Extract: Moreton 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**

Published by the AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

P.O.Box 270, NORTH QUAY 4000, Queensland.

@ AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY 1978

Reprinted 1979

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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
FORWARD

The locomotive lists in this booklet reflect the position as known to the compilers as of August 1978. The information contained 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 years have elapsed since the compilers in their researches for this publication, but special thanks are due to John Armstrong, George Bond, Keith McDonald, L. R. Pridham, Eric Tonks, Rodney Reaver and Russell Wilson. However, all inaccuracy 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 Purga, 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 273,
NORTH LAYubby
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 7,600 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 is as much as $750,000! It is quite likely that the next generation of cane haulage will be 30-tonne 0-8 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 tramway system. 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. Nevy 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 gauge 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 rod, but by chains, this is denoted by 4w (four wheel) or 6w (six wheel). If only the rear axle is powered, this is shown as 2-6w.

## Key

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.

## Remarks

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

- Dismantled
- Out of use
- Preserved
- On site

## Brake wagons

These units are heavy ungoverned 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.
Browning, John, Mewes, David (1978). *Australian Sugar Industry Locomotives*

**Moreton Central Sugar Co., Moreton Hill, Nambour (Howard Smith Industries)**

**Track Mileage:** 75

**Gauge:** 2'0"

**Loco livery:** Yellow ($\otimes$ Montreal [Grey engine compartment doors])

<table>
<thead>
<tr>
<th>Locomotive</th>
<th>Builder</th>
<th>Year</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td>DL43 INNISFAIL</td>
<td>0-6-0DN</td>
<td>1924</td>
<td>B08 (a)</td>
</tr>
<tr>
<td>DL14 KALBO</td>
<td>0-6-0OM</td>
<td>1928</td>
<td>AC (b)</td>
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<tr>
<td>MORETON</td>
<td>0-6-0DH</td>
<td>1963</td>
<td>D1H-74</td>
</tr>
<tr>
<td>MAROOCHY</td>
<td>0-4-0DH</td>
<td>1964</td>
<td>D8B-PS</td>
</tr>
<tr>
<td>BRI</td>
<td>0-6-0DN</td>
<td>1965</td>
<td>D1H5</td>
</tr>
<tr>
<td>VALDORA</td>
<td>0-4-0DH</td>
<td>1965</td>
<td>D8B-PS Mk2</td>
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<tr>
<td>PETRICE</td>
<td>0-6-0DN</td>
<td>1968</td>
<td>D1H5</td>
</tr>
<tr>
<td>COOLUM</td>
<td>0-6-0DN</td>
<td>1974</td>
<td>D1H5B</td>
</tr>
<tr>
<td>SANDY</td>
<td>0-6-0DN</td>
<td>1943</td>
<td>(c)</td>
</tr>
<tr>
<td>JIMPY</td>
<td>0-6-0DN</td>
<td>1943</td>
<td>(d)</td>
</tr>
<tr>
<td>JOE</td>
<td>0-6-0DN</td>
<td>1943</td>
<td>(e)</td>
</tr>
<tr>
<td>SHILO</td>
<td>0-6-0T</td>
<td>1925</td>
<td>(f)</td>
</tr>
</tbody>
</table>

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

NOTES ON LOCOMOTIVE CLASSIFICATION AND NUMBERING

Bundaberg Foundry
Classification of diesels is by the letters BJ (Bundeburg Jengen - 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 booklet are the official dates ex works, which may vary from those shown on waybills. Baguley kept builder's numbers in the 2xxx series especially for Drewry orders.

Baguley/DP
Type 506 was fitted with Gardner 6LW engine, 508 with 8LW.

Clyde & Clyde (Cld.)
Model DH-1 is 170 hp 18 ton design, and HO-3R is 263 hp 16-24 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-Rig
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 = 6-6-0 DH or DH 14-16 ton 150-205 hp.
0 = 0-4-0 DH 7-12 ton 112 hp.
F = 0-6-0 DH 19-23 ton 230-277 hp.
G = 4-8-0 DMH 4-6 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.K. 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 dispatch. 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 150 hp nominal.

Ferry
Numbers consist of job number, year of construction, and serial number of locomotives built under that job number.

Huston & Hoensby
Classification is by nominal horse power plus DL (Diesel locomotive). The suffixes G and U indicate flanged and undergrounnd locos respectively. The number is in a series of all Huston equipment, which includes the engine carried by the loco.

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<td>9 Com-Eng N</td>
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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

**Amendment list 1. October 1978**

**Add** USA Conrail Areso Co., Ltd., Dry Creek, SA.

**Amend** No. to North Queensland Engineers & Agents Pty. Ltd., Cairns, Qld

**Add** (Carroll Rail Group) to Tamper details.

**p. 11**

**TS16 CENTRAL SUGAR MILL CO. LTD.**

**Amend** loco liveries to yellow & grey

**p. 16**

**PLATE CREEK CENTRAL MILL CO. LTD.**

**Amend** B1 to B12 (form. B12)

**p. 19**

**RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD.**

**Add** QLD SWYXX to RH 592120

**Amend** loco liveries to

- **LGO** 2-2-2WH EMB 6-26:2-1-10-68 1968 DMC SW/ML
- **2-2-2WH EMB 6-26:2-2-11-68 1968 DMC SW/ML**

**Add** Ballast regulator

- **4WH** Temper 1775577 1978 RS:

**p. 23**

**NORTH BYON CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.**

**Add** Brake wagon

**p. 25**

**RIVIERE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.**

**Add** (c) to Gesco

**p. 26**

**PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.**

**Add** (c) to Gesco

**p. 27**

**PIONEER SUGAR MILLS LTD., LEIKNAX MILL**

**Amend** loco liveries to blue (Lil' Toot is blue, YAH is Orange-red)

**Delete** notes of individual loco colours.

**p. 30**

**THE AUSTRALIAN ESTATES CO. LTD., KALAMBA MILL**

**Add** (c) to ABERLADY and CLAYDA

**Add** (c) to PINERL.(p)

**p. 32**

**PIONEER SUGAR MILLS LTD., PIONER MILL**

**Amend** MACMILLAN to WEDDIES

**HADDINGTON SUGAR COMPANY, INVICTA MILL**

**Amend** loco liveries to cream (NORTHCOATS & SRLKIRK are yellow)

**p. 34**

**CRR LTD., VICTORIA MILL**

**Amend** loco liveries to cream (NORTHCOATS & SRLKIRK are yellow)

**p. 35**

**SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.**

**Delete** Q.sh. names and numbers from Cooma AI27111, Cooma AA15444 and bp/EM 3390

**Add** pru. 124 to 17.

**p. 41**

**HOWARD SMITH INDUSTRIES PTY. LTD., MOURILYAN MILL**

**Delete** number and name from Cooma B11112 and add 8

**Add** TOWNSVILLE 0-6-0 EC 1999 1979

**Add** to footnotes (f) on loan to Goondi Mill, 1976


---

**Amendment list 2. February 1979**

**p. 7**

**LOCOMETRIC AND EQUIPMENT BUILDERS**

**Amend** PR Perry Engineering Co. Ltd., Gympie, Qld. to PR Perry Engineering Co. Ltd., Gympie, Qld.

**p. 11**

**ISIA CENTRAL SUGAR MILL CO. LTD.**

**Delete** SS 0578 (sold for preservation)

**p. 12**

**THE MILLIGAN SUGAR CO. LTD., MILLIGAN MILL**

**Delete** 6 and 8 (transferred to Qube Mill)

**Delete** footnotes (a) and (b).

**Delete** special note regarding steam locomotive repairs.

**p. 13**

**THE MILLIGAN SUGAR CO. LTD., MILLIGAN MILL**

**Add** 001 to 001 and 002.

**Add** 0-4-2T EMB 6-26:2-11-68 1952 EMB SW/ML

**Add** footnotes (d) to 001 and 002

**Also** footnotes (d) to Wbilder Mill, 1978.

**Footnotes (d) to Wbilder Mill, 1978.**

**Formerly ex Wbilder Mill, 1978.**

**p. 18**

**PLATE CREEK CENTRAL MILL CO. LTD.**

**Amend** date of Cooma PATH to 1958

**Amend** date of RE 371,361 to 1954.

**p. 25**

**RIVIERE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.**

**Amend** date of Cooma AI2711 to 1958

**Amend** date of EMB 5-774-5-63 to 1963 from 1957.

**Add** date 1939 and (c) to ER 1369.

**Add** footnotes (d) to 5

**Formerly ex James H. Connell Ltd., Cambridge, Midlothian, Scotland; ex Glasgow Corporation Housing Department, Scotland, 1949.

**p. 30**

**CRR LTD., VICTORIA MILL**

**Add** number 5 to ER 1736.

**Add** number 3 to ER 1038.

**Reinstate** S2 (remains still in scrap disposal area)

**Add** builder's number 2821 to unidentified.

**Add** V5 0-4-2PM Kitchener 1978

**p. 33**

**SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION**

**Add** Cooma AD1533 to AD1533.

**p. 43**

**CRR LTD., MOURILYAN MILL**

**Amend** date of 1912 to 1929.

---

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

p. 43

**CSR LTD., GOONDI MILL**

Add (g) to Clyde 50-93

Amend 0-4-0DH EMD to

6

Amend No. 4 SIMPLEX to

8 (No. 2 SIMPLEX) 4wDM

Delete JP 18808 (scrapped, 1978)

Add DL15 KERRADA 0-6-2GWR ConEng B1111 1956 AA (1)

Add footnote (g) Fitted with EMD soundproofed cab, 1978

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


p. 44

**BABINDA CO-OPEPATIVE CENTRAL MILL SOCIETY LTD.**

Amend date of ConEng A1011 to 1957

Amend date of ConEng A1027 to 1958

p. 47

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

Amend ConEng A1010 to ConEng B1010

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

Amend 4wDM 1924 to

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

Add footnote (a) Converted from 4wPM

Add date 1970 to NQE brake wagon

p. 48

**CSR LTD., HAMBLETON MILL**

Amend (3) to (4)

Amend 8 to (4) and add builder's number 2020

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 livery for 1979 will be

Bright Yellow & Pale Blue

Amend FAUGH-A-BALLAGH to FAUGH A BALLYOUGH

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