Extract: Marian 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.

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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

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

FORwortD

The locomotive lists in this booklet reflect the position as known to the compilers as of August 1976. The information contained in 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 the 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. Friel, Eric Tonka, 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 3.5mm 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 Proserpine, will be centred around an operating railway, and a sizeable collection of steams and internal-combustion locomotives has already been acquired. Members receive a bi-monthly magazine “Stack 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 LAY HIGOOD Queensland.

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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 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 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 Kpas, although even these contain some inaccuracies, and are expensive.

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

**Keker**
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.

**Keker'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).

**Dea. - Dismantled**
OOU. - Permanently out of use

**Dmt. - Derelict**
Pvd. - Preserved on site

**Brake wagones**
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.

**LOCOMOTIVE AND EQUIPMENT BUILDERS**

<table>
<thead>
<tr>
<th>Loco Type</th>
<th>Builder</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>BG/DC</td>
<td>S.R. Baguley Ltd., Burton-on-Trent, UK.</td>
</tr>
<tr>
<td>BG/EM</td>
<td>M.R. Baguley Ltd., Burton-on-Trent, 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>COMMENG</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>FH</td>
<td>F.C. Ribhero &amp; Co. Ltd., Park Royal, UK.</td>
</tr>
<tr>
<td>GEACO</td>
<td>George Ezra 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>HK</td>
<td>Humelet Engine Co. Ltd., Leeds, UK.</td>
</tr>
<tr>
<td>NM</td>
<td>Malcom's Ltd., Port Melbourne, Vic.</td>
</tr>
<tr>
<td>MR</td>
<td>Motor Rail Ltd., Bedford, UK. (&quot;SIMPLECT&quot;)</td>
</tr>
<tr>
<td>NGS</td>
<td>North Queensland Engineering</td>
</tr>
<tr>
<td>PACIFIC</td>
<td>Pacific Construction Equipment Co., Hornsby, NSW.</td>
</tr>
<tr>
<td>PE</td>
<td>Perry Engineering Co. Ltd., Gawler, SA.</td>
</tr>
<tr>
<td>PLEASURE</td>
<td>Pleasure (Australia) Pty. Ltd., Girraween, NSW.</td>
</tr>
<tr>
<td>RH</td>
<td>Ruston &amp; Hornsby Ltd., Lincoln, UK.</td>
</tr>
<tr>
<td>SS</td>
<td>Sharp, Stewart &amp; Co. Ltd., Glasgow, UK.</td>
</tr>
<tr>
<td>TEGER</td>
<td>Teager (Australia) Pty. Ltd., Airport West, Vic.</td>
</tr>
<tr>
<td>WALKERS</td>
<td>Walkers Ltd., Merryborough, Qld.</td>
</tr>
<tr>
<td>WILSON</td>
<td>Wilson Engine Co.</td>
</tr>
<tr>
<td>WEM</td>
<td>D.Wickham &amp; Co. Ltd., Ware, UK.</td>
</tr>
</tbody>
</table>

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

MARIAN MILL CO-OPERATIVE SOCIETY LTD., MARIAN MILL.

Track Mileage: 57
Loco livery: Steam locos: Green
Diesel locos: Yellow & Grey

0-6-2T JF 20377 1934
0-6-2T FE 2601.51.1 1951

2 HELBA
0-6-0DM Clyde 66-377 1964 NS-5R

3 HELLE
0-6-0DM Clyde 55-168 1958 DH-71

4 NAPPE
0-6-0DM Clyde 61-235 1961 RG-3R

5 DEVEREAUX
0-6-0DM Clyde 67-568 1967 DH-71

9 NARIAN
0-6-0DM Clyde 56-104 1956 DH-71

LwDM FR 2566 1941
LwDM MR 21512 1995

(a) ex War Department, Liphoek, Hampshire, UK, 1957.

