CLYDE ENGINEERING MODEL GL18C

A BRIEF LOOK AT THE 1720 CLASS LOCOMOTIVE OF QUEENSLAND RAILWAYS

By Carl Millington

1761D stands at Forsayth in 1995 with 7M91'Last Great Train ride'

THE GL18C, 1720 CLASS LOCOMOTIVE

The tender for what would become the 1720 class locomotives, was called by the then Queensland Government Railways in November 1965, for 24 locomotives with an axle load of around 10 tonnes. Walkers Ltd, English Electric, Goninans and Clyde Engineering all submitted tenders with Clyde Engineering being advised in December 1965 that their tender for a higher horsepower version of their GL8C locomotive, QGR's 1700 class, was successful.

Although Clyde Engineering won the tender, the actual locos, like most supplied by Clyde Engineering for the QGR, would be built by sub-contractor Commonwealth Engineering at Rocklea in Brisbane's southern suburbs.

Class leader 1720 was delivered in October 1966 with the last of the initial order of 24, 1743, delivered in June 1967. An extension order of 10 locomotives, 1744-1753, was awarded in December 1966, followed by another 12, 1754-1765 in December 1967.

Clyde Engineering won another tender to build 10 locomotives in 1969 with locomotives 1766-1775 appearing from late 1969.

The GL18C model is an improved version of the GL8C 1700 class locomotive. The GL18C model introduced the then new EMD 645E engine to the Australian Railway market, replacing the long running 567 model. The GL18C model number stands for:

G=General Purpose, L=Light Weight, 1=1000 Horse Power, 8=8 Cylinder Engine, C=Co-Co Wheel Arrangement.

The traction motors used are the same as those used by the 1700 class, CD36, with the 'C' standing for Clyde, to indicate their input into the construction of the smallest traction model made by EMD.

Unlike the 1700 class, the 1720 class were fitted with 'Quick start', a circuit in the main generator that applied 'instant' power, without delay. This feature came in handy when working the suburban train services around Brisbane.

Originally purchased to remove the last of the steam from the Brisbane suburban system, the class spread in later years displacing the branch line built 1600 & 1620 class English Electrics in all divisions.

As QR started to close branch lines, the 1720's work was reduced, but they have managed find other work, mainly as second engines on freight and mail trains and as yard shunt locomotives.

2194F+1744D at Ayr with 8C49 freight in typical One and a half 90 + 60 tonner configuration

In 2012 1720's can be seen running trip workings around the Brisbane suburban area, working stock trains between Quilpie and Brisbane, as 2nd loco on stock and freight trains up and down the coast and to Winton, and working the Kuranda Scenic Railway services.

The following table shows the average weights and fuel capacity over the years;

	WEIGHT	MAIN FUEL TANK CAPACITY (LITRES)	AUXILLARY FUEL TANK CAPACITY (LITRES)
ORIGINAL	61.5	2500	750
DRIVER ONLY	62.5	2500	750
1764D	63.5	2500	DISCONECTED
KURANDA SCENIC RAILWAY	63.5	2500	DISCONECTED
TRANSPORT SERVICES CONTRACT	66.1	2500	900

DRIVER ONLY OPERATIONS

Driver Only Operations (DOO) on the QR was introduced from 1989 when 90 ton Clyde diesel 1563S was given a modified nose and cab to allow the driver, now sole occupant, better visibility.

To facilitate DOO shunting, QR selected the 1720 class to be converted as the primary shunting locomotive in its shunting yards, and thus eliminating the last of the English Electric shunt locos.

The prototype 1720 class locomotive for DOO operations, 1749 emerged from Redbank Workshops in 1991 as 1749D, the 'D' prefix indicating that the locomotive was suitable for Driver Only Operations (DOO).Between 1991 and 1994, all members of the 1720 class had been converted to DOO. Modifications included;

