Extract: Mourilyan 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
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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

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 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 system, 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. Frith, Eric Tonks, Rodney Reever 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 3.5km of 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 Bundanoon, 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 4800 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 sure people are aware of the extent and importance of the Mill Tramways of Queensland.

To give readers some idea of the scale of operations, trains of up to 5,000 tonnes are now hauled on the Victoria Mill system, which must handle 15,000 tonnes each day. 20 main line diesel locos haul 4,700 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 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 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 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 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.

**Loco livery**
As an aid to recognition, the basic colour scheme applied to the main-line locomotives at each location is shown. Newly-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.

**Axle arrangement**
The axle 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 wheels) or w (six wheels). If only the rear axle is powered, this is shown as 2-w.

**Kicker**
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.

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

**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 it 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*

**TULLY - INNISFAIL**

![Map of Tully and Innisfail with railway lines and locations marked.](image)

**HORROR GUTH INDUSTRIES PTY. LTD., MOURILYAN WRL**

**Track Mileage:** 54

**Gauge:** 2'0"

**Loco Livery:** Yellow & Grey

1. 0-6-ODM Clyde 55-64 1955 DHI-71
2. 0-6-ODM Clyde 56-83 1956 DHI-71
3. 0-6-ODM Clyde 59-203 1959 DHI-71
4. 0-6-ODM Clyde 63-288 1963 DHI-71
5. 0-6-ODM Clyde 66-491 1966 DHI-71

**No. 6**

- 0-6-ODM CombEng AA1543 1960 AA
- D14 JOHNSTONE 0-6-ODM CombEng B1112 1956 AA
- D15 KERADA 0-6-ODM CombEng B1111 1956 AA

**4wDM MM**

- 1943
- 1943

**4wDM PHF**

- 3550

(a) ex Queensland Government Railways Innisfail Tramway, D16 KOSABINE, 1977
(b) ex QGR, Innisfail Tramway, D18 COONUKBA, 1977
(c) ex QGR, Innisfail Tramway, D14 JOHNSTONE, 1977
(d) ex QGR, Innisfail Tramway, D15 KERADA, 1977
(e) ex War Disposals. Converted from 4wDM. One loco is MM 1001.

ANGRMS: Australian Narrow Gauge Railway Museum Society, PO Box 1135, Woodford, Qld 4514 Australia
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 vary from those shown on worksplates. Baguley kept builder’s numbers in the 2xxx series specially for Drewry orders.

Bailey/YP
Type 206 was fitted with Gardner 6LW engine, 208 with 8LW.

Clyde & Clyde (C&Cl)
Model DH-11 is 170 hp 18 ton design, and HO-3R is 253 hp 22-24 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-Rex
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 locos already built under the old classification scheme. Code letters of the general types are as follows: A - 0-6-0 DH or DH, 16-18 ton. 200-205 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 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 dispatch. Engines are mostly by GW and Caterpillar.

Motor Rail
An earlier numbering scheme (up to 9999) was replaced by one whereby locos in the 10xxx range were 50 hp nominal and those in the 20xxx range were 100 hp nominal.

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

Huston & Hersey
Classification is by nominal horse power plus DL (Diesel locomotive). The suffixes G and U indicate roadmanned and underground locos respectively. The number is in a series of all Huston equipment, which includes the engine carried by the loco.
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
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 Ar socio Pty. Ltd., Dry Creek, SA.
Amend list to North Queensland Engineers & Agents Pty. Ltd., Cairns, Qld.
Add (Carson Rail Group) to Tamper details.

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

P.18 PLANE CREEK CENTRAL MILL CO. LTD.
Amend list to W1 to W12 (Form B1)

P.19 RACOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD.
Add ODL SMOKY to RH 99120

Add WLM loco to
LWB 2-2WDM EMG 6-2612-1-10-68 1968 DMC SW/MC (c)
2-2WDM EMG 6-2612-2-11-68 1968 DMC SW/MC (c)
Add 2-2WPMR Hansen 1978
Add Ballast regulator 4WDM Tamper 1775577 1978 RSM1

P.23 NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.
Add Brake wagon
EMG 7901-6-5-78 1978 B2Vh

P.26 PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.
Add (e) to Geese
Add footnotes (c) Returned to builders for modification, 1978
Add Ballast regulator 4WDM CEA BR663 1978

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

P.30 THE AUSTRALIAN ESTATES CO. LTD., KALAMIA MILL.
Add (e) to AI-ERILLIAN and ERTA
Add footnotes (f) Pitted with ESM soundproofed cab, 1978

P.35 PIONEER SUGAR MILLS LTD., PIONEER MILL.
Amend MACLEODS to MOSSMANS
MACCHTON SUGAR COMPANY, INVICTA MILL.
Amend loco livery details to Cream (NORTHCOAST & SKILKIRK are Yellow)

P.34 CSR LTD., VICTORIA MILL.
Amend WOOS to 0-4-0D
Delete S2 (scrapped?)

P.36 NORTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.
Delete loco, name, and numbers from Cooma A157111, Cooma A157112, and E2/3M 3393
Add OCU to 124 ± 17.

P.41 HOWARD SMITH INDUSTRIES PVT. LTD., MURHILIAN MILL.
Delete number and name from Cooma B1112 and add 8
Add TOWNSVILLE 0-6-0 1999 1979
Add footnotes (d) On loan to Goondi 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*

**OSR LTD., GOONDI WOOD**

Add (g) to Clyde 50-93
Amend 0-4-0DH EMD to
6
Amend No. 4 SIMPLEX to
8 (No. 2 SIMPLEX) 4wDM
Delete JP 18808 (scrapped, 1978)
Add DL15 KERADA 0-6-0GW ConEng B111 1956 AA
Add footnote (g) Pitted with EMD soundproofed cab, 1978
Add footnote (h) ex Hambledon Mill, c.1965. Converted from 4wPM

**BABINDA CO-OPERATIVE CENTRAL MILL SOCIETY LTD.**

Amend date of ConEng A1010 to 1977
Amend date of ConEng A027 to 1958

**MULGRAVE CENTRAL MILL CO., LTD.**

Amend ConEng A1010 to ConEng B1010
Add (No. 4 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 N&G brake wagon

**CSR 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 livery for 1979 will be Bright Yellow & Pale Blue.
Amend FAUGH-A-BALLOUGH to FAUGH A BALLOUGH.