Extract: Millaquin 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-ODM 3377 of 1953 stands by the shed.

Photo: E.W.H. Ward
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. Pridham, Eric Tonks, Rodney Reaver 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 35mm to the foot locomotive drawings, and to Ray Sills 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 Elfah, 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 “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 270,
NORTH LAY 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 16,000 tonnes each day. 20 main line diesel locos haul 1,700 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 50-tonne 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 narrow gauge 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 liveries are applied to the workhorse locomotives at each location. 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 not carried are shown in brackets.

Wheel arrangement

The wheel arrangement 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 "C" (four wheeled) or "M" (six wheeled). If only the rear axle is powered, this is shown as "B-axle".

DM - Diesel motorcar with mechanical transmission
DH - Diesel locomotive with hydraulic transmission
FM - Petrol locomotive with mechanical transmission
FH - Petrol locomotive with hydraulic transmission
R - Rebuilt - a vehicle designed primarily as a personnel carrier
T - Tails - tank

Keeler

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.

Keeler'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)

D. - Dismantled
OOU - Out of use
D. - Demolished
P. - Preserved on site

Brake wagons

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.

ANGRMS: Australian Narrow Gauge Railway Museum Society, PO Box 1135, Woodford, Qld 4514 Australia
Browning, John, Mewes, David (1978). *Australian Sugar Industry Locomotives*

THE CILLACUE SUGAR CO., PTY., LTD., MILLAGUM MILL, BUNDABERG
(BUNDABERG SUGAR COMPANY)

Track Mileage: 40
Gauge: 2'0"
Map: Page 10

Loco livery: Yellow

<table>
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<tr>
<th>Loco No.</th>
<th>Type</th>
<th>Year</th>
<th>Works</th>
<th>#</th>
<th>Loco No.</th>
<th>Type</th>
<th>Year</th>
<th>Works</th>
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| 11901    | B-B | DH   | EMB   | 5317 | 111-11-73| 1973 | DH24B
| 11902    | B-B | DH   | EMB   | 61CH | 1-6-75   | 1975 | DH24B 1K3
| 11903    | B-B | DH   | EMB   | 6436 | 1-11-75  | 1975 | DH24B 1K6
| 11904    | G-6-0DH | Clyde | 57-159 | 1957 | DHI-71
| 11905    | G-6-0DH | Clyde | 65-644 | 1965 | DHI-71
| 6        | G-6-2T | SF   | 6     | 1952 | (a)      |
| 8        | G-4-2T | SF   | 3     | 1952 | (b)      |
| 9        | G-4-2T | FR   | 9737.43.1 | 1945 | 0601.0(c) |
| 4WHR     | Willaquin
| 2-2WHR   | Willaquin
| 2-2WHR   | Willaquin

(a) On standby in case of diesel loco failure.
(b) ex Mourilyan Mill, 8, 1956. On standby in case of diesel loco failure.
(c) ex South Johnstone Mill, 9, 1957.

**NOTE:** Steam locomotives are now sent to Gunaba Mill for repairs, and therefore may sometimes be observed there.
Classification of diesels is by the letters BJ (Bundaberg Jenbacht - built under licence from Jenbacher Werke, Austria), followed by a number indicating nominal horsepower. Steam locomotive 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 booklist are the official dates ex works, which may vary from those shown on worksplates. Baguley kept builder's numbers in the 2xxx series specially for Drewry orders.

**Bagnall**

Type 5F was fitted with Gardner 6LW engine, 50C with 8LW.

**Clyde & Clyde (Cld.)**

Model DH-1 is 170 hp 18 ton design, and HO-3R is 263 hp 18-24 ton design. The initial series of DH1 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-Yng**

Until 1955 (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). Each letter was 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 DH 14-16 ton. 150-200 hp. B - 0-4-0 DH 2-12 ton. 112 hp. F - 0-6-0 DH 19-25 ton. 230-277 hp. G - 4w DH 4-8 ton. 76 hp. 0 - 0-4-0 0 2-12 ton. 112 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 a serial number.

**E.M. Baldwin**

Classified by DH or DH (Diesel mechanical or hydraulic), and a figure giving the weight in tonnes. 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 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.

**Ruston & Hornsby**

Classification is by nominal horse power plus DL (Diesel locomotive). The suffixes G and U indicate friction and underground locos respectively. Numbers consist of a series of all Ruston equipment, which includes the engine carried by the loco.

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ANGERMS: Australian Narrow Gauge Railway Museum Society, PO Box 1135, Woodford, Qld 4514 Australia
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- Walkera 583 50

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

Amendment list 1. October 1978

Add

Add: CEA Conroy Arseco Pty. Ltd., Dry Creek, SA.
Add: North Queensland Engineers & Agents Pty. Ltd., Cairns, Qld
Add: Carron Rail Group to Tempe details.

p. 11 ISSS CENTRAL SUGAR MILL CO. LTD.

Amen loco livery details to yellow & grey

p. 16 PLANE CREEK CENTRAL MILL CO. LTD.

Amend B12 to B12 (form. B12)

p. 19 RACOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD.