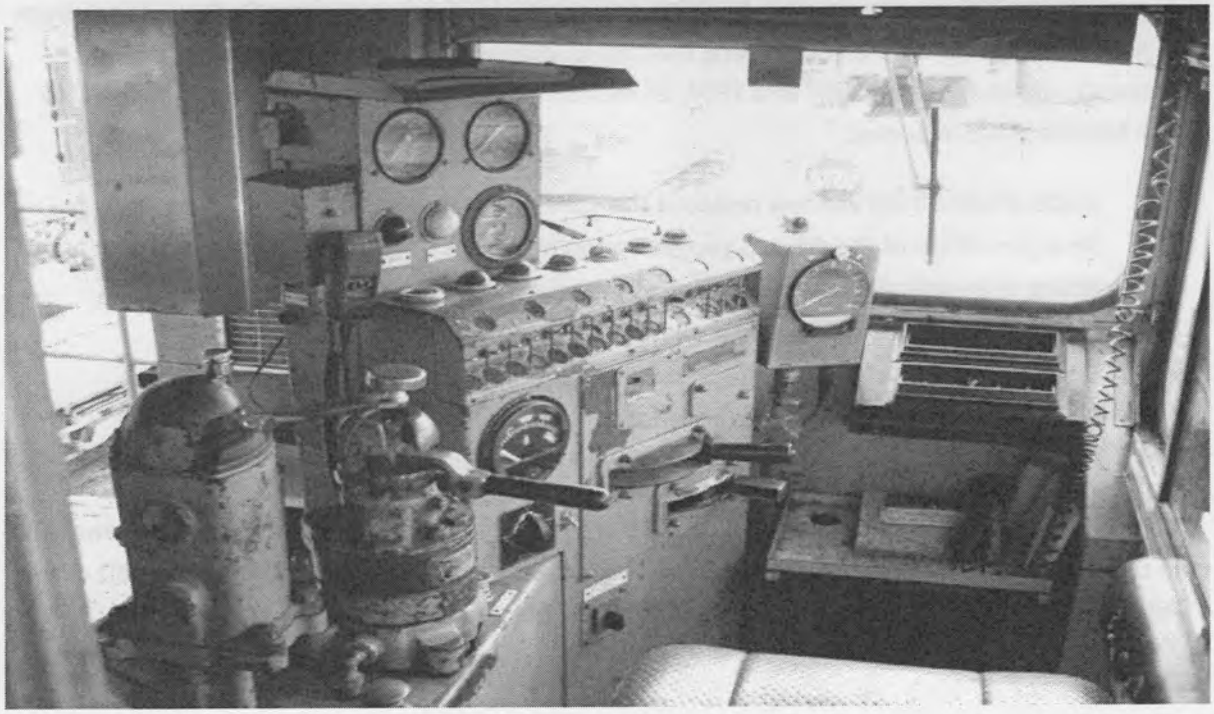
- Single driver's front window replaced the existing 2 windows.
- Re-organisation of the driver's gauges on top of the No 1 control stand.
- Fitting of coupler lights and switches to the pilots.
- Installation of hands free radio socket for DOO shunting.
- Extension of the front footplate to accommodate the air conditioner.
- Plating over the driver's side front ladder.
- Relocation of the No 1 auxiliary fuel tank breather pipe.

1749D differed from the 'production' DOO 1720's, by having two stiffening ribs placed externally on the cab front between the cab door and driver's window. The production prototypes, 1748D and 1766D and the remaining DOO converted 1720's, had these ribs on the inside of the cab.

1748D, 1749D & 1766D also differed from the rest of the 1720's by having additional steps fitted behind the drivers cab. These were removed after only a short period of time.

Full length side handrails on the No 2 end were fitted to locomotives undergoing DOO conversion from 1993 onwards with those locos already converted to DOO being retrofitted when next at the workshops.

DOO modified 1761D at Babinda



Control stand arrangement of a standard DOO 1720 (1761D)

OVERHAUL PROTOTYPE

During 2000, 1764D entered Redbank workshops for overhaul and modifications as a prototype unit for future 1720 class overhauls. The overhaul saw;

- A new cab constructed simular to the 'maxi' cab fitted to the 90 ton Clyde locos at the time, although the cab fitted to 1764D was to the same size as the existing cab.
- Dual marker and ditch lights fitted to both ends.
- Removal of the hood side body handrails and radiator grill ladder rungs.
- Installation of flat tread, 5 rung ladders.
- Fitting of dual doors to the end of the long hood.
- Disconnection of the auxiliary fuel tank.
- Relocation of the No 1 console gauge housing from on top of the control stand to in front of the driver.
- Removal of the No 2 end gangway.
- Removal of the radiator shutters.
- Retention of the B7EL brake system.
- Retention of solid state control systems including the quick start feature.
- Relocation of the horns to behind the cab and fitting of 2 extra horns.

At completion of overhaul, 1764D retained buffers and transition links for working Kuranda and heritage services. The extended cab headlight arrangement fitted to 1764D was so the standard QR radio 'rack' could be fitted behind the headlight. For a short period of time, 1764D was temporally fitted with a ZTR traction package for evaluation as a replacement to the solid state control system.

