Extract: Proserpine 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
Published by the AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY
P.O. Box 270, North Quay 4000, Queensland.

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Browning, John, Mewes, David (1978). Australian Sugar Industry Locomotives

CONTENTS

Foreword 4
Introduction 5
Explanatory Notes 6
Locomotive & Equipment Builders 7
Sugar Mill Locomotive Lists (arranged from South to North) 9
Bulk Sugar Terminals 51
Notes on Locomotive Classification and Numbering 53
Map Index 54
Location Index 55
Drawings Index 56

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
FOREWORD

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 systems, their history and their 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. Pridham, Eric Tonna, Rodney Weaver 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 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 Pribiham, 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.G.R.M.S.,
P.O. Box 273,
NORTH LAY 4000
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 2,000 tonnes are now hauled on the Victoria Mill System, which must handle 16,000 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 30-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 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 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.
**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 loco 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 "W" (four wheel) or "6W" (six wheel). If only the rear axle is powered, this is shown as "2W".

**Keyer**
The builder is shown in the next column. A list of abbreviations used appears on page 7 opposite.

**Notes**
Reb. - Rebuilt. This is only included where the loco carries a plate denoting its rebuilding, or where radical structural change has resulted.

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

**Reference**
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.

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Track Kilometre: 75  
Livery: Red & Yellow

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<tr>
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<td>1956</td>
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<td>DHI-71</td>
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<td>1960</td>
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<td>1965</td>
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<td>DHI-71 (a)</td>
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<td>B-B DH EMB</td>
<td>DHE262 Wk3</td>
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(a) Worksplate number 65-442 is in error.

(b) Worksplate number 4375525 is in error.

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

Begley/Drewry
Locomotives supplied to Queensland were either 1.5 hp or 1.5 hp nominal. The dates recorded in this booklet are the official dates ex works, which may vary from those shown on worksplates. Begley kept builder's numbers in the 2xxx series specially for Drewy orders.

Begley/DWP
Type D53 was fitted with Gardner 6LW engine, D54 with 6LM.

Clyde & Clyde
Model DMI-71 is 170 hp 18 ton design, and H3-3R is 263 hp 18-24 ton design. The initial series of DMI 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 GM.

Con-Togs
Until 1959 (serial number 39), 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). Each engine was also allocated respectively to those locos already built under the old classification scheme. Code letters of the general types are as follows: A - 0-4-0 DM or DH, 14-16 ton. 200-205 hp. B - 0-4-0 DL, 9-12 ton, 112 hp. C - 0-6-0 DM, 19-25 ton, 250-277 hp. G - 0-6-0 DH, 4-6 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.N. Baldwin
Classified by DM or DH (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 GM and Caterpillar.

Motor Rail
An earlier numbering scheme (up to 9999) was replaced by one where locos in the 10xxxx range were 60 hp nominal, and those in the 20xxxx 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 horsepower plus DL (Diesel locomotive). The suffixes G and U indicate flameproofed and underground locos respectively. The number is in a series of all Ruston equipment, which includes the engine carried by the loco.
Browning, John, Mewes, David (1978). *Australian Sugar Industry Locomotives*

### MAP INDEX

<table>
<thead>
<tr>
<th>Location</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAMBOUR</td>
<td>52</td>
</tr>
<tr>
<td>CHILDERS - BUNDABERG</td>
<td>10</td>
</tr>
<tr>
<td>SARINA - MACKAY - PROSERPINE</td>
<td>28-29</td>
</tr>
<tr>
<td>BURDEIKIN</td>
<td>31</td>
</tr>
<tr>
<td>HERBERT</td>
<td>33</td>
</tr>
<tr>
<td>TULLY - INNISFAIL</td>
<td>42</td>
</tr>
<tr>
<td>BABINDA - CAIRNS</td>
<td>45</td>
</tr>
<tr>
<td>MOSSMAN</td>
<td>52</td>
</tr>
</tbody>
</table>

### LOCATION INDEX

<table>
<thead>
<tr>
<th>Location</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>BASINDA MILL</td>
<td>44</td>
</tr>
<tr>
<td>BINGERA MILL</td>
<td>17</td>
</tr>
<tr>
<td>CATTLE CREEK MILL</td>
<td>24</td>
</tr>
<tr>
<td>FAIRYHEAD MILL</td>
<td>15</td>
</tr>
<tr>
<td>GOONDI MILL</td>
<td>43</td>
</tr>
<tr>
<td>HAMBLEDON MILL</td>
<td>48</td>
</tr>
<tr>
<td>HAUGHTON MILL - see INVICTA MILL</td>
<td>27</td>
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<tr>
<td>INKERMAN MILL</td>
<td>11</td>
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<td>INVICTA MILL</td>
<td>32</td>
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<td>ISIS MILL</td>
<td>30</td>
</tr>
<tr>
<td>KALAMIA MILL</td>
<td>51</td>
</tr>
<tr>
<td>LUCINDA BULK SUGAR TERMINAL</td>
<td>51</td>
</tr>
<tr>
<td>MACKAY BULK SUGAR TERMINAL</td>
<td>51</td>
</tr>
<tr>
<td>MACKNABE MILL</td>
<td>36</td>
</tr>
<tr>
<td>MARIAN MILL</td>
<td>24</td>
</tr>
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<td>MOSSMAN MILL</td>
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</tr>
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<td>47</td>
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<tr>
<td>NORTH ETON MILL</td>
<td>23</td>
</tr>
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<td>PIONEER MILL</td>
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</tr>
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</tr>
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<td>21</td>
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<td>PROSERPINE MILL</td>
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<tr>
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<td>19</td>
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<td>SOUTH JOHNSTONE MILL</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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</tr>
</tbody>
</table>

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

**DRAWINGS INDEX**

<table>
<thead>
<tr>
<th>Drawing</th>
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<tbody>
<tr>
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<td>B08</td>
<td>40</td>
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<td>Baguley/RMP</td>
<td>B08 as modified by Q.G.R. Ipswich Workshops</td>
<td>40</td>
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<tr>
<td>E.M. Baldwin</td>
<td>DH8-PS</td>
<td>8</td>
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<td>E.M. Baldwin</td>
<td>DH15</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>
</tr>
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<td>HG-3R</td>
<td>20</td>
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<tr>
<td>Com-Eng</td>
<td>A to 1959</td>
<td>16</td>
</tr>
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<td>Com-Eng</td>
<td>A 1960-1966</td>
<td>38</td>
</tr>
<tr>
<td>Com-Eng</td>
<td>A &amp; F from 1975</td>
<td>38</td>
</tr>
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<td>F to 1966</td>
<td>16</td>
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<td>Com-Eng</td>
<td>N</td>
<td>14</td>
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**THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY**

**AUSTRALIAN SUGAR INDUSTRY LOCOMOTIVES 1978**

Amendment 1st. October 1978

- **p.7** Locomotive and Equipment Builders
  - Add CRA Conrey Aresco Pty. Ltd., Dry Creek, SA.
  - Amend CR to South Queensland Engineers & Agents Pty. Ltd., Cairns, Qld.
  - Add Cram (Railway Group) to Tamper details.

- **p.11** Isis Central Sugar Mill Co. Ltd.
  - Amend loco livery details to Yellow & Grey

- **p.18** Plains Creek Central Mill Co. Ltd.
  - Amend B13 to D13 (Type B13)

- **p.19** Racecourse Co-operative Sugar Association Ltd.
  - Add Old Smokey to E3 72120
  - Amend EMB locos to
    - 2-2-WDM 6-2612-1-10-68 1968 DRC SW/ML (c)
    - 2-WDM 6-2612-2-11-68 1968 DRC SW/ML (c)
  - Add 2-2-WDM 1718
  - Add Ballast regulator
    - 2-WDM Tamper 177757 1978 BESM1

- **p.23** North Toowoomba Co-operative Sugar Milling Association
  - Amend model number of BP 13 to BP 200

- **p.25** Pasifon Co-operative Sugar Milling Association Ltd.
  - Add E3 E3 7901-1-6-78 1978 D24

- **p.26** Pessoring Co-operative Sugar Milling Association
  - Add E3 E3 7901-1-6-78 1978 D24
  - Add 2-2-WDM CBA B663 1978

- **p.27** Pioneer Sugar Mills Ltd., Invermay
  - Amend livery details to Yellow (Lilac, TOTO in Blue; IVAN is Orange-Red)

- **p.30** The Australian Estates Co. Ltd., Kalamia Mill
  - Add 2-2-WDM 6-2512-6-6-67 1967 D30
  - Add Ballast regulator
    - 2-WDM B663 1978

- **p.32** Pioneer Sugar Mills Ltd., Pioneer Mill
  - Amend MADERS to MCDIERS

- **p.34** Sugarland Sugar Company, Invicta Mill.
  - Amend livery details to Green (MORTON & SKELKIRK are yellow)

- **p.34** Hargrave Sugar Mill, Victoria Mill.
  - Amend WOHR to 0-4-0WDH
  - Delete S2 (scrapped?)

- **p.39** South Johnston Co-operative Sugar Milling Association Ltd.
  - Delete CRW names and numbers from Cooling A157/11, Cooling AA154/4
  - Add CRW 3390

- **p.41** McManus Smith Industries Pty. Ltd., Mourilyan Mill
  - Add number and name from Cooling B1112 and add 6
  - Add TOWNSVILLE 6-6-0 IC 1099 1919
  - Add 2-2-WDM 6-2512-6-6-67 1967 D24
  - Add Ballast regulator
    - 2-WDM 177757 1978 BESM1

- **p.41** McManus Smith Industries Pty. Ltd., Mourilyan Mill
  - Add 2-2-WDM 177757 1978 BESM1

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