Extract: North Eton 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

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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
The locomotive lists in this booklet reflect the position as known to the compilers as of August 1978. The information contained is based on 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 Tomka, 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 3.5m to the foot locomotive drawings, and to Ray Silla for tracing them.

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 Pribilya, 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 273,
NORTH NAGAMBIE,
Queensland.

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 7,000 cane bins on the tramway system, the longest line of which stretches 65 miles from the mill. Train schedules are so complex that they are worked out by computer. The value of a locomotive can range from as little as $200,000 to as much as $750,000. It is quite likely that the next generation of cane haulage will be 60-tonne 0-6 diesel hydraulic locos hauling 10-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 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 an inexpensive road map, such as the Shell map of Queensland. For a more accurate road 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 locos at each location is shown. Needy 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 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 rods, but by chains, this is denoted by W (four wheelers) or CW (six wheelers). If only the rear axle is powered, this is shown as 2-D, 2-CW.


dw  - Diesel locomotive with mechanical transmission  
DH  - Diesel locomotive with hydraulic transmission  
FH  - Petrol locomotive with mechanical transmission  
PH  - Petrol locomotive with hydraulic transmission  
R  - Railcar - a vehicle designed primarily as a personnel carrier  
T  - Trolley 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 rebuilding, or where radical structural changes have resulted.

Mekes'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)

Des. - Dismantled  
OOU. - Permanently out of use  
Dol. - Derelict  
Pvd. - 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**

**North Port Cooperative Sugar Milling Association, North Port Mill.**

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**Loco Livery: Yellow**

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<th>Code</th>
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<tr>
<td>D1</td>
<td>GwDM</td>
<td>EF</td>
<td>10 1953 M100</td>
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<tr>
<td>D2</td>
<td>GwDM</td>
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<td>13 1954 M200</td>
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<tr>
<td>D3</td>
<td>0-6-0DH ComEng</td>
<td>A2128</td>
<td>1958 AE</td>
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<td>D4</td>
<td>0-6-0DH ComEng</td>
<td>FB3169</td>
<td>1963 FB</td>
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<td>D5</td>
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<td>FB3703</td>
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<td>D6</td>
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<td>FB4388</td>
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<tr>
<td>D7</td>
<td>B-B DH</td>
<td>EMB</td>
<td>6780-1-8-76 1976 DH24B N49</td>
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<tr>
<td>LwDM</td>
<td>KMB</td>
<td>4-473-3-63 1963 DM3</td>
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</tr>
<tr>
<td>LwDM</td>
<td>MR</td>
<td>21503 1953</td>
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**Bundaberg Foundry**

Classification of diesels is by the letters BJ (Bundaberg Jenbacher - 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 worksplates. Baguley kept builder's numbers in the 2xxx series especially for Drewry orders.

**Baguley/YP**

Type 80 was fitted with Gardner 6LW engine, 80B with 6LM.

**Clyde & Clyde (‘Clyd’)**

Model DH-1 is 170 hp 18 ton design, and DH-3R is 263 hp 18-24 ton design. The initial series of DH 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 6W.

**Crom-Ken**

Until 1959 (serial number 3G), 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 - 0-6-0 DH or DH, 18-20 ton. 150-205 hp. 0 - 0-6-0 RD, 9-12 ton. 112 hp. F - 0-6-0 DH, 19-25 ton. 250-277 hp. G - 4-6-0 DH, 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.

**B.K. Baldwin**

Classified by DH or DD (Diesel mechanical or hydraulic), and a figure giving the weight in tons. 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 6W and Caterpillar.

**Motor Rail**

An earlier numbering scheme (up to 9999) was replaced by one where locos in the 10xxx range were 50 hp nominal and those in the 20xxx range were 60 hp nominal.

**Perry**

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

**Houston & Hornsey**

Classification is by nominal horsepower plus DL (Diesel locomotive). The suffixes 0 and U indicate streamlined and standard locos respectively. The number is in a series of all Houston equipment, which includes the engine married by the loco.
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Browning, John, Mewes, David (1978). *Australian Sugar Industry Locomotives*

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**THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY**

**AUSTRALIAN SUGAR INDUSTRY LOCOMOTIVES 1978**

Amendment list 1 October 1978

- **p.7** LOCOMOTIVE AND EQUIPMENT BUILDERS
  - Add CRA Coonawarra Pty. Ltd., Dry Creek, SA.
  - Amend EPN to North Queensland Engineers & Agents Pty. Ltd., Cairns, Qld.
  - Add (Canron Rail Group) to Tamper details.