Ballast tender
LwDM Plasser 101 1975 EX-06

NOTES ON LOCOMOTIVE CLASSIFICATION AND NUMBERING

Bundeburg Foundry
Classification of diesels is by the letters BJ (Bundeburg Jenbach - built under licence from Jenbacher Werke, Austria), followed by a number indicating actual horsepower. Steam locos were built under licence from John Powner & Co. (Leeds) Ltd., Leeds, UK.

Baguley/Grwy
Locomotives supplied to Queensland were either 125 hp or 150 hp nominal.

Baguley/Grwy
Locomotives supplied to Queensland were either 125 hp or 150 hp nominal. The dates recorded in this booklet are the official dates ex works, which may vary from those shown on the locomotive. Baguley kept builder's numbers in the 2xxxx series specially for Grwy orders.

Baguley/Grwy
Type B9 was fitted with Gardner 6LW engine, B9B with 8LW.

Clyde & Clyde (1st)
Model DH-71 is 170 hp 18 ton design, and HS-3R is 263 hp 18-24 ton design.
The initial series of DH1 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 9K.

CunYng
Until 1959 (serial number 35), classification was by an initial letter. However, this scheme was discontinued and replaced by a system which indicates general type (first letter) and engine or transmission variation (second letter). Each letter was also allocated retrospectively to those locos already built under the old classification scheme. Code letters of the general types are as follows: A - 0-4-4-0 DM or DN, 14-10 ton. 150-205 hp.

9 - 0-4-0 DR 9-10 ton. 112 hp.

F - 0-6-0 DR 19-25 ton. 200-277 hp.

G - 4-8-0 DR 4-6 ton. 76 hp.

The first two numbers denote the code for the particular variant (numbered in sequence from 1 upwards). The last two or three numbers are serial number.

E.M. Baldwin
Classified by DN 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, 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 9K and ENTERPRISE.

Motor Rail
An earlier numbering scheme (up to 9999) was replaced by one where locos in the 10xxxx range were 50 hp nominal and those in the 20xxxx range were 60 hp nominal.

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

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

ANGRMS: Australian Narrow Gauge Railway Museum Society, PO Box 1135, Woodford, Qld 4514 Australia
<table>
<thead>
<tr>
<th>MAP INDEX</th>
<th>LOCATION INDEX</th>
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<tr>
<td>NAMBOUR</td>
<td>BUNDINDA MILL</td>
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<tr>
<td>CHILDERS - BUNDABERG</td>
<td>BINGERA MILL</td>
</tr>
<tr>
<td>SARINA - MACKAY - PROSERPINE</td>
<td>CATTLE CREEK MILL</td>
</tr>
<tr>
<td>BURDEKIN</td>
<td>FAIRYHEAD MILL</td>
</tr>
<tr>
<td>HERBERT</td>
<td>GOONDI MILL</td>
</tr>
<tr>
<td>TULLY - INNISFAIL</td>
<td>HAMBLETON MILL</td>
</tr>
<tr>
<td>BABINDA - CAIRNS</td>
<td>HAUGHTON MILL</td>
</tr>
<tr>
<td>MOSSMAN</td>
<td>INVERGAR MILL</td>
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<tr>
<td></td>
<td>LUCINDA MILL</td>
</tr>
<tr>
<td></td>
<td>LUCINDA BULK SUGAR TERMINAL</td>
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<td></td>
<td>MACKAY BULK SUGAR TERMINAL</td>
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<tr>
<td></td>
<td>MACKNABE MILL</td>
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<td>MARIAN MILL</td>
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<td>MILLAQUIN MILL</td>
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<td></td>
<td>MULGRAVE MILL</td>
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<td>NORTH STON MILL</td>
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<td>PIONEER MILL</td>
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<td></td>
<td>PLANE CREEK MILL</td>
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<td>PLEYSTOKE MILL</td>
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<td>PROSERPINE MILL</td>
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<tr>
<td></td>
<td>QUNABA MILL</td>
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<tr>
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<td>RACECOURSE MILL</td>
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<tr>
<td></td>
<td>SOUTH JOHNSTONE MILL</td>
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<tr>
<td></td>
<td>TOWNSVILLE BULK SUGAR TERMINAL</td>
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<tr>
<td></td>
<td>TULLY MILL</td>
</tr>
<tr>
<td></td>
<td>VICTORIA MILL</td>
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ANGRMS: Australian Narrow Gauge Railway Museum Society, PO Box 1135, Woodford, Qld 4514 Australia
**DRAWINGS INDEX**