1764D departing Deeral, FNQ

The modified control stand layout of 1764D

THE KURANDA TRIO

QR's popular and world famous Kuranda Scenic Railway (KSR) train that operates historic carriages over the 35 km journey from Cairns to Kuranda received three dedicated 1720's in 2001 & 2002. The 3 locomotives chosen, 1771D (Dec 01), 1734D (May 02), 1774D (Aug 02) in order of rebuild) were taken from the stored 1720's at Redbank Workshops.

Each locomotive was given a full overhaul with the following;

- Installation of a new cab to a similar design and size as that fitted to 1764D, although the 3 KSR locos have a more pleasing headlight and number board design to accommodate the radio rack.
- Extension of the front footplate to accommodate the relocated air conditioner.
- Installation of an air dispersal and noise dampener between the cab and air conditioner.
- Fitting of new cab heaters that operate in conjunction with the air conditioner unit.
- Replacement of the B7EL brake system with the 26L brake system.
- Relocation of the No 1 control stand gauge housing to in front of the driver.
- Fitting of dual marker and ditch lights to both ends.
- Retention of the No 2 control stand.
- Fitting of an air dryer behind the rearranged double long hood end doors.
- Disconnection of the auxiliary fuel tanks.
- Removal of the radiator shutters.
- Relocation and retention of the twin horns to behind the cab.
- Retention of the solid state control system and quick start feature.
- Bifurcated hoses and cocks on both pilots.
- Extension of the footplate and revised handrail arrangement to the No 2 end.
- Fitting of 'kick' plates to the bottom of the hood walkway handrails.
- Removal of the hood side body handrails and radiator grill ladder rungs.
- Retention of only the fireman's front and drivers rear access ladders.
- Installation of round tread 5 rung ladders.

As these locos are captive to the KSR operation, buffers and transition couplings at both ends were retained to operate with the draw hook KSR rollingstock.

Each loco was released from Redbank Workshops in a white undercoat livery, and painted into the KSR 'Buda Dji' livery upon arrival at Portsmith (Cairns). See Livery's section for more information.

Dedicated KSR loco 1734D 'on shed' at Portsmith

Control stand of 1734D showing rearranged control stand and 26L brake valves

TRANSPORT SERVICES CONTRACT

QR would eventually overhaul nine 1720 class locomotives between 2002 and 2003 as part of a 60 ton overhaul program to meet the Transport Services Contract (TSC) founded by the state department of transport as part of the Community Service Obligation operation.

Once again the locomotives selected for overhaul, all came from those stored at Redbank workshops, 1730, 1753, 1749, 1758, 1733, 1756, 1736, 1720, 1737 (in order of completion).

As the overhauled locomotives meet the current standard for operations, both Two Driver (TDO) and Driver Only (DOO), no 'D' suffix is carried after the number.

Each locomotive was stripped and rebuilt with some of the following features;

- Larger cab fitted to the same dimensions as the 'maxi cab' fitted to 90 ton Clyde locomotives.
- Same front and rear footplate arrangements as made to the 3 KSR locomotives.
- Removal of the 2nd control stand.
- Installation of an air dispersal and noise dampener between the cab and air conditioner.
- Fitting of new cab heaters that operate in conjunction with the air conditioner unit.
- Replacement of the B7EL brake system with the 26L brake system.
- Relocation of the No 1 control stand gauge housing to in front of the driver.
- Fitting of dual marker and ditch lights to both ends.
- Fitting of an air dryer where the rear fireman's steps were located.
- Retention of the auxiliary fuel tanks.
- Bifurcated hoses and cocks on both pilots.
- Removal of the radiator shutters.
- Retention of the single door on the rear of the hood.
- Relocation and retention of the twin horns to in front of the exhaust cover.
- Installation of a new electrical cabinet and replacement of the solid state control system with a ZTR traction package including the removal of the quick start feature.
- Fitting of 'kick' plates to the bottom of the hood walkway handrails.
- Removal of the hood side body handrails and radiator grill ladder rungs.
- Retention of only the fireman's front and driver's rear access ladders.
- Installation of round tread 5 rung ladders.
- Modification to the auxiliary fuel tanks to hold another 150 litres of fuel.

1730 & 1737 have both spent time operating in Cairns on the Kuranda Tourist train services, and thus had to have buffers installed to the No 1 end pilots only. 1730 has since had these removed whilst 1737 retains these at time of writing.

1758, one of the 9 TSC rebuilds, 'on shed' at Rockhampton

Control stand layout for the TSC 1720 class

ANOTHER KSR LOCO

It was found that the greasers installed to reduce rail wear and squeal on tight curves, combined with the tropical rain Cairns receives, was having a great effect on the haulage capacity of a single 1720 up the Kuranda range, with several trains coming to a complete stop due to excessive wheel slip.