- **p.11** ISG CENTRAL SUGAR MILL CO. LTD.
  - Amend loco livery details to Yellow & Grey

- **p.18** PEACE CREEK CENTRAL MILL CO. LTD.
  - Amend EPN to DH2 (form B106)

- **p.19** RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD.
  - Add OBD MOLLY to RH 76502
  - Amend EBM loco to
    - 2-22DMH EBM 5-2612-1-10-68 1968 DBC 5M/MW
    - 2-22DMH EBM 5-2612-2-11-68 1968 DBC 5M/MW
  - Add 2-22DMH to Hansen 1718
  - Add Ballast regulator
    - EBM 177757 1977 DMSM

- **p.23** NORTH ETOM CO-OPERATIVE SUGAR MILLING ASSOCIATION
  - Amend model number of RP 13 to RP20

- **p.25** PASSANSTON CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.
  - Add EBM 7901-1-6-78 1978 DZ24

- **p.26** PROSERPIN CO-OPERATIVE SUGAR MILLING ASSOCIATION
  - Add B to OMMO
  - Add footnotes (a) Returned to builders for modification, 1978
  - Add Ballast regulator
    - EBM 19663 1978

- **p.27** PIONEER SUGAR MILLS LTD., INVERELL MILL
  - Amend livery details to Yellow (L & T TOOT in Blue; TVAM in Orange-Red)
  - Delete notes of individual loco colours.

- **p.30** THE AUSTRALIAN SUGAR CO. LTD., KALAMIA MILL
  - Add (a) to KALAMIA and DELTA
  - Add footnotes (b) Fitted with EBM soundproofed cab, 1978

- **p.32** PIONEER SUGAR MILLS LTD., PIONEER MILL
  - Amend MACRANS to MEDEMB

- **p.34** RAVEN HILL SUGAR COMPANY, INVICTA MILL
  - Amend livery details to Green (WINTHROCK & SEALIRK are Yellow)

- **p.37** WAGGON SUGAR LTD., VICTORIA MILL
  - Amend EPN to 0-4-0DH
  - Delete S2 (scrapped)

- **p.39** SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.
  - Delete Q.G.R. names and numbers from CSA Engine A37711, Comming A154/4
  - Add OMS to 12 & 17.

- **p.41** MURRAY SWIFT INDUSTRIES PTY. LTD., MURRAY MILL
  - Delete number and name from Comming A3112 and add 8
  - Add TOWNSVILLE 0-6-0 1099 1919
  - Add footnotes (a) On loan to Goddall Mill, 1978

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

Amendment 113. 2. February 1979

**Locomotive and equipment builders**

Amend PRI Perry Engineering Co. Ltd., Gawler, S.A. to PRI Perry Engineering Co. Ltd., Mile End, S.A.

Delete SS 4519 (sold for preservation)

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

Delete 6 and 8 (transferred to Gunbarra Mill)

Delete footnotes (a) and (b).

Delete special note regarding steam locomotive repairs.

**THE MILLAQUIN SUGAR CO. LTD., GUNBARA MILL**

Add 802 to DULCA and SKIPPER.

Add 6 0-6-2T EF 6 1952 (f)

Add 6 0-4-2T EF 3 1952 (g)

Add footnote (f) ex Millaquin Mill, 6, 1976.

Add footnote (g) ex Millaquin Mill, 8, 1976.

Formerly ex Kurnool, Mill 8, 1966.

**PLANT CREEK CENTRAL MILL CO. LTD.**

Amend date of Coomb 1931 to 1960.

Amend date of EF 1941 to 1954.

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

Amend date of Coomb 1934 to 1963.

Amend RMB 5-774-6-63 1963 to 5-774-6-54 1964.

Add date 1939 and (c) to GR 7369.

Add footnote (c) ex 7

Formerly ex James N. Connell Ltd., Coatbridge, Midlothian, Scotland; ex Glasgow Corporation Housing Department, Scotland, 1948.

**CGB LTD., VICTORIA MILL**

Add number 81 to ER 11081.

Add number 53 to ER 10561.

Restated S2 (remaining still in scrap disposal area)

Add builder's number 2821 to unidentified NR.

Add 85 2-2WPM Eanad 1928.

Amend model number of RMB 1462-4-73 to BV76.

**CGB LTD., MACKAY MILL**

Delete note regarding bogie locos from loco livery details.

Add number (1) to MR 10232.

Amend 2-2WPM Clyde to 2-2WPM Clyde.

**FULLY CO-OPERATIVE SUGAR MILLING ASSOCIATION.**

Amend date of JP 12712 to 1938.

**SOUTH JOHNSTON CO-OPERATIVE SUGAR MILLING ASSOCIATION.**

Amend Coomb 1953 to AD1403.

**CGB LTD., GOONDI MILL**

Amend date of JP 15360 to 1929.