Extract: Kalamia 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, Bagnley/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. Friesen, Eric Tonks, RodneyAXer 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 Friesen, will be centred around an operating railway, and a sizable collection of steam and internal-combustion locomotives has already been acquired. Members receive a bi-monthly magazine “Steam Talks”, 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 QLD 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 Sugar 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 18,200 tonnes each day. 20 main line diesel locomotives 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 50-tonne 0-6 diesel-hydraulic locos hauling 40-tonne bogie cane cars. 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 railway 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 rely 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, and 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 suggested that these maps be used in conjunction with a topographic road map, such as the “Queensland” map. 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.
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. 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 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 connected by outside rods, but by chains, this is denoted by "w" (four wheeled) or "s" (six wheeled). If only the rear axle is powered, this is shown as "w".

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

Keke
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 changes have resulted.

Keke'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
Dlt. - Derelict
OOU - Out of use
Preserved on site

Brake Wagon
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

THE AUSTRALIAN ESTATES CO., LTD., KALAMIA MILL. (CSR LTD.)

Track Mileage: 56  
Gauge: 2'0"  
Map: Page 31  
3'6" & 2'0" dual gauge track from mill to Kalamia Siding.

Loco livery: Yellow

SEAFORTH  O-6-CDM  Bg/DC  2514  1954  OOU(a)
KALAMIA  O-6-CDN  CorgEng  A1409  1955  AA
CHIVERTON  O-6-CDM  CorgEng  C1030  1958  AB
IVANHOE  4WD  CorgEng  0A1042  1960  GA
AIRDIMILLAN  O-6-CDH  CorgEng  AH3068  1963  AH
DELTA  O-6-CDH  CorgEng  FD5094  1965  FD
KILREE  B-B DH  EMB  4458-1-7-72  1972  DH268 (b)
KORHAM  B-B DH  EMB  5385-1-7-74  1974  DH268 K1
SEAFORTH  B-B DH  EMB  7280-1-9-77  1977  DH268
4WDM  MR  21543  1956

(a) Workplate numbered 2314 in error.
(b) Prototype bogie diesel cane loco.

Ballast tender  
4WDH Tamper  4375626  1976  SVT-JW
(This unit is convertible from 2'0" gauge to 3'6" gauge)
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 Jenbach - built under licence from Jenbacher 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 0xxx series specially for Drewry orders.

**Baguley/DW**
Type 806 was fitted with Gardner 6LW engine, 808 with 8LW.

**Clyde & Clyde (1cl.)**
Model DH-1 is 170 hp 18 ton design, and H0-3R 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-Rog**
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, 14-16 ton. 150-205 hp.
B - 0-4-2 DH, 9-10 ton. 112 hp.
C - 0-6-0 DH, 19-23 ton. 230-277 hp.
D - 4w DH, 4-6 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 00xxx range were 50 hp nominal and those in the 20xxx range were 100 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 horsepower plus DL (Diesel locomotive). The suffixes G and U indicate free-sprung and underframe locos respectively. The number is in a series of all Ruston equipment, which includes the engine carried by the loco.

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

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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 Concar Aresco Pty. Ltd., Dry Creek, SA.

Amend WGL to North Queensland Engineers & Agents Pty. Ltd., Cairns, Qld

Add (Concar Rail Group) to Tamper details.

**P.11 TSTS CENTRAL SUGAR MILL CO. LTD.**

Amend loco livery details to Yellow & Grey

**P.18 PLANE CRATH CENTRAL MILL CO. LTD.**

Amend B12 to B12 (Erm. B12)

**P.19 RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD.**

Add: Old Smokey to RH 592120

Amend EMB loco to

- EMB 6-2612-1-10-68 1968 DHM 8K/ML (c)
- EMB 6-2612-2-11-68 1968 DHM 8K/ML (c)

Add: Ballast regulator

- 4WDH Temper 1775577 1978 BSM1

**P.23 NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION**

Add: Brake wagon

- EMB 7901-6-67-78 1967 BV24

**P.26 PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.**

Add (c) to Geese

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

Add Ballast regulator

- 4WDH CEA RR683 1978

**P.27 PIONEER SUGAR MILLS LTD., INGMAN MILL**

Amend loco livery details to yellow (L1Y1 TOOT is Blue, IVAN is Orange-Red)

Delete notes of individual loco colours.

**P.30 THE AUSTRALIAN ESTATES CO. LTD., KALAMBA MILL**

Add (e) to AIBUMLAN and SEITA

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

**P.32 PIONEER SUGAR MILLS LTD., PIONEER MILL**

Amend MACBETHS to MCBETHS

**HADLTON SUGAR COMPANY, INVICTA MILL**

Amend loco livery details to cream (NORTHCOOTS & SKELKIRK are Yellow)

**P.34 CSR Ltd., VICTORIA MILL**

Amend Boors to 0-4-0DTH

Delete S2 (scraped)

**P.37 SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.**

Delete Q.D.R. names and numbers from Coong A15711, Coong AA15/4

Add 8-15/4 and 3390

Add OUS to 12 & 17.

**P.41 HOWARD SMITH INDUSTRIES PTY. LTD., MOURILYAN MILL**

Delete number and name from Coong B1112 and add 8

Add TOWNSVILLE 0-6-0 HC 1999 1979

Add to footnote (f) On loan to Goondi Mill, 1976


**THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY**

**AUSTRALIAN SUGAR INDUSTRY LOCOMOTIVES 1978**

Amendment list 2. February 1979

**P.7 LOCOMOTIVE AND EQUIPMENT BUILDERS**

Amend F & T Perry Engineering Co. Ltd., Geeral, SA to

PR Perry Engineering Co. Ltd., Mile End, SA.

**P.11 ISRAEL CENTRAL SUGAR MILL CO. LTD.**

Delete SS 0519 (sold for preservation)

**P.12 THE MILLAUQIN SUGAR CO. PTY. LTD., MILLAUQIN MILL**

Delete 0 and 8 (transferred to Wulga Mill)

Delete footnote (a) and (b).

Delete special note regarding steam locomotive repairs.

**P.13 THE MILLAUQIN SUGAR CO. PTY. LTD., QUARA MILL**

Add OUS to DELTA and SKIPPER.

Add 5 0-6-2T RF 6 1952

Add 6 0-4-2T EP 3 1952

Add footnote (f) ex Millauqin Mill, 6, 1978

Add footnote (g) ex Millauqin Mill, 8, 1978

Formerly ex Wourilyan Mill, 8, 1966.

**P.18 PLANE CRATH CENTRAL MILL CO. LTD.**

Amend date of Coong PATO7 to 1980

Amend date of HE 371281 to 1954

**P.25 PARLISH CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.**

Amend date of Coong A1071 to 1964

Amend EMB 5-774-6-63 1963 to 5-774-6-64 1964.

Add date 1939 and (c) to HE 7362

Add footnote (f) ex

Formerly ex James H. Connell Ltd., Combridge, Midlothian, Scotland; ex Glasgow Corporation Housing Department, Scotland, 1942

**P.34 CSR Ltd., VICTORIA MILL**

Add number 51 to HE 102539

Add number 2 to HE 105641

Reinstate S2 (remains still in scrap disposal area)

Addbuilder's number 2821 to unidentified HE 1978

**P.35 CSR Ltd., MACNAB MILL**

Delete note regarding bogie locos from loco livery details.

Add number (1) to HE 102539

Amend 2-2WPGR Clyde to 2-2WPGR Clyde2

**P.37 POOLCO CO-OPERATIVE SUGAR MILLING ASSOCIATION**

**P.39 SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION**

Amend Coong AD1535 to AD1535

**P.43 CSR Ltd., GOONDI MILL**

Amend date of HE 18220 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

Add (q) to Clyde 50-93
Amend 0-4-0DH EMD to 0-6wDM.
Add No.4 SIMPLEX to 8 (No.2 SIMPLEX) 4wDM MR
Delete JP 18SO8 (scrapped, 1978)
Add DL15 KERADA 0-6-0GW CoaEng B1111 1996 AA
Add footnote (g) Pitted with EMB soundproofed cab, 1978
Add footnote (h) ex Hambleton Mill, c.1965. Converted from 4wPM

BARRING CO-OPERATIVE CENTRAL MILL SOCIETY LTD.
Amend date of CoaEng A1621 to 1977
Amend date of CoaEng A1027 to 1934

MULGRAVE CENTRAL MILL CO. LTD.
Amend CoaEng A1010 to CoaEng 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

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

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