Extract: Farleigh 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
Published by the AUSTRALIAN NARROW GAUGE
RAILWAY MUSEUM SOCIETY

P.O.Box 270, NORTH QUAY 4000, Queensland.

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MUSEUM SOCIETY 1978
Reprinted 1979

CONTENTS

Foreword
Introduction
Explanatory Notes
Locomotive & Equipment Builders
Sugar Mill Locomotive Lists
(arranged from South to North)
Bulk Sugar Terminals
Notes on Locomotive Classification
and Numbering
Map Index
Location Index
Drawings Index

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

ANGRMS: Australian Narrow Gauge Railway Museum Society, PO Box 1135, Woodford, Qld 4514 Australia
FOREWORD

The locomotive lists in this booklet reflect the position as known to the compilers as of August 1976. 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 researches for this publication, but special thanks are due to John Armstrong, George Bond, Keith McDonald, G.R. Pridham, 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 3.5m to the foot locomotive drawings, and to Ray Sillas 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 “Stack 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, 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 Mill system, which must handle 1,400 tonnes each day. 20 main line diesel locos haul 2,700 cane bins on the tramway system, the longest line of which stretches 35 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 56-tonne 0-6 diesel hydraulic locos hauling 46-tonne bogie cane bins. 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 ancient diesel locos haul quaint navette 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 Tophographic Maps, although even these contain some inaccuracies, and are expensive.
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 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 "Remarks" 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 wheel 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 W (four-wheel) or W5 (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
FM - Petrol locomotive with mechanical transmission
FH - Petrol locomotive with hydraulic transmission
R - Railcar - a vehicle designed primarily as a personnel carrier
T - Trolley tank

Keker
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 rebuilding, or where radical structural change has resulted.

Keker'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)
Dbl. - Dismantled
OOU - Out of use
Preserved on site

Brake wagons
These 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.

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

<table>
<thead>
<tr>
<th>Track Mileage: 70</th>
<th>Gauge: 2'0&quot;</th>
<th>Map: Page 29</th>
</tr>
</thead>
</table>

Loco livery: Grey & Yellow

- **RICHMOND**
  - 0-6-0DM CosEng
  - A1308
  - 1959
  - AA

- **ASHBURY**
  - 0-6-0DM CosEng
  - A1611
  - 1956
  - AA

- **CONDINER**
  - 0-6-0DM Clyde
  - A121-1
  - 1961
  - MG-3R

- **SEAPORT**
  - 0-6-0DM Clyde
  - A1382
  - 1961
  - MG-3R

- **ST. HELENS**
  - 0-6-0DM Clyde
  - A1384
  - 1961
  - MG-3R

- **PIONEER**
  - 0-6-0DM Clyde
  - A1356
  - 1962
  - AI

- **CALLEL**
  - 0-6-0DM CosEng
  - A13271
  - 1964
  - AI

- **LACY**
  - 0-6-0DM Clyde
  - A13455
  - 1965
  - MG-3R

- **BASSETT**
  - 0-6-0DM Clyde
  - A13557
  - 1967
  - MG-3R

- **MAKURRA**
  - B-B DH EMB
  - 67800-1-5-76
  - 1976
  - DM3R

- **FOULNESS**
  - B-B DH EMB
  - 7200-1-6-77
  - 1977
  - DM3R

- **LITTLE "TOOT"**
  - 4wDH
  - 186002
  - 1963
  - 20DL (a)

- **PALLER**
  - 4wDH
  - 183121
  - 1963
  - HR

- **2-2wPNR Pacific**
  - 1966
  - NR

- **0-4-0T**
  - AE
  - 1909
  - NR

- **Pallet tapper**
  - 4wDH
  - Pleaser
  - 1973
  - EWX-06

- **Brake wagon**
  - 6w
  - Clyde
  - 1976

**NOTES OF LOCOMOTIVE CLASSIFICATION AND NUMBERING**

**Bundaberg Foundry**

Classification of diesels is by the letters BJ (Bundaberg Jenbach - built under licence from Jenbacher Werke, Austria), followed by a number indicating nominal horsepower. Diesel locos were built under licence from John Fowler & Co. (Leeds) Ltd., Leeds, UK.

