Extract: Mulgrave 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-ODM 3577 of 1953 stands by the shed.

Photo: E.W.H. Ward
Browning, John, Mewes, David (1978). *Australian Sugar Industry Locomotives*

**FOREWORD**

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 new 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 MacDonald, G.R. Pridham, Eric Tonks, Rodney Weaver and Russell Wilson. However, all inaccuracies remain the responsibility of the compilers.

We are particularly grateful to Keith MacDonald for allowing us to use some of his 3.5m 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 steam 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.R.G.N.S.,

P.O. Box 273,

NORTH LAY ADOO

Queensland.

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**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 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 10,000 tonnes each day. 20 main line diesel locos haul 7,000 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 14-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.

**THE MAPS**

The maps in this booklet are provided to give the reader an indication of the location of each cane mill and its main tramlines. 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 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.
Browning, John, Mewes, David (1978). Australian Sugar Industry Locomotives

**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. Heavy 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 whole system of classification is used in the main, but the Continental system is used in the case of bogie diesel loco. However, when the driving wheels of internal-combustion loco are not connected by outside Rods, but by chains, this is denoted by W (four wheel) or D6 (six wheel). If only the rear axle is powered, this is shown as 2-6-

- DW - Diesel locomotive with mechanical transmission
- DH - Diesel locomotive with hydraulic transmission
- FW - Petrol locomotive with mechanical transmission
- FM - Petrol locomotive with hydraulic transmission
- Nx - Railcar - a vehicle designed primarily for a personnel carrier
- T - Site tank

**Rebuild**
The rebuild 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.

**Rebuild number, year of construction, and model/number**
This information appears in the next column.

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

- Des. - Dismantled
- Out. - Out of use
- Drlt. - Derelict
- Pvd. - 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 it is controlled from the loco by means of radio signals, to supplement the loco's braking power.
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. Some 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.

Bagnall/LP
Type 628 was fitted with Gardner 6LM engine, 668 with 6LM.

Clyde & Clyde (Cld.)
Model DH-1 is 770 hp 18 ton design, and HO-3R is 265 hp 16-24 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-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 DH or DH, 14-15 tons, 150-205 hp.
B - 0-4-0 DH 2-13 tons, 112 hp.
F - 0-6-0 CH, 19-25 tons, 250-277 hp.
G - 4W DM 4-8 tons, 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 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 where locos in the 100XXX range were 60 hp nominal and those in the 200xxx range were 80 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 flameside and underground locos respectively. The number is in a series of all Ruston equipment, which includes the engine carried by the loco.
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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 CSA Cooegal Aresco Pty. Ltd., Dry Creek, SA.

Amend W2 to North Queensland Engineers & Agents Pty. Ltd., Cairns, Qld

Add (Carson Rail Group) to Tamper details.

P.11 ISB CRANES CENTRAL SUGAR MILL CO. LTD.

Amend loco livery details to Yellow & Grey

P.16 PLANE CRUS CENTRAL SUGAR MILL CO. LTD.

Amend B12 to B12 (Frat B12)

P.19 RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD.

Add Qld Smokin to HH 529210

Add EMB loco to

EMB 6-26-2-2-11-10-68 1968 DMC SWWL (c)
EMB 6-26-2-2-11-10-68 1968 DMC SWWL (c)

Add Ballast regulator

4WDH Temper 1775577 1978 BSM1

P.21 SOUTH PLANT CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.

Amend model number of RY 13 to RY 220

P.25 PARLISCO CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.

Add Brake wagon

EMB 7901-6-5-78 1978 2SS4

P.26 PROSPERCO CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.

Add (c) to Giese

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

Add Ballast regulator

4WDH CEA BR683 1978

P.27 PIONEER SUGAR MILLS LTD., INGERSOLL MILL.

Amend loco livery details to Light Green (LIL'T TOOT is Blue, IVAN is Orange-Red)

Delete notes of individual loco colours.

P.30 THE AUSTRALIAN ESTATES CO. LTD., KALAMIA MILL.

Add (c) to ABN1259 and DECKA

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

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

Amend MACBETH to Wodens

MADDEN SUGAR COMPANY, INYCTA MILL.

Amend loco livery details to Cream (NORTHSIDE & SKILKIRK are Yellow)

P.34 CSR LTD., VICTORIA MILL.

Amend WOORS to 0-4-0SDH

Delete S2 (scraped)

P.35 SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.

Delete Q.U.S. names and numbers from Cooaal AD19111, Cooael AA1564 and Eg/DMP 3390

Add CSU to 12 at 17.

P.41 HOWARD SUTHER INDUSTRIES PTY. LTD., MOURILYAN MILL.

Delete number and name from Cooaal BI112 and add 8

Add TOWNSVILLE 0-6-0 1999 1978


P.7 LOCOMOTIVE AND EQUIPMENT BUILDERS

Amend PR Perry Engineering Co. Ltd., Geelong, Vic to PR Perry Engineering Co. Ltd., Mile End, SA.

P.11 ISB CRANE CENTRAL SUGAR MILL CO. LTD.

Delete SS 0519 (sold for preservation)

P.12 THE MILLAQUIN SUGAR CO. LTD., MILLAQUIN MILL

Delete 6 and 8 (transferred to Queena Mill)

Delete footnotes (a) and (b).

Delete special note regarding steam locomotive repairs.

P.13 THE MILLAQUIN SUGAR CO. LTD., QUEENA MILL

Add OMO to DELTA and EMPIRE.

Add 5 0-6-2T 1952 (c)

Add 6 0-6-2T 1952 (c)


Formerly ex Wouriyan Mill, 8, 1966.

P.18 PLANE CRUS CENTRAL SUGAR MILL CO. LTD.

Amend date of Cooaal PAT057 to 1980

Amend date of BZ 37418 to 1994.

P.25 PARLISCO CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.

Amend date of Cooaal AD21439 to 1963.

Amend EMG 7-774-6-63 1963 to 7-774-6-64 1964.

Add date 1939 and (e) to MR 1769.

Add footnote (e) ex

Formerly ex James M. Connell Ltd., Cambridge, Middlesbrough, Scotland; ex Glasgow Corporation Housing Department, Scotland, 1949.

P.34 CSR LTD., VICTORIA MILL.

Add number 91 to EM 10361.

Add number 91 to EM 10361.

P.35 SUGAR SUGAR MILLING ASSOCIATION LTD.

Delete note regarding smokebox from loco livery details.

Add number 1 to MR 10232.

Amend 2-2WPD Clyde to 2-2WPD Clyde.

P.37 CO+O CO-OPERATIVE SUGAR MILLING ASSOCIATION.

Amend date of JS 10712 to 1936.

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

Amend Coosal AD19135 to AD1933.

P.43 CSR LTD., GOONDI MILL.

Amend date of JS 18620 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., GOONDIWILL
Add (g) to Clyde 50-99
Amend Q-4-ODH EMB to
6
Amend No.6 SIMPLEX to
8 (No.2 SIMPLEX) 4wDM WR
Delete JP 18808 (scrapped, 1978)
Add DL15 NERADA G-6-GGW ConEng B111 1956 AA (1)
Add footnote (g) Pitted with EMB soundproofed cab, 1978
Add footnote (h) ex Rambledon Mill, c.1965. Converted from 4wNM

p.44 BABINDA CO-OPERATIVE CENTRAL MILL SOCIETY LTD.
Amend date of ConEng A102t 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 PIG CART") 4wDM Mulgrave 1960
Add footnote (a) Converted from 4wNM
Add date 1972 to NER brake wagon

p.48 CSR LTD., HAMBLETON 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 BALUGH