



AUSTRALIAN RAILWAY
HISTORICAL SOCIETY

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**ARHS Melbourne Luncheon Outing Group, Visit the Australian Standard Garratt
(ASG) G33 under restoration & Travel on the Swan Bay Express
at the Bellarine Peninsula Railway
Sunday 16th November 2025**

Today we are traveling to Queenscliff via V/Line to Geelong using the Warrnambool Train, Local Bus to Queenscliff, walk to the Workshops, inspect the progress on the ASG (Australian Standard Garratt) that was retrieved from the Newport Museum in 2013, where it had been on static display since 1968.

We then walk to the Queenscliff Station to board the 12:00 Swan Bay Express to Lakers Siding and back to Queenscliff.

After the train ride we walk to the Esplanade Hotel for lunch.

After lunch we walk back to the bus stop at the Post Office for the trip back to Geelong departing at 3:01pm arriving at Geelong at 4:06pm, to catch the 4:13pm train to Southern Cross or the 4:33pm train to Southern Cross, arrival at Southern Cross 5:20pm or 5:40pm.

7:50am	Catch unreserved train to Geelong for those who did not book on the Warrnambool Train.
8:05am	Board Warrnambool Train at Southern Cross.
8:55am	Unreserved Passengers arrive Geelong.
9:05am	Warrnambool Train arrives Geelong. Walk to #56 Queenscliff Bus.
9:18am	Depart Geelong Station for Queenscliff.
10:23am	Arrive Queenscliff, walk to Workshops to inspect ASG 33 Progress.
11:45am	Walk to Queenscliff Station to board 12 midday train.
1:00pm	Walk to Esplanade Hotel for Lunch.
2:50pm	Walk to Post Office Bus Stop.
3:01pm	Catch #56 Bus back to Geelong Station.
4:06pm	Arrive Geelong Station. Tour ends here.
4:13pm	Catch VLocity back to Southern Cross arriving at 5:20pm.
4:33pm	Catch VLocity back to Southern Cross arriving at 5:40pm.

The Australian Standard Garratts were built during the Second World War in Australia as costs were considered too high of Imported Engines from Overseas.

The Locomotives were built because we did not have enough Locomotives of 3'6" Gauge in Australia to handle the Wartime Military Traffic in Queensland, Northern Territory, Western Australia and perhaps Tasmania.

G33 History

Assembled at Newport workshops and entered service on the Australian cement companies Railway at Fyansford during 1946. It ran there and was withdrawn in 1957, stored in the Fyansford engine shed. After withdrawal it was overhauled and Steamed on a couple of occasions for enthusiasts Specials.

It was taken to the North Williamstown Railway Museum on the 5th of September 1968, assembled on a short length of 3'6" track on the 6th of September 1968, where it is still located at the present time. High hopes are held that this engine will run again at Geelong in the near future. This was written in 1975.

The near future turned out to be a long time, G33 was removed from Newport Railway Museum on 31st May 2013 and transported to Queenscliff spending 44 years at Newport. It has been under restoration since shortly after its arrival at Queenscliff.

G33 History from Robert Buttrims Book Australia's Garratt

Forward to Book

As one who was associated with the design of the Australian standard Garratt from its inception; I read Mr Buttrims book with considerable interest. It is obvious that compilation has entailed a great deal of work & research.

The design staff numbered about 15 drawn from the Design offices of the NSW, Vic, Tas, and W.A. railways. Under the direction of Mr MILLS, the then Chief Mechanical Engineer of the WAGR, all worked assiduously to keep the 100 odd contractors supplied with design detail, so that the locomotive could be produced in the shortest possible time to assist the war effort.

The fact that the first engine was steamed for a trial run at Newport workshops, at which I was present, in 12 months from the commencement of the design, reflect great credit on both the Design staff and the Men who produced the locomotives.

In the light of subsequent events, as outlined in Mr Patrick's account, it may well have been that too much was attempted into little time.

In congratulating Mr Buttrims for his book, I hope that the objectives he sets out in the introduction may be achieved.

