Extract: Qunaba Mill only

THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

ISBN 0 9596009 0 6
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/RMF 0-6-0DM 3377 of 1953 stands by the shed.

Photo: E.W.H. Ward
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 researches 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 Tonka, 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 35mm 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 Priorsland, will be centred around an operating railway, and a sizable 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. N.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 show 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 16.500 tonnes each day. 10 main line diesel locos haul 1,400 cane bins on the tramway system, the longest line of which stretches 55 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 0-6 diesel-hydraulic locos hauling 42-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 navvies' 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 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.

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. Newer locos on 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 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 "C4" (four wheeled) or "C6" (six wheeled). If only the rear axle is powered, this is shown as "C0-C6".

DL - Diesel locomotive with mechanical transmission
DH - Diesel locomotive with hydraulic transmission
PN - Petrol locomotive with mechanical transmission
PH - Petrol locomotive with hydraulic transmission
R - Railcar - a vehicle designed primarily as a personnel carrier
T - Trolley tank

Make
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 major structural change has resulted.

Make'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)

Des. - Dismantled
Dlt. - Derelict

Brake wagons
These units are heavy unpowered vehicles, constructed with loco-type frame bolstered 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 its brake 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*

**TER MILLAQUIN SUGAR CO. PTY. LTD., MILLAQUIN MILL (BUNDABERG SUGAR COMPANY)**

<table>
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<tr>
<td>INVICTA 0-6-2T JP 11277 1907 OCCU (e)</td>
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(a) ex Fairymead Mill, 20, 1970.
(b) ex Millquin Mill, 3, 1966.
(c) ex Fairymead Mill, 21, 1970.
(d) ex Millquin Mill, 1, 1975.
Formerly ex Halgrave Mill, RIVERSTONE, 1955.
(e) ex Binger Mill, INVICTA, 1956.
Formerly ex Invicta Mill (Avondale), c.1918.

**CHILDERS - BUNDABERG**
Browning, John, Mewes, David (1978). *Australian Sugar Industry Locomotives*

**Notes on Locomotive Classification and Numbering**

**Bundaberg Foundry**
Classification of diesels is by the letters BJ (Bundeburg Jenbacher - 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 workplates. Baguley kept builder's numbers in the 2xxx series specially for Drewry orders.

**Baguley/CWP**
Type 055 was fitted with Gardner 6LW engine, 056 with 8LW.

**Clyde & Clyde (Cld.)**
Model DW-11 is 170 hp 18 ton design, and ND-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 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 letter were also allocated retroactively 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 ton. 150-205 hp.
- B = 0-4-0 DH. 2-12 ton. 112 hp.
- F = 0-6-J DH. 19-23 ton. 230-277 hp.
- G = 4LW 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.M. Baldwin**
Classified by DH or DH (Diesel mechanical or hydraulic), and a figure giving the weight in tonnes. The suffix B or J 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 10xxx range were 60 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.

**Huston & Horsley**
Classification is by nominal horse power plus DL (Diesel locomotive). The suffixes G and D indicate road power and underground loco respectively. The number is in a series of all Horsule 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
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
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**

**D. 7. LOCOMOTIVE AND EQUIPMENT BUILDERS**
Add USA Conklin Areco Pty. Ltd., Dry Creek, SA.
Amend WCA to North Queensland Engineers & Agents Pty. Ltd., Cairns, Qld.
Add (Carron Rail Group) to Tamper details.

**D. 11. ISSAC CENTRAL SUGAR MILLS CO. LTD.**
Delete SS 0519 (sold for preservation).

**D. 12. THE MILLAU QUITE SUGAR CO. PTT. LTD., MILLAU QUIN MILL**
Delete 6 and 7 (transferred to Quilpie Mill).
Delete footnote (a) and (b).
Delete special note regarding steam locomotive repairs.

**D. 13. THE MILLAU QUITE SUGAR CO. PTT. LTD., QUINBA MILL**
Add QOU to Delta and Skippers.
Add 5 to 0-6-2T RF 6 1922 (c)
Add 6 to 0-6-2T RF 3 1922 (c)
Add footnote (f) ex Millau Quin Mill, 6, 1922.
Add footnote (g) ex Millau Quin Mill, 6, 1922.
Formerly ex Mourilyan Mill, 8, 1966.

**D. 18. PLATEC CREEK CENTRAL MILL CO. LTD.**
Amend date of Coorong P10/37 to 1950.
Amend date of RL 571 to 1954.

**D. 22. PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.**
Add (c) to Gesco.
Add footnote (c) Returned to builders for modification, 1978.
Add Ballast regulator.

**D. 27. PICKERING SUGAR MILLS LTD., PICKERING MILL**
Amend loco details tomm to LLY TOTC is Blue, TVH to Orange-Red.
Delete notes of individual loco colours.

**D. 30. THE AUSTRALIAN STATES CO. LTD., QUINBA MILL**
Add (c) to AINSWORTH and SCOTT.
Add footnote (c) Fitted with EMU soundproofed cab, 1978.

**D. 31. PIONEER SUGAR MILLS LTD., PIONEER MILL**
Amend MACLEAN to Maclean.

**D. 34. CSM LTD., VICTORIA MILL**
Add number VT to ER 1956.
Add number 52 to NR 1956.
Delete S2 (remains in scrap disposal area).
Add builder's number 2521 to unidentified M1.
Add VS 52-2-PWR Hansen 1978.
Add model number of KEM 1962-4 to BV16.

**D. 35. CSR LTD., WAGIN MILL**
Delete date regarding single locos.
Add number (1) to NR 1932.
Amend 2-2-PWR Clyde to 2-2-PWR Caledonian.

**D. 37. SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.**
Amend Coong A1955 to A1953.

**D. 43. CSR LTD., GOONDI MILL**
Amend date of CP 1928 to 1929.

**ANGRMS: Australian Narrow Gauge Railway Museum Society, PO Box 1135, Woodford, Qld 4514 Australia**
P.43  CSR LTD., GOONDY MILL
Add (g) to Clyde 50-93
Amend Q-4-ODH EMD to
6
Amend No.4 SIMPLEX to
8 (No.2 SIMPLEX) 4wDM
Withdrawn (h)
Delete JP 18008 (scrapped, 1978)
Add DL15 HERADA 4-6-2 No.2 1956 CoaEng 1956 1978 AA
Add footnote (g) Pitted with EMD soundproofed cab, 1978
Add footnote (h) ex Hambledon Mill, c.1965. Converted from 4wPM
Add footnote (i) On loan from Mountyall Mill, 1978. Formerly ex

P.44  BABINGA CO-OPE CASENTIVE CENTRAL MILL SOCIETY LTD.
Amend date of CoaEng A-8 to 1977
Amend date of CoaEng A-2 to 1977
Amend date of CoaEng A-2 to 1978

P.45  MULGRAVE CENTRAL MILL CO., LTD.
Amend CoaEng A-10 to CoaEng B-11 to 1950
Add (No.4 SIMPLEX) and (a) to KR 4207
Amend 4wDM 12 in 1954 to
(No.2 SIMPLEX "THE PIG CART") 4wDM Mulgrave 1960
Add footnote (a) Converted from 4wPM
Add date 1972 to NQE brake wagon

P.46  CSR LTD., HAMBLEDON 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 BALLAGH.