Extract: Babinda 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
Published by the AUSTRALIAN NARROW GAUGE 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
**FOREWORD**

The locomotives listed in this booklet reflect the position as known to the compiler as of August 1976. The information is based on the observations of the compiler and others, and we rely on our readers to keep the records up to date. The compiler 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 compiler in their researches for this publication, but special thanks are due to John Armstrong, George Bond, Keith McDonald, G.R. Frideaux, Eric Tonna, Rodney Reaver and Russell Wilson. However, all inaccuracies remain the responsibility of the compiler.

We are particularly grateful to Keith McDonald for allowing us to use some of his 3.5mm to the foot locomotive drawings, and to Ray Sills for tracing them.

**ANGRMS: 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 Brisbane, 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 “Steam 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 QUEENSLAND

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 18,200 tonnes each day. 20 main line diesel locos haul 4,700 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 36-tonne 0-6-0 diesel hydraulic locos hauling 64-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 navies’ 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 more 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.
Browning, John, Mewes, David (1978). *Australian Sugar Industry Locomotives*

**EXPLANATORY NOTES**

**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 locomotives 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 cannot be shown in brackets.

**Wheel arrangement**
The axle system of classification is used in the main text, 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 4W (four wheel) or 6W (six wheel). If only the rear axle is powered, this is shown as 2-6W.

**Keko**
The builder is shown in the next column. A list of abbreviations used appears on page 9 opposite.

**Reb. - Rebuilt.** This is only included where the loco carries a plate denoting its rebuild, or where radical structural changes have resulted.

**Keko'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).

**Dismantled**
**OOU. - Permanently out of use**

**Loco: - Derailed**
**Pvd. - Preserved on site**

**Brake wagon**
These units are heavy unpowered vehicles, constructed with loco-type frames. The engine is usually a diesel or petrol engine and is 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.

**LOCOMOTIVE AND EQUIPMENT BUILDERS**

<table>
<thead>
<tr>
<th>Builder</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>AE</td>
<td>Avonside Engine Co. Ltd., Bristol, UK.</td>
</tr>
<tr>
<td>BP</td>
<td>Bundaberg Foundry Co., Bundaberg, Qld.</td>
</tr>
<tr>
<td>BG/DAB</td>
<td>S.E. Badley Ltd., Burton-on-Trent, UK, for Drewry Co. Ltd., London, UK.</td>
</tr>
<tr>
<td>CLYDE</td>
<td>Clyde Engineering Pty. Ltd., Granville, NSW.</td>
</tr>
<tr>
<td>CLYDEQ</td>
<td>Clyde Engineering (Qld.) Pty. Ltd., Eagle Farm, Qld., for Clyde Engineering (Qld.) Pty. Ltd., Salisbury North, Qld.</td>
</tr>
<tr>
<td>EMB</td>
<td>E.M. Baldwin &amp; Sons Pty. Ltd., Castle Hill, NSW.</td>
</tr>
<tr>
<td>FM</td>
<td>F.C. Hibberd &amp; Co. Ltd., Park Royal, UK. (&quot;PLANET&quot;)</td>
</tr>
<tr>
<td>Genoa</td>
<td>George Moss Pty. Ltd., Leederville, WA.</td>
</tr>
<tr>
<td>Hansen</td>
<td>Hansen's Motor &amp; Engineering Works, Ingham, Qld.</td>
</tr>
<tr>
<td>HC</td>
<td>Hudswell, Clarke &amp; Co. Ltd., Leeds, UK.</td>
</tr>
<tr>
<td>HK</td>
<td>Hunslet Engine Co. Ltd., Leeds, UK.</td>
</tr>
<tr>
<td>NM</td>
<td>Malcolm Moore Ltd., Port Melbourne, Vic.</td>
</tr>
<tr>
<td>MR</td>
<td>Motor Rail Ltd., Bedford, UK. (&quot;SIMPTEX&quot;)</td>
</tr>
<tr>
<td>NGS</td>
<td>North Queensland Engineering</td>
</tr>
<tr>
<td>Pacific</td>
<td>Pacific Construction Equipment Co., Hornsby, NSW.</td>
</tr>
<tr>
<td>PE</td>
<td>Perry Engineering Co. Ltd., Gawler, SA.</td>
</tr>
<tr>
<td>Plasser</td>
<td>Plasser (Australia) Pty. Ltd., Girraween, NSW.</td>
</tr>
<tr>
<td>RH</td>
<td>Ruston &amp; Hornsby Ltd., Lincoln, UK.</td>
</tr>
<tr>
<td>SS</td>
<td>Sharp, Stewart &amp; Co. Ltd., Glasgow, UK.</td>
</tr>
<tr>
<td>Teager</td>
<td>Teager (Australia) Pty. Ltd., Airport West, Vic.</td>
</tr>
<tr>
<td>Welkeer</td>
<td>Welkeer Ltd., Maryborough, Qld.</td>
</tr>
<tr>
<td>Wilson</td>
<td>Wilson Engine Co.</td>
</tr>
<tr>
<td>Wkm</td>
<td>D.Wickham &amp; Co. Ltd., Ware, UK.</td>
</tr>
</tbody>
</table>

