Extract: Pioneer 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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Cover photo: Mulgrave Mill was the first to dieselise completely. Here number 1, Baguley/RMP 0-6-0DM 3377 of 1933 stands by the shed.

Photo: E.W.H. Ward
FORWARD

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. Frisbey, Erich 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 3.5x5" to the foot locomotive drawings, and to Ray Silla 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 Frippa, 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 LAY BOOQ
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 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 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 30-tonne 0-C diesel hydraulic loco hauling 44-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 narrow gauge 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 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 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.

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 colour scheme applied to the main-line locomotives at each location is shown. Livery colors 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 on show are shown in brackets.

Wheel 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 NW (four-wheeled) or SW (six-wheeled). If only the rear axle is powered, this is shown as D-W.

- DW = 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 tank

Kicker
The kicker is shown on 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 rebuilding, or where radical structural change has resulted.

Kicker'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).

Des. = Dismantled
Dlt. = Derailed
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 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

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

PIioneer Sugar Mills Ltd., Pioneer Hill.

Track Mileage: 48
Gauge: 3'6"
Map: Page 31

Loco livery: Yellow

MACDULLS 0-0-ODH Clyde DHI, 3 1954 DHI
HAINDSWALS 0-0-ODH Clyde 62-266 1952 DHI-71
PIONEER 0-0-ODH Clyde 63-287 1963 DHI-71
AIRDALE 0-0-ODH Clyde 64-318 1964 DHI-71
COLEVALLS 0-0-ODH Clyde 65-438 1965 DHI-71
KILLYS 0-0-2T F8 265 1927 OO Qu (b)

(a) ex Araracuara Tramway, 1976.
(b) ex Kounta Morgan lines, 1949. Formerly ex Victorian State Rivers and later Supply Commission, Kumeuri Construction, 1939. Converted from 0-4-0T at Pioneer Hill.

HAIGHTON Sugar Company, Invicta Mill, GIPHI (CSR Ltd.)

Track Mileage: 45
Gauge: 2'0"
Map: Page 31

Loco livery: ConEng locos: Cream
EmB loco: Yellow

1. INVICTA 0-0-0DH ConEng C10040 1960 CA
2. HAIGHTON 0-0-0DH ConEng AH4078 1964 AR
3. CLARE 0-0-0DH ConEng AH4080 1964 AR
4. NORTHCOVE 0-0-0DH ConEng AH4091 1965 AR
5. MARGATE 0-0-0DH ConEng AH4098 1965 AR
6. SCOTT 0-0-0DH ConEng C1013 1957 AB
7. SELKIRK B-B DH EEB 6750-1-6-76 1976 DH26B Mk4


Ballast tamper 4wDH Plascer 133 1978 KMX-06-16

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

Classification of diesels is by the letters BJ (Bundeborg Jenbach - built under licence from Jenbacher Werke, Austria), followed by a number indicating nominal horsepower. Steam locomotives 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 2xxx series specially for Drewry orders.

Baguley/A&W

Type 806 was fitted with Gardner 6LW engine, 808 with 8LW.

Clayoquot & Clyde (Cld.)

Model DH-14 is 170 hp 14 ton design, and DE-5R is 263 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-Rig

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 = 0-8-0 DH. 2-12 ton. 112 hp. I = 0-6-0 DH. 13-25 ton. 250-277 hp. G = 4-R NM. 4-8 ton. 76 hp. R = B-B DH

The first two numbers denote the code for the particular variant (numbered in sequence from 16 upwards). The last two or three numbers are serial number.

R.M. Baldwin

Classified by DH or EH (Diesel mechanical or hydraulic), and a figure giving the weight in tons. 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 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 10xxx 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 horse power plus DL (Diesel locomotive). The suffixes G and U indicate immersed and underground locos respectively. The number is in a series of all Ruston equipment, which includes the engine carried by the loco.

NAMBOUR 52
CHILDERS - BUNDABERG 10
SARINA - MACKAY - PROSERPINE 28-29
BURDEKIN 31
HERBERT 33
TULLY - INNISFAIL 42
BABINDA - CAIRNS 45
MOSSMAN 52
Browning, John, Mewes, David (1978). Australian Sugar Industry Locomotives

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BABINDA MILL 44
BINGERA MILL 17
CATTLE CREEK MILL 24
FAIRYBEAD MILL 15
GOONDI MILL 13
HAMELEDON MILL 18
HAUGHTON MILL - see INVICTA MILL 27
INVERIAN MILL 32
INVICTA MILL 11
ISIS MILL 30
KALAMIA MILL 51
LUCINDA BULK SUGAR TERMINAL 51
MACKAY BULK SUGAR TERMINAL 51
MACKNAIK MILL 36
MARIAN MILL 24
MILLAUIN MILL 12
MORETON MILL 9
MOSSMAN MILL 49
MOURLYAN BULK SUGAR TERMINAL 51
MOURLYAN MILL 41
MULGRAVE MILL 47
NORTH ETON MILL 23
PIONEER MILL 32
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PLEYSTOGE MILL 21
PROSERPINE MILL 26
QUINABA MILL 13
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E.M.Baldwin DH22B 14
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Clyde DHI-71 20
Clyde HG-3R 20
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Com-Eng A 1960-1966 38
Com-Eng A & F from 1975 38
Com-Eng F to 1966 16
Com-Eng N 14
John Fowler 20776 46
Walkers 570 50
Walkers 583 50

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

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**P. 7 LOCOMOTIVE AND EQUIPMENT BUILDERS**

Add USA Coonor Aresco Pty. Ltd., Dry Creek, SA.

Amend W&G to North Queenslander Engineers & Agents Pty. Ltd., Cairns, Qld

Add (Corun Rail Group) to Tamper details.

---

**P. 11 TSBS CENTRAL SUGAR MILL CO., LTD.**

Amend livery details to Yellow & Grey.

---

**P. 18 PLANE CREEK CENTRAL MILL CO., LTD.**

Amend 814 to 814 (Form 812).

---

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

Add QLD SMOKY to HH 592120

Amend EMB loco to

<table>
<thead>
<tr>
<th>No.</th>
<th>Model</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>E2-2WD</td>
<td>EMB 6-262-2-1-10-68</td>
<td>1968 DMC SM/ML</td>
</tr>
<tr>
<td>E2-2WD</td>
<td>EMB 6-262-2-11-68</td>
<td>1968 DMC SM/ML</td>
</tr>
</tbody>
</table>

Add Ballast regulator

- 4WDH Tamper 1775577 1978 RE Slub:

---

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

Add Brake wagon

- EMB 79014-1-6-78 1978 BV24

---

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

Add (c) to Geco

- Footnote (c) Returned to builders for modification, 1978

Add Ballast regulator

- 4WDH CEA 6683 1978

---

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

Amend livery details to Yellow (LIT TOOT is Blue, ITAN is Orange-Red)

Delete notes of individual loco colours.

---

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

Add (c) to ABN3786 and 7,176

Add footnote (c) with EMB soundproofed cab, 1978

---

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

Amend MACDONALD to McDonald

---

**P. 34 CSIR LTD., VICTORIA MILL.**

Add number 8 to ER 1596.

Add number 53 to MR 10581.

Relocate S2 (remains in scrap disposal area)

Add builder’s number 2821 to unidentified NH.

Add VS 2-2NDHC to MR 1729.

Add footnote (e) to ER 5791.

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

---

**P. 43 CSIR LTD., GOONDI MILL.**

Amend date of ER 15282 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., GOONDY MILL**
Add (q) to Clyde 50-93
Amend Q-4-ODH EMB to 6
4wDM ...EMB 8002-1-8-78 1978 DR12 0.4.0

Amend No.4 SIMPLEX to 8 (No.2 SIMPLEX) 4wDM MR (h)
Delete JP 16808 (scrapped, 1978)
Add DL15 KERADA G-6-GGW CoaEng B1111 1956 AA (1)
Add footnote (g) Pitted with EMB soundproofed cab, 1978
Add footnote (h) ex Hambledon Mill, c.1965. Converted from 4wPM

**p.44 BABINDA CO-OPERATIVE CENTRAL MILL SOCIETY LTD.**
Amend date of CoaEng A1024 to 1957
Amend date of CoaEng A2027 to 1958

**p.47 MULGRAVE CENTRAL MILL CO., LTD.**
Amend CoaEng A1010 to CoaEng B1010
Add (No.1 SIMPLEX) and (a) to KH A207
Amend 4wDM 1924 to (No.2 SIMPLEX "THE PIG CART") 4wDM Mulgrave 1960
Add footnote (a) Converted from 4wPM
Add date 1972 to NQG brake wagon

**p.48 CSR LTD., HAMBLEDON MILL**
Amend (d) 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-BALLOUGH to FAUGH A BALOUGH.