Extract: Inkerman 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

Published by the AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY
P.O.Box 270, NORTH QUAY 4000, Queensland.

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY 1978
Reprinted 1979

National Library of Australia card number
and ISBN 0 9596009 0 6

CONTENTS

Foreword 4
Introduction 5
Explanatory Notes 6
Locomotive & Equipment Builders 7
Sugar Mill Locomotive Lists 9
(arranged from South to North)
Bulk Sugar Terminals 51
Notes on Locomotive Classification
and Numbering 53
Map Index 54
Location Index 55
Drawings Index 56

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
FORWARD

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. Flinders, Eric Tonks, Rodney Fawer 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 5.5m to the foot locomotive drawings, and to Ray Silla 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 Kippa-Ring, 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 QUEENSLAND, 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 18,000 tonnes each day. 22 main line diesel locos haul 17,000 cane bins on the tramway system, the longest line of which stretches 39 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 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 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 tramlines. 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.
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. Heavy 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 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 4w (four wheel) or 6w (six wheel). If only one axle is powered, this is shown as 2-6w.

D - Diesel locomotive with mechanical transmission
EH - Diesel locomotive with hydraulic transmission
FM - Petrol locomotive with mechanical transmission
FH - Petrol locomotive with hydraulic transmission
R - Rebuilt - a vehicle designed primarily as a personnel carrier
T - Trolley tank

Keeler
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.

Keeler'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 - Permanently out of use
Dtr. - Derelict
Pwr. - 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 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

**PIONEER SUGAR MILLS LTD., INKERMAN MILL, NORE HILL**

Track Mileage: 35  
Gauge: 2'0"  
Map: Page 31

Loco livery: various

<table>
<thead>
<tr>
<th>Loco</th>
<th>Type</th>
<th>Builder</th>
<th>Year</th>
<th>Paint</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Li'l Toot)</td>
<td>0-6-ODM</td>
<td>Dg/RMP</td>
<td>1954</td>
<td>BG6</td>
</tr>
<tr>
<td>IONA</td>
<td>0-6-ODH</td>
<td>Clyde</td>
<td>1954</td>
<td>DHI Red &amp; Yellow</td>
</tr>
<tr>
<td>KERBAH</td>
<td>0-6-ODM</td>
<td>CozEng</td>
<td>1958</td>
<td>AP Red &amp; Silver</td>
</tr>
<tr>
<td>OSBORN</td>
<td>0-6-ODH</td>
<td>CozEng</td>
<td>1963</td>
<td>AH Cream</td>
</tr>
<tr>
<td>KOOKNUMA</td>
<td>0-6-ODH</td>
<td>CozEng</td>
<td>1965</td>
<td>AM Light Blue</td>
</tr>
<tr>
<td>CARSTAIRS</td>
<td>0-6-ODH</td>
<td>ENF</td>
<td>1968</td>
<td>DH1342STD Yellow</td>
</tr>
<tr>
<td>ALMA</td>
<td>0-6-ODH</td>
<td>CozEng</td>
<td>1975</td>
<td>FE Yellow</td>
</tr>
<tr>
<td>TAHUN</td>
<td>0-6-ODH</td>
<td>ENF</td>
<td>1976</td>
<td>DH24B Mk3 had</td>
</tr>
</tbody>
</table>

(a) ex War Disposals. Converted from 4½PM

3'6" Gauge

INKERMANN No.1, 0-6-OT NS  
1119 1913  
Fvd.

ANGRMS: 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 is by the letters BJ (Bundeberg 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 booklist are the official dates ex works, which may vary from those shown on worksplates. Baguley kept builder’s numbers in the Gxx series specially for Drewry orders.

**Baguley/DWP**
Type 125 was fitted with Gardner 6LW engine, 100 with 8LW.

**Clyde & Clyde (C&Cl)**
Model DH-11 is 170 hp 18 ton design, and H0-3R is 263 hp 16-24 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-Eng**
Until 1959 (serial number 39), classification was by an initial letter. However, this scheme was discontinued and replaced by another which indicates general type (first letter) and engine or traction unit 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 DM, 4-6-0 ton. 80-225 hp.
  0 - 0-4-0 DH 2-12 ton. 112 hp.
  F - 0-6-0 DH 19-25 ton. 250-277 hp.
  0 - 4-8 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 despatch.