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

BABINDA CO-OPERATIVE CENTRAL MILL SOCIETY LTD., BABINDA MILL.

Track Mileage: 64

Gauge: 2'6"

Map: Page 45

Loco livery: Various.

1. FISHERY
   0-6-0DM
   Bg/KMP
   2397
   1954
   BG8
   Orange

2. JOSEPHINE
   0-6-0DM
   ConEng
   A1821
   1956
   AA
   Red

3. RUSSELL
   0-6-0DM
   ConEng
   A2027
   1956
   AA
   Lemon

4. ALLISON
   0-6-0DM
   ConEng
   A2234
   1959
   AG
   Buff

5. HARVEY
   0-6-0DM
   ConEng
   A01138
   1960
   AD
   Yellow

6. MORRISON
   0-6-0DM
   ConEng
   A01239
   1960
   AD
   Peach

7. BRASTWORTH
   0-6-0DM
   ConEng
   A02260
   1962
   AH
   Pale Yellow

8. BARTLE-PERRIN
   0-6-0DM
   ConEng
   A03979
   1964
   AH
   White

9. 4WDM
   MM
   1011
   1943
   (a)

10. 4WDM
    MM
    1057
    1943
    (a)

11. 2-2WPR
    2-4WPR

12. 2-2WPR
    2-2WPR

13. 2-2WPR
    2-2WPR

(a) ex War Diagonals. Converted from 4WDM

BABINDA - CAIRNS

45
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 (Bundesbank Jenbach - built under licence from Jenbacher Werke, Austria), followed by a number indicating nominal horsepower. Steam locomotives 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 of arrival, which may vary from those shown on workplats. Baguley kept builder's numbers in the 2xxx series specially for Drewry orders.

**Bagnall/MP**

Type 806 was fitted with Gardner 6LW engine, 808 with 8LW.

**Clyde & Clyde (Cl.)**

Model DH-11 is 170 hp 18 ton design, and HD-3R is 263 hp 18-24 ton design. The initial series of DHI locomotives 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 OW.

**G Ѳ**

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 for the general types are as follows:

- **A** - 0-6-0 DH or DH1 14-16 ton 150-200 hp.
- **B** - 0-6-0 DH2 2-12 ton 112 hp.
- **C** - 0-6-0 DH3 19-23 ton 230-277 hp.
- **D** - 4w DM 4-8 ton 76 hp.
- **E** - B-B DH 8-12 ton 81 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.

**H. M. Baldwin**

Classified by DH or DH (Diesel mechanical or hydraulic), and a figure giving the weight in tons. The suffix B or T denotes bogie and twin-tub locomotive 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 OW 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 80 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 railmounted and underfloor locomotives respectively. The number is in a series of all Ruston equipment, which includes the engine carried by the loco.

**MAP INDEX**

- NAMBOUR
- CHILDERS - BUNDABERG
- SARINA - MACKAY - PROSERPINE
- BURDEKIN
- HERBERT
- TULLY - INNISFAIL
- BABINDA - CAIRNS
- MOSSMAN

ANGRMS: Australian Narrow Gauge Railway Museum Society, PO Box 1135, Woodford, Qld 4514 Australia
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<thead>
<tr>
<th>LOCATION INDEX</th>
<th>DRAWINGS INDEX</th>
</tr>
</thead>
<tbody>
<tr>
<td>BABINDA MILL</td>
<td>Baguley/Drewry 150 h.p. 22</td>
</tr>
<tr>
<td>BINGERA MILL</td>
<td>Baguley/RMP B96 46</td>
</tr>
<tr>
<td>CATTLE CREEK MILL</td>
<td>Baguley/RMP B98 40</td>
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<tr>
<td>FAIRYHEAD MILL</td>
<td>Baguley/RMP B98 as modified by Q.G.R. Ipswich Workshops 40</td>
</tr>
<tr>
<td>GOONDI MILL</td>
<td>B.M. Baldwin DH8-PS 8</td>
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<tr>
<td>HAMELEDON MILL</td>
<td>B.M. Baldwin DH15 8</td>
</tr>
<tr>
<td>HAUGHTON MILL - see INVICTA MILL</td>
<td>B.M. Baldwin DH22B 14</td>
</tr>
<tr>
<td>INKERIAN MILL</td>
<td>Bundaberg Jenbach BJ100 22</td>
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<tr>
<td>INVICTA MILL</td>
<td>Clyde DHI-71 20</td>
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<tr>
<td>ISIS MILL</td>
<td>Clyde HG-3R 20</td>
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<tr>
<td>KALAMIA MILL</td>
<td>Com-Eng A to 1959 16</td>
</tr>
<tr>
<td>LUCINDA BULK SUGAR TERMINAL</td>
<td>Com-Eng A 1960-1966 38</td>
</tr>
<tr>
<td>MACKAY BULK SUGAR TERMINAL</td>
<td>Com-Eng A &amp; F from 1975 38</td>
</tr>
<tr>
<td>MACKNAB MILL</td>
<td>Com-Eng F to 1966 16</td>
</tr>
<tr>
<td>MARIAN MILL</td>
<td>Com-Eng N 14</td>
</tr>
<tr>
<td>WILLAQUIN MILL</td>
<td>John Fowler 20776 46</td>
</tr>
<tr>
<td>MORETON MILL</td>
<td>Walkers 570 50</td>
</tr>
<tr>
<td>MOSSMAN MILL</td>
<td>Walkers 583 50</td>
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<tr>
<td>MOURILYAN BULK SUGAR TERMINAL</td>
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<tr>
<td>MOURILYAN MILL</td>
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<tr>
<td>MILGRAVE MILL</td>
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<td>NORTH ETON MILL</td>
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<tr>
<td>PIONEER MILL</td>
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<td>PLANE CREEK MILL</td>
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<td>PLEYSTOWE MILL</td>
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<td>PROSERPINE MILL</td>
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<td>QUINA MILL</td>
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<td>RACECOURSE MILL</td>
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<td>SOUTH JOHNSTONE MILL</td>
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<td>TOWNSVILLE BULK SUGAR TERMINAL</td>
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<tr>
<td>TULLY MILL</td>
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<td>VICTORIA MILL</td>
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</table>
Browning, John, Mewes, David (1978). *Australian Sugar Industry Locomotives*

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

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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 USA Coors Arseno Pty. Ltd., Dry Creek, SA.*

*Add WGI to North Queensland Engineers & Agents Pty. Ltd., Cairns, Qld.*

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

**P.11 ITS CENTRAL SUGAR MILL CO. LTD.**

*Amend loco livery details to yellow & grey.*

**P.16 PLACE CENTRAL SUGAR MILL CO. LTD.**

*Amend 8L6 to 8L (form. 8L6).*

**P.19 RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD.**

*Add QLD SMOKY to H3 592120.*

*Amend EBM locos to IE: EBM 6-26/2-1-10-68. DHC 8W/M* (c)

*Add 2-2WDR 8WER 1718.*

*Add Ballast regulator 4WDR Tamper 1775577 1978 BSBM.*

**P.23 NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.**

*Add Brake wagon 5 to EBM 7901-1-6-78 1978 BV2.*

**P.26 PROSPERITY CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.**

*Add (e) to Qesco.*

*Add footnote (c) Returned to builders for modification, 1978.*

*Add Ballast regulator 4WDR BR603 1978.*

**P.27 PIONEER SUGAR MILLS LTD., KINGSMILL.**

*Amend loco livery details to yellow (LILY TOOT is Blue, YVAH is Orange-Red).* Delete notes of individual loco colours.

**P.30 THE AUSTRALIAN ESTATES CO. LTD., KALAMAI MILL.**

*Add (d) to ALMILLAN and DEHRA.*

*Add footnote (e) Pitted with EBM soundproofed cab, 1978.*

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

*Amend MACDONALD to MCDONALD.*

**P.34 CSR LTD., VICTORIA MILL.**

*Amend MOORS to 0-4-0UDH.*

*Delete 52 (scrapped)*

**P.35 SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.**

*Delete 926 and 826 from Cooma A15711, Cooma A1564 and 8F/82P 3390.*

*Add 900 to 12 1-17.*

**P.41 HOWARD SMITH INDUSTRIES PTY. LTD., MOURILYAN MILL.**

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

*Add TOWNSVILLE 26-0-0 EC 1979 1979.*

*Add footnote (f) On loan to Goondi Will, 1978.*


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**THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY**

**AUSTRALIAN SUGAR INDUSTRY LOCOMOTIVES 1978**

*Amendment list 2. February 1979*

**P.7 LOCOMOTIVE AND EQUIPMENT BUILDERS**

*Amend FR Perry Engineering Co. Ltd., Geelong, to FR Perry Engineering Co. Ltd., Mile End, SA.*

**P.11 ISLAND CENTRAL SUGAR MILL CO. LTD.**

*Delete SS 0119 (sold for preservation).*

**P.12 THE MILLAQUIN SUGAR CO. LTD., MILLAQUIN MILL.**

*Delete 5 and 6 (transferred to Qualea Mill)*

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

*Delete special note regarding steam locomotive repairs.*

**P.13 THE MILLAQUIN SUGAR CO. LTD., QUALEA MILL.**

*Add O00 to DELTA and SKIPPER.*

*Add 5 0-6-2T 6 1952.*

*Add 6 0-6-2T 3 1952.*

*Add footnote (f) ex Millaquin Mill, 6, 1978.*

*Add footnote (g) ex Millaquin Mill, 6, 1978.*

*Formerly ex Wourilyan Mill, 6, 1966.*

**P.18 PLACE CENTRAL SUGAR MILL CO. LTD.**

*Amend date of Cooma PAT 87 to 1980.*

*Amend date of HH 571381 to 1954.*

**P.25 PARLINGTON CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.**

*Amend date of Cooma A15671 to 1963.*

*Amend EMB 5-774-5-63 1963 to 7-774-6-64 1964.*

*Add date 1939 and (e) to MR 7369.*

*Add footnote (e) ex.*

*Formerly ex James T. Connell Ltd., Cambridge, Midlothian, Scotland.*

**P.34 CSR LTD., VICTORIA MILL.**

*Add number 91 to MR 10561.*

*Add number 53 to MR 10564.*

*Replace 52 (remains in scrap disposal area).*

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

*Add 85 1-2WPR 10561 1978.*

**P.35 CSR LTD., MCCABRA MILL.**

*Delete note regarding bogie locos from loco livery details.*

*Add number (j) to MR 10252.*

*Amend 2-2WPR Clyde to 2-2WPR Clyde.*

**P.37 FURNESS CO-OPERATIVE SUGAR MILLING ASSOCIATION.**

**P.39 SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION.**

*Amend Cooma A15711 to A15753.*

**P.43 CSR LTD., GOONDI MILL.**

*Amend date of JP 15232 to 1929.*

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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**

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p. 43
**CSR LTD., GOONDI MILL**
Add (g) to Clyde 50-93
Amend 0-4-0DM EMD to
6
Amend No.4 SIMPLEX to
8 (No.2 SIMPLEX) 4wDM
MR
Delete JP 18808 (scrapped, 1978)
Add DL15 NERADA C-6-4GW CoaEng B:111 1956 AA (1)
Add footnote (g) Pitted with EMD soundproofed cab, 1978
Add footnote (h) ex Hambledon Mill, c.1963. Converted from 4wPM

---

p. 44
**BABINDA CO-OPERATIVE CENTRAL MILL SOCIETY LTD.**
Amend date of CoaEng A1021 to 1997
Amend date of CoaEng A2027 to 1958

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p. 45
**MULGRAVE CENTRAL MILL CO., LTD.**
Amend CoaEng A1010 to CoaEng B1010
Add (No.1 SIMPLEX) and (a) to ER 4207
Amend 4wDM 1924 to
(No.2 SIMPLEX "THE PIES CART") 4wDM Mulgrave 1960
Add footnote (a) Converted from 4wPM
Add date 1972 to NQE brake wagon

---

p. 46
**CSR LTD., HAMBLEDON MILL**
Amend (4) to (4)
Amend 4 to (4) and add builder's number 2090
Amend 7 to (7)

---

p. 47
**MOSSMAN CENTRAL MILL CO., LTD.**
Amend loco livery details to Pale Blue & Pale Yellow (MOSSMAN is Bright Yellow & Pale Blue)
New loco livery for 1979 will be Bright Yellow & Pale Blue.
Amend FAUGH-A-BALLOUGH to FAUGH A BALOUGH