railways. The museum, to be located near Pimpama, will be centred around an operating railway, and a sizeable collection of steam and internal-combustion locomotives has already been acquired. Members receive a bi-monthly magazine "Track Talk", which includes news and articles on the mill tramway systems, and also a monthly "Newsletter" about Society activities and achievements.

If you are interested in joining the Society or require further details, please write to:

The Membership Secretary,
A N.G.R.M.S.,
P.O. Box 273,
NORTH LAY KNOO
Queensland.

Introduction

This publication has been produced as a guide for those interested in the locomotives used in the Queensland Sugar Industry. It is hoped that it will go some way to make some people aware of the extent and importance of the cane tramways of Queensland.

To give readers some idea of the scale of operations, trains of up to 1,000 tonnes are now hauled on the Victoria Mill system, which must handle 18,000 tonnes each day. 20 main line diesel locomotives haul 7,000 cane bins on the tramway system, the longest line of which stretches 32 miles from the mill. Train schedules are so complex that they are worked out by computer. The value of a locomotive and loaded train can be as much as $750,000! It is quite likely that the next generation of cane haulage will be 30-tonne 0-6-0 diesel-hydraulic locos hauling 14-tonne bogie cane cars. Although Victoria Mill is the largest, the other mills have smaller-scale versions of the same thing - sophisticated equipment and intensive working. Nevertheless, the traditional charm of the narrow gauge can still be seen, for steam locomotives remain in daily use at two mills, and another diesel loco hauls quaint narrow gauge trains at quite a number.

The cane tramways normally work during the "crush" for six months of the year, from June to November. During the "slack", the locomotives and tramway systems receive heavy maintenance.

Sugar mills are large industrial plants, and the tramways usually run on private property. It is important to remember that access is only available through the good will of the owners concerned. Permission should be obtained before entering workshops and sheds, be sure not to be a nuisance or hold up production, and be aware of the need for safety at all times.

The Maps

The maps in this booklet are provided to give the reader an indication of the location of each sugar mill and its main tramways. Reference to the appropriate map will be found at the head of each locomotive list. It is suggested that these maps be used in conjunction with an inexpensive road map, such as the Shell map of Queensland. For a more accurate guide to the roads and tramways in each mill area, there is no substitute for the Australian Government 1 : 100,000 Topographic Maps, although even these contain some inaccuracies, and are expensive.
EXPLANATORY NOTES

Arrangement of locations
The sugar mills are arranged geographically, starting with the most southerly and moving northwards. Bulk sugar terminals appear at the end of the booklet.

Track Mileage and Gauge
This information appears at the head of each list.

Loco livery
As an aid to recognition, the basic colour scheme applied to the main-line locomotives at each location is shown. New locos and line cars may be painted differently. Where there is no consistent livery applied to locos, the colour of each one is shown in the "Notes" column.

Number and/or Name
This information appears in the first column of each list. Official numbers or names carried are shown in brackets.

Wheel arrangement
The single system of classification is used in the main, but the Continental system is used in the case of bogie diesel locos. However, when the driving wheels of internal-combustion locos are not connected by outside rods, but by chains, this is denoted by 4W (four wheeled) or 6W (six wheeled). If only the rear axle is powered, this is shown as 2W.

DM - Diesel locomotive with mechanical transmission
DH - Diesel locomotive with hydraulic transmission
PM - Petrol locomotive with mechanical transmission
PH - Petrol locomotive with hydraulic transmission
R - Railcar - a vehicle designed primarily as a personnel carrier
T - T epidemic

Keeler
The builder is shown in the next column. A list of abbreviations used appears on page 7 opposite.
reb. - Rebuilt. This is only included where the loco carries a plate denoting its rebuild, or where radical structural change has occurred.

Meeker's number, year of construction, and model/type
This information appears in the next three columns.

