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

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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 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 Macdonald, G.R. Priseman, Eric Tonks, Rodney Reaver 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 3.5mm to the foot locomotive drawings, and to Ray Silla for
treacing 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
Fingal, 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 "Steam 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 LAYTON 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 1,000
tones are now hauled on the Victoria Mill system, which must handle 18,000
tones each day. 20 main line diesel locos haul 7,000 cane bins on the
tramway system, the longest line of which stretches 39 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 $75,000! It is
quite likely that the next generation of cane haulage will be 36-tonne 0-6-0
steam 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
quantities of cane from fields to the tramway sidings 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.

Sugarcane Milling is a large industrial plant, 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
Austalian Government 1 : 100 000 Topographic Maps, although even these
contain some inaccuracies, and are expensive.

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**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 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 4w (four wheeled) or 6w (six wheeled). If only the rear axle is powered, this is shown as 2-4w.

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

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

**Mk** - Number, year of construction, and model/type
This information appears in the third third column.

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

**Dismantled**
OOU - Permanently out of use

**Dismantled**
Pvd. - Preserved on site

**Brake wagenes**
These units are 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.
TULLY CO-OPERATIVE SUGAR MILLING ASSOCIATION, TULLY Mill.

Track Mileage: 94
Gauge: 2'0"
Map: Page 42

Loco livery: Red & Yellow

No. 1  O-4-ODH EMB 6-106; 4-2-65 1965  DmB-PS
No. 2  O-4-ODH EMB 6-106; 3-2-65 1965  DmB-PS
No. 3  O-4-ODH KMB 6-106; 2-2-65 1965  DmB-PS
No. 6  O-6-ODK JF 21912 1937
reb. KMB 5-90-9-63 1963
No. 9  O-6-ODH Clyde Dm1.4 1954  Dm1
No. 10 O-6-ODH CoaEng AD1341 1960  AD
No. 11 O-6-ODH CoaEng AD1347 1960  AD
No. 12 O-6-ODH CoaEng AD1351 1961  AD
No. 14 O-6-ODH CoaEng AK2663 1963  AK
No. 15 O-6-ODH CoaEng AK3574 1964  AK
No. 16 O-6-ODH CoaEng AR4484 1964  AH
No. 17 O-6-ODH CoaEng AR52100 1966  AH
No. 18 O-6-ODH CoaEng A060113 1977  AO

Ballast tamps:
LwDr Flesser 116 1977  KmX-06

TULLY - INNISFAIL
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Notes on Locomotive Classification and Numbering

Bundaberg Foundry
Classification of diesels is by the letters BJ (Bundeburg Jenbache - built under licence from Jenbacher Werke, Austria), followed by a number indicating nominal horsepower. Steam 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 book are the official dates ex works, which may vary from those shown on workplats. Baguley kept builder's numbers in the 2xxx series specially for Drewry orders.

Baguley/DPW
Type 886 was fitted with Gardner 6LW engine, 808 with 8LW.

Clyde & Clyde (Clc)
Model DH-11 is 170 hp 18 ton design, and NO-3R is 253 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 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 DHM, 4-16 ton. 150-265 hp.

C = 0-4-0 DH, 2-12 ton. 112 hp.

F = 0-6-0 DHM, 19-25 ton. 250-277 hp.

G = 4-8 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 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 60 hp nominal and those in the 20xxx range were 40 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 ASD equipped 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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p.43  CSR LTD., GOONDIWILL
Add (g) to Clyde 50-53
Amend 0-4-0DH EMB to
6
Amend No.4 SIMPLEX to
8 (No.2 SIMPLEX) 4wDM
(h)
Delete JP 15808 (scrapped, 1978)
Add DL15 KERADA 4-6-4GN 4wDM 1956 1978 (1)
Add footnote (g) Pitted with EMB soundproofed cab, 1979
Add footnote (h) ex Hambledon Mill, c.1963. Converted from 4wPM

p.44  BABINDA CO-OPERATIVE CENTRAL MILL SOCIETY LTD.
Amend date of ComEng A1027 to 1958
Amend date of ComEng A1031 to 1957

p.45  MULLGRAVE CENTRAL MILL CO., LTD.
Amend ComEng A1027 to A1010
Add (g) to A1010
Amend 4wDM 1924 to (No.2 SIMPLEX THE PIC CART") 4wDM Mulgrave 1960
Add footnote (g) Converted from 4wPM
Add date 1972 to NQG 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-BALLOUGH to FAUGH A BALOUGH.