To overcome this problem, two 1720's would be rostered on the KSR services, and as there were already 3 in the dedicated KSR Buda Dji livery, a forth would be required, so as to have two pairs of painted locomotives. 1751D was selected from the 'freight' 1720's allocated to Cairns (1751D, 1752D, 1761D & 1773D)and entered the Portsmith (Cairns) workshops for the fitting of ditch lights and a repaint. Upon completion in mid-2004, 1751D had working ditch lights on the front only, with only the housings fitted to the rear.

The fourth KSR 1720, 1751D seen here from the number 2 end at Portsmith

THE MOTHBALLS

Due to the requirement for extra motive power, QR National re-activated several stored 1720's from the growing collection at Redbank Workshops between October 2007 and July 2008.

The locomotive's chosen were those that didn't require major work and had only being in storage for a short period of time.

Prior to hitting the rails once again, several modifications were carried out to bring them up to a more expectable standard. These included, fitting of dual marker lights and ditch lights on both ends, the fitting of blinds to all cab windows, and the removal of buffers and transition links if fitted pre return to service. Only 1754D didn't receive these modifications due to an urgent requirement to get the loco into traffic. 1754D re-entered traffic still fitted with buffers and transition links, and still retains these today.

The mothballs locos were 1724D, 1754D, 1762D, 1723D, 1759D, 1743D, 1745D, 1746D& 1757D (released in that order)

1757D only lasted 3 months in traffic, before returning to storage at Redbank following a failure.

1745D, one of the 9 mothball units at Mackay

A FIFTH KSR LOCO

As the Kuranda trains were now being hauled by multi 1720 class, a 5th dedicated KSR locomotive was required in case of failure or one of the normal locos being in for repairs. Again one of the former freight allocated Cairns locomotives, 1752D was re-allocated to Cairns as a spare unit for KSR workings. This locomotive along with the other 4 KSR units passed into Queensland Rail ownership in mid-2011 and a mini overhaul program was started in July 2011 at Portsmith (Cairns) depot that has so far has seen the rust and the 2nd control stand removed, sand blasting and painting of external

surfaces and the addition of a fourth front cab window. Worked stopped in early 2012 with the future of this locomotive now unknown.

1752D undergoing mini overhaul at Portsmith

MODIFICATIONS OVER THE YEARS

EXHAUST NOISE

In an attempt to reduce the exhaust noise emitted by the 8-645E engine, QGR has trialled several different types of silencers, resulting in some units being fitted with a different type of exhaust cover. 1729 was used as a trial engine in late 1970 for a trial silencer unit and ended up with a twin hole exhaust cover, which it retained until the mid-naughties. 1724 was also temporally fitted with a similar design around the same time.

1738D and 1770D were both fitted with square single hole exhaust covers in the 90's, and both retain these at time of writing.

1743D & 1745D have the stock standard exhaust cover but feature two small raised 'bumps' in diagonal corners.

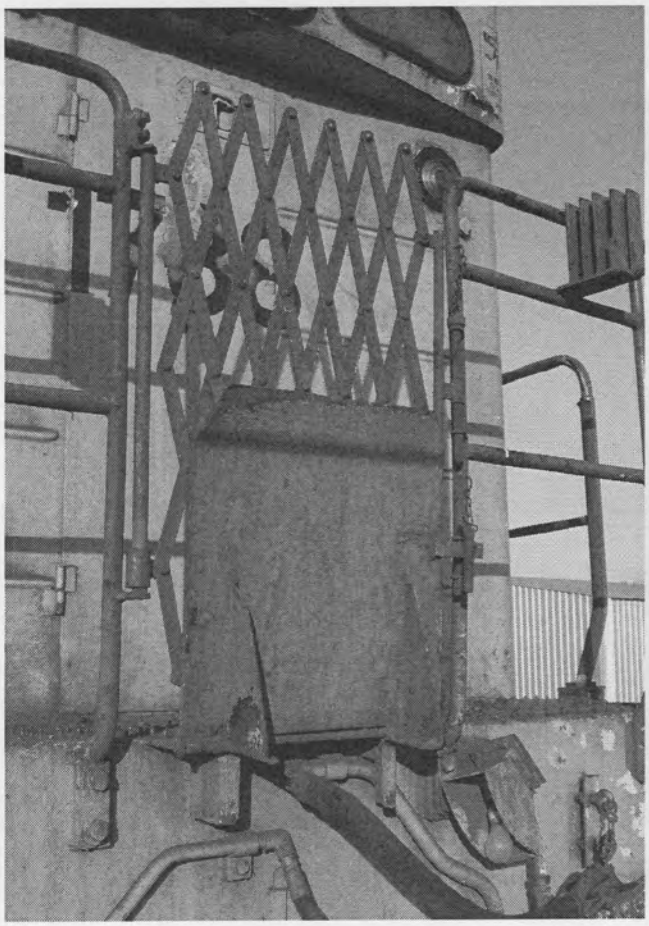
Square exhaust cover as fitted to 1738D & 1770D

