Extract: Goondi 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

Compiled by John Browning & David Mewes

THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

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

Published by the AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

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

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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
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 research for this publication, but special thanks are due to John Armstrong, George Bond, Keith McDonald, G.R. Pridham, Eric Tonka, Rodney Keaver 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 Pecan Grove, will be centred around an operating railway, and a sizable collection of steam and internal-combustion locomotives has already been acquired. Members receive a monthly magazine, "Steam 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.M.R.S.,
P.O. Box 273,
NORTH MANOOLI,
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 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 10,000 tonnes each day. 20 main line diesel locomotives haul 4,700 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 $75,000. It is quite likely that the next generation of cane haulage will be 35 tonne 0-8-0 diesel-hydraulic locomotives hauling 14-tonne bogie cane cars. Although Victoria Mill is the largest, the others still 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 locomotives haul quaint navvies' 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 tramways. Reference to the appropriate map will be found at the head of each locomotive list. It is recommended that these maps be used in conjunction with a Queensland 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.
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 "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 locos. However, when the driving wheels of internal-combustion locos are not located outside the frame, these locos are so classified. If only the rear axle is powered, this is shown as 2-6-2.

A - Diesel locomotive with mechanical transmission
B - Diesel locomotive with hydraulic transmission
C - Petrol locomotive with mechanical transmission
D - Petrol locomotive with hydraulic transmission
N - Tram loco - a vehicle designed primarily as a personnel carrier
T - Trolley tank
Kaber - the builder is shown in the next column. A list of abbreviations used appears on page 7 opposite.

Kaber'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).

Dismantled
OOU - 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*

**GSR LTD., GOONDY MILL**

Track Mileage: 75"  Gauge: 2'0"

Loco liveries: Yellow & Grey (4 is Orange & Grey)

<table>
<thead>
<tr>
<th>No.</th>
<th>Loco</th>
<th>Gauge</th>
<th>Year</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0-6-ODM JF</td>
<td>18260</td>
<td>1930</td>
<td>(a)</td>
</tr>
<tr>
<td>2</td>
<td>0-6-ODH Clyde</td>
<td>55-60</td>
<td>1955</td>
<td>DHT-71</td>
</tr>
<tr>
<td>3</td>
<td>0-6-ODH Clyde</td>
<td>56-93</td>
<td>1956</td>
<td>DHT-71</td>
</tr>
<tr>
<td>4</td>
<td>0-6-ODH Clyde</td>
<td>55-57</td>
<td>1955</td>
<td>DHT-71</td>
</tr>
<tr>
<td>5</td>
<td>0-6-ODH Clyde</td>
<td>55-55</td>
<td>1955</td>
<td>DHT-71</td>
</tr>
<tr>
<td>(6)</td>
<td>ADELAIDE 0-6-ODH Clyde</td>
<td>56-90</td>
<td>1956</td>
<td>DHT-71</td>
</tr>
<tr>
<td>(a)</td>
<td>0-4-ODH RB</td>
<td>1978</td>
<td>1978</td>
<td>DHT-2</td>
</tr>
<tr>
<td>No.1</td>
<td>LWDN NR</td>
<td></td>
<td></td>
<td>10219</td>
</tr>
<tr>
<td>(No.3)</td>
<td>LWDN KB</td>
<td></td>
<td></td>
<td>(c)</td>
</tr>
<tr>
<td>No.4</td>
<td>SIREN</td>
<td>WDMN NR</td>
<td></td>
<td>(d)</td>
</tr>
<tr>
<td>No.4</td>
<td>LADN PH</td>
<td></td>
<td></td>
<td>(e)</td>
</tr>
<tr>
<td>No.4</td>
<td>2-2WPX RB</td>
<td>8376</td>
<td>48/BB</td>
<td></td>
</tr>
<tr>
<td>No.4</td>
<td>2-2WPX RB</td>
<td>18808</td>
<td>1930</td>
<td>(d)</td>
</tr>
<tr>
<td>(f)</td>
<td>ex Huxley Mill (Childers), 1932. Converted from 0-6-OPE.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(b)</td>
<td>Fitted with RB soundproofed cab, 1977.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(e)</td>
<td>Converted from 4wPM</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(f)</td>
<td>ex Victoria Mill, H逐一。76. Formerly ex Yeaknade Mill, 1965; ex Huxley Mill (Childers), 1932. Converted from 0-6-OPE.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*ANRMS: Australian Narrow Gauge Railway Museum Society, PO Box 1135, Woodford, Qld 4514 Australia*
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 (Bundeburg Jenbich - built under licence from Jenbachers 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 dates recorded in this booklet are the official dates ex works, which may vary from those shown on worksplates. Baguley kept builder’s numbers in the 2xxx series specially for Drewry orders.

**Baguley/DWP**
Type 186c was fitted with Gardner 6LW engine, 308 with 8LW.

**Clyde & Clyde (Cld.)**
Model WW-11 is 170 hp 18 ton design, and HO-3R is 263 hp 18-24 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 GW.