<table>
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<tr>
<th>Model</th>
<th>Drawing Code</th>
<th>Description</th>
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<tbody>
<tr>
<td>Baguley/Drewry</td>
<td>150 h.p.</td>
<td>22</td>
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<tr>
<td>Baguley/RMP</td>
<td>BD6</td>
<td>46</td>
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<tr>
<td>Baguley/RMP</td>
<td>BD8</td>
<td>40</td>
</tr>
<tr>
<td>Baguley/RMP</td>
<td>BD8 as modified by Q.R. Ipswich Workshops</td>
<td>40</td>
</tr>
<tr>
<td>E.M. Baldwin</td>
<td>DH8-PS</td>
<td>8</td>
</tr>
<tr>
<td>E.M. Baldwin</td>
<td>DH15</td>
<td>8</td>
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<tr>
<td>E.M. Baldwin</td>
<td>DH22B</td>
<td>14</td>
</tr>
<tr>
<td>Bundaberg Jenbach</td>
<td>BJ100</td>
<td>22</td>
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<tr>
<td>Clyde</td>
<td>DHI-71</td>
<td>20</td>
</tr>
<tr>
<td>Clyde</td>
<td>HG-3R</td>
<td>20</td>
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<tr>
<td>Com-Eng</td>
<td>A to 1959</td>
<td>16</td>
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<tr>
<td>Com-Eng</td>
<td>A 1960–1966</td>
<td>38</td>
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<tr>
<td>Com-Eng</td>
<td>A &amp; F from 1975</td>
<td>38</td>
</tr>
<tr>
<td>Com-Eng</td>
<td>F to 1966</td>
<td>16</td>
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<tr>
<td>Com-Eng</td>
<td>N</td>
<td>14</td>
</tr>
<tr>
<td>John Fowler</td>
<td>20776</td>
<td>46</td>
</tr>
<tr>
<td>Walkers</td>
<td>570</td>
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<tr>
<td>Walkers</td>
<td>583</td>
<td>50</td>
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**THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY**

**AUSTRALIAN SUGAR INDUSTRY LOCOMOTIVES 1978**

**Amendment list 1 October 1978**

<table>
<thead>
<tr>
<th>Page</th>
<th>Description</th>
</tr>
</thead>
</table>
| p.7 | **LOCOMOTIVE AND EQUIPMENT BUILDERS**
 Add CRA Comex Areeco Pty. Ltd., Dry Creek, SA.
 Add CME to North Queensland Engineers & Agents Pty. Ltd., Cairns, Qld
 Add Canrot Rail Group to Tamper details. |
| p.11 | **ISLAND CENTRAL SUGAR MILL CO. LTD.**
 Amend loco liveries to yellow & grey |
| p.18 | **PLAINS CENTRAL SUGAR MILL CO. LTD.**
 Amend S2 to D12 (Form. B12) |
| p.19 | **RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD.**
 Add CEA SMOKE to RH 392120
 Amend EW locos to
EBM 6-2612-1-10-68 1968 DHM BM/ML (c)
EBM 6-2612-2-11-68 1968 DHM BM/ML (c)
Add 2-2WPN Hansen 1718
Add bellot regulator
EBM Temper 177577 1978 BESM: |
| p.23 | **NORTH ROTH CO-OPERATIVE SUGAR MILLING ASSOCIATION**
Amend model number of RP 13 to RP20 |
| p.25 | **PASIFON CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.**
Add 2041 BP20 |
| p.26 | **PROSERPING CO-OPERATIVE SUGAR MILLING ASSOCIATION**
Add (c) to Gezco
Add footnote (c) Returned to builders for modification, 1978
Add bellot regulator
EBM 7901-1-6-78 1978 DV24 |
| p.27 | **PIONEER SUGAR MILLS LTD., INVERELL MILL**
Amend loco liveries to yellow (LIL TOT is Blue, TVA is Orange-Red)
Delete notes of individual loco colours |
| p.30 | **THE AUSTRALIAN ESTATES CO. LTD., KALAMIA MILL**
Add (c) to ADDILIAN and DELTA
Add footnote (c) Fitted with EBM soundproofed cab, 1978 |
| p.32 | **PIONEER SUGAR MILLS LTD., PIONEER MILL**
Amend MACHINES to MACHINES |
**BAHGTON SUGAR COMPANY, INVERCUT MILL**
Amend loco liveries to cream (WHITEOAK & SELKIRK are Yellow) |
| p.34 | **CJR LTD., VICTORIA MILL**
Add MOORK to 0-4-0DH
Delete S2 (scrapped?) |
| p.39 | **SOUTH JOINTSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.**
Delete 3.9.8. nses and numbers from Comings A15711, Comings A154/4
And Bg/RP 3390 |
Add GOO to 12 & 17 |
| p.41 | **HORSEWRIGHT INDUSTRIES PTY., LTD., MURRAY螈 MILL**
Delete number and name from Comings B1112 and add 8
Add TOWNSVILLE 0-6-0 1099 1919 |
Add to footnote (d) On loan to Goodwill Mill, 1978 |
Browning, John, Mewes, David (1978). Australian Sugar Industry Locomotives

The Australian Narrow Gauge Railway Museum Society

Amendment List 3. February 1979

P.7 Locomotive and Equipment Modifiers


P.11 IGA Central Sugar Mill Co., Ltd.

Delete SS 4619 (sold for preservation)

P.12 The Williagun Sugar Co., Ltd., Williagun Mill

Delete 6 and 8 (transferred to Quamba Mill)

Delete footnotes (a) and (c).

Delete special note regarding steam locomotive repairs.

P.13 The Williagun Sugar Co., Ltd., Quamba Mill

Add G1U to Delta and Skipper.

Add 5 0-6-2T EF 6 1952 (f)

Add 6 0-6-2T EF 3 1952 (g)

Add footnote (f) ex Williagun Mill, 6, 1978.

Add footnote (g) ex Williagun Mill, 8, 1976.

P.18 Plan Creek Central Mill Co., Ltd.

Amend date of Combex AD1037 to 1960

Amend date of EF 57156 to 1954.

P.25 Parasol Co-operative Sugar Milling Association Ltd.

Amend date of Combex AD1217 to 1963.

Amend RMB 8-774 to 6-53 1963 to 5-774 to 5-54 1964.

Add date 1919 and (c) to EF 7139.

Add footnote (c) ex 7.

P.34 CSR Ltd., Victoria Mill

Add number 81 to EF 10110.

Add number 53 to EF 10341.

Reclassify S2 (remains still in scrap disposal area)

Add builder's number 2821 to unidentified ER.

Add VS 2-2WP ER 1976.

Amend model number of RMB 4862 to 4-73 to 5196.

P.35 CSR Ltd., Waginans Mill

Delete note regarding bogie loco from loco livery details.

Add number (1) to EF 10232.

Amend 2-2WPFR Clyde to 2-2WPFR Clyde-q.

P.37 Bulky Co-operative Sugar Milling Association.

Amend date of JP 2117 to 1929.


Amend Combex AD1553 to AD1553.

P.43 CSR Ltd., Goondi Mill

Amend date of JP 19260 to 1929.