Arthur RICHARDS 4th March 1975

History of the ASG Project

When World War 2 started in September 1939, thirty-six Garratt locomotives had been in service in Australia (four were no longer in service; the two Tasmanian Railways 'K' class 2' gauge Garratts were in storage at Zeehan, and the two M class double Atlantics had been out of service since 1932 and 1936 respectively). Of these engines, 26 had been built by the Beyer Peacock Gorton Railway foundry in England, and ten had been built by the W.A.G.R.'s Midland railway workshops. Generally Garratts had so far been a great success, and their savings in coal, water and crews had made them a very economic proposition. Since no upgrading of existing tracks was required to run them, they were exactly what was required for the average, outback Australian railway.

So there we have the situation on Australian railways at the start of 1942. The railways were a combination of multi-gauge tracks, poor quality, badly maintained lines, derelict rolling stock and small, obsolete locomotives. The only bright spot was the use of the outstanding Garratt type locomotives on the narrow gauge railways. In 1939 the Garratt locomotives had a flawless reputation, yet three years later they were the most cursed contraption on rails. The reason for this was the Australian Standard Garratt.

A Time for Action

The Commonwealth Land Transport Board (C.L.T.B.) was an organisation instituted by the Federal Government as the controlling and co-ordinating body of road and rail transport during the war years. It did not take long for the C.L.T.B. to wake up to the problems it had in front of it. The railways were a big problem, as we have previously seen. However, this was not the only problem to face the C.L.T.B., although it would have been more than enough. One of the main problems was to convert the track between the rail heads at Alice Springs and Birdum into an all-weather road suitable for heavy road traffic. This, as with nearly all the other problems facing the C.L.T.B., was solved with a lot of hard work.

By February 1942, the railways of Australia had reached their peak of disorganisation, and the need for new narrow gauge motive power was clearly seen. A standard design of locomotive for all narrow gauge States was to be decided upon and investigations into the most suitable type of locomotive revealed that the Garratt type was the most suitable. The economics of running Garratts, rather than a conventional type of locomotive, were the main reason for such a choice.

The Director of Locomotive and Rolling Stock Construction of the C.L.T.B. was Mr J. Ellis, who, at that time, was the Western Australian Government Railways Commissioner. It was on his shoulders that the search for a suitable Garratt design fell. Another W.A.G.R. man, Mr F. Mills, was the Chief Mechanical Engineer of the C.L.T.B. Mr Mills was also at that time C.M.E. of the W.A.G.R. Mr Ellis and Mr Mills would both have had a good idea of the possibilities of the Garratt type as they had previous experience with the M, MS, and MSA Garratts.

Mr Ellis submitted to the C.L.T.B. plans for three different types of Garratts. These types were classed Heavy, Medium and Light. In deciding the type of Garratt required, the construction features of all narrow gauge railways had to be considered. The most difficult conditions were those of Queensland, where light rails and sharp curves caused the Board to decide the type of Garratt to be the Light type. According to a series of articles on Garratts in the 1953 Australian Railway Historical Society Bulletin, the 113/4 ton axle load of the W.A.G.R. allowed for a 186 ton Garratt with a 46,000 lbs. tractive effort.

This would no doubt have been the sort of engine that Mr Ellis classified as a Heavy Garratt. In the light of the uproar that was to follow the introduction of the A.S.G.'s it would have been interesting to see how a Heavy Garratt would have been received by the enginemen.

With a Light Garratt being decided upon, Beyer Peacock was cabled sometime between April and July 1942 for a quote on building such a Garratt. Beyer Peacock replied quoting a cost estimate of £20,000 (\$40,000) to £26,000 (\$52,000) per engine. The C.L.T.B. decided against issuing contracts for the engines' construction and considered building the locomotives in Australia. It is most probable that the Beyer Peacock contract would have lapsed anyway, because the company would not have had the resources available during war time rationing to build 65 such locomotives. Even if they had been built in England, a considerable risk was involved of losing some of the engines to enemy action during transportation.

Since Beyer Peacock couldn't build the Garratts, some alternate source would have to build them. The big question was 'Who?'. No English or European builder was in a position to build the engines and no American firm was experienced in the construction of Garratt locomotives. Even if an American firm could build the Garratts it would be unlikely that the U.S. Government would approve such a project, as the United States industry was all out to make good the damage of Pearl Harbour and the Japanese sweep south. Even if a builder could be found outside Australia, the cost would be prohibitive.