HANDRAILS & GANGWAYS

1720 to 1765 featured the standard QR concertina mesh arrangement, whereas the last ten, 1766-1775 used a telescopic bar. During repairs and overhauls, some of the locomotives fitted with the mesh arrangement received the telescopic bar as a replacement.

Full length side handrails on the No 2 end were fitted to locomotives undergoing DOO conversion from 1993 onwards with those locos already converted to DOO being retrofitted when next in the workshops.

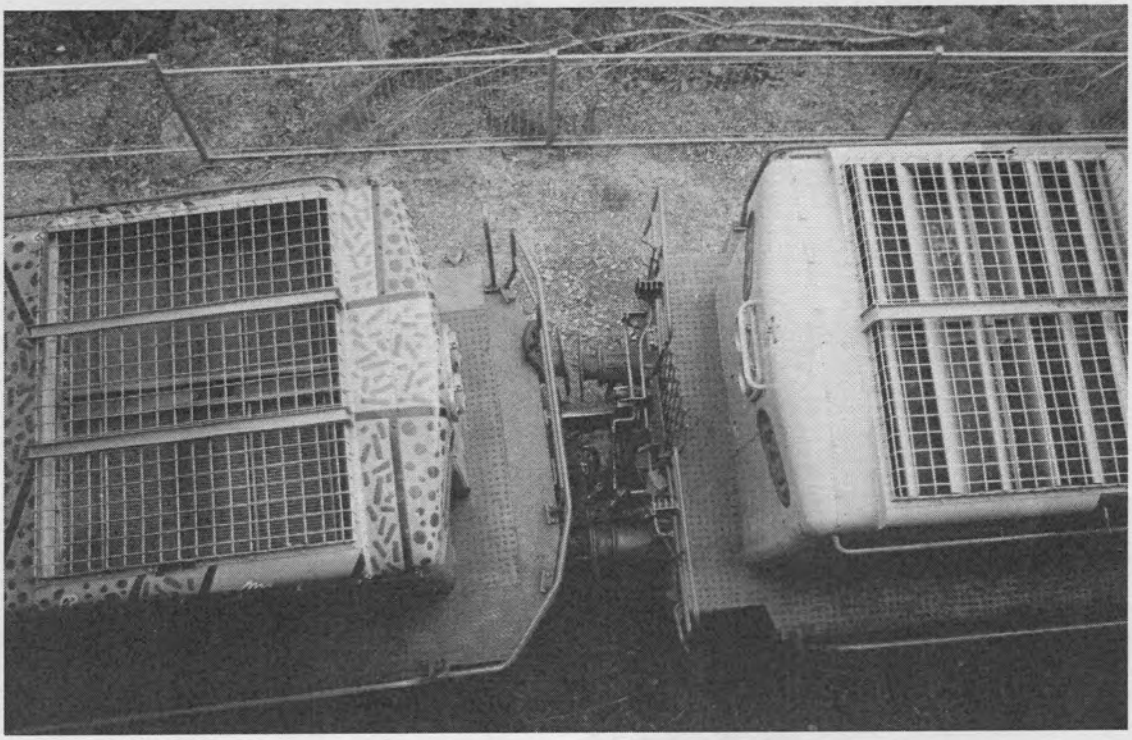
As the need for the gangway at the No 2 end diminished, some locos had the gangway plate, mesh/bar removed and replaced by two welded-in pieces of round bar steel.



1738D is fitted with the concertina mesh type gangway while 1720D has the retro-fitted sliding bar

RADIATOR SHUTTERS

All class members were fitted with radiator shutters from new. The purpose of these shutters was to keep the trash blown around by the wind clogging the radiator and overheating the engine. By the mid 80's they had being disabled into the open position. During the overhauls of 1764D, the three KSR and nine TSC locomotives, the shutter assembly was removed altogether.



1734D to the left has the shutter assembly removed were 1761D still has it fitted

MIRRORS

When built, 1720's were not fitted with cab side mirrors. These were fitted during conversion to DOO and retained during future overhauls.