**Con-Rig**
Until 1959 (serial number 35), 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 DH or DH, 14-15 ton 150-205 hp; B - 0-4-0 DH, 9-12 ton 112 hp; C - 0-6-0 DH, 19-23 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 tons. 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 10xxx range were 60 hp nominal and those in the 20xxx range were 40 hp nominal.

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

**Huston & Hornby**
Classification is by normal horse power plus DL (Diesel locomotive). The suffixes G and U indicate class marked and underground loco respectively. The number is in a series of all Huston equipment, which includes the engine carried by the loco.

**MAP INDEX**

- NAMBOUR
- CHILDERS - BUNDABERG
- SARINA - MACKAY - PROSERPINE
- BURDEKIN
- HERBERT
- TULLY - INNISFAIL
- BABINDA - CAIRNS
- MOSSMAN

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John Fowler 20776 46
Walker 570 50
Walker 583 50

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THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

AUSTRALIAN SUGAR INDUSTRY LOCOMOTIVES 1978

Amendment list 1. October 1978

p. 7 LOCOMOTIVES AND EQUIPMENT BUILDERS

Add USA Connelley Bros. Ltd., Dry Creek, SA.

Amend No. to John Blackburn Engineers & Agents Pty Ltd., Cairns, Qld.

Add (Carnon Rail Group) to Tamper details.

p. 11 TSTS CENTRAL SUGAR MILL CO. LTD.

Amend loco livery details to yellow & grey

p. 15 PLANE CREEK CENTRAL MILL CO. LTD.

Amend B12 to B12 (from B12)

p. 19 RACECOURSE CO-OPEARTIVE SUGAR ASSOCIATION LTD.

Add QLD SMOKY to RH 591210

Amend ER loco to

EWR 2-2-2WDR EWB 6-26-2 2-10-68 1968 DMC SW/ML (c)

EWR 2-2-2WDR EWB 6-26-2 2-14-68 1968 DMC SW/ML (c)

Add Ballast regulator

4WDR Tamper 1775577 1978 BSM:

p. 23 NORTH ETON CO-OPEARTIVE SUGAR MILLING ASSOCIATION LTD.

Add Brake wagon

4WDR EMB 7901-1-5-78 1978 BV24

p. 25 PARLINGTON CO-OPEARTIVE SUGAR MILLING ASSOCIATION LTD.

Add (c) to Gesco

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

p. 26 PROSERPINE CO-OPEARTIVE SUGAR MILLING ASSOCIATION LTD.

Add (c) to Gesco

Add Ballast regulator

4WDR CEA BR683 1978

p. 27 PIONEER SUGAR MILLS LTD., INGHAM MILL.

Amend loco livery details to Yell (LYT Toot is blue, IVAN is orange-red).

Delete notes of individual loco colours.

p. 30 THE AUSTRALIAN ESTATES CO. LTD., KALAMBA MILL.

Add (c) to AUSTRALIAN and ALEXIA.

Add footnote (c) Fitted with ER soundproof cab, 1978

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

Amend MACDONALD to MACDOWNS

the AUSTRALIAN ESTATES CO. LTD.

p. 33 RABBITO . . VICTORIA MILL.

Amend loco livery details to cream (NORTHCOOT & SKIRK are yellow)

p. 34 CSR LTD. . . VICTORIA MILL.

Amend WOODS to 0-4-0UDH

p. 35 SOUTH JOHNSTONE CO-OPEARTIVE SUGAR MILLING ASSOCIATION LTD.

Delete Q.U.A. names and numbers from Comeng A12711, Comeng A154/4

and 553-3330

Add 99 to 50 17.

p. 36 HOWARD EMTH INDUSTRIES PTY. LTD., MOWRIYAN MILL.

Delete number and name from Comeng B1112 and add 8

Add TOWNSVILLE 0-6-0 CC 1979 OOR

Add to footnote (c) On loan to Goondi Mill, 1978


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p.43 CSR LTD. GOONDI MILL
Add (g) to Cypde 50-95
Amend 0-4-0DH EMD to
6
Amend No.1 SIMPLEX to
8 (No.2 SIMPLEX) 4wDM WR
Delete JW 18808 (scrapped, 1978)
Add DL15 KERADA 0-6-2GEW CoalEng B111 1956 AA (1)
Add footnote (g) Pitted with EM3 soundproofed cab, 1978
Add footnote (h) ex Hambledon Mill, c.1965. Converted from 4wPM

p.44 BABINDA CO-OPERATIVE CENTRAL MILL SOCIETY LTD.
Amend date of CoalEng A1021 to 1977
Amend date of CoalEng A1027 to 1958

p.47 MULGRAVE CENTRAL MILL CO. LTD.
Amend CoalEng A1010 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 (a) Converted from 4wPM
Add date 1972 to NQE brake wagon

p.48 CSR LTD., HAMBLEDON 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 loco livery for 1979 will be Bright Yellow & Pale Blue.
Amend FAUGH-A-BALLOUGH to FAUGH A BALOUGH