The only alternative was to build the engines locally. Here again problems were encountered. None of the Australian builders could handle the construction of an engine such as the A.S.G. (Clyde was possibly an exception). This left the matter in the hands of the State railways, who were the only ones with suitable workshops. An approach was made to the Beyer Peacock company to obtain working drawings for a suitable Garratt. Unfortunately nothing came of this, so therefore the C.L.T.B. was left on its own to design and build the Garratts.

With the war situation as it was, the C.L.T.B. wasted no time. Indeed, there was no time to be wasted if the allies were going to win the war. This was a time for action, and desperate action was taken. On the 31st July 1942, the C.L.T.B. recommended to the War Cabinet that Australia build thirty locomotives of the Garratt type for the 3'6" gauge railway systems. The Cabinet approved the construction just under two weeks later, and with this approval the A.S.G. was born. Several months later on the 30th November, the order for the locomotives was increased to 65.

No sooner had the engines been approved than the design work began. Mr F. Mills, the Chief Mechanical Engineer of the C.L.T.B. and his staff had quite a job in front of them, and the previous experience that Mills had with Garratts on the W.A.G.R. came in very handy. It is known that Mills made use of a Beyer Peacock outline drawing some years old, and no doubt Mills closely investigated all the other types of Garratts then in Australia before he set about designing the locomotive. Many features of the design were similar to the W.A.G.R. 'S' class 4-8-2's which were designed by J. W. Broadfoot in 1939, and the first of which were built in 1943 at about the same time as the first A.S.G.'s.

Since the headquarters of the C.L.T.B., including Mills office was in Melbourne, it became necessary for the actual design work to be carried out in Melbourne, so that Mills could be on hand to supervise the operation. Mills' design staff consisted of about 15 engineers, the bulk of which were equally drawn from the New South Wales and Victorian railways. Both Western Australia and Tasmania sent one engineer each, to assist in the work, but it will be noted that none came from Queensland.

The design staff carried out their work in the old childrens nursery which bridges Nos. 1, 2 & 3 platforms at Flinders Street Station. This work area was very hot in the summer and very cold in winter time. During the winter, the men often wore their coats and hats at their desks. Due to the war effort and the need for the new locomotives, it was necessary for the design work to be rushed to such an extent that the design staff worked very long hours for six and often seven days a week.

Much care had to be taken in the actual design work and great detail shown because much of the work would be carried out by non-railway workshops which had no experience in railway construction. Indeed, in some cases the work was rushed to such an extent that there was no time to check individual drawings. However, even under these conditions very few mistakes were made and the final assembling of the engines was carried out without any problems.

Whilst the design work was under way, various railway systems opposed the new engines. Queensland, the A.S.G.'s greatest enemy and Tasmania, which was to become the A.S.G.'s greatest supporter, both opposed the new engine design. Many other departments also vented their disapproval of the engines, but their outcries fell on deaf ears. Queensland's was by far the loudest voice against the A.S.G.'s, especially when it was revealed that 'the new standard locomotive for narrow gauge railways' would be a Garratt type. The Queenslanders made it quite clear that they wanted nothing to do with the design of the locomotives.

At one stage it looked as though the people opposed to the A.S.G.'s might have their way. An advisory sub-committee of locomotive engineers made a report, which was very much against the engines. For a brief period it looked as though the A.S.G. idea might be dropped, but the day was saved when Sir Harold Clapp, probably the most famous railwayman in Australian history, stood by the A.S.G. design and squashed the report. In those days Sir Harold was the Director of the C.L.T.B. and greatly in favour of standardisation of the railway systems and the plan for a standard narrow gauge locomotive.

Once the design work had taken place, arrangements were made for the engines' construction. Rather than let the work of building the 65 engines be given to one workshop, it was decided to spread the building of the parts to various industries, and then assemble the engines at a series of assembly points throughout the country. When the actual construction of parts came about, no fewer than 105 sub-contractors were used to manufacture these parts.

As the components were built they were forwarded to one of the various assembly points to be incorporated into the locomotives' construction.

Four assembly points were chosen to assemble the locomotives. After much consideration it was decided to use the Newport railway workshops of the Victorian Railways in Melbourne; the Islington railway workshops of the South Australian Railways in Adelaide; the Midland Junction railway workshops of the Western Australian Government Railways; and the Clyde Engineering works at Granville in New South Wales. So after much arguing and haggling, and many reports by various bodies, the construction work began at record pace. The C.L.T.B. had turned a blind eye to the arguments put against the Garratts. There was a war on and it was time for action, not arguments. The result of the action was now taking shape, as the streamlined tanks and boiler cowling were being formed into G1, the first of the Australian Standard Garratts.