1752D

1752D was fitted with a modified No 2 end footplate arrangement at Townsville workshops in 2007. The design is similar to that fitted to the 3 KSR and 9 TSC locomotives. A dummy multiple unit socket was also to be fitted to the No 2 end pilot, but only the bracket was fitted. 1752D retains these modifications to this day, although the fireman's side has received the 'Zero Harm' modification as about to be described.

The modified No 2 end of 1752D after release from the workshops

ZERO HARM

QR National started a program in 2010 to remove the No 2 end fireman's side ladder from the remaining 'standard' (DOO) 1720 class, as part of their 'Zero Harm' initiative. The reason behind this

move is that the driver would not be able to see any person getting on or off the locomotive via the rear firemen's side ladder clearly and thus could lead to an injury. The modification involved removing the ladder, filling in the footplate gap and fitting a pilot support plate in its place. During these modifications, the remaining two ladders were converted the now standard QRN 5 rung round tread ladder. Around this time also saw the three ladder rungs fitted to the fireman's side radiator grill removed from the remaining 'standard' 1720's in service.

Zero Harm modifications as made to several 'standard' 1720 class locomotives

BOGIE BOLSTERS

From loco 1754D onwards, the bogie bolster was modified to improve the ride. Due to this modification, the bogie bolsters for locos 1720-1753 cannot be used with 1754-1775 and vice versa.

COLOUR SCHEMES AND VARIATIONS

All 1720's were delivered from the manufacturer in the QGR blue & white colours, with white valance and without the QGR logo. As QGR intended to run them long end leading, the 'wings' were painted on the long hood, with the cab only receiving the two stripes.

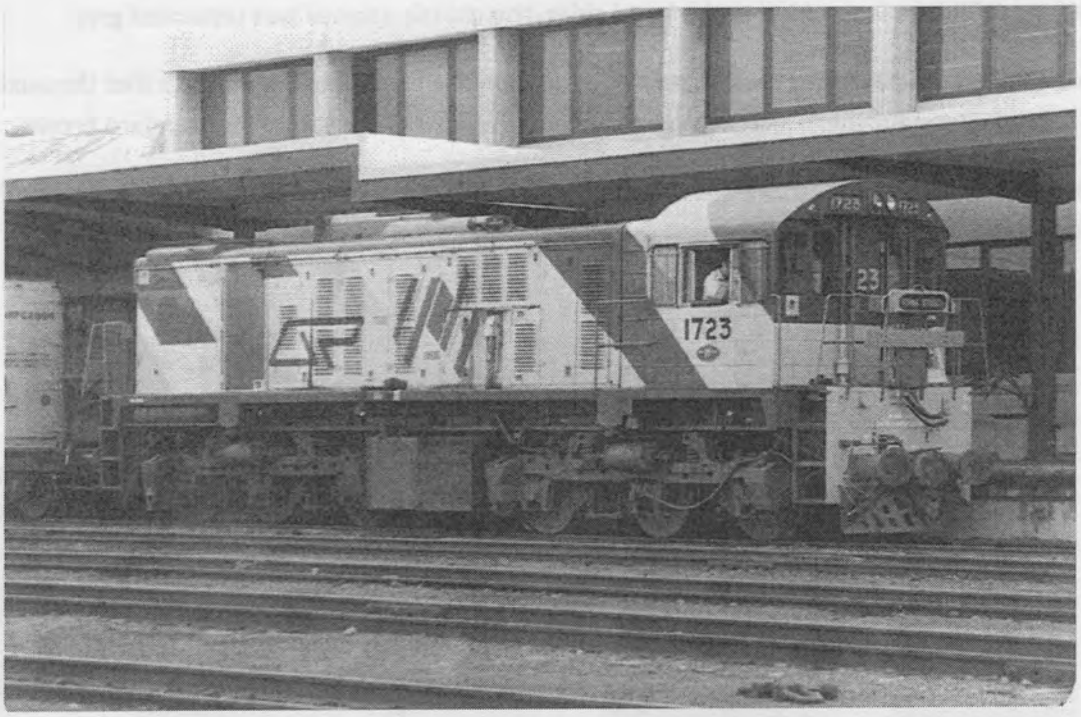
When the QGR logo was added to the hood sides, the chassis valance was repainted grey.

From 1968, brown paint was used to paint a square on the headstocks to indicate that the auxiliary was behind. Some northern locomotives received a grey panel instead of the standard brown.

Several Rockhampton based 1720's received their class number in the bottom front corners of the cab instead of the central location next to the rear cab door. 1727 & 1770 are examples.

