Extract: Isis 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
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RAILWAY MUSEUM SOCIETY
P.O.Box 270, NORTH QUAY 4000, Queensland.

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MUSEUM SOCIETY 1978
Reprinted 1979

National Library of Australia card number
and ISBN 0 9596009 0 6

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

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(arranged from South to North)
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Cover photo: Mulgrave Mill was the first to
dieselise completely. Here number 1, Baguley/RMP
0-6-ODM 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 researches for this publication, but special thanks are due to John Armstrong, George Bond, Keith McDonald, G.R. Pringle, Eric Tomka, Rodney Kever 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 3.5m 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 on the sugar mill tramways and other light railways. The museum, to be located near Pringle, 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 “Tram 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 ROCKS
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 18,000 tonnes each day. 20 main-line diesel locos haul 4,000 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 30-tonne 0-4 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 tramways 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 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 locoes 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 wheel system of classification is used in the main, but the Continental system is used in the case of bogie diesel locoes. Where, when the driving wheels of internal-combustion locos are not connected by outside rods, but by chains, this is denoted by w4 (four wheeled) or w6 (six wheeled). If only the rear axle is powered, this is shown as w2w.

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

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.

Meyer's number, year of construction, and model/type
This information appears in the third column.

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

Dismantled
Demolition
Preserved
Newly built

Brake wagon
These units are heavy unpowered vehicles, constructed with loco-type frames 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**

**ISIS CENTRAL SUGAR MILL CO.LTD., ISIS MILL**

**Track Mileage:** 110  **Gauge:** 2'0"

**Loco Livery:** Yellow

<table>
<thead>
<tr>
<th>Loco No.</th>
<th>Nmrs.</th>
<th>Class</th>
<th>Year</th>
<th>Loco No.</th>
<th>Loco No.</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 (fors. 8)</td>
<td>0-6-0DM JF</td>
<td>20776</td>
<td>1935</td>
<td>reb.BF</td>
<td>20776</td>
<td>1935</td>
</tr>
<tr>
<td>2</td>
<td>0-6-0DM JF</td>
<td>4110019</td>
<td>1990</td>
<td>reb.BF</td>
<td>4110019</td>
<td>1990</td>
</tr>
<tr>
<td>3</td>
<td>0-6-0DM Clyde</td>
<td>55-66</td>
<td>1955</td>
<td>DH1-7t</td>
<td>55-66</td>
<td>1955</td>
</tr>
<tr>
<td>4</td>
<td>0-6-0DM Clyde</td>
<td>56-113</td>
<td>1956</td>
<td>DH1-7t</td>
<td>56-113</td>
<td>1956</td>
</tr>
<tr>
<td>5</td>
<td>0-6-0DM Clyde</td>
<td>58-191</td>
<td>1958</td>
<td>DH1-7t</td>
<td>58-191</td>
<td>1958</td>
</tr>
<tr>
<td>6</td>
<td>0-6-0DM Clyde</td>
<td>59-204</td>
<td>1959</td>
<td>DH1-7t</td>
<td>59-204</td>
<td>1959</td>
</tr>
<tr>
<td>7</td>
<td>0-6-0DM Clyde</td>
<td>61-220</td>
<td>1961</td>
<td>DH1-7t</td>
<td>61-220</td>
<td>1961</td>
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<tr>
<td>8</td>
<td>0-6-0DM Clyde</td>
<td>62-385</td>
<td>1964</td>
<td>DH1-7t</td>
<td>62-385</td>
<td>1964</td>
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<tr>
<td>9</td>
<td>0-6-0DM Clyde</td>
<td>75-612</td>
<td>1975</td>
<td>H3-3R</td>
<td>75-612</td>
<td>1975</td>
</tr>
<tr>
<td>10</td>
<td>B-B DH EMB</td>
<td>72671-6-77</td>
<td>1977</td>
<td>DH24B</td>
<td>72671-6-77</td>
<td>1977</td>
</tr>
<tr>
<td>9</td>
<td>0-4-2 SS</td>
<td>4819</td>
<td>1950</td>
<td>D47(b)</td>
<td>4819</td>
<td>1950</td>
</tr>
</tbody>
</table>

(a) Converted from 0-6-0PM when rebuilt.
(b) ex Tasmanian Government Railways, 61, 1935. Converted from 0-4-2T when rebuilt.

**Brake wagons**

<table>
<thead>
<tr>
<th>No.</th>
<th>Type</th>
<th>Nmrs.</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.1</td>
<td>6w</td>
<td>EMB</td>
<td>7937-1-7-76</td>
</tr>
<tr>
<td>No.2</td>
<td>6w</td>
<td>EMB</td>
<td>7937-2-7-78</td>
</tr>
</tbody>
</table>

(c) Wagonplate numbered 7937-1-7-76 in error.
NOTES ON LOCOMOTIVE CLASSIFICATION AND NUMBERING

**Bundaberg Foundry**

Classification of diesels is by the letters BJ (Bundeburg Jenzbach - built under licence from Jenzbacher Werke, Austria), followed by a number indicating nominal horsepower. Steam locos were built under licence from John Fowler & Co. (Leeds) Ltd., Leeds, UK.

**Bagnley/Drywy**

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 worksplates. Bagnley kept builder's numbers in the 2xxx series specially for Drywy orders.

**Bagnley/WVP**

Type 50B was fitted with Gardner 6LW engine, 50C with 8LW.

**Clyde & Clyde (Cld.**

Model DH-71 is 170 hp 18 ton design, and HO-3R is 263 hp 18-24 ton design. The initial series of DHI 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 general types are as follows: A - 0-5-0 DM or DH, 14-18 ton. 150-200 hp.

B - 0-6-0 DM 22-12 ton. 112 hp.

