Extract: Invicta 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
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
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. 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 3.5m 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 Brisbane, 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 270,
NORTH LAY 4000
Queensland.

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. 20 main line diesel locos haul 7,700 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 36-tonne 0-C diesel hydraulic locos hauling 16-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.

ANGRMS: Australian Narrow Gauge Railway Museum Society, PO Box 1135, Woodford, Qld 4514 Australia
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. Needy 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 4w (four wheeled) or 6w (six wheeled). If only the rear axle is powered, this is shown as 2-6w.

DM - 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

Keager
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 resulted.

Keager'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
Delt. - Derailed
Pd. - Preserved on site

Brake wagon
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.

LOCOMOTIVE AND EQUIPMENT BUILDERS

<table>
<thead>
<tr>
<th>Builder</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB</td>
<td>Avonside Engine Co. Ltd., Bristol, UK.</td>
</tr>
<tr>
<td>BP</td>
<td>Bundaberg Foundry Co., Bundaberg, Qld.</td>
</tr>
<tr>
<td>BR/RWP</td>
<td>E.R. Baguley Ltd., Burton-on-Trent, UK, for Railway, Mine and Plantation Equipment Ltd., UK.</td>
</tr>
<tr>
<td>Clyde</td>
<td>Clyde Engineering Pty. Ltd., Granville, NSW.</td>
</tr>
<tr>
<td>ClydeQ</td>
<td>Clyde Engineering (Qld.) Pty. Ltd., Eagle Farm, Qld., for Clyde.</td>
</tr>
<tr>
<td>CoonEng</td>
<td>Commonwealth Engineering (Qld.) Pty. Ltd., Salisbury North, Qld.</td>
</tr>
<tr>
<td>EMB</td>
<td>E.M. Baldwin &amp; Sons Pty. Ltd., Castle Hill, NSW.</td>
</tr>
<tr>
<td>FN</td>
<td>F.C. Hibernian &amp; Co. Ltd., Park Royal, UK. (&quot;PLANET&quot;)</td>
</tr>
<tr>
<td>Geaco</td>
<td>George Ross Pty. Ltd., Leederville, WA.</td>
</tr>
<tr>
<td>Hansen</td>
<td>Hansen's Motor &amp; Engineering Works, Ingham, Qld.</td>
</tr>
<tr>
<td>HC</td>
<td>Hudswell, Clarke &amp; Co. Ltd., Leeds, UK.</td>
</tr>
<tr>
<td>HR</td>
<td>Hunratt Engine Co. Ltd., Leeds, UK.</td>
</tr>
<tr>
<td>MW</td>
<td>Malcolm Moore Ltd., Port Melbourne, Vic.</td>
</tr>
<tr>
<td>MR</td>
<td>Motor Rail Ltd., Bedford, UK. (&quot;SIMPLEX&quot;)</td>
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<tr>
<td>NQE</td>
<td>North Queensland Engineering</td>
</tr>
<tr>
<td>Pacific</td>
<td>Pacific Construction Equipment Co., Hornsby, NSW.</td>
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<tr>
<td>PRC</td>
<td>Perry Engineering Co. Ltd., Gawler, SA.</td>
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<tr>
<td>Pleaer</td>
<td>Pleaer (Australis) Pty. Ltd., Girraween, NSW.</td>
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<tr>
<td>RH</td>
<td>Ruston &amp; Hornsby Ltd., Lincoln, UK.</td>
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<tr>
<td>SS</td>
<td>Sharp, Stewart &amp; Co. Ltd., Glasgow, UK.</td>
</tr>
<tr>
<td>Stoeper</td>
<td>Stoeper (Australia) Pty. Ltd., Airport West, Vic.</td>
</tr>
<tr>
<td>Walker</td>
<td>Walker Ltd., Maryborough, Qld.</td>
</tr>
<tr>
<td>Wilson</td>
<td>Wilson Engine Co.</td>
</tr>
<tr>
<td>Wex</td>
<td>D. Wexham &amp; Co. Ltd., Ware, UK.</td>
</tr>
</tbody>
</table>
Browning, John, Mewes, David (1978). *Australian Sugar Industry Locomotives*

**HAUGHTON SUGAR COMPANY, INVICTA MILL, GIRVU (CSL LTD.)**

Track Milsage: 45  
Gauge: 2'0"  
Map: Page 31

Loco livery: ComEng locos: Cream  
EMB Loco: Yellow

1. **INVICTA**  
   0-6-ODH  
   ComEng  
   CA1043  
   1960  
   CA

2. **HAUGHTON**  
   0-6-ODH  
   ComEng  
   AM6878  
   1964  
   AH

3. **CLARE**  
   0-6-ODH  
   ComEng  
   AM6680  
   1964  
   AH

4. **MORVICOETE**  
   0-6-ODH  
   ComEng  
   AM5991  
   1965  
   AH

5. **BAGUATTA**  
   0-6-ODH  
   ComEng  
   AM5998  
   1965  
   AH

6. **SCOTT**  
   0-6-ODH  
   ComEng  
   C1015  
   1957  
   AB  
   (a)

7. **SEIKIRK**  
   B-B DH  
   EEB  
   6750-1-8-76  
   1976  
   DH26B Mk4  
   (a)


Boldest taper

**BROWNING Sugar Mills LTD., PIONEER MILL**

Track Milsage: 48  
Gauge: 3'6"  
Map: Page 31

Loco livery: Yellow

1. **MACDESOL**  
   0-6-ODH  
   Clyde  
   DHI  
   3  
   1954  
   DHI

2. **MAIDAVOVEL**  
   0-6-ODH  
   Clyde  
   62-266  
   1962  
   DHI-71

3. **PIONEER**  
   0-6-ODH  
   Clyde  
   63-287  
   1963  
   DHI-71

4. **AIRDALE**  
   0-6-ODH  
   Clyde  
   6h-318  
   1964  
   DHI-71

5. **COLEVALE**  
   0-6-ODH  
   Clyde  
   65-458  
   1965  
   DHI-71

6. **WALKERS**  
   0-6-ODH  
   Clyde  
   583  
   1968  
   (a)

7. **KIRRIE**  
   0-6-ODH  
   Pr  
   265  
   1927  
   OQU  
   (b)

(a) ex Arandoo Shire Tramway, 1976.

(b) ex Mount Morgan line, 1949. Formerly on Victoria State Rivers and Water Supply Commission, June 1939; Converted from 0-4-0T at Pioneer Mill.

ANGRMS: Australian Narrow Gauge Railway Museum Society, PO Box 1135, Woodford, Qld 4514 Australia
Classification of diesels is by the letters BJ (Bundesberg Jenbach - built under licence from Jenbacher Werke, Austria), followed by a number indicating nominal horse power. Some locos were built under licence from John Powler & 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 workplates. Baguley kept builder's numbers in the 2xxx series specially for Drewry orders.

Bagnall
Bagnall’s were supplied with Gardner 6LW engine, 80hp with 8LW.

Clyde & Clyde (Cld.)
Model DH-11 is 170 hp 18 ton design, and HD-3R is 253 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 1939 (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 DM or DH, 14-16 ton, 150-200 hp. B - 0-4-0 DM 2-4 ton, 112 hp. C - 0-6-0 DH, 19-23 ton, 250-277 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.

R.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 Twin bogie loco respectively. The numbering system is not completely consistent, but contains a code number (early loco 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 50 hp nominal and those in the 20xxx 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 miscellaneous and underground locos respectively. The number is in a series of all Ruston equipment, which includes the engine carried by the loco.
Browning, John, Mewes, David (1978). *Australian Sugar Industry Locomotives*

**LOCATION INDEX**

<table>
<thead>
<tr>
<th>Location</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Babinda Mill</td>
<td>144</td>
</tr>
<tr>
<td>Bingenia Mill</td>
<td>17</td>
</tr>
<tr>
<td>Cattle Creek Mill</td>
<td>24</td>
</tr>
<tr>
<td>Fairymead Mill</td>
<td>15</td>
</tr>
<tr>
<td>Goondi Mill</td>
<td>43</td>
</tr>
<tr>
<td>Hambleton Mill</td>
<td>48</td>
</tr>
<tr>
<td>Haughton Mill - see Invicta Mill</td>
<td>27</td>
</tr>
<tr>
<td>Inverian Mill</td>
<td>32</td>
</tr>
<tr>
<td>Invicta Mill</td>
<td>11</td>
</tr>
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<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>24</td>
</tr>
<tr>
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<td>9</td>
</tr>
<tr>
<td>Moreton Mill</td>
<td>49</td>
</tr>
<tr>
<td>Mossman Mill</td>
<td>49</td>
</tr>
<tr>
<td>Mourilyan Bulk Sugar Terminal</td>
<td>51</td>
</tr>
<tr>
<td>Mourilyan Mill</td>
<td>41</td>
</tr>
<tr>
<td>Mulgarav Mill</td>
<td>47</td>
</tr>
<tr>
<td>North Eton 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>Pleystowe Mill</td>
<td>9</td>
</tr>
<tr>
<td>Prosperpine Mill</td>
<td>26</td>
</tr>
<tr>
<td>Qunaba 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>

**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
- E.M. Baldwin DH8-PS 8
- E.M. Baldwin DH15 8
- E.M. Baldwin DH22B 14
- Bundaberg Jenbach BJ100 22
- Clyde DHI-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

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 CSA ConRail Aresco Pty. Ltd., Dry Creek, SA.
Add NQP to North Queensland Engineers & Agents Pty. Ltd., Cairns, Qld
Add (Carron Rail Group) to Tamper details.

P.11 TSUS CENTRAL SUGAR MILL CO. LTD.
Amend loco livery details to yellow & grey.

P.18 PLANE CRICKET CENTRAL MILL CO. LTD.
Amend B3 to B12 (Form B12).

P.19 RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD.
Add QLD SMOKY to MM 592120
Add BW 6-2-6WD 7-2-6-2-1-10-68 1968 DMR SW/MW
Add BW 6-2-6WD 7-2-6-2-1-10-68 1968 DMR SW/MW
Add Stentleke 7-2-6-2-1-10-68 1718
Add Ballast regulator 4WDH Tamper 1775577 1978 BSM:

P.23 NORTH BOON CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.
Amend model number of RF 13 to BW200

P.25 PARLIAMENT CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.
Add Brake wagon 612
Add EMB 7901-1-6-78 1978 BV24

P.26 PROSPERITY CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.
Add (c) to Besco
Add footnote (c) Returned to builders for modification, 1978
Add Ballast regulator 4WDH CGA BR663 1978

P.27 PIONEER SUGAR MILLS LTD., INGHAM MILL.
Amend loco livery details to yellow (LILY TOOT is Blue, ITAH is Orange-Red)
Delete notes of individual loco colours.

P.30 THE AUSTRALIAN ESTATES CO. LTD., KALAMIA MILL.
Add (c) to ALBMAN and DECKA
Add footnote (c) Fitted with EMB soundproofed cab, 1978

P.32 PIONEER SUGAR MILLS LTD., PIONEER MILL.
Amend MACBETHS to McDermouth
Add footnote (c) Returned to builders for modification, 1978

P.34 CSR LTD., VICTORIA MILL.
Add number 6 to HS 10561.
Add number 53 to MR 10561.
Delete number 2 (remains in scrap disposal area)
Add builder's number 2821 to unidentified MR
Add V5 2-2-2PHR Hansen 1978

P.35 CSR LTD., MACKAY MILL.
Add number 5 to MR 10232.
Amend 2-2PHR Clyde to 2-2PHR Clyde.

P.41 HOWARD SMITH INDUSTRIES PTE. LTD., MOURILIAN MILL.
Delete number and name from Corner A15711, Corner AA1674
Add EMB 3/390

P.42 SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.
Delete Q.D.S. names and numbers from Corner A15711, Corner AA1574
Add TOWNSVILLE 6-0-0 No 1999 1979
Add to footnote (c) On loan to Goodill Mill, 1976

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., GOONDI MILL
Add (g) to Clyde 50-93
Amend 0-4-0DH EMB to
6
Amend No. 4 SIMPLEX to
6 (No. 2 SIMPLEX) 4wDM
Delete JP 18808 (scrapped, 1978)
Add DL15 NEERADA 0-6-0CW ConEng 8111 1956 AA (1)
Add footnote (g) Pitted with EMB soundproofed cab, 1978
Add footnote (h) 'Rumbledon Mill, c.1965. Converted from 4wPM

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

p. 47
MULGRAVE CENTRAL MILL CO., LTD.
Amend ConEng A1010 to ConEng B1010
Add (No. 1 SIMPLEX) and (a) to KE 4207
Amend 4wDM 1924 to
(No. 2 SIMPLEX "THE PISS CART") 4wDM Mulgrave 1960
Add footnote (a) Converted from 4wPM
Add date 1972 to NQG 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 =
BRIGHT YELLOW & PALE BLUE)
New loco livery for 1979 will be
BRIGHT YELLOW & PALE BLUE.
Amend FAUGH-A-BALLOUGH to FAUGH A BALLYOUGH

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