1761 showing the QGR colours

To celebrate Australia's Bicentenary in 1988, QGR painted three locomotives in a special livery. 1723 was one of the three and was released to traffic in January 1988. At conversion to DOO in July 1993, 1723, now 1723D was released from Redbank still carrying its special livery, although now heavily patched, until August 1993 when she entered the paint shop for a coat of QR Corporate Yellow & Maroon.



Bicentennial livered 1723 at Mackay, 1989. P. Ford photo

When 1749D was released from DOO conversion in 1991, it was repainted in the standard QGR colours of off white, blue and buff lining, but featured a blue cab and air conditioner as opposed to an off white cab as delivered, and still retaining the top quarter of the cab painted dark grey and separated by a buff stripe.

The first DOO 1720, 1749D in 1995. R. Smith photo

The next two DOO conversions, 1748D & 1766D had their QGR livery reversed to reflect that the long hood was no longer the 'front' of the locomotive.

Reverse livered 1748D, Kuranda, 1992

At corporatisation in 1992, a new colour scheme of Yellow and Maroon was devised initially for the Queenslander passenger train service with non DOO converted 1767 being one of the first QR locomotives painted in the new colours. The body colour was all-over yellow with two diagonal maroon stripes and a small maroon parallelogram for the logo. The chassis and headstocks were painted grey. The logo affixed to 1767 was the standard QGR logo at the time.

Corporate livered 1767, Rockhampton, 1992

As QR management had decided that the new yellow and Maroon colours would be for locomotives to haul the Queenslander and other long distance passenger trains, 1720 class undergoing conversion to DOO had to be repainted in some type of livery while QR management sorted out what the 'non passenger' fleet colour scheme would be. To overcome repainting the entire loco in what would be the obsolete QGR blue & white colours, workshops staff simply painted the entire cab all-over blue and added yellow & grey stripes to the headstocks. 1728D is the only known DOO 1720 to have received a blue electrical cabinet.

Patch job 1728D, Maryborough West, 2001

QR management now having decided that the Yellow and Maroon colours originally devised for the Queenslander service, will now be the new corporate colour scheme for all of QR, started to repaint locomotives from 1993.The first DOO 1720 to receive what was now the corporate QR colour scheme, (referred to in railway circles as 'Bronco's colours) was 1734D in 1993. There were several differences between 1767 and 1734D, the most obvious being the yellow and grey stripes on the headstocks. The QGR logo had also been 're-worked' and shortened up into what was now the QR logo. Repainting of 1720 class took place at Redbank, Banyo and Townsville workshops.

Due to the high number of locomotives undergoing conversion to DOO in the early 90's, the paint shops couldn't keep up, so some 1720's recently converted to DOO, ran around for several weeks in what can only be described as a patch job, with bare or primed metal showing. Former Bicentennial livered loco 1723D was one example.

It's interesting to note that 1732D when released after repainting into the QR corporate colours, had 1732D affixed to the number 2 end. The 'D' suffix was removed not long after, leaving the number off centre.

1734D the first DOO 1720 painted in the QR Corporate colours. J. Guest Photo

As mentioned earlier, QR rebuilt 3 1720 class for the Kuranda Scenic Railway operation. Upon release from Redbank workshops, all three locos were adorned in an overall white body and grey chassis, with only 1771D receiving the QR logo on the hood sides.

KSR 1774D in undercoat during 'running in'. M. English photo

Upon completion of 'running in' they were forwarded to Cairns and repainted in the special 'Buda Dji' KSR livery, depicting the Aboriginal Dreamtime legend of the carpet snake that formed the Barron Gorge. Standard 1751D was adorned in the same livery during 2004.

1771D & 1734D show off their 'Buda Dji' colours at Portsmith in 2012

The nine TSC locomotives received the then standard QR corporate colours of yellow and maroon.

No 1720 class locomotives were repainted into the QR National yellow, maroon and black colour scheme, nor had any been repainted into the QR National yellow and grey livery at time of writing, although several locomotives have received the QRN logo over their QR logo.

+NAMING

Only one member of the 1720 class received a name plate. 1770 was named 'JAMES COOK' at a ceremony at Roma Street station on the 16th of May 1970, prior to working a freight service to Cairns. At conversion to DOO, 1770, now 1770D retained its name plates.

ACCIDENTS

Unfortunately the 1720 class locos were not exempt from accidents, with quite a few members of the class being involved in accidents over the years. One of the most published incidents involving a 1720 was the Westlander derailment at Bindango in 1987, were 1746 and 1706 were derailed along with several passenger coaches, unfortunately resulting in the loss of life. Further incidents have occurred, that have resulted in the involved locomotives being withdrawn from traffic and scarpped.