The End on the Government Railways on the Mainland from Bob Buttrims Book

The Queensland Government Railways were, as we have seen, the greatest critics of the Australian Standard Garratt. As soon as replacement motive power was available, the entire fleet was taken out of service in September 1945. Five engines were stored at Mayne depot, six in Rockhampton and twelve at Rocklea. In 1949, locomotives G 9, G 11, G 12, G 19 and G 25 (Mayne), and G 18 (Rockhampton) were moved to the Evans Deakin's works at Rocklea where they were disassembled and shipped to the T.G.R. A year earlier than this, G 16 and G 23 had gone from Rocklea to the E.B.R. Following these sales, the remainder of the engines were placed on a long loop siding at Clapham Junction where they were left to rot. Only one of this remaining group of engines ever steamed again, to wit G 17, which was sold to the E.B.R. in 1953. Although these stored engines were 'boarded up', much theft and vandalism resulted from their outside storage. The humid weather conditions and high rainfall caused them to deteriorate rapidly. Grass grew around the wheels and along the gutters of the cab roofs. Many attempts were made to sell the locomotives; advertisements appeared in various Australian newspapers until the end of 1952. It was eventually decided to scrap them. In the West, the W.A.G.R. sold six locomotives to South Australia in 1951. Three other engines (G 48, G 58, and G 64) were also written off on 6th February 1951. They were immediately scrapped. Further withdrawals and scrappings of five A.S.G.'s took place during 1953-4. No further engines were written off until another three went in 1956. The remaining eight were written off and scrapped after 10th January 1957.

South Australia scrapped its A.S.G.'s almost immediately upon delivery of their new 400 class Garratts in late 1954.

The A.S.G.'s remained in storage in Tasmania for many years before they were dismantled. Even today, use is made of many A.S.G. bits and pieces. The first six engines were withdrawn and stored during 1954. The remaining eight remained in service until they were progressively withdrawn between April and October 1957. Between late 1957 and early 1958, No. G 6 and the six engines that had been stored since 1954 were scrapped. Driving wheels from some of these engines were used in converting four M class 'Pacifiss' into mixed traffic engines, by using the 4' A.S.G. wheels in place of the 4'7" originals. The eight remaining Garratts were stored in various sidings around Launceston, except for G 25 which was at Wynyard. G25 was sold to the E.B.R. in 1961, and the following year G 12 was sold to replace it. Scrapping of the last five engines commenced in 1961. The last survivor (G 60) was stored at Relbia until 1965, when it was scrapped.

T.G.R. engines seemed to be more dismantled than scrapped. Even as late as February 1971, a number of A.S.G. boilers were lying about at Launceston. These boilers were cut up later that year, but even today many A.S.G. parts can still be found. The four MA class engines still exist, sporting their A.S.G. driving wheels. Many front and rear water tanks from A.S.G.'s were placed on flat wagons for the carriage of water. Three A.S.G. front and back tanks were at Launceston in August 1973 for containing fuel oil. Coal bunkers can still be seen at a number of locations as rubbish incinerators, and an A.S.G. cab lay in the rubbish heap behind the Launceston roundhouse.

A.S.G. boilers are still used at several locations in Tasmania. Two are in use at St Mary's and two more at a timber seasoning yard near Circular Head. Another is in a mill in north-east Tasmania, whilst yet another was used until recently in a butter factory at Legerwood. During July or August 1973 this boiler was moved to a timber mill near Scottsdale. Yet another boiler is in Oakes milk factory at Launceston.

Many other A.S.G. parts are also to be found around Tasmania. Mr R. Proctor, a Launceston railway man, has an A.S.G. whistle fitted to the front of his traction engine.

It will be a long time before the product of the Commonwealth Land Transport Board (C.L.T.B.) finishes its work in Tasmania.

All the text from bottom of page I to the text here have been taken from the book Australia's Garratts by Robert Buttrim 1975.

More on the problems with the ASG in service can be found in Australian Railway History September 2025 Part I page 4 & October 2025 Part II page 4.