C - 0-6-0 DH 19-20 ton. 230-277 hp.

E - 4W DH 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 0 or 2 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 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 10000 range were 50 hp nominal and those in the 20000 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 & Horsnby**

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

**THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY**

**AUSTRALIAN SUGAR INDUSTRY LOCOMOTIVES 1978**

Amendment list 1. October 1978

<table>
<thead>
<tr>
<th>P.7</th>
<th>LOCOMOTIVE AND EQUIPMENT BUILDERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Add</td>
<td>U.S.A. Conoco/ARECO Pty. Ltd., Dry Creek, SA.</td>
</tr>
<tr>
<td>Add</td>
<td>U.S.A. Conoco/ARECO Pty. Ltd., Cairns, Qld</td>
</tr>
<tr>
<td>Add</td>
<td>(Carron Rail Group) to Tempe details.</td>
</tr>
</tbody>
</table>

| P.11 | CNS CENTRAL SUGAR MILL CO. LTD. |
|-----|--------------------------------| |
| Amend loco livery details to Yellow & Grey |

| P.18 | PLATINUM CENTRAL MILL CO. LTD. |
|-----|--------------------------------| |
| Amend BN to BN1 (from BN6) |

| P.19 | RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD. |
|-----|-----------------------------------| |
| Add | QLD SMOKY to RH 992120 |
| Add | EWS loco to EWS, 2-2WD: 10-90-68 1968 DMC 50ML |
| Add | EWS loco to EWS, 2-2WP: 10-90-68 1968 DMC 50ML |
| Add | Ballast regulator Tampere 1773577 1978 RESM1 |

| P.23 | NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD. |
|-----|--------------------------------| |
| Add | Brake wagon 10-90-68 1978 SV2h |

| P.25 | PARLON CORRIGAN SUGAR MILLING ASSOCIATION LTD. |
|-----|--------------------------------| |
| Add | EWS loco to EWS, 2-2WD: 10-90-68 1968 DMC 50ML |
| Add | Ballast regulator 1978 |

| P.26 | PROSPERITY CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD. |
|-----|--------------------------------| |
| Add | (c) to EWS, 2-2WP: 10-90-68 1968 DMC 50ML |
| Add | Ballast regulator 1978 |

| P.27 | PIONEER SUGAR MILLS LTD., INVERELL MILL. |
|-----|--------------------------------| |
| Amend livery details to Blue (LETT Toot is Blue, YAN is Orange-Red) |
| Delete notes of individual loco livery colours. |

| P.30 | THE AUSTRALIAN ESTATES CO. LTD., KALAMIA MILL |
|-----|--------------------------------| |
| Add | (c) to ASHBY MILL and ELITA |
| Add | Ballast regulator 1978 |

| P.32 | PIONEER SUGAR MILLS LTD., PIONEER MILL |
|-----|--------------------------------| |
| Amend MACBETH to MCBETH |

| P.34 | CUG LTD., VICTORIA MILL |
|-----|--------------------------------| |
| Amend livery details to Cream (NORTHCOTE & SRKIRK are Yellow) |

| P.35 | DEE MILL LTD., DIAN The Mill |
|-----|--------------------------------| |
| Amend livery details to Cream (NORTHCOTE & SRKIRK are Yellow) |

| P.36 | SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD. |
|-----|--------------------------------| |
| Delete Q.R.A. names and notes from Consm 211162, Consm AA1504 |
| and Bg/EMP 3390 |
| Add | GOU to 12 ± 17 |

| P.41 | NORTH JOHNSTONE INDUSTRIES PTY LTD., MORRILYAN MILL |
|-----|--------------------------------| |
| Delete number and name from Consm B1112 and add 8 |
| Add | TOWNSVILLE 2-2W, 0-6-0 199 1919 1999 1919 |
| Add | TOWNSVILLE 2-2W, 0-4-2 1952 1952 |
| Add | Footnote (c) on loan to Goondi Mill, 1978 |
Browning, John, Mewes, David (1978). *Australian Sugar Industry Locomotives*

**p.43 CSR LTD., GOONDI WILL**

Add (g) to Clyde 50-93

Amend 0-4-0DH EMD to

\[ \text{6} \]

Amend No.6 SIMPLEX to

\[ \text{8 (No.2 SIMPLEX) 4wDM} \]

MR

Delete JP 18808 (scrapped, 1978)

Add DL15 HERADA

G-6-GEW CooEng B:1111 1956 AA

\[ \text{(1)} \]

Add footnote (g) Pitted with EMB soundproofed cab, 1978

Add footnote (h) ex Hambledon Mill, c.1965. Converted from 4wPM


**p.44 BABINDA CO-OPERATIVE CENTRAL MILL SOCIETY LTD.**

Amend date of CooEng A1024 to 1957

Amend date of CooEng A0027 to 1958

**p.47 MULGRAVE CENTRAL MILL CO., LTD.**

Amend CooEng A1010 to CooEng B1010

Add (No.1 SIMPLEX) and (a) to KE 4207

Amend 4wDM 1924 to

\[ \text{(No.2 SIMPLEX "THE PIE CART") 4wDM Mulgrave 1960} \]

Add footnote (a) Converted from 4wPM

Add date 1972 to NQE brake wagon

**p.48 CSR LTD., HAMBLETON MILL**

Amend (4) to 4

Amend 6 to (4) and add builder’s number 2090

Amend 7 to (7)

**p.49 MOSSMAN CENTRAL MILL CO., LTD.**

Amend livery details to Pale Blue & Pale Yellow (MOSSMAN is Bright Yellow & Pale Blue)

New livery for 1979 will be Bright Yellow & Pale Blue.

Amend FAUGH-A-BALLOUGH to FAUGH A BALLYOUGH