OWNERSHIP

From introduction in 1965, all 65 members of the 1720 class were owned by the then Queensland Government Railways, which became QR from 1992 followed by QR National (with several managed

by former QRN subsidiary ARG) from 2005. With the split of QR National and Queensland Rail in 2010, all existing 1720 class transferred to QRN, but in late 2011, 1734D, 1751D, 1752D, 1771D & 1774D came under the ownership of Queensland Rail.

DISPOSAL

The first 1720 class loco to be scrapped was 1765D in 2000 at Redbank after being involved in a shunting accident at Moolabin in 1997. 1731D and 1760D were next, following collision damage. These two locomotives were scrapped at Bajool, following stripping of parts at Rockhampton. 1726D and 1728D were both scrapped at Redbank in 2002 following a period in storage ex the Wanko level crossing accident.

1761D was withdrawn from traffic in April 2012, and trucked to the CSIRO at Newcastle, NSW, to become a test bench for 'Direct Coal Injection Engine' testing. At time of writing it wasn't clear if the loco had being sold or loaned, as it was still on QR National's books in June 2012.

During May 2012, QR National disposed of 18 1720 class locomotives to a South African locomotive rebuilder. Of the 18, only 15 were sent overseas as 'complete' units, the others were still at Redbank Workshops at time of writing and may be broken up at for parts.

PRESERVATION

At time of writing, no member of the 1720 class has being preserved, but it is rumoured that 1770D is to join the QR Heritage at Ipswich as operational exhibit.

FLEET STATUS

The following table shows the fleet status as at June 2012.

Current Number	Year Built	DOO Conversion	KSR/TSC Conversion	CURRENT LIVERY	Status as July 2012
1720	1966	1993	2004	QR	In service
1721D	1966	1993		QR	Disposed
1722D	1966	?		QGR	Disposed
1723D	1966	1993		QR	In service
1724D	1966	1994		QR	In service
1725D	1966	?		QR	In service
1726D	1966	1993		QR	Scrapped
1727D	1966	1994		QR	Disposed
1728D	1966	1992		QR	Scrapped
1729D	1967	?		QGR	Disposed
1730	1967	1994	2003	QR	In service
1731D	1967	1993		QR	Scrapped
1732D	1967	1993		QR	In service
1733	1967	?	2003	QR	In service
1734D	1967	1993	2002	Buda Dji	In service
1735D	1967	1994		QR	In service

1736	1967	?	2004	QR	In service
1737	1967	1993	2004	QR	In service
1738D	1967	1993		QR	In service
1739D	1967	1993		QR	Disposed
1740D	1967	1993		QR	Disposed
1741D	1967	1992		QGR	Stored
1742D	1967	1993		QR	Disposed
1743D	1967	?		QR	In service
1744D	1967	1993		QGR	In service
1745D	1967	?		QGR	In service
1746D	1967	?		QGR	In service
1747D	1967	1993		QR	Disposed
1748D	1967	1992		REVERSE QGR	Disposed
1749	1967	1991	2003	QR	In service
1750D	1967	1994		QR	Disposed
1751D	1967	1993		Buda Dji	In service
1752D	1967	?		Undercoat	Stored
1753	1967	?	2003	QR	In service
1754D	1968	1992		QR	In service
1755D	1968	1993		QR	Disposed
1756	1968	?	2003	QR	In service
1757D	1968	1992		QGR	Disposed
1758	1968	1993	2003	QR	In service
1759D	1968	1993		QR	In service
1760D	1968	1993		QR	Scrapped
1761D	1968	1994		QR	To CSIRO
1762D	1968	?		QR	In service
1763D	1968	?		QR	In service
1764D	1968	1993		QR	In service
1765D	1968	1994		QR	Disposed
1766D	1969	1992		Reverse QGR	Disposed
1767D	1969	1994		QR	Disposed
1768D	1969	1993		QGR	Disposed
1769D	1969	?		QGR	Disposed
1770D	1970	1994		QR	Stored
1771D	1970	1993	2001	Buda Dji	In service
1772D	1970	?		QGR	Disposed
1773D	1970	?		QR	In service
1774D	1970	?	2002	Buda Dji	In service
1775D	1970	1993		QR	Disposed

Acknowledgements

I would like to thank the following for their input;

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For a more in depth look at the 1720 class in the early years, read *Queensland Branchliners: the 1720 Class* by Chris Malone, published in the June 2001 Motive Power magazine.