**Motor Rail**
An earlier numbering scheme (up to 9999) was replaced by one where locos in the 10000 range were 50 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 locomotives built under that job number.

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

**MAP INDEX**

- **NAMBOUR** 52
- **CHILDERS - BUNDAEBERG** 10
- **SARINA - MACKAY - PROSERPINE** 28-29
- **BURDEKIN** 31
- **HERBERT** 33
- **TULLY - INNISFAIL** 42
- **BABINDA - CAIRNS** 45
- **MOSSMAN** 52

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

BABINDA MILL  44
BINGERA MILL  17
CATTLE CREEK MILL  24
FAIRYBEAD MILL  15
GOODI MILL  43
HAMELEON MILL  18
NAUGHTON MILL - see INVICTA MILL  27
INKHAN MILL  32
INVICTA MILL  32
ISIS MILL  11
KALAMIA MILL  30
LUCINDA BULK SUGAR TERMINAL  51
MACKAY BULK SUGAR TERMINAL  51
MACKNABD MILL  36
MARIAN MILL  24
MILLAQUIN MILL  12
MORETON MILL  9
MOSSMAN MILL  49
MOURILYAN BULK SUGAR TERMINAL  51
MOURILYAN MILL  41
MULGRAVE MILL  47
NORTH ETON MILL  23
PIONEER MILL  32
PLANE CREEK MILL  18
PLEYSTOGE MILL  21
PROSERPINE MILL  26
QUINABA MILL  13
RACECOURSE MILL  19
SOUTH JOHNSTONE MILL  39
TOWNSVILLE BULK SUGAR TERMINAL  51
TULLY MILL  37
VICTORIA MILL  34

DRAWINGS INDEX

Baguley/Drewry 150 h.p.  22
Baguley/RMP BG6  46
Baguley/RMP BG8  40
Baguley/RMP BG8 as modified by Q.G.R. Ipswich Workshop  40
B.M. Baldwin DH8-PS  8
B.M. Baldwin DH15  8
B.M. Baldwin DH22B  14
Bundaberg Jenbach BJ100  22
Clyde DHI-71  20
Clyde HD-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

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

**THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY**  
**AUSTRALIAN SUGAR INDUSTRY LOCOMOTIVES 1978**  
Amendment list 1. October 1978

P. 7 LOCOMOTIVE AND EQUIPMENT BUILDERS
Add USA Cooda Ararat Pty. Ltd., Dry Creek, SA.
Amend 9/21 to North Queensland Engineers & Agents Pty. Ltd., Cairns, Qld.
Add (Caron Rail Group) to Tamper details.

P. 11 IISI CENTRAL SUGAR MILL CO. LTD.
Amend loco livery details to Yellow & Grey

P. 18 PLASE CREEK CENTRAL MILL CO. LTD.
Amend B 02 to B 02 (Form. B 01)

P. 19 RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD.
Add Qld Smokey to HH 592120
Amend EMB locos to
EMB 2-6-6-2 1-10-68 1968 DHC SW/ML (c)
EMB 2-6-6-2 1-11-68 1968 DHC SW/ML (c)
Add 2-2WPDR Hansen 1978
Add Ballast regulator
2-WDPR Tamper 1775577 1978

P. 23 NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.
Amend model number of EP 13 to EP 200

P. 25 PARLINGS CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.
Add Brake wagon
EMB 790-1-6-78 1978 BV24

P. 26 PROSPERITY CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.
Add (c) to Geco
Add footnote (c) Returned to builders for modification, 1978
Add Ballast regulator
GEO 4-WD 1983

P. 27 PIONEER SUGAR MILLS LTD., LINGMAR MILL.
Amend loco livery details to Light Blue (LIL TOOT is Blue, IVAN is Orange-Red)
Delete notes of individual loco colours.