Bellarine Railway Updates on ASG Restoration

July 2020 Update

Since our last update, the Queenscliff workshops have been witness to some significant undertakings with respects to our beloved restoration project, the ex-Fyansford Narrow Gauge Loco – Australian Standard Garratt G 33. The culmination of which now sees both the rear locomotive unit/coal tender and the middle boiler and firebox sections safely housed indoors under the roof and out of the weather at the 'Cliffe' Workshops.

The preparation works required to make the successful loco move, were massive. Works included removal of the trailing buffers, production of a cradle designed to both take the weight of the boiler and enable safe and easy transfer of the separated loco around the yard as and when required, works on easing seized components, removal of various connecting pipes and lubrication of various axels and bearings.

With the assistance of the delightful Class 11 Diesel Locomotive in Emu Bay Railway Colours, the yard shunt commenced Saturday morning 27 June. Plenty of spectators witnessed the moved and pleasingly the hard work spent in preparation for this day was repaid – barely a squeak from the driving wheels, motion gear, axels and bearings. The shunt involved positioning G33 into the shed and raising the front end of the boiler to allow for the removal of the front locomotive unit which is now stabled in the Workshop Yard adjacent to the pit in readiness for restoration. Having bare millimetres to spare both the rear engine and boiler/firebox are now safely undercover ready for further restoration works. Significantly, running the loco into the Queenscliff Shops is the first time since the mid to late 60's G 33 has been stored out of the weather, a huge step forward in the restoration process.

Works now continue at pace, in all weathers! Removal of the water balancing pipes and some damaged and worn boiler stays being two of the more substantial tasks currently being undertaken. Combined with continued rust descaling, needle gunning and wire brushing, some areas of the loco are now receiving some undercoat!

The main cylinders and air compressor piston ring castings have been manufactured and are now on site ready for machining, any volunteers?

The reasonably complicated task of rebuilding the cab unit continues, where original plans, new sheet work and old structure continually test the patience and resolve of the ASG team attempting to accurately as possible reproduce an original cab – perhaps something to do with a myriad of Fyansford modifications! Guttering material and manufacture have now been finalised and works continue to finish this stage of the project.

Offers of assistance are gratefully appreciated and cordially accepted, such as the sandblasting of various componentry and cowlings now being undertaken by Craig Elstone and son Daniel from Elstone Diving Services Drysdale. This assistance will most certainly accelerate the restoration process and embolden the swelling numbers of volunteers working on the project and thus continue the great momentum we currently have.

A big thank you to volunteers working with either the Tuesday Boys or the Saturday Lads or both! Without your dedication, the ASG Project would simply stall. If you're interested in getting involved don't hesitate to pop down to the 'Cliffe' workshops for a cuppa and a chat, bring your overalls and we'll put you to work!!

There has been a myriad of tasks undertaken by many individuals, keep your eye out for future updates on the Bellarine Railway Volunteers Portal and other social media platforms.

Cheers

The ASG Restoration Team

March 2021 Update

Moving out of Christmas and into the new year, even a minor February COVID lockdown hasn't dulled the team's enthusiasm – on the contrary we've welcomed three new blokes to both the Tuesday and Saturday shifts! Without a doubt it's the positive attitude, skillset and energy of this great bunch of volunteers creating a workshop that's experiencing little wins each and every day whilst having a lark at the same time.

Operated by the Geelong Steam Preservation Society, the Bellarine Railway has been around for more than 50 years. Importantly our success into the future relies heavily on the next generation of railway enthusiasts rolling their sleeves up and getting involved – January 30th Queenscliff Workshops was a hive of activity with our young volunteers' day. Organised in conjunction with Jake Short and Darcy Peterson, we had 15 eager young volunteer railwaymen tackling a variety of tasks from needle gunning, footplate preparation, rust prevention, manufacture of driver's seat and various painting tasks, such a magnificent contribution to the restoration project from these guys – kudos to all involved.

Completed Tasks to March 2021

The boiler cradle preparation works continue with both reconditioned steam and water balance pipes now being reinstated in stages on both sides of the cradles frame. Of note, significant restoration externally and internally has been undertaken to remove substantial rust and corrosion associated with these piping fixtures.

Footplate restoration & replacement – having endured prolonged exposure to the elements and damaged in various minor incidents and crashes, parts of the footplate required either repair or replacement much of which has now been undertaken. In particular, the footplate on both sides around the smoke box and the fireman's section of the cab footplate suffered from significant corrosion.

Removed - Corroded Smokebox footplates

Considerable preservation hours also spent completing structural repairs to the frame directly supporting the front engine pivot. Significant water damaged and corrosion in evidence on parts of the frame, hence various sections were removed and new pieces fabricated and reinstated to maintain the structural integrity of the pivot.

January 2024 Update

The ASG project keeps rolling along. We have entered our 10th year of this project, and I have to admit that the time frame for this rebuild has probably gone out the window however the last 12 months have seen a big lift in our progress, especially with the new volunteers joining us for our journey. Bob Devries has taken an early retirement and has been committing to the restoration, 3 days a week.

Bob's experience in restoration has seen us tackle some of the "bigger" tasks that were in front of us, including the corroded boiler stay heads. Arguably the biggest exercise of all has been the removal of 105 of these damaged stays from the boiler. This task has gone very well, we have now removed all the condemned stays and I'm happy to say we only damaged one hole.

One of the great parts of this exercise is being able to train and instruct our new volunteers into the demands of serious boiler works, Murray Thompson and Ross Clark have slotted into the team.

Other works have continued with John Gotten learning the finer art of replacing all the lateral wear faces on the axle boxes of the front engine unit. The efforts of many members have to be seen to be appreciated.

Under Lindsay Walker's guidance, the myriad of tasks undertaken and completed with parts removed from the locomotive, will speed up the entire assembly process. There has been a new bronze bearing cast to replace the worn one on the lead bogie on the front unit. Machining will commence shortly, when finished the lead bogie will be reassembled.

Currently underway machining is also taking place, on the manufacturer of 8 new swing link pins that hold the main driver springs to the axle boxes. Tony Bren is constantly on his back as he undertaken on the job of reinstating all the steam piles that are attached to the boiler cradle. No, we haven't seen him sleeping on the job just yet.

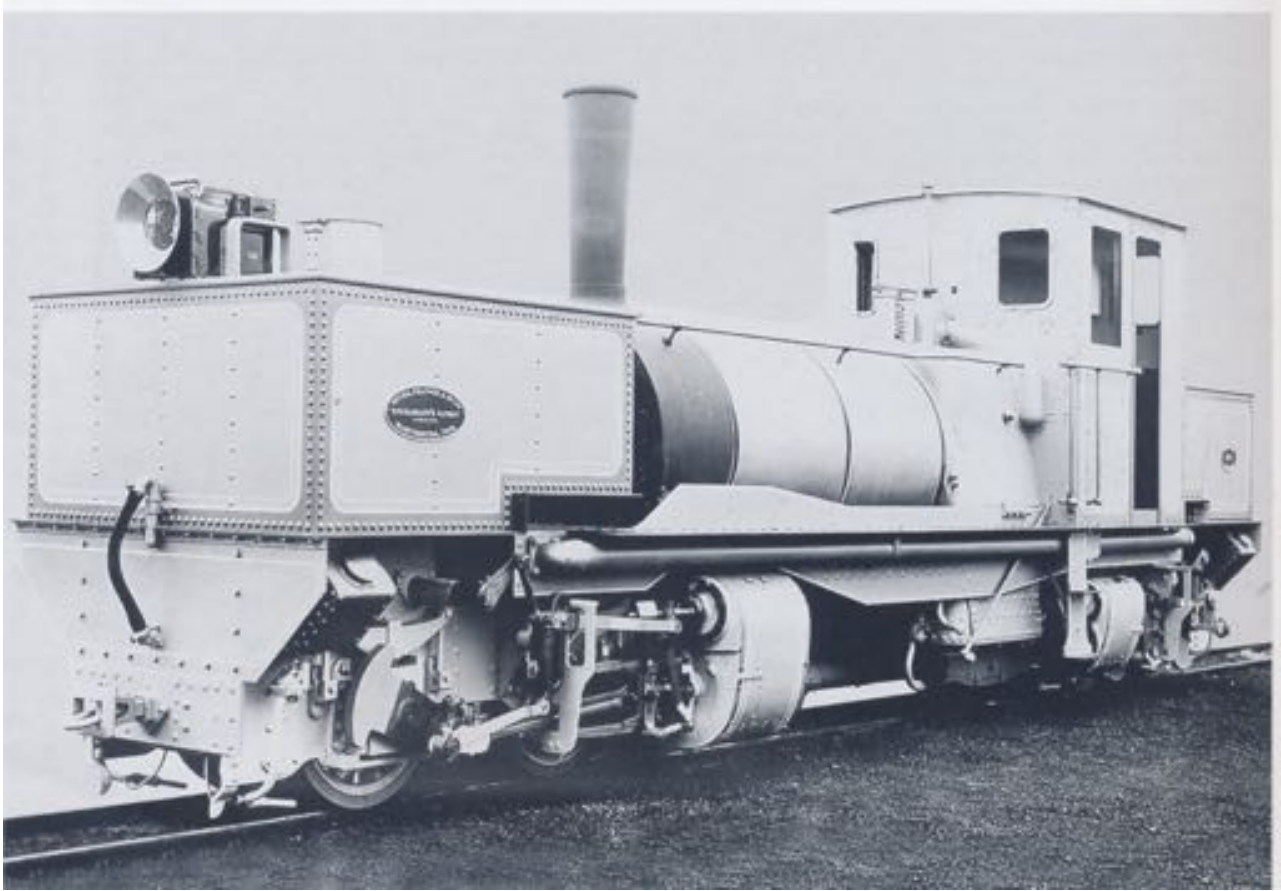
On January 28, we had our Boiler Inspector down to see an operational steam test on the Society's steam crane, I grabbed the opportunity to get Max to assess our current ASG work and my concerns with the boiler. I'm pleased to say that all is good with what we are doing and now the boiler stay replacement programme can continue with new stays being installed. If all goes well with our stay program, I am hoping by the end of February or early March that this work will be complete and then our efforts will go into organising a boiler washout and then set up so we are able to conduct a hydraulic test on the boiler – if it all goes well, we may have an operational boiler. This will lift the speed of the project and maybe by the end of the year steam trials. That's the plan at the moment.

The variety of work that our volunteers carry out each week are many and varied and it's not always around the ASG. Colin Palmer, keeps an eye our lawn mowers and has them running well.

A busy time.

Chris Hibble

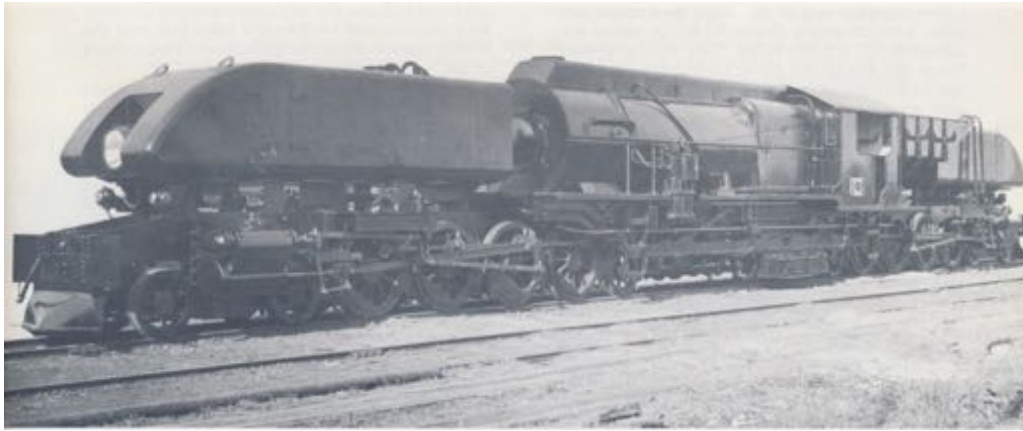
ASG Project Leader



The official builders photograph of K1, the first Beyer-Garratt Locomotive built, Beyer Peacock 5292 of 1909. From "The Origins of the GARRATT LOCOMOTIVE" by Ronald L. Hills Australia's Garratt by Robert Butrims page 5



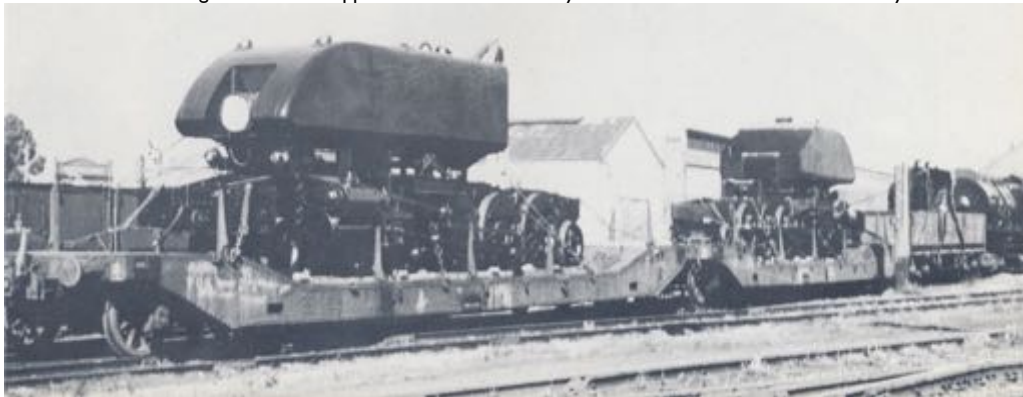
Australian Standard Garratt no 3 at Fyansford on the Australian Portland Cement Company limestone railway Pic J. L. BUCKLAND



Australian Standard Garratt G1 was posed for a series of photographs at the Newport Workshops of the Victorian Railways prior to delivery to Queensland. Australia's Garratt by Robert Buttrims page 11.



These two views illustrate the engines outline & appearance Victoria Railways R.S 780 & 779 Australia's Garratt by Robert Buttrims page 11.



Engine G1 Dismantled and ready for transporting waits on broad gauge wagons ready to commence the journey to Queensland Victorian Railways 391-1 Australia's Garratt by Robert Buttrims page 15



ASG 33 bound soon for the ARHS Railway Museum at North Williamstown & a Beyer Garratt destined for the Puffing Billy Railway Museum at Menzies Creek stand together at Fyansford 19680606 R. M. CARLISLE Australia's Garratt by Robert Buttrims page 47



The Australian Portland Cement Co. have arranged their engines for inspection by a group of railway enthusiasts
19661009 R. M. CARLISLE Australia's Garratt by Robert Buttrims page 48.



G 33 arriving at Newport Railway Museum Champion Rd Newport 19680905 may be a Roderick SMITH Pic.

AUSTRALIAN STANDARD GARRATT
3'6" GAUGE, 4-8-2 + 2-8-4
ARTICULATED LOCOMOTIVE
ERECTED: NEWPORT WORKSHOPS 1945
DONATED BY AUSTRALIAN PORTLAND CEMENT Co.
USED AT APC Co QUARRY, FYANSFORD, GEELONG
WITHDRAWN 1966. WEIGHT 119 TONS.

Label on G33 attached at Newport Museum presumably, outside Shed Queenscliff 20130819 GWa Pic



Fyansford No. 3 G 33 was assembled on the short length of 3'6" gauge track in the ARHS Railway Museum at North Williamstown
19680906 R. M. CARLISLE



G 33 on display amongst broad gauge engines at the ARHS Railway Museum at North Williamstown on 19750622 Gary McDONALD



G 33 Champion Road North Williamstown Newport leaving Newport Railway Museum after a stay of 44 years approx 20130531 may be a Roderick SMITH Pic.



Boiler & Cab from front outside Shed Queenscliff 20130819 GWa Pic



Drivers Cab outside Shed Queenscliff 20130819 GWa Pic



Front Engine Unit at Queenscliff 20130819 GWa Pic



Front Engine from rear outside Shed Queenscliff 20130819 GWa Pic



Front of rear engine unit outside Shed Queenscliff 20130819 GWa Pic



Rear of Cab outside Shed Queenscliff 20130819 GWa Pic



ASG 33 Visitors (LH) Bruce Roberts, Chris Hibble and Bob Butrimis, author of the book, Australia's Garratt found time to cast their eye over the restoration of G 33 23-04-2023



Pivot bearing on front Engine Unit Queenscliff 20130819 GWa Pic



ASG project at the Platform Andrew Lamb 202008



G 33 in the Shed at Queenscliff Andrew Lamb 202008

Photos by Geoff Wallace (GWA), perhaps Roderick SMITH, information text & images from Australia's Garratt by Robert Buttrims & Geelong Steam Preservation Society in conjunction with ARHS Victorian Division published April 1975, photos, Bellarine Railway Webpage and ASG 33 Facebook page.

Notes compiled by Geoff Wallace

E&OE