Add: QLD SMOKEY to RH 592120
Add: EMB 2-2WD 6-26E-21-10-68 DMC SW/M (c)
Add: EMB 2-2WD 6-26E-21-11-68 DMC SW/M (c)
Add: EMB 2-2WD Hansen 1768
Add: Ballast regulator 4WDH Tamper 1775577 1978 BSM:

p. 23 NORTH BAY CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.

Add: Brake wagon 6 GW 7901-1-6-78 1978 BV24.

p. 25 PARWIN CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.

Add: EMB 2-2WD 6-26E-21-10-68 DMC SW/M (c)
Add: EMB 2-2WD 6-26E-21-11-68 DMC SW/M (c)
Add: EMB 2-2WD Hansen 1768
Add: Ballast regulator 4WDH Tamper 1775577 1978 BSM:

p. 26 PROSERIF CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.

Add: EMB 7901-1-6-78 1978 BV24.
Add: hoping to Ceesco
Add: footnote (c) Returned to builders for modification, 1978
Add: Ballast regulator 4WDH 3863 1978

p. 27 PIONEER SUGAR MILLS LTD., KINGSMILL.

Amend loco livery details to yellow (LITTTOOT is Blue, ITAH is Orange-Red).
Delete notes of individual loco colours.

p. 30 THE AUSTRALIAN ESTATES CO. LTD., KALAMIA.

Add: EMB 2-2WD 6-26E-21-10-68 DMC SW/M (c) P loaded with EMB soundproofed cab, 1978

P. 32 PIONEER SUGAR MILLS LTD., PIONEER MILL.

Amend MACDOWNS to WODOWNS

p. 34 CRH LTD., VICTORIA MILL.

Amend to 0-4-0UDH
Delete 55 (scrapped)

p. 35 SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.

Delete EMB numbers and names from Coopers A17111, Coopers A1544 and SW/M 3390
Add GOU to 12 ± 17.

p. 41 HOWARD SMITH INDUSTRIES PTY. LTD., MOURILYAN MILL.

Delete number and name from Coopers B1112 and add B
Add TOWNSVILLE 0-6-0 GC 1099 1979
Add footnotes (f) On loan to Goondi Mill, 1976

The Australian Narrow Gauge Railway Museum Society

Amendment list 2. February 1978

Add:

Add: PR Perry Engineering Co. Ltd., Geelong, to PR Perry Engineering Co. Ltd., Mile End, SA.

p. 11 IHS CENTRAL SUGAR MILL CO. LTD.

Delete 55 (sold for preservation)

p. 12 THE MILLIGAN SUGAR CO. LTD., MILLIGAN MILL.

Delete 6 and 6 (transferred to Queen Mill)
Delete footnotes (a) and (b).
Delete special note regarding steam locomotive repairs.

p. 13 THE MILLIGAN SUGAR CO. LTD., MILLIGAN MILL.

Add GOU to 1088 and 5.
Add 5 0-6-2T EP 6 1952
Add 6 0-6-2T EP 3 1952
Add footnote (f) ex Milligan Mill, 6, 1978
Add footnote (f) ex Milligan Mill, 8, 1978
Formerly ex Warradime Mill, 6, 1966.

p. 18 PLANE CREEK CENTRAL MILL CO. LTD.

Amend date of Coopers PATO to 1980
Amend date of RH 3711 to 1954.

p. 25 PARWIN CENTRAL SUGAR MILLING ASSOCIATION LTD.

Amend date of Coopers 1953 to 1953
Add: EMB 7901-1-6-78 1978 BV24.
Add: date 1953 and (c) to MR 1769.
Add: footnote (c) ex:
Formerly ex James K. Cook Mill Ltd., Cambridge, Millthorpe, Scotland; ex Gleason Corporation Housing Department, Scotland, 1949.

p. 34 CRH LTD., VICTORIA MILL.

Add: number 5 to 10961.
Add: number 52 to MR 10354.

p. 35 SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.

Delete note regarding engine details.
Add number 10 to MR 10232.
Add: 2-2WDH Clyde to 2-2WDH Clyde.

p. 43 CRH LTD., GOONDY MILL.

Amend date of 7919 to 1929.

ANGRMS: Australian Narrow Gauge Railway Museum Society, PO Box 1135, Woodford, Qld 4514 Australia
Add (g) to Clyde 50-53

Amend Q-4-ODH EMD to

4wDM 6

Amend No.4 SIMPLEX to

8 (No.2 SIMPLEX) 4wDM 3

Delete JP 18808 (scrapped, 1978)

Add DL15 NERADA G-6-600w ConEng B1111 1956 AA (1)

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

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


Add date of ConEng A1010 to 1977

Amend date of ConEng A1027 to 1958

Amend ConEng A1010 to ConEng B1010

Add (No.1 SIMPLEX) 4wDM 1924 to

(No.2 SIMPLEX "THE PIE CART") 4wDM Mulgrave 1960

Add date 1972 to NQ brake wagon.

Amend (a) to 4

Amend 4 to (a) and add builder's number 2090

Amend 7 to (7)

Amend 4 to (a) and add builder's number 2090

Amend 7 to (7)

Amend FAUGH-A-BALLOUGH to FAUGH A BALOUGH.