P. 30 THE AUSTRALIAN ESTATES CO. LTD., KALAMIA MILL.
Add (c) to ALUMINUM and SECTA
Add footnote (c) Pitted with EMB soundproofing cab, 1978

P. 32 PIONEER SUGAR MILLS LTD., PIONEER MILL.
Amend MACDOWNS to McDOUGS

HADDON SUGAR COMPANY, INVICTA MILL.
Amend loco livery details to Cream (NORTHCO & SELKIRK are Yellow)

P. 34 CSR LTD., VICTORIA MILL.
Amend DOORS to 0-4-0DHS
Delete S2 (scraped)

P. 35 SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.
Delete Q.9, E.90, names and numbers from Comeng AD15711, Comeng AA157/4
Add EPE 3390
Add footnotes to 12 ± 17.

P. 41 HOWARD SMITH INDUSTRIES PTY. LTD., MOURILIYAN MILL.
Delete number and name from Comeng B1112 and add 8
Add TOWNSVILLE 0-6-0 NC 1999 1997 OOC(f)
Add to footnote (f) On loan to Goondi Mill, 1978

**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., Geelong, SA, to PR Perry Engineering Co. Ltd., Mile End, SA.

P. 11 IISI CENTRAL SUGAR MILL CO. LTD.
Delete SS 0519 sold for preservation

P. 12 THE MILLAQUIN SUGAR CO. PTY. LTD., MILLAQUIN MILL.
Delete 6 and 8 (transferred to Queute Mill)
Delete footnotes (a) and (b).
Delete special note regarding steam locomotive repairs.

P. 13 THE MILLAQUIN SUGAR CO. PTY. LTD., QUNALA MILL.
Add OOC to Delta and Skippers.
Add 5 0-6-2T EP 6 1952
Add 6 0-6-2T EP 3 1952
Add footnotes (f) ex Millaquinn Mill, 6, 1978.
Add footnotes (g) ex Millaquinn Mill, 8, 1978.
Formerly ex Mourilyan Mill, 6, 1966.

P. 18 PLASE CREEK CENTRAL MILL CO. LTD.
Amend date of Comeng PA037 to 1980
Amend date of RE 571,581 to 1954.

P. 25 PARLINGS CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.
Amend date of Comeng AD15711 to 1963.
Amend EMB 7-774-6-63 1963 to 7-774-6-64 1964.
Add date 1939 and (c) to MR 7369.
Add footnote (c) ex
Formerly ex James R. Connell Ltd., Cambridge, Midlothian, Scotland; ex Glasgow Corporation Housing Department, Scotland, 1949.

P. 34 CSR LTD., VICTORIA MILL.
Add number 50 to 1946.
Add number 53 to MR 5035.
Delete S2 (remains in scrap disposal area)
Add builder’s number 2821 to unidentified MR
Add VS 5 2-2WPDR Hansen 1978

P. 35 CSR LTD., MACKNAB MILL.
Delete note regarding bogie locos from loco livery details.
Add number (1) to MR 10232.
Amend 2-2WPDR Clyde to 2-2WPDR Clyde.

P. 37 FOLEY CO-OPERATIVE SUGAR MILLING ASSOCIATION.

P. 39 SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION.
Amend Comeng AD1593 to AD1593.

P. 43 CSR LTD., GOONDI MILL.
Amend date of JP 18630 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., GOONDIE MILL

Add (g) to Clyde 50-93
Amend O-4-0DH EMB to

6
Amend No.4 SIMPLEX to
8 (No.2 SIMPLEX) 4wDM

(h)
Delete JP 18808 (scrapped, 1978)
Add DL15 KERADA C-6-0GW ConEng B111 1996 AA

(1)
Add footnote (g) Pitted with EMB soundproofed cab, 1978
Add footnote (h) ex Hambledon Mill, c.1963. Converted from 4wPM

**p.44** BABINDA CO-OPEATIVE CENTRAL MILL SOCIETY LTD.

Amend date of ConEng A1024 to 1977
Amend date of ConEng A2027 to 1938

**p.47** MULGRAVE CENTRAL MILL CO. LTD.

Amend ConEng A1010 to ConEng B1010
Add (No.3 SIMPLEX) and (a) to KE 4207
Amend 4wDM 1924 to

(No.2 SIMPLEX "THE PIE CART") 4wDM Mulgrave 1960
Add footnote (a) Converted from 4wPM
Add date 1972 to NNB brake wagon

**p.48** CSR LTD., HAMBLEDON MILL

Amend (g) 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 BALLOUGH