

THE WORKSHOPS RAIL MUSEUM

INFORMATION SHEET

GOLD DIESEL No. 1281



Image Courtesy QR Historical Collection

The first 1270 Class diesel electric locomotives entered service with Queensland Railways in 1964. These 1600 hp locomotives were built by the English Electric Company of Rocklea in Brisbane. Many of the main components of the locomotives were the same as the earlier 1250 Class, however the body styling was different. The locomotive had a short hood with a full width cab, followed by a long hood covering the engine compartment. The cabs were fitted with two driving stations, allowing the locomotive to be driven from either side.

When the class first entered service they were used very successfully on grain trains from the Darling Downs to Brisbane. All except one (No. 1281) of the class of thirty locomotives were allotted to the Rockhampton depot soon after their introduction.

The locomotives operated as single units on export coal trains from the Moura mine through Mount Morgan to Gladstone. In 1968, a new line from Moura to Gladstone was opened and longer trains with multiple-unit locomotives and dynamic braking were required. Only the final six 1270 class locomotives (Nos. 1294 to 1299) had been fitted with dynamic brakes. Whilst numbers 1287 to 1299 remained stationed at Rockhampton, the remainder were transferred to Mayne depot.

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No.1281 officially entered service on 30 July 1965, the day of the railway centenary celebrations. It had been painted in a distinctive gold livery with blue and white markings. Named "Century" in honour of the occasion, it was used at the railway centenary celebrations held at Grandchester along with the A10 steam locomotive. Because of its distinctive colour scheme, No.1281 was allotted to the diesel locomotive depot at Mayne in Brisbane. It frequently found use hauling the State's premier passenger train, the Sunlander, on its journey to Cairns.

Within a few years, the other locomotives in the class were distributed between Mayne, Rockhampton and Townsville depots. Introduced originally for coal haulage in Central Queensland, the 1270 Class found use on many other types of trains including ore trains on the Mount Isa Line, grain and general freight traffic, and on Brisbane suburban passenger trains.

Further modernisation of the railways and improvements in technology resulted in a relatively short working life of just over twenty years. The inability to be used in multiple-unit trains with Clyde diesel locomotives, which had become the dominant motive power on the State's rail system, was a serious drawback. All had been taken out of service by the end of 1989. All but two were scrapped - Numbers 1281 and 1270 which were retained by QR as heritage items.

No.1281 is now permanently preserved as an exhibit in The Workshops Rail Museum.

Specifications: (as built)

Builder	English Electric Company of Australia, Rocklea, Qld	
Builder's Number	A.103	
Year Built	1965	
Wheel Arrangement	Co-Co DE	
Date in Service	30/7/1965	
Date Withdrawn	14/2/1989	
Engine	V12 English Electric Model 12SVT.	
Horsepower	1230 kW	(1,650 hp)
Wheel (Dia.)	955 mm	(37 1/2 inches)
Weight	86.05 tonnes	(84 tons 18 cwt)
Fuel Capacity	3400 litres	(750 gallons)
Tractive Effort	184.6 kN @ 16.6 km/h	(41,500 lbs @ 10.3 mph)

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