Extract: Racecourse 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 0-6-0DM 3377 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 and/or 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 Donaldson, Clive Friebergs, Eric Tonks, Rodney Keaver and Russell Wilson. However, all inaccuracies remain the responsibility of the compilers.

We are particularly grateful to Keith Donaldson for allowing us to use some of his 35mm 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 in the sugar mill tramways and other light railways. The museum, to be located near Aroona, will be centred around an operating railway, and a sizeable collection of steam and internal-combustion locomotives has already been acquired. Members receive a bimonthly 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, QLD 4000

Queensland.

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 Sugar Mill Tramways of Queensland.

To give the reader some idea of the scale of operations, trains of up to 1,000 tonnes are now handled on the Victoria Mill system, which must handle 15,000 tonnes each day. 20 main line diesel locos haul 3,700 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 $850,000. It is quite likely that the next generation of cane haulage will be 35-tonne 0-8 diesel-hydraulic locos hauling 40-tonne bogie cane bins. Although Victoria Mill is the largest, the other mills have smaller-scale versions of the same thing - sophisticated equipment and extensive 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 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 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 4w (four wheeled) or 6w (six wheeled). If only the rear axle is powered, this is shown as 2w-2w.

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

Kefer
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.

Kefer'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
OOU. - Permanently out of use
Dirt. - 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.
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*

**Racecourse Co-operative Sugar Association Ltd., Racecourse Hill, Mackay.**

*Track Mileage:* 70  
*Gauge:* 2'0"  
*Map:* Page 29

**Loco Livery:** Green & Yellow

- **HOMEUSH** (fora. 3) 0-6-0DH Clyde 55-58 1955 DHI-71
- **SUNNYSIDE** (fora. 4) 0-6-0DH Clyde 57-60 1957 DHI-71
- **CLELONA** (fora. 2) 0-6-0DH Clyde 59-210 1955 DHI-71
- **ROSELLA** (fora. 1) 0-6-0DH Clyde 62-317 1961 DHI-71
- **RACECOURSE** (fora. 6) 0-6-0DH Clyde 65-405 1965 DHI-71
- **NUNEBUKA** (fora. 5) 0-6-0DH Clyde 67-570 1967 DHI-71
- **BROADGOUND** (fora. 7) 0-6-0DH Clydeq 70-710 1970 DHI-71HS (a)

**Maries:**
- **MR** 21622 1957
- **RH** 392120 1955 48G4 (b)
- **ENB 6-2612-1-10-68 1968 DE6T (c)
- **ENB 6-2612-2-11-68 1968 DE6T (c)

(a) Experimental loco built with hydrostatic drive. Converted to Hydraulic drive.


(c) ex Pearson Bridge Pty. Ltd., Sydney, 1977.

**Heaviest Locomotive**

- **DE6T Tempr 4375515 1975 VT-JWL**

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**NOTES ON LOCOMOTIVE CLASSIFICATION AND NUMBERING**

**Bundaberg Foundry**

Classification of diesels is by the letters B7 (Bundaberg Jenbach - built under license from Jenbacher Werke, Austria), followed by a number indicating nominal horse power. Steam locomotives were built under license from John Fowler & Co. Ltd., Leeds, UK.

**Bassley/Dreyf**

Locomotives supplied to Queensland were either 150 hp or 160 hp nominal. The dates recorded in this booklet are the official dates from works, which may vary from those shown on worksprints. Bagley kept builder's numbers in the 2xxx series especially for Dreyf orders.

**Bagley & Coy**

Type 503 was fitted with Gardner 6LW engine, 504 with 6LM.

**Clyde & Clyde (C&C)**

Model B7-1 is 170 hp 18 ton design, and B7-3B is 263 hp 18-24 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 GM.

**Con-Tig**

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 traction type (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 - 0-5-0 DH or DM, 14-16 ton 150-200 hp.

- **B** - 0-4-0 DL 9-12 ton 112 hp.
- **C** - 0-5-0 DH 19-25 ton 250-277 hp.
- **D** - 4-4-0 DM 14 ton 76 hp.
- **E** - 2-2-0 DM 12 ton 76 hp.
- **F** - 2-8-0 DM 14 ton 76 hp.
- **G** - 2-8-0 DM 14 ton 76 hp.
- **H** - 2-8-0 DM 14 ton 76 hp.
- **J** - 2-8-0 DM 14 ton 76 hp.
- **K** - 2-8-0 DM 14 ton 76 hp.
- **L** - 2-8-0 DM 14 ton 76 hp.
- **M** - 2-8-0 DM 14 ton 76 hp.
- **N** - 2-8-0 DM 14 ton 76 hp.
- **O** - 2-8-0 DM 14 ton 76 hp.
- **P** - 2-8-0 DM 14 ton 76 hp.
- **Q** - 2-8-0 DM 14 ton 76 hp.
- **R** - 2-8-0 DM 14 ton 76 hp.
- **S** - 2-8-0 DM 14 ton 76 hp.
- **T** - 2-8-0 DM 14 ton 76 hp.
- **U** - 2-8-0 DM 14 ton 76 hp.
- **V** - 2-8-0 DM 14 ton 76 hp.
- **W** - 2-8-0 DM 14 ton 76 hp.
- **X** - 2-8-0 DM 14 ton 76 hp.
- **Y** - 2-8-0 DM 14 ton 76 hp.
- **Z** - 2-8-0 DM 14 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 DM (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 dispatch. Engines are mostly GM and Caterpillar.

**Motor Rail**

An earlier numbering scheme (up to 9999) was replaced by one where locos in the 20xxx range were 50 hp nominal and those in the 20xxx range were 60 hp nominal.

**Perry**

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

**Hunter & Hornsby**

Classification is by nominal horse power plus DL (Diesel locomotive). The suffixes G and U indicate 3 phase and 4 phase locomotives respectively. The number is in a series of all Hunter equipment, which includes the engine carried by the loco.
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Browning, John, Mewes, David (1978). *Australian Sugar Industry Locomotives*

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

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**THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY**

**AUSTRALIAN SUGAR INDUSTRY LOCOMOTIVES 1978**

**Amendment list 1 October 1978**

- **P.7 LOCOMOTIVE AND EQUIPMENT BUILDERS**
  - Add CRA Coorong Aresco Pty. Ltd., Dry Creek, SA.
  - Amend RMG to South Queensland Engineers & Agents Pty. Ltd., Cairns, Qld.
  - Add Canon Rail Group to Tamper details.

- **P.11 IVES CENTRAL SUGAR MILL CO., LTD.**
  - Amend loco livery details to Yellow & Grey

- **P.18 PLAEN CENTRAL SUGAR MILL CO., LTD.**
  - Add S14 to D14 (Form. B14)

- **P.19 RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD.**
  - Add GLD SMOKEY to E8 392120
  - Amend EMB to EMB 6-2612-1-10-68 1968 DHC 8M/ML (c)
  - Add 2-2-2PMR Hansen 1718
  - Add 2-2-2PMR Tamper 177577 1978 BESM:

- **P.23 NORTH EAST CO-OPERATIVE SUGAR MILLS ASSOCIATION**
  - Amend model number of RF 13 to RF220

- **P.25 FASION CO-OPERATIVE SUGAR MILLS ASSOCIATION LTD.**
  - Add FRAE Modifier 5

- **P.26 PROGRESSIVE CO-OPERATIVE SUGAR MILLS ASSOCIATION**
  - Add (c) to Osgo
  - Add footnote (c) Returned to builders for modification, 1978
  - Add 2-2-2PMR CRA 18663 1978

- **P.27 PIONEERS SUGAR MILLS LTD. INVERNIA MILL**
  - Amend loco livery details to Yellow (L7) TOOT in Blue;
  - TVH is Orange-Red
  - Delete notes of individual loco colours.

- **P.30 THE AUSTRALIAN ESTATES CO., LTD. KALAMIA MILL**
  - Add (c) to ABORWINIAN and DELTA
  - Add footnote (c) Fitted with EMB soundproofed cab, 1978

- **P.32 PIONEERS SUGAR MILLS LTD., PIONEER MILL**
  - Amend MACK Sir to MACK Sir

**BAHURTON SUGAR COMPANY, INVICTA MILL**

- Add footnote (d) to loco livery details to Brown (WHITEOCK & SKELKIRK are Yellow)

- **P.24 OAR LTD., VICTORIA MILL**
  - Add MODER to 9-4-ODH
  - Delete S2 (scrapped?)

- **P.39 SOUTH JOHNSTON CO-OPERATIVE SUGAR MILLS ASSOCIATION LTD.**
  - Delete q.r.o. names and numbers from Coaling AA157111, Coaling AA15144
  - Add GUN to 12 & 17.

- **P.41 MORRO SMITH INDUSTRIES P.TY., LTD., MORRILYAN MILL**
  - Add number and name from Coaling B1112 and add 8
  - Add TOWNSVILLE 6-6-0 to 1099 1919
  - Add to footnote (d) Ex to Goondi Mill, 1978
Browning, John, Mewes, David (1978). *Australian Sugar Industry Locomotives*

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