Extract: Fairymead 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
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
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**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 research 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 research for this publication, but special thanks are due to John Armstrong, George Bond, Keith McDonald, G.R. Frideaux, Eric Tonks, 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 3.5mm to the foot locomotive drawings, and to Ray Sills for giving 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 Frilomentum, will be centred around an operating railway, and a significant collection of steam and internal-combustion locomotives has already been acquired. Members receive a bi-monthly magazine "TBOT 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 271,
NORTH LUYI 4000
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 more 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 Hill system, which must handle 18,000 tonnes each day. 20 main line diesel locos haul 7,000 cane bins on the tramway system, the longest line of which stretches 50 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 36-tonne 0-6 diesel hydraulic locos hauling 14-tonne bogie cane cars. Although Victoria Hill 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 ancient diesel locos haul quaint navies' 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.
Browning, John, Mewes, David (1978). Australian Sugar Industry Locomotives

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. Narrow gauge and line cars may be painted differently. Where there is no consistent livery applied to locomotives, the colour of each one is shown in the "Remarks" column.

Number and/or Name
This information appears in the first column of each list. Official numbers or names not 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 locomotives. However, when the driving wheels of internal-combustion locomotives are not connected by outside rods, but by chains, this is denoted by 4'w (four wheel) or 6'w (six wheel). If only the rear axle is powered, this is shown as 2'w.

DW - Diesel locomotive with mechanical transmission
DH - Diesel locomotive with hydraulic transmission
FH - Petrol locomotive with mechanical transmission
FL - Petrol locomotive with hydraulic transmission
R - Railcar - a vehicle designed primarily as a personnel carrier
T - Trolley

Keper
The builder is shown in the next column. A list of abbreviations used appear 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 resulted.

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

Remarks
The last column contains remarks (usually by reference to notes below)
Des. - Dismantled
Dct. - Derelict
OOU. - Out of use
Pvd. - Preservation

Brake wagens
These units are heavy unpowered vehicles, constructed with loco-type frames 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.

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Browning, John, Mewes, David (1978). *Australian Sugar Industry Locomotives*

**NOTES ON LOCOMOTIVE CLASSIFICATION AND NUMBERING**

**Bundaberg Foundry**
Classification of diesels is by the letters BJ (Bundesberg Jenbach - built under licence from Jenbacher Werke, Austria), followed by a number indicating nominal horsepower. Some 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 dates recorded in this booklet are the official dates ex works, which may vary from those shown on workplats. Baguley kept builder's numbers in the 2xxx series especially for Drewry orders.

**Baguley/DWP**
Type R06 was fitted with Gardner 6LW engine, R08 with 8LW.

**Clyde & Clyde (Cld.)**
Model DHI-1 is 170 hp 18 ton design, and HO-3R is 263 hp 16-24 ton design. The initial series of DHI locos were numbered from 1 to 7, but from 1955, the locos were numbered with a prefix denoting year of manufacture, followed by a serial number. Engines are by GW.

**Con-Eng**
Until 1959 (serial number 33), 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 retroactively 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, 12-16 ton. 150-205 hp. B = 0-4-0 DM, 4-8 ton. 64-24 ton. 102-177 hp. C = 0-6-0 DH, 19-25 ton. 230-277 hp. D = 4w DM, 4-8 ton. 76 hp. 

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.

**E.M. Baldwin**
Classified by DH or DH (Diesel mechanical or hydraulic), and a figure giving the weight in tonnes. The suffix B or T denotes bogie and Tunnelling 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 dispatch. Engines are mostly by GW and Caterpillar.

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

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

**Ruston & Hornsby**
Classification is by nominal horse power plus DL (Diesel locomotive). The suffixes G and U indicate Classified and Underground locos respectively. The number is in a series of all Ruston equipment, which includes the engine carried by the loco.

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**THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY**
**AUSTRALIAN SUGAR INDUSTRY LOCOMOTIVES 1978**

Amendment list 1. October 1978

### p.7 LOCOMOTIVE AND EQUIPMENT BUILDERS

Add E&K Cooee-Arasco P/L, Dry Creek, SA.

Amend W&K to North Queensland Engineers & Agents P/L, Cairns, Qld.

Add (Carron Rail Group) to Tamper details.

### p.11 RIVERS CENTRAL SUGAR MILL CO., LTD.

Amend loco liveries to yellow & grey.

### p.18 PLANET CENTRAL SUGAR MILL CO., LTD.

Amend 3612 to 3612 (from 3612).

### p.19 RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD.

Add Qld Smokey to RR 592120

Amend EWS loco to LNR 2-2-0 2-2-0 6-26/2-1-10-64 1968 DHM SW/MW (c)

Add Ballast regulator

Add 4WDH Tamper 1775777 1978 RESW.

### p.23 NORTH PLYM CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.

Add Brake wagon EMB 7901-1 6-6-78 1978 BV2h.

### p.24 PROSPERITY CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.

Add (c) to Gesco.

Add footnote (c) Returned to builders for modification, 1978.

Add Ballast regulator 4WDH CEA 6663 1978.

### p.27 PIONEER SUGAR MILLS LTD., INGERMANTHILL.

Amend loco liveries to yellow (YLL TOT is Blue, YLL TOT is Orange-Red) Delete notes of individual loco colours.

### p.30 THE AUSTRALIAN ESTATES CO., LTD., KALAMIA WILL.

Add (c) to ADBEILLAN and DEIVA.

Add footnote (c) Pitted with EMB soundproofed cab, 1978.

### p.32 PIONEER SUGAR MILLS LTD., PIONEER MILL.

Amend MACBETHS to McBeaths.

### p.34 CSB LTD., VICTORIA MILL.

Add mothers to 0-0-4-UDH.

Delete K2 (scrapped).

### p.35 SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.

Delete Q.D.S. names and numbers from Cooma A12511, Cooma AA154h and E8/EMR 3390.

Add KUNNUR to 12 4-17.

### p.41 HOWARD SMITH INDUSTRIES P/L., MOURILYAN MILL.

Delete numbers and names from Cooma B112, and add 8.

Add 10 6-0 68.


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ANGRMS: Australian Narrow Gauge Railway Museum Society, PO Box 1135, Woodford, Qld 4514 Australia
Add (g) to Clyde 50-93

Amend O-4-0DH EMD to

6

Amend No.4 SIMPLEX to
8 (No.2 SIMPLEX) 4wDM

MR

Delete JP 18808 (scrapped, 1978)

Add DL15 KERADA G-6-GEW CoaEng B1111 1956 AA (1)

Add footnote (g) Pitted with EMB soundproofed cab, 1978

Add footnote (h) ex Hambledon Mill, c.1965. Converted from 4wPM


Amend date of CoaEng A1041 to 1979

Amend date of CoaEng A2027 to 1950

Amend ConEng A1010 to CoaEng B1010

Add (No.4 SIMPLEX) and (a) to KE 4207

Amend 4wDM 194 to

(No.2 SIMPLEX "THE PIG CART") 4wDM Mulgrave 1960

Add footnote (a) Converted from 4wPM

Add date 1972 to NGE brake wagon

Amend (g) to 4

Amend 4 to (4) and add builder's number 2090

Amend 7 to (7)

Amend 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-BALLOUGH to FAUGH A BALOUGH