Notes
The last column contains notes (usually by reference to notes below)

Dismantled
Out of use
Preserved on site

Brake wagons
These units are heavy unpowered vehicles, constructed with loco-type frame ballasted for extra weight. They carry an air compressor powered by a diesel or petrol engine, and are air braked. The brake wagon is usually marshalled at the rear of a train, and it is controlled from the loco by means of radio signals, to supplement the loco's braking power.
Browning, John, Mewes, David (1978). *Australian Sugar Industry Locomotives*

**Gibson & Howes Pty. Ltd., BINGERA MILL (BUNDABERG SUGAR COMPANY)**

**Track Mileage:** 100  
**Gauge:** 2'0"  
**Map:** Page 10

**Loco livery:** Yellow (TEGEBE is Orange)

<table>
<thead>
<tr>
<th>Loco</th>
<th>Builder</th>
<th>Nmbr</th>
<th>Year</th>
<th>Livery</th>
</tr>
</thead>
<tbody>
<tr>
<td>THISTLE</td>
<td>0-6-0DH ConEng</td>
<td>A1207</td>
<td>1955</td>
<td>AA</td>
</tr>
<tr>
<td>INVICTA</td>
<td>0-6-0DH ConEng</td>
<td>A1513</td>
<td>1956</td>
<td>AA</td>
</tr>
<tr>
<td>SHARON</td>
<td>0-6-0DH ConEng</td>
<td>A1935</td>
<td>1959</td>
<td>AB</td>
</tr>
<tr>
<td>BURNETT</td>
<td>0-6-0DH ConEng</td>
<td>A1996</td>
<td>1963</td>
<td>AH</td>
</tr>
<tr>
<td>WATTLE</td>
<td>0-6-0DH ConEng</td>
<td>PID789</td>
<td>1965</td>
<td>FD</td>
</tr>
<tr>
<td>TEGEBE</td>
<td>0-6-0DH ConEng</td>
<td>PID799</td>
<td>1966</td>
<td>FD</td>
</tr>
<tr>
<td>(ST. KILDA)</td>
<td>0-6-0DH RH</td>
<td>6-2179-1-6-6</td>
<td>1967</td>
<td>DH2</td>
</tr>
<tr>
<td>OAKWOOD</td>
<td>B-B DH EMB</td>
<td>5800-1-5-75</td>
<td>1975</td>
<td>DH26B MM</td>
</tr>
<tr>
<td>GIVELDA</td>
<td>B-B DH EMB</td>
<td>5800-2-6-75</td>
<td>1975</td>
<td>DH26B MM</td>
</tr>
<tr>
<td>DESLAN</td>
<td>B-B DH EMB</td>
<td>5800-3-7-75</td>
<td>1975</td>
<td>DH26B MM</td>
</tr>
</tbody>
</table>

**Locos:**
- THISTLE: ex Gin Gin Mill (Vallely), 1974; formerly ex Bingerilla, 1966.
- INVICTA: ex Gin Gin Mill, 1974. Built by EMB on the frames of a loco ex a Snowy Mountains Scheme contractor, 3'0" gauge.
- BURNETT: Some if not all of these locos are ex Gin Gin Mill, 1974; formerly ex Bingerilla Mill. All are ex Bar Disposals. Converted from 4wDM. Builder's numbers are 1007, 1008, 1009 & 1025.
- TEGEBE: Converted from 4wDM to unpowered tool wagon.

**Note:**
- "reb." indicates rebuilt or modified.
- "FD" indicates freight duty, often used for heavy goods service.

**CHILDERS - BUNDABERG**

ANGRMS: Australian Narrow Gauge Railway Museum Society, PO Box 1135, Woodford, Qld 4514 Australia
Classification of diesels is by the letters B(N) (Bundesberg Jenbacher - built under licence from Jenbacher Werke, Austria), followed by a number indicating nominal horsepower. Steam locos were built under licence from John Fowler & Co. (Leeds) Ltd., Leeds, UK.

Baguley/Drewry
Locomotives supplied to Queensland were either 135 hp or 150 hp nominal. The data recorded in this booklet is the official data ex works, which may vary from those shown on workplats. Baguley kept builder's numbers in the 2xxx series especially for Drewry orders.

Baguley/DPW
Type 806 was fitted with Gardner 6LW engine, 808 with 8LW.

Clyde & Clyde (Cld.)
Model 811 is 170 hp 18 ton design, and 803 is 263 hp 18-24 ton design.

Con-Rig
Until 1959 (serial number 55), classification was by an initial letter. However, this scheme was discontinued and replaced by another which indicates general type (first letter) and engine or transmission variations (second letter). Such letters were also allocated retrospectively to those locos already built under the old classification scheme. Code letters of the general types are as follows: A - 0-6-0 DM or DH. 14-16 ton. 500-505 hp.

NAMBOUR
CHILDERS - BUNDABERG 10
SARINA - MACKAY - PROSERPINE 28-29
BURDEKIN
HERBERT
TULLY - INNISFAIL 42
BABINDA - CAIRNS 45
MOSSMAN 52

The first two numbers denote the code for the particular variant (numbered in sequence from 10 upwards). The last two or three numbers are serial number.

R.M. Baldwin
Classified by DH or DH (Diesel mechanical or hydraulic), and a figure giving the weight in tons. The suffix B or T denotes Bogie and Tunneling loco respectively. The numbering system is not completely consistent, but contains a code number (early locos only), an order number, a number indicating the unit's part in the order, and numbers indicating month and year of despatch. Engines are mostly by GW and Caterpillar.

Motor Rail
An earlier numbering scheme (up to 9999) was replaced by one where locos in the 100xx range were 50 hp nominal and those in the 200xx range were 60 hp nominal.

Harry Numbers consist of job number, year of construction, and serial number of locomotives built under that job number.

Huston & Horseby
Classification is by nominal horse power plus DL (Diesel locomotive). The suffixes G and U indicate Rasmussen and underground loco respectively. The number is in a series of all Huston equipment, which includes the engine carried by the loco.
Browning, John, Mewes, David (1978). *Australian Sugar Industry Locomotives*

### Location Index

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<td>Baguley/RMP B98 as modified by</td>
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<td>E.M. Baldwin DH8-PS</td>
<td>8</td>
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ANGRMS: Australian Narrow Gauge Railway Museum Society, PO Box 1135, Woodford, Qld 4514 Australia
**THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY**

**AUSTRALIAN SUGAR INDUSTRY LOCOMOTIVES 1978**

Amendment List 1. October 1978

**P.7**  
Locomotive and Equipments Builders  
Add: CBR Coomera Areca Pty. Ltd., Dry Creek, SA.  
Amend Mewes to North Queensland Engineers & Agents Pty. Ltd., Cairns, Qld.  
Add: (Carron Rail Group) to Tamper details.

**P.11**  
Add: TSTS CENTRAL SUGAR MILL CO., LTD.  
Amend loco livery details to yellow & grey.

**P.18**  
FLAME CREEK CENTRAL MILL CO., LTD.  
Amend B2 to B12 (from B12).  
Add: B12 to B2 (from B12).

**P.19**  
Racecourse Cooperative Sugar Association Ltd.  
Add: QLD MOWRY to RH 592120  
Amend: LGB to 2-2WHR  
EMB 6-261-1-1-10-68 1968 DHE 8W ML (c)  
EMB 6-261-2-14-68 1968 DHE 8W ML (e)  
Add: 2-2WHR  
Hansen 1718

**P.23**  
Partly PTO CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.  
Add: Brake wagon:  
EMB 7901-1-6-78 1978 BV2h  
Add: KESO to Geco  
Add footnote (c) Returned to builders for modification, 1978  
Add: Ballast regulator  
GEO 1978

**P.26**  
Prosperine Cooperative Sugar Milling Association Ltd.  
Add: (c) to Geco  
Add footnote (c) Returned to builders for modification, 1978  
Add: Ballast regulator  
GEO 1978

**P.27**  
Pioneer Sugar Mills Ltd., Ingham Mill  
Amend loco livery details to yellow (LYL TOP is blue, LILY is orange-red)  
Delete notes of individual loco colours.

**P.30**  
THE AUSTRALIAN ESTATES CO., LTD., KALAMIA MILL  
Add (c) to ABINMILLU and DEFA  
Add footnote (c) Pitted with EMBS soundproofed cab, 1978

**P.32**  
Pioneer Sugar Mills Ltd., Pioneer Mill  
Amend MACGREGOR to MOGERS  
Add: MacKillop Mill Company, Invicta Mill  
Add loco livery details to cream (NORTHCOAST & SKIRK are yellow)

**P.34**  
CBR LTD., VICTORIA MOW  
Amend Moore to O-4-ODH  
Delete 82 (scrapped).

**P.37**  
South Johnstone Cooperative Sugar Milling Association Ltd.  
Delete: G.V.S. names and numbers from Cooma A157111, Cooma A15744  
And: 8th/RM 3390  
Add: 300 to 12 at 17.

**P.41**  
Howard Smith Industries Pty. Ltd., Mourilyan Mill  
Delete number and name from Cooma B1112 and add 8  
Add: TOWNVILLE 0-4-0 (c) NC 1099 1979  
Add (c) to footnote (c) On loan to Mourilyan Mill, 1978

**THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY**

**AUSTRALIAN SUGAR INDUSTRY LOCOMOTIVES 1978**

Amendment List 2. February 1979

**P.7**  
Locomotive and Equipments Builders  
Add: Chem-Perry Engineering Co. Ltd., Geeley, SA.  
Add: Perry Engineering Co. Ltd., Mile End, SA.

**P.11**  
ISLAND CENTRAL SUGAR MILL CO., LTD.  
Delete SS 0519 (sold for preservation)

**P.12**  
MURRGIN MILL SUGAR CO. LTD., MURRUGIN MILL  
Delete 0 and 8 (transferred to Queen Mill)  
Delete footnotes (a) and (b).

**P.13**  
MURRGIN MILL SUGAR CO. LTD., GUNBAR MILL  
Add: 800 to DELTA and KIPPER

**P.18**  
FLAME CREEK CENTRAL MILL CO., LTD.  
Amend date of Cooma PATOY to 1980  
Amend date of RE 371-381 to 1954.

**P.25**  
PARTNERS CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.  
Amend: Date of Cooma A15711 to 1963  
Amend: EMB 5-774-5-63 1963 to 5-774-6-64 1964.

**P.28**  
FIREMILL CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.  
Add: Date 1959 and (c) to MN 7369.

**P.34**  
CBR LTD., VICTORIA MILL  
Add: Number 85 to EN 10461,  
Add: Number 53 to MM 10361.

**P.38**  
CBR LTD., WAGGA MILL  
Delete note regarding bogie loco from loco livery details.

**P.39**  
SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION  
Add: Cooma AD195 to AD195.

**P.43**  
CBR LTD., GOONDI MILL  
Amend date of JF 16200 to 1929.

ANGRMS: Australian Narrow Gauge Railway Museum Society, PO Box 1135, Woodford, Qld 4514 Australia
Browning, John, Mewes, David (1978). *Australian Sugar Industry Locomotives*

p.43
CSR LTD., GOONDWHILLI
Add (g) to Clyde 50-53
Amend O-4-OEM EMD to 6
Amend No.4 SIMPLEX to 8 (No.2 SIMPLEX) 4wDM WR
Delete JP 18808 (scrapped, 1978)
Add DL15 KERADA C-6-GGW CoalEng B111 1956 AA (1)
Add footnote (g) Pitted with EMB soundproofed cab, 1978
Add footnote (h) ex Hamilton Mill, c.1965. Converted from 4wPM

p.44
BABINDA CO-OPEATIVE CENTRAL MILL SOCIETY LTD
Amend date of CoalEng A1021 to 1957
Amend date of CoalEng A1027 to 1958

p.47
MULGRAVE CENTRAL MILL CO., LTD
Amend CoalEng A6010 to CoalEng B1010
Add (No. 1 SIMPLEX) and (a) to KE 4207
Amend 4wDM 1924 to (No.2 SIMPLEX "THE PIG CART") 4wDM Mulgrave 1960
Add footnote (e) Converted from 4wPM
Add date 1972 to NQE brake wagon

p.48
CSR LTD., HAMBLETON MILL
Amend (4) to 4
Amend 4 to (4) and add builder's number 2090
Amend 7 to (7)

p.49
MOSSMAN CENTRAL MILL CO., LTD
Amend loco livery details to Pale Blue & Pale Yellow (MOSSMAN is Bright Yellow & Pale Blue)
New livery for 1979 will be Bright Yellow & Pale Blue.
Amend FAUGH-A-BALLUGH to FAUGH A BALOUGH