

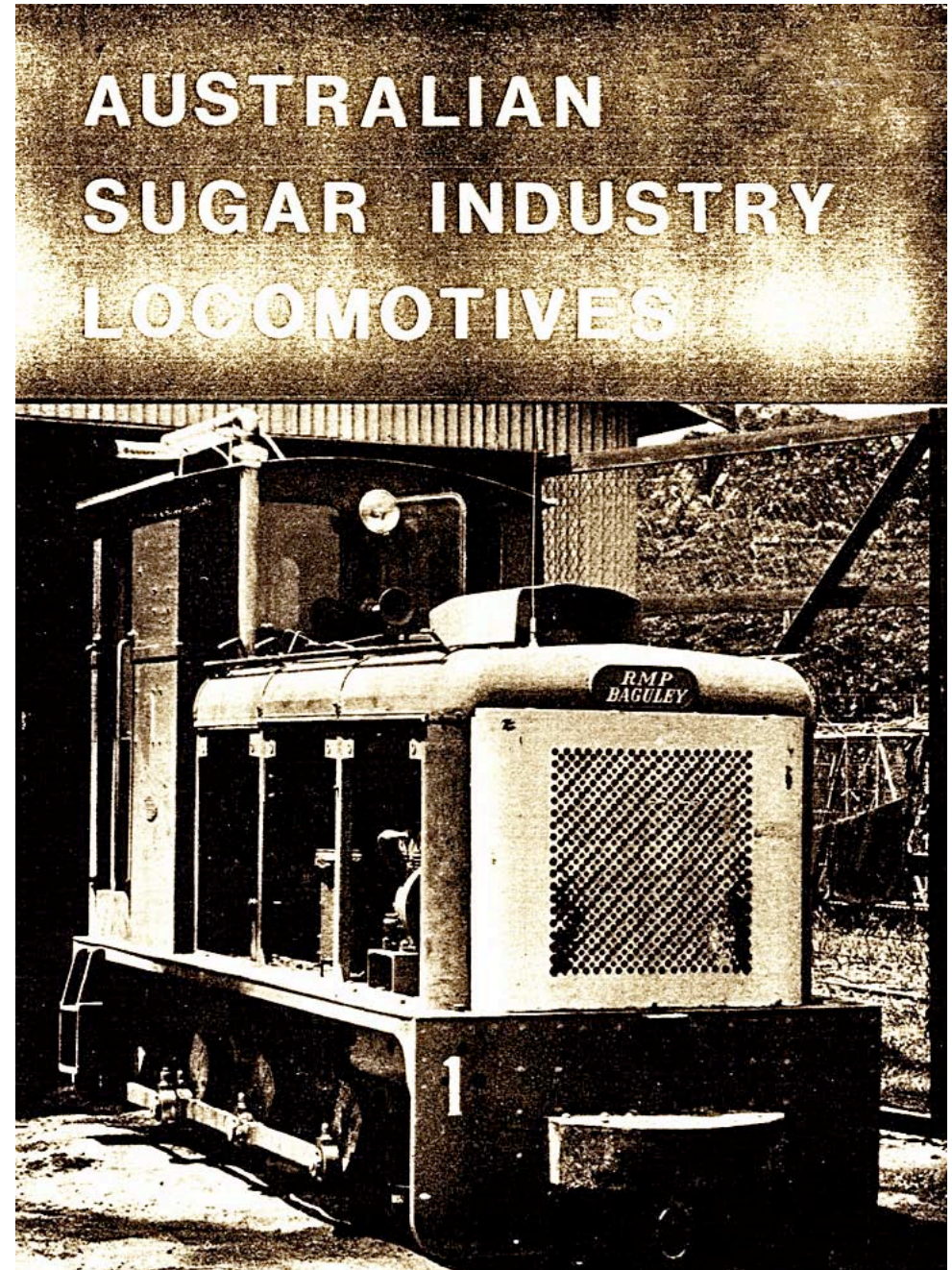
Browning, John, Mewes, David (1978). **Australian Sugar Industry Locomotives**

Extract: Mill Maps only



THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

IBSN 0 9596009 0 6



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

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

AUSTRALIAN SUGAR INDUSTRY LOCOMOTIVES 1978

**Current Rosters:
Sugar Mills
&
Bulk Sugar Terminals**

Compiled by John Browning & David Mewes

THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

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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 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.Prideaux, Eric Tonks, 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 Ellis 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 Brisbane, 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 270,
NORTH QUAY 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.

