

Williamstown Station, Time Ball Tower, Sea Works Maritime Museum, Customs House Hotel & HMAS Castlemaine Corvette Ship 10th January 2024

We will then travel on the 09:20 Williamstown train to Williamstown Station arriving at 09:46 am.

We will then walk via the old rail formation (1.45 km) stopping at the Navigational Time Ball at the Point Gellibrand Lookout, with great views back to Melbourne. After a short break we will continue to the Seaworks Museum 82 Nelson Place arriving just before 10:30am.

Lunch at the Customs House Hotel 132 Nelson Place Williamstown, then walk to Gem Pier to inspect HMAS Castlemaine.

Ferry back to Southbank is optional at a fare of \$1 departing at 15:10.

Otherwise. walk to Williamstown Station after HMAS Castlemaine Visit or back to 472 bus to North Williamstown Station.

Date	What was done?	WN or WON Date
Williamstown Station		
Mon, 17 Jan 1859	Opened	
Sun, 30 Mar 1884	Interlocked with 40 lever No.5 pattern frame; 29 working and 11 spares or spaces.	(Vaugh 1994, Interlocking Register)
Fri, 4 Apr 1884	Locking altered so that both Up Home signals release their Up Distant signals.	(Vaugh 1994, Interlocking Register)
Wed, 2 Feb 1887	Lever 32 now only releases 38; the release of 29 was removed per Mr Philpott's instructions.	(Vaugh 1994, Interlocking Register)
Wed, 24 Sep 1890	Two extra levers now spare. Up distant 40 abolished, Up disc 37 (applying from Pier Passenger line to No.2 Road) provided, points 20 and 21 disconnected.	(Vaugh 1994, Interlocking Register)
Thu, 20 Oct 1898	Green all clear lights provided. Point indicators replaced discs.	(Vaugh 1994, WN15/1898)
Sun, 24 Jun 1900	Apparatus renewed and replaced with a smaller 30 lever frame. No change to signalling.	(Vaugh 1994, Interlocking Register)
Mon, 2 Jul 1900	By this date, special instruction issued re working engines to and from Pier when Pier box is closed. After the last passenger or goods train for the day is run, Pier box is closed and block working will cease. The engine of the last Down Williamstown passenger must proceed to Pier over the pit and return the next morning to form the first Up passenger. The engine is to proceed Down on the passenger line and Up on the goods line; the signals at Pier to be left at clear for these movements. After the engine's departure from Williamstown, the Signaller there is not to permit any movement on either line until the loco arrives back again the next day. On Sundays the carriages for the first Up may be propelled from Williamstown to Williamstown Pier.	(Vaugh 1994, WN01/1900)
Sun, 23 Sep 1900	Provide up advanced starting post 60 and set back disc post 62. Remaining posts renumbered (interlocking register says 16th September).	(Vaugh 1994, WN13/1900)
Mon, 1 Feb 1904	By this date, special instruction issued previously in WVN01/1900 modified.	(WN05/1904)
Mon, 3 Oct 1904	By this date, disc post 62 replaced by ground disc.	(WN40/1904)
Sun, 8 Jan 1905	Double line from Beach to Williamstown worked as 2 single lines. Down line is passenger line worked by electric staff, up line is goods line worked by Tablet - these are arrangements "B", where arrangements "A" is ordinary double line block working. Provide electric staff to Williamstown Pier. Points to local goods siding secured by Staff lock. Pier Passenger station relocated. Special instructions to allow Down Goods train to stand between Beach and Williamstown on Goods line while engine runs around train via Passenger line. Because of inability of the Signaller, Williamstown, to deliver staff or tablet, this duty will be handled by the Officer in Charge of Williamstown. Carrier will be used to transfer staff or tablet between Box and platform.	(Vaugh 1994, Interlocking Register, WN32/1904)
Sun, 30 Apr 1905	Arrangements "A" in use. Beach has been closed as a block, electric staff and tablet post. Double Line Block section is now North Williamstown - Anne St (Williamstown). Rearranged for double line arrangements. Rearranged for double line arrangements.	(Vaugh 1994, Interlocking Register)
Mon, 26 Jun 1905	Disc provided on Post 64 for shunt from No.2 Road.	(Vaugh 1994, Interlocking Register)
Sun, 14 Jan 1906	Arrangements "B" in use.	(WN02/1906)
Sun, 1 Apr 1906	Arrangements "A" in use.	(WN14/1906)
Mon, 21 Jan 1907	By this date, arrangements "B" in use. Signal boxes at North Williamstown, Beach, and Ann Street, Williamstown, will be open continuously, Saturday and Sunday nights excepted.	(Vaugh 1994, WN03/1907)
Tue, 5 Mar 1907	Signal boxes at North Williamstown, Beach, and Ann Street, Williamstown, will be open only during passenger traffic, plus over Sunday nights.	(Vaugh 1994, WN09/1907)
Mon, 8 Apr 1907	By this date, arrangements "A" in use.	(WN14/1907)
1908	Note: no use of arrangements "B" during 1908.	

ARHS Melb LOG Tour Notes Williamstown Time Ball Seaworks & HMAS Castlemaine

Date	What was done?	WN or WON Date
Mon, 2 Mar 1908	By this date, crossover No.1 road to up line and posts 61, 62 and 64 moved further out.	(VN09/1908)
Mon, 19 Oct 1908	By this date, Block Rule VI authorised when line is clear to Post 65.	(VN42/1908)
Sun, 3 Jan 1909	Arrangements "B" in use. Beach opened as a block, electric staff and tablet post.	(VN52/1908)
Thu, 14 Jan 1909	HEAVY TRAFFIC THROUGH BENDIGO - AN IMMENSE TRAIN Further evidences of the heaviness of the wheat traffic was supplied at the Bendigo railway station on Monday. Fully 500 trucks, made up into about 20 special trains, passed through from the northern centres en route for the seaside. In the evening a great train, consisting of two engines and 60 trucks, and representing in weight 1000 tones, passed through the city on its way to Williamstown, where its cargo will be transported to ships for exportation. The most of the grain came from Rochester, though a little was loaded at Echuca. The train, which was stated to be one of the largest ever seen locally, attracted much attention from visitors to the station that night.	(The Mclvor Times and Rodney Advertiser, p.2 - https://trove.nla.gov.au/newspaper/page/8146282)
Mon, 12 Apr 1909	Arrangements "A" in use. Beach has been closed as a block, electric staff and tablet post. Block section North Williamstown - Williamstown unless otherwise ordered.	(WN15/1909)
Fri, 28 May 1909	Block Rule VI authorised.	(WN28/1909)
Mon, 27 Dec 1909	Arrangements "B" in use. Beach opened as a block, electric staff and tablet post.	(VN52/1909)
Mon, 11 Apr 1910	By this date, Arrangements "A" in use. Beach has been closed as a block, electric staff and tablet post. Block section North Williamstown - Williamstown unless otherwise ordered.	(WN15/1910)
Mon, 2 Jan 1911	By this date, Arrangements "B" in use. Beach opened as a block, electric staff and tablet post.	(WN01/1911)
Sun, 28 May 1911	Posts renumbered. Machine extended to 35 levers for single compound at up end. Special Instructions provided.	(Vaugh 1994, Interlocking Register, WN22/1911)
Mon, 29 May 1911	By this date, Arrangements "A" in use. Beach has been closed as a block, electric staff and tablet post. Block section is now North Williamstown - Williamstown unless otherwise ordered.	(WN22/1911)
Mon, 19 Jun 1911	By this date, telephone provided at Post 72.	(Vaugh 1994, WN25/1911)
Mon, 25 Dec 1911	By this date, Post 78 moved 20 yards neared to goods yard.	(VN52/1911)
Mon, 15 Jan 1912	By this date, by this date, arrangements "B" in use.	(WN03/1912)
Mon, 22 Jan 1912	By this date, track locking provided on both lines between Beach and Williamstown. No mention of abolition of either Electric Staff or Tablet instruments. Homes on Post 69 track-locked by track circuits extending to Post 73 at Williamstown, circuit A-B on the passenger line and circuit C-D on the goods line. At Williamstown, home and disc on Post 75 track locked by circuit extending from Post 73 to Beach. Post 76 apparently not track locked. Ground Disc 74 moved to Post 73. Each indicator has two, three-position switches, one for goods and one for passenger trains, showing white disc for To Williamstown or red disc for From Williamstown. Switches at both ends of the line must agree before signals can be cleared. Mode of operation: after train accepted by station in advance by the exchange of prescribed block signals, departure station turns switch to train "Going To" and arrival station turns switch to "Coming From". Departure signal can then be lowered. When the train has arrived and the "Train Arrival" signal has been sent and acknowledged the switches are returned to normal. Release switches provided both ends of section and at Williamstown (Ann Street) signal box.	(Vaugh 1994, WN04/1912)
Mon, 5 Feb 1912	List of track-locked sections: Passenger line (up direction only); Goods line (down only).	(Vaugh 1912, WN05/1912)
Mon, 11 Mar 1912	By this date, up home signal post 79 moved 40 yards further out.	(WN11/1912)
Mon, 18 Mar 1912	By this date, Arrangements "A" in use. Beach has been closed as a block, electric staff and tablet post (note no mention of track locking). Block section is North Williamstown - Williamstown unless otherwise ordered. Ground disc post 74 restored (previously, temporarily, on post 73). Up acceptance arrangement may have been altered.	(Vaugh 1994, WN12/1912)
Mon, 16 Dec 1912	By this date, heavy up goods trains must not be allowed to leave within 10 minutes of an Up passenger train also being due to leave.	(Vaugh 1994, WN51/1912)
1913	By this date, the signal box is open Mondays through Saturdays from 0445 to clearance of the last train, and on Sundays from 0915 to clearance of the last train.	(Somersault Vol.3 No.1 p.9)
Mon, 13 Jan 1913	By this date, Arrangements "B" in use. Beach opened as a block, electric staff and tablet post with track locking on single lines between Beach and Williamstown (Anne St). Ground Disc 79A provided.	(Vaugh 1994, WN02/1913)
Mon, 17 Feb 1913	Post 79 moved 10 yards further out.	(Vaugh 1994, WN07/1913)

ARHS Melb LOG Tour Notes Williamstown Time Ball Seaworks & HMAS Castlemaine

Date	What was done?	WN or WON Date
Mon, 10 Mar 1913	Arrangements "A" in use. Beach has been closed as a block, electric staff and tablet post. Block section is North Williamstown - Williamstown unless otherwise published.	(Vaugh 1994 has 16th March.) (Vaugh 1993, WN10/1913)
Mon, 2 Jun 1913	Post 78 moved 5 yards further in, clear of new dead end leading from Weighbridge Road.	(Vaugh 1994, WN22/1913)
Mon, 6 Oct 1913	By this date, provide ground disc 78A from engine shed road to No.3 road. Frame extended to 37 levers.	(Vaugh 1994, Interlocking Register, WN40/1913)
Mon, 29 Dec 1913	By this date, Arrangements "B" in use.	(Vaugh 1994, WN52/1913)
Mon, 9 Feb 1914	Arrangements "B" in use.	(WN06/1914)
Mon, 23 Mar 1914	Arrangements "A" in use.	(Vaugh 1994, WN12/1914)
Sun, 29 Mar 1914	Arrangements "A" in use. Beach has been closed as a block, electric staff and tablet post. Block section is North Williamstown - Williamstown.	(WN10/1914)
Sun, 19 Dec 1915	Single compound connection between No.2 Road and Pier Goods line "A" provided. Points to engine shed connected to frame and Post 78A provided. Post 77 replaced by signal bridge with additional discs, and additional discs provided on Post 79. New 50 lever frame provided.	(Vaugh 1994, WN02/1916)
Sun, 2 Jan 1916	Arrangements "B" in use. Beach opened as a block, electric staff and tablet post with track locking on single lines between Beach and Williamstown (Anne St).	(WN02/1916)
Mon, 10 Jan 1916	By this date, provide single compound connection between No.2 road and pier goods line A. Shunting arms converted to discs, provide additional signals.	(WN02/1916)
Mon, 8 May 1916	By this date, arrangements "A" in use.	(WN19/1916)
Mon, 18 Oct 1920	By this date, post 71, bracket down distant and other equipment for Arrangements B abolished. Provide new post 71, straight post with single down distant. 3rd and 4th arms from left, disc on post 73 and right-hand disc on post 75 abolished.	(Vaugh 1994, WN42/1920)
Tue, 14 Jun 1921	By this date, provide train staff and ticket in lieu of electric staff to Williamstown Pier.	(WN24/1921)
Sun, 23 Oct 1921	Facilities for single line working abolished.	(Vaugh 1994, Interlocking Register)
Tue, 15 Nov 1921	By this date, provide siding E and crossover X to up line and additional signals.	(WN46/1921)
Tue, 23 Oct 1928	By this date, Block Rule VI prohibited, Block Rule IV modified: a Down train may be accepted provided No.1 or No.2 Road is clear to Post 77 and the points are set for that line.	(Vaugh 1994, WN43/1928)
Tue, 20 Aug 1929	By this date, Staff Tickets not to be used between Williamstown and Williamstown Pier.	(WN34/1929)
Wed, 23 Oct 1929	Down distant fitted with yellow arm.	(Vaugh 1994, WN46/1929)
Fri, 20 Sep 1935	Ground disc 79A abolished.	(WN40/1935)
Tue, 9 Feb 1937	By this date, provide bell communication to Gatekeeper at Giffard Street.	(Vaugh 1994, Interlocking Register WN40/1935)
Wed, 18 Jun 1941	Up and Down home signals provided on Posts 71 and 71B to protect Giffard Street, worked by gatekeeper.	(WN06/1937)
Fri, 1 Mar 1946	Renewal of signal box basement.	(Vaugh 1994, WN25/1941)
Wed, 3 Apr 1946	Alterations to signal bridge post 43.	(Vaugh 1994, Victorian Railways Chronological Index)
Thu, 10 Jul 1947	Post 78 renewed with 18 foot signal, treated with Di-Mel.	(Vaugh 1994, Victorian Railways Chronological Index)
Tue, 10 Aug 1948	Provision of fixed train stops 10 feet in front of Stop Boards on No.3 Road.	(Vaugh 1994, Victorian Railways Chronological Index)
Thu, 11 Aug 1955	Post 78B renewed with 15 foot wooden mast.	(Vaugh 1994, Victorian Railways Chronological Index)
Fri, 12 Aug 1955	Post 73B renewed with 20 foot wooden mast.	(Vaugh 1994, Victorian Railways Chronological Index)
Sun, 11 Sep 1955	Post 79 renewed.	(Vaugh 1994, Victorian Railways Chronological Index)

ARHS Melb LOG Tour Notes Williamstown Time Ball Seaworks & HMAS Castlemaine

Date	What was done?	WN or WON Date
Fri, 30 Jun 1961	Boom barriers provided at Giffard Street in lieu of hand gates. Signals 1 and 16 fitted with motors. Lockbars 9 and 12 removed.	(Vