Extract: Macknade 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

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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
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. Priddess, Eric Tomka, 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 Sills for
treating 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 in the sugar mill
tramways and other light railways. The museum, to be located near
Friperies, 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 “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,
NO.2 QLX 4000
Queensland.

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 color 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 color 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 cited 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 or 6w (four-wheeled or 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 - Fuel motor locomotive with mechanical transmission
FHM - Fuel motor locomotive with hydraulic transmission
R - Railcar - 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 third column.

Remarks
The last column contains remarks (usually by reference to notes below)

Dismantled
Permanently out of use
Preserved on site

Brake wagons
These units are heavy unpowered vehicles, constructed with loco-type frames. 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.

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

**OGR LDN., NACKNAD WILLY.**

**Track Mileage:** 63

**Gauge:** 2'0"

**Map:** Page 33

**Loco livery:** Yellow & Grey (Bogie locos Yellow)

<table>
<thead>
<tr>
<th>Loco No.</th>
<th>Type</th>
<th>Working</th>
<th>Year</th>
<th>Livery</th>
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<td>65-383</td>
<td>1965</td>
<td>MG-3R</td>
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<td>12</td>
<td>0-6-0DH Clyde</td>
<td>65-434</td>
<td>1965</td>
<td>MG-3R</td>
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<td>14</td>
<td>0-6-0DH EMB 6-2490-1-7-68</td>
<td>1968</td>
<td>DH18A</td>
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<td>0-6-0DH Clyde</td>
<td>DH1.1</td>
<td>1954</td>
<td>DHI</td>
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<td>17</td>
<td>0-4-0DH EMB 6-1446-1-9-65</td>
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<td>DHO-PS</td>
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<td>DH2AB MK5A</td>
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<td>21</td>
<td>2-8DFM MR 10232</td>
<td>1951</td>
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<td>2-8DFM MR 3365</td>
<td>1968</td>
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<td>24</td>
<td>2-8DFM MR 3365</td>
<td>1968</td>
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<tr>
<td>25</td>
<td>2-8DFM Clyde</td>
<td>1968</td>
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<td></td>
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<tr>
<td>26</td>
<td>2-8DFM Hansen</td>
<td>1968</td>
<td></td>
<td></td>
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<tr>
<td>27</td>
<td>2-8DFM Hansen</td>
<td>1968</td>
<td></td>
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</table>

(a) Fitted with EMB soundproofed cab, 1977.
(c) ex Condong Mill (kurwillumbah, NSW), 2, 1973.
(e) Converted from 1wPM.

**Bogie tender**

See Victoria Mill.

**Brake Wagon**

<table>
<thead>
<tr>
<th>BR No.</th>
<th>Type</th>
<th>EMB</th>
<th>Year</th>
<th>DB</th>
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<tr>
<td>BV1</td>
<td>6w</td>
<td>EMB</td>
<td>7065-5-6-77</td>
<td>1977</td>
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<td>BV2</td>
<td>6w</td>
<td>EMB</td>
<td>7065-4-6-77</td>
<td>1977</td>
</tr>
</tbody>
</table>
S. 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 workplats. Baguley kept builder's numbers in the 0xxx series especially for Drewry orders.

**Baguley/EP**
Type B36 was fitted with Gardner 6LW engine, B06 with 8LW.

**Clyde & Clyde (Cld.)**
Model DH-11 is 170 hp 18 ton design, and HE-3R is 253 hp 18-24 ton design. The initial series of DHI 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 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, 150-205 hp. B = 0-4-0 DM, 9-11 ton, 90-112 hp. E = 0-6-0 DH, 19-23 ton, 190-277 hp. G = 4-8-0 DM, 7 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 tunneling 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 GW and Caterpillar.

**Motor Rail**
An earlier numbering scheme (up to 9999) was replaced by one where locos in the 100xxx range were 50 hp nominal and those in the 200xxx 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 J indicate flanged or bogie and underframe loco respectively. The number is in a series of all Ruston equipment, which includes the engine carried by the loco.

### Map Index

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<thead>
<tr>
<th>Locomotive Location</th>
<th>Map Ref.</th>
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<td>Childers - Bundaberg</td>
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<tr>
<td>Sarina - Mackay - Proserpine</td>
<td>28-29</td>
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<td>Burdekin</td>
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<td>Herbert</td>
<td>33</td>
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<td>Tully - Innisfail</td>
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<td>Babinda - Cairns</td>
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<td>Mossman</td>
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<td>Cattle Creek Mill</td>
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<td>Goondi Mill</td>
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<td>Hambledon Mill</td>
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<td>Haughton Mill - see Invicta Mill</td>
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<td>Inkerman Mill</td>
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<td>Invicta Mill</td>
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<td>Isis Mill</td>
<td>11</td>
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<td>Kalamia Mill</td>
<td>30</td>
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<td>Lucinda Bulk Sugar Terminal</td>
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<td>Mackay Bulk Sugar Terminal</td>
<td>51</td>
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<td>Macknade Mill</td>
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<td>Moreton Mill</td>
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<td>Mourilyan Bulk Sugar Terminal</td>
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<td>Mourilyan Mill</td>
<td>41</td>
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<td>Milgrove Mill</td>
<td>47</td>
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<td>North Eton Mill</td>
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<td>Pioneer Mill</td>
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<td>Plane Creek Mill</td>
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<td>Pleystowe Mill</td>
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<td>Proserpine Mill</td>
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<td>Gunaba Mill</td>
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<td>Racecourse Mill</td>
<td>19</td>
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<tr>
<td>South Johnstone Mill</td>
<td>39</td>
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<td>Townsville Bulk Sugar Terminal</td>
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<td>Tully Mill</td>
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<td>Victoria Mill</td>
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<td>Baguley/RMP BG8</td>
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<tr>
<td>Baguley/RMP BG8 as modified by Q.G.R. Ipswich Workshop</td>
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<td>E.M. Baldwin DH8-PS</td>
<td>8</td>
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<tr>
<td>E.M. Baldwin DH15</td>
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<td>E.M. Baldwin DH22B</td>
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<td>Bundaberg Jenbach BJ100</td>
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<td>Clyde DHI-71</td>
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<td>Clyde HG-3R</td>
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<td>Com-Eng A to 1959</td>
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<td>Com-Eng A 1960-1966</td>
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<td>Com-Eng A &amp; F from 1975</td>
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<td>Com-Eng F to 1966</td>
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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 Conrail Areco Pty. Ltd., Dry Creek, SA.
Add W2 to North Queensland Engineers & Agents Pty. Ltd., Cairns, Qld.
Add (Conrail Rail Group) to Tamper details.

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

P.18 PLANE CREEK CENTRAL MILL CO. LTD.
Add E16 to E12 (form. B12)

P.19 RACINGCOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD.
Add QLD SMOKY to HH 992120
Amend EWB locos to
1-2-2WHP EMB 6-261-2-1-10-68 1965 DMC SW/ML (c) [2]
1-2-2WHP EMB 6-261-2-11-68 1965 DMC SW/ML (c) [2]
Add 2-2WHP EMB 1718
Add Ballast regulator
4WHP Tamper 1775577 1978 BSM1

P.23 NORTH PKN CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.
Amend model number of WP 13 to WP 230

P.25 PARLLESH CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.
Add BRake vacuum

P.26 PROSPERITY CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.
Add (c) to Gesto
Add footnote (c) Returned to builders for modification, 1978
Add Ballast regulator
4WHP EMB 7901-6-6-67 1978 BV2

P.27 PIONEER SUGAR MILLS LTD., INGERMAN MILL.
Amend loco livery details to Yellow (LI/TL TOOT is Blue, TYAN is Orange-Red)
Delete notes of individual loco colours.

P.30 THE AUSTRALIAN ESTATES CO. LTD., KALAMNA MILL
Add (c) to AIRMILAN and SHERPA
Add footnote (c) Fitted with EMB soundproofed cab, 1978

P.32 PIONEER SUGAR MILLS LTD., PIONEER MILL.
Amend MACDONNELL to McDOUGAL.

P.34 SBS LTD., VICTORIA MILL.
Amend loco livery details to Cream (NORTHCOTE & SKLARK are Yellow)

P.35 SBS LTD., VICTORIA MILL.
Amend model number of EMB 1962-4 to EMB 1962-73 to BV2

P.36 SMEAF CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.
Delete 9/3 numbers and prefix from Conrail 73111, Conrail AA1544
And EMB 3390
Add OCO to 12 4-17.

P.41 TOWNSVILLE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.
Delete number and name from Conrail B1112 and add 8
Add TOWNSVILLE 0-6-0 WC 1969 1979
Add to footnote (f) On loan to Goondiwill, 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., Willestwood, SA.

P.11 IRS CENTRAL SUGAR MILL CO. LTD.
Delete RS 0619 (sold for preservation)

P.12 MAILS CENTRAL SUGAR MILL CO. LTD., MILLAQUIN MILL.
Delete 2 and 3 (transferred to Quaba Mill)
Delete footnotes (a) and (b).
Delete special note regarding steam locomotive repairs.

P.13 MILLAQUIN SUGAR CO. LTD., MILLAQUIN MILL.
Add OCO to DELTA and ELDER.
Add 5 0-6-2T EP 6 1952 [2]
Add 6 0-4-2R EP 3 1952 [2]
Add footnote (a) ex Millerwill Mill, 1952.
Add footnote (a) ex Millerwill Mill, 1952.

P.18 PLANE CREEK CENTRAL MILL CO. LTD.
Amend date of Conrail PATO7 to 1950
Amend date of RH 371,581 to 1954.

P.25 PARLLEY CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.
Amend model number of EMB 1962-4 to 1962-73.
Amend EMB 5-734-6-63 1963 to 5-734-6-64 1964.
Add date 1939 and (e) to RP 1736.
Add footnote (c) ex Pert.

P.34 CSR LTD., VICTORIA MILL.
Add number 91 to RH 1956.
Add number 53 to RP 10056.
Delete 52 (remains in scrap disposal area)
Delete builder's number 2021 to unidentified RH
Add VS 9 2-2WHP Hansen 1978

P.35 CSR LTD., WAGGA MILL.
Delete note regarding engine locos from loco livery details.
Add number 202 to RH 10232.
Amend 2-2WHP Clyde to 2-2WHP Clyde.

P.37 FLEM CO-OPERATIVE SUGAR MILLING ASSOCIATION.
Amend date of VP 17912 to 1926.

P.39 SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION.
Amend Conrail AD1533 to AD153.

P.43 CSR LTD., GOONDI MILL.
Amend date of VP 18260 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 (q) to Clyde 50-93

Amend Q-4-ODH EMB to

6

LwDM EMB 80021-8-78 1978 DR12 O.4.0

Amend No.4 SIMPLEX to

8 (No.2 SIMPLEX) LwDM

Delete JP 18808 (scrapped, 1978)

Add DL15 KERADA G-6-GEW ConEng B1111 1956 AA (1)

Add footnotes (g) Pitted with EMB soundproofed cab, 1978

Add footnotes (h) ex Hambledon Mill, c.1965. Converted from LwPM


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

Amend date of ConEng A16241 to 1957

Amend date of ConEng A2027 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 LwDM 1924 to

(No.2 SIMPLEX "THE PIG CART") LwDM Mulgrave 1960

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-BALLAGH to FAUGH A BALLOUGH

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