

Australian Narrow Gauge Railway Museum Society

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ANGRMS Collection: RMP Baguley

- Name: Ex-Mulgrave Mill No 1, RMP Baguley
- Wheel Arrangement: 0-6-0DM
- Built by EE Baguley Ltd, Burton-on-Trent, UK, for Railway, Mine and Plantation Equipment Ltd, UK
- Weight:
- Build #: 3377 of 1953
- Horse Power: fitted with a 6LW Gardner Diesel Motor
- Year: 1953

Background

The locomotive we have at Woodford is one of the early diesels on the cane fields. I first photographed this loco on a trip to Cairns in the mid 70s at Mulgrave Central Mill, Gordon Vale being prepared for cane haulage.

When the photo was taken, No 1, as it was known, was painted a royal blue bonnet, yellow waist line and red buffer beams and I believe the frame and side rods were black.

Some years later the loco was disposed of and sent to Fisherman Island in a QR HWA wagon. I again took a photo and noted with interest a change of colour with the cab being all over yellow. The loco was at Fisherman Island for quite a while waiting for a RAAF Chinook helicopter to pick it up and fly it to St Helena Island where it worked with 12 x 4 wheel cane trucks made into passenger cars at Manly, that could seat 12 persons each.

The train worked on a kilometer of track from a shed near the ferry landing. Passengers would walk from the boat to the train for their ride to the ruins. The loco was driven by the tour guide who was dressed as a prisoner. The guide met you at the Manly jetty, travelled over by boat. One assumes that as soon as the boat tied up he would proceed ahead of the visitors and start the loco to pump up air for the brakes, as two wagons, the first and last, were equipped with brakes and worked from the loco.

This is required for the ruins end of the line as the run around loop is on a slight down grade. The train has an air pipe through the wagons.

Also before the loco was transferred to the island it had an engine change and is now fitted with a John Deere turbo diesel motor and as a point of interest the gears are changed by air.

The train had some problems. Greg Stephenson, Shane Yore and myself travelled to the island as guests of the tour operator to look around and supply a report. After writing the report I called the tour operator to ask where to send the report to, and he told me a decision was made to remove the train to the mainland which was in late 202.

I found out that the Lions Club of Wynnum/Manly were the owners of the train, so I rang the President and put forward an expression of interest. I also found out that somebody else was after it. After a while the President said that the loco should stay in Queensland where it worked. I was invited to inspect the train before making a decision to buy. I presented the facts and figures to the board and we decided to purchase the train.

Ten out of twelve wagons were sold off to other parties for use on their railways. The two wagons fitted with brakes are at Woodford with the loco.

The loco and wagons were moved to our museum site in March. This move coincided with the arrival of two semi-loads of equipment from the Goondi Mill site, Innisfail. Two cranes were required to unload and place the loco on the main line.

R Gough.