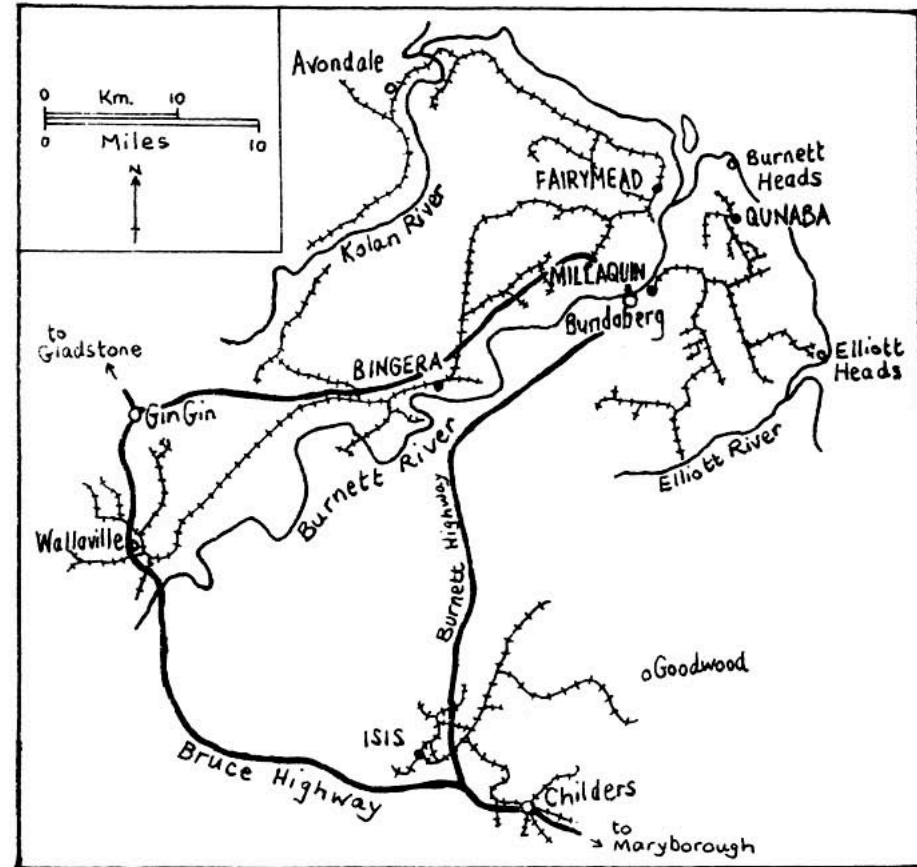
To give readers some idea of the scale of operations, trains of up to 1,000 tonnes are now hauled on the Victoria Mill system, which must handle 18,500 tonnes each day. 20 main line diesel locos haul 4,700 cane bins on the tramway system, the longest line of which stretches 35 miles from the mill. Train 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 36-tonne C-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 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.

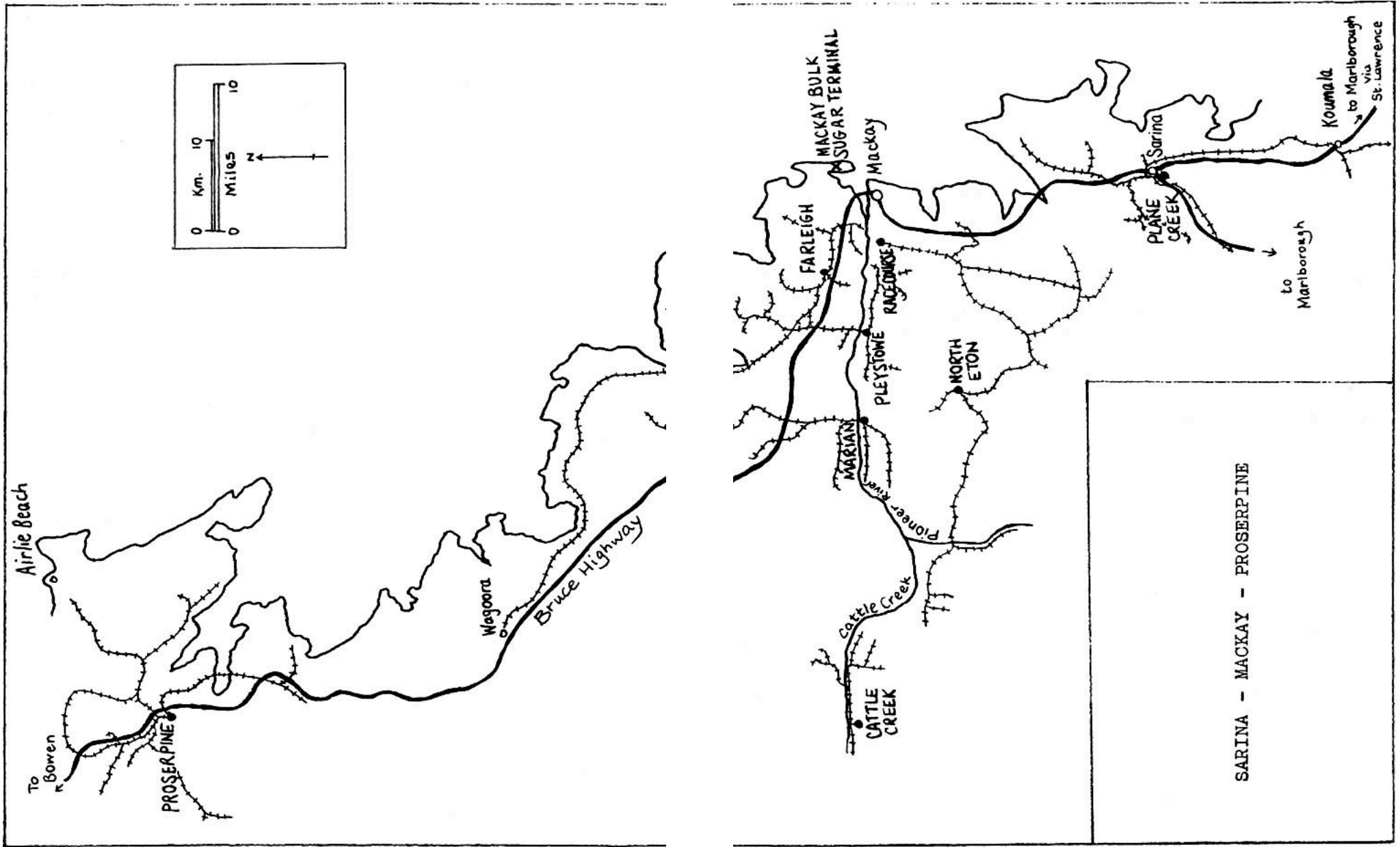
Sugar Mills are large industrial plants, and the tramways usually run on private property. It is important to remember that access is only available through the good will of the owners concerned. Permission should be obtained before entering workshops and sheds. Be sure not to be a nuisance or hold up production, and be aware of the need for safety at all times.

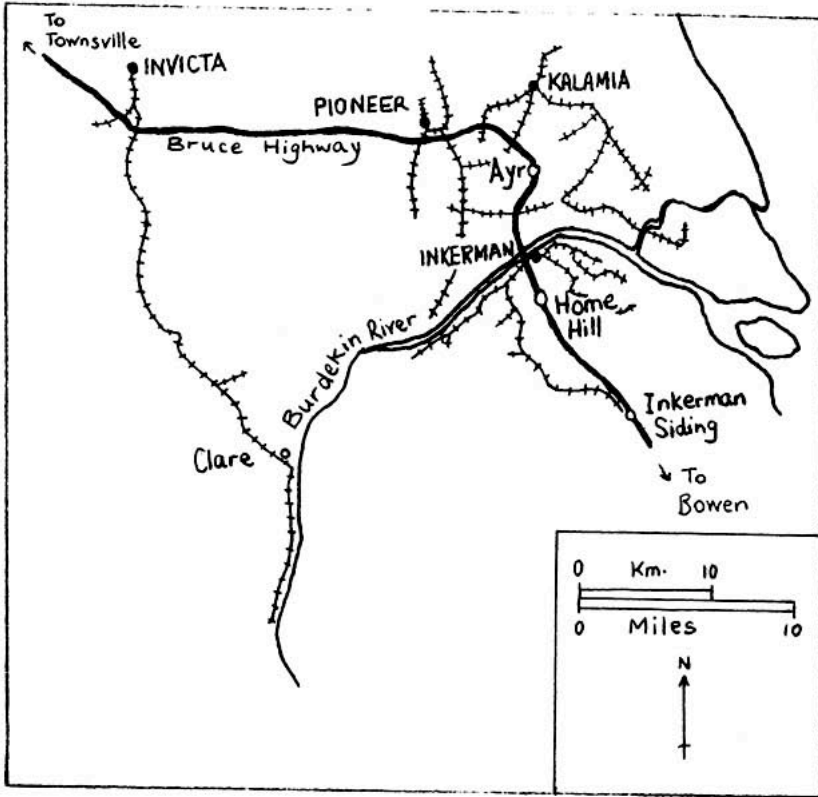
THE MAPS

The maps in this booklet are provided to give the reader an indication of the location of each sugar mill and its 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.

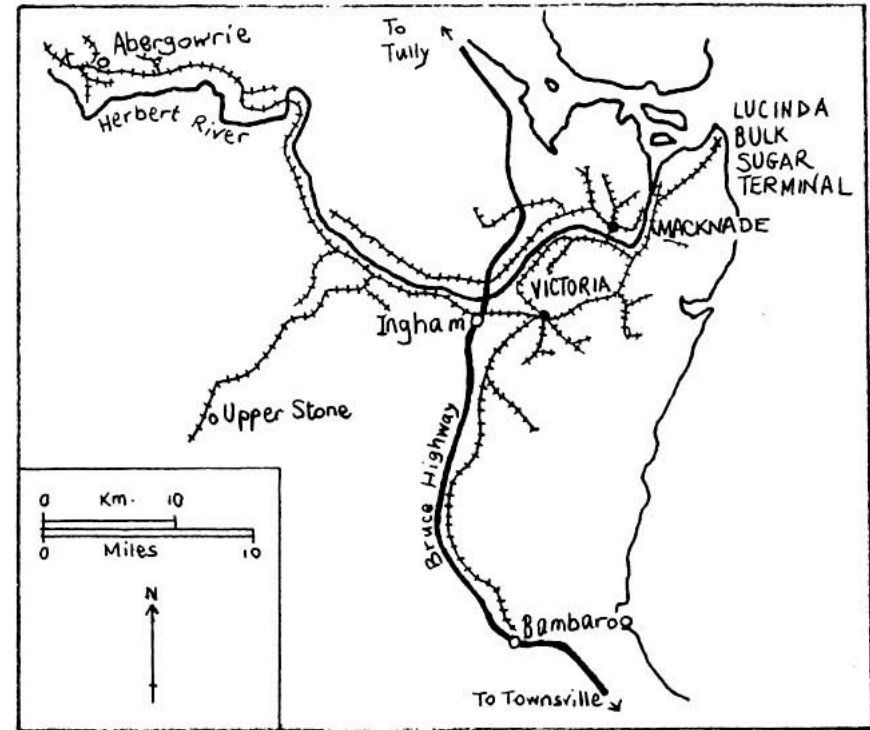


CHILDERS - BUNDABERG

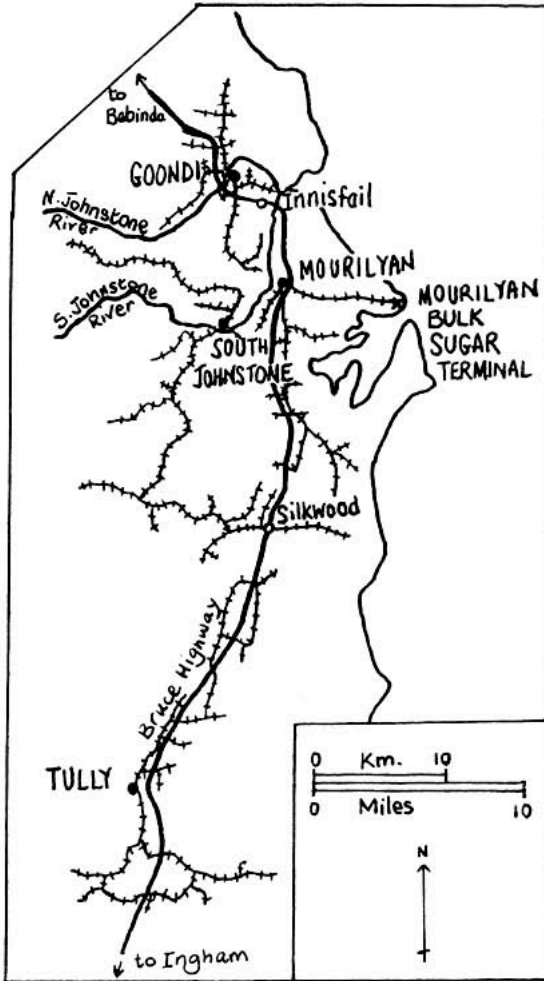




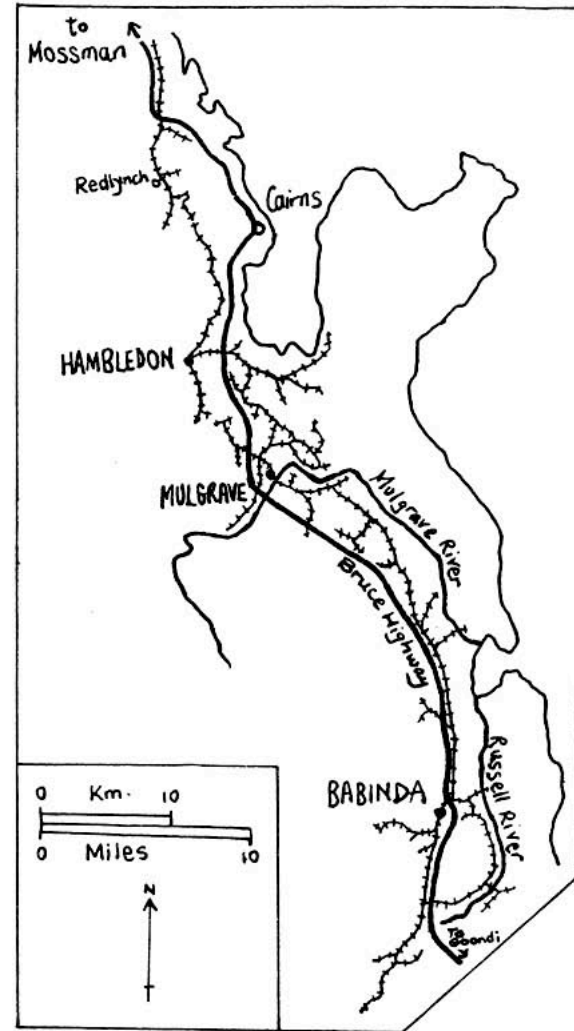
BURDEKIN



HERBERT

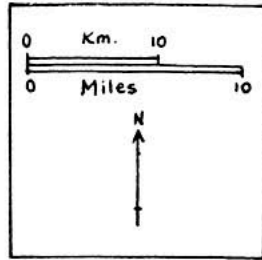
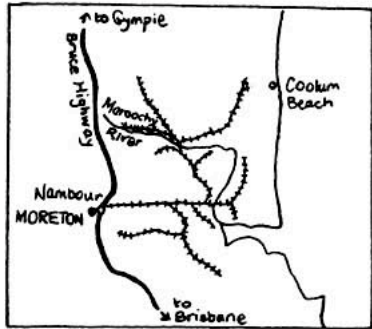


TULLY - INNISFAIL



BABINDA - CAIRNS

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MOSSMAN