**Baguley-Drewry**

Locomotives supplied to Queensland were either 175 hp or 150 hp nominal. The dates recorded in this booklet are the official dates ex-works, which may vary from those shown on washplates. Baguley kept builder's numbers in the 2XX series specially for Drewry orders.

**Baguley-Kaye**

Type 6B was fitted with Gardner 6LW engine, 6B8 with 6LW.

**Clyde & Clyde**

Model DH-1 is 170 hp 18 ton design, and MG-3R is 300 hp 20 ton design. The initial series of DH 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 6K.

**Cox-Tyr**

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). Each loco was 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 or 0-6-2, B = 4-6-0, C = 0-6-0 DR, D = 0-6-0 DL. The first two numbers denote the code for the particular variant (numbered in sequence from 1 upwards). The last two or three numbers are serial number.

- **E.H. Baldwin**
  - Classed by DH or 6K (Diesel mechanical or hydraulic), and a figure giving the weight in tons. The suffix B or T denotes Baguley 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 despatch. Engines are mostly by 6K and Underhill.

**Motor Rail**

An earlier numbering scheme (up to 9999) was replaced by one where locos in the 10000 range were 60 hp nominal and those in the 20000 range were 100 hp nominal.

**Perry**

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

**Huston & Hornby**

Classification is by nominal horse power plus DL (Diesel locomotive). The suffixes G and U indicate gasproofed and underground locos respectively. The number is in a series of all Huston equipment, which includes the engine carried by the loco.
**MAP INDEX**

<table>
<thead>
<tr>
<th>Location</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nambour</td>
<td>52</td>
</tr>
<tr>
<td>Childers - Bundaberg</td>
<td>10</td>
</tr>
<tr>
<td>Sarina - Mackay - Proserpine</td>
<td>28-29</td>
</tr>
<tr>
<td>Burdekin</td>
<td>31</td>
</tr>
<tr>
<td>Herbert</td>
<td>33</td>
</tr>
<tr>
<td>Tully - Innisfail</td>
<td>42</td>
</tr>
<tr>
<td>Babinda - Cairns</td>
<td>45</td>
</tr>
<tr>
<td>Mossman</td>
<td>52</td>
</tr>
</tbody>
</table>

**LOCATION INDEX**

<table>
<thead>
<tr>
<th>Location</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basinda Mill</td>
<td>44</td>
</tr>
<tr>
<td>Binya Mill</td>
<td>17</td>
</tr>
<tr>
<td>Cattle Creek Mill</td>
<td>24</td>
</tr>
<tr>
<td>Fairyhead Mill</td>
<td>15</td>
</tr>
<tr>
<td>Goodi Mill</td>
<td>43</td>
</tr>
<tr>
<td>Hamblen Mill</td>
<td>48</td>
</tr>
<tr>
<td>Haughton Mill - see Invicta Mill</td>
<td>27</td>
</tr>
<tr>
<td>Invermay Mill</td>
<td>11</td>
</tr>
<tr>
<td>Invicta Mill</td>
<td>32</td>
</tr>
<tr>
<td>Isis Mill</td>
<td>11</td>
</tr>
<tr>
<td>Kalamia Mill</td>
<td>30</td>
</tr>
<tr>
<td>Lucinda Bulk Sugar Terminal</td>
<td>51</td>
</tr>
<tr>
<td>Mackay Bulk Sugar Terminal</td>
<td>51</td>
</tr>
<tr>
<td>Macknade Mill</td>
<td>36</td>
</tr>
<tr>
<td>Marian Mill</td>
<td>36</td>
</tr>
<tr>
<td>Millagin Mill</td>
<td>12</td>
</tr>
<tr>
<td>Moreton Mill</td>
<td>9</td>
</tr>
<tr>
<td>Mossman Mill</td>
<td>49</td>
</tr>
<tr>
<td>Mournilyan Bulk Sugar Terminal</td>
<td>51</td>
</tr>
<tr>
<td>Mournilyan Mill</td>
<td>41</td>
</tr>
<tr>
<td>Mulgrave Mill</td>
<td>47</td>
</tr>
<tr>
<td>Northston Mill</td>
<td>23</td>
</tr>
<tr>
<td>Pioneer Mill</td>
<td>32</td>
</tr>
<tr>
<td>Plane Creek Mill</td>
<td>18</td>
</tr>
<tr>
<td>Pleystoke Mill</td>
<td>21</td>
</tr>
<tr>
<td>Proserpine Mill</td>
<td>26</td>
</tr>
<tr>
<td>Quinaba Mill</td>
<td>13</td>
</tr>
<tr>
<td>Racecourse Mill</td>
<td>19</td>
</tr>
<tr>
<td>South Johnstone Mill</td>
<td>39</td>
</tr>
<tr>
<td>Townsville Bulk Sugar Terminal</td>
<td>51</td>
</tr>
<tr>
<td>Tully Mill</td>
<td>37</td>
</tr>
<tr>
<td>Victoria Mill</td>
<td>34</td>
</tr>
</tbody>
</table>
Browning, John, Mewes, David (1978). Australian Sugar Industry Locomotives

**DRAWINGS INDEX**

Baguley/Drewry 150 h.p. 22
Baguley/RMP D6 46
Baguley/RMP D8 40
Baguley/RMP D98 as modified by Q.G.R. Ipswich Workshops 40
E.M. Baldwin DH8-PS 8
E.M. Baldwin DH15 8
E.M. Baldwin DH22B 14
Bundaberg Jenbach BJ100 22
Clyde DH1-71 20
Clyde HG-3R 20
Com-Eng A to 1959 16
Com-Eng A 1960-1966 38
Com-Eng A & F from 1975 38
Com-Eng F to 1966 16
Com-Eng N 14
John Fowler 20776 46
Walkers 570 50
Walkers 583 50

**THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY**

**AUSTRALIAN SUGAR INDUSTRY LOCOMOTIVES 1978**

**Amendment list 1 October 1978**

**p.7** Locomotive and Equipment Builders
- Add CRA Coorong Aresco Pty. Ltd., Dry Creek, SA.
- Add ROE to South Queensland Engineers & Agents Pty. Ltd., Cairns, Qld.
- Add GMH to North Queensland Engineers & Agents Pty. Ltd., Cairns, Qld.
- Add CMH to Soundproofed cab.

**p.11** Isis Central Sugar Mill Co. Ltd.
- Add loco number 7 to 101.

**p.18** Townsville Central Sugar Mill Co. Ltd.
- Add D10 to D12.

**p.19** Racecourse Co-operative Sugar Association Ltd.
- Add SMY to RH 1002.
- Amend to 2-6-0T.
- Amend 2-6-0T to 2-6-0T.
- Amend 2-6-0T to 2-6-0T.
- Amend 2-6-0T to 2-6-0T.

**p.20** South Perth Co-operative Sugar Milling Association Ltd.
- Add 7-16-0T to RH 1002.
- Add 7-16-0T to RH 1002.
- Add 7-16-0T to RH 1002.

**p.20** Pitman Co-operative Sugar Milling Association Ltd.
- Add 7-16-0T to RH 1002.
- Add 7-16-0T to RH 1002.
- Add 7-16-0T to RH 1002.

**p.25** South Australia Co-operative Sugar Milling Association Ltd.
- Add 7-16-0T to RH 1002.
- Add 7-16-0T to RH 1002.
- Add 7-16-0T to RH 1002.

**p.26** South Australia Co-operative Sugar Milling Association Ltd.
- Add 7-16-0T to RH 1002.
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**p.27** South Australia Co-operative Sugar Milling Association Ltd.
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**p.28** South Australia Co-operative Sugar Milling Association Ltd.
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**p.29** South Australia Co-operative Sugar Milling Association Ltd.
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**p.36** South Australia Co-operative Sugar Milling Association Ltd.
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**p.37** South Australia Co-operative Sugar Milling Association Ltd.
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Browning, John, Mewes, David (1978). Australian Sugar Industry Locomotives

THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY
AUSTRALIAN SUGAR INDUSTRY LOCOMOTIVES 1978
Amendment list 2. February 1979.

p.7 LOCOMOTIVE AND EQUIPMENT BUILDERS
Amend PR Perry Engineering Co Ltd, Gawler, S.A., to PR Perry Engineering Co Ltd., Mile End, S.A.

p.11 MILLYAN SUGAR MILL CO. LTD.
Delete SS 4619 (sold for preservation)
Delete 6 and 8.(transferred to Qulin Mill)
Delete footnotes (a) and (b).
Delete special note regarding steam locomotive repairs.

p.13 THE MILLYAN SUGAR MILL CO. LTD., QUNABA MILL.
Add OD to DOLLY and SKIPPER.
Add 5 0-6-2T EF 1952 (f)
Add 6 0-4-2T EF 1952 (g)
Add footnotes (f) ex Millyan Mill, 6, 1978.
Add footnotes (g) ex Qunaba Mill, 8, 1978.

p.18 PLANT CREEK CENTRAL MILL CO. LTD.
Amend date of Comeng A1037 to 1960.
Amend date of EF 3716 to 1954.

p.25 PARLIEVON CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.
Amend date of Comeng A1021 to 1963.
Amend TKMB 5-774-6-53 1963 to 5-774-6-54 1964.
Add date 1939 and (c) to EF 7369.
Add footnotes (c) ex 7
Formerly ex James N.Connell Ltd., Coatbridge, Midlothian, Scotland; ex Glasgow Corporation Housing Department, Scotland, 1949.

p.34 CSR LTD., VICTORIA MILL.
Add number 81 to EF 10161.
Add number 33 to EF 10361.
Reserve S2 (reserves still in scrap disposal area).
Add builder's number 2821 to unidentified EF.
Add VS 2-2WPM Oman 1978.

p.35 CSR LTD., MACKNAB MILL.
Amend model number of EF 5665-3-73 to EV16.

p.36 CSR LTD., MACNAB MILL.
Delete note regarding bogie locos from livery details.
Add number (i) to MR 10232.
Amend 2-2WPM Clyde to 2-2WPM Clydeq.

p.37 FULLY CO-OPERATIVE SUGAR MILLING ASSOCIATION.
Amend date of GP 21912 to 1929.

p.39 SOUTH JOHNSTON CO-OPERATIVE SUGAR MILLING ASSOCIATION.
Amend ComEng AD1933 to AD1953.

p.43 CSR LTD., GOONDI MILL.
Amend date of GP 13266 to 1929.

---

CSR LTD., GOONDI MILL
Add 6 to Clyde 56-93
Amend 0-4-0DM EF to
6

LWM ...EMB 8002-1-6-78 1976 DH12 0.4.0
Amend No.4 SIMPLEX to
6 (No.2 SIMPLEX) LWM
MR
Delete GP 166863 (scrapped, 1978)
Add DL15 HERADA 0-6-2DM ComEng B1111 1956 AA
Add footnote (a) Pitted with EFM soundproofed cab, 1978
Add footnote (b) ex Hambleton Mill, c.1965, Converted from EFPM

---

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

MOSMAN CENTRAL MILL CO. LTD.
Amend 1000 livery details to Pale Blue & Pale Yellow (MOSMAN = Bright Yellow & Pale Blue)
New livery for 1979 will be Bright Yellow & Pale Blue.

---

CSR LTD., GOONDI MILL
Amend date of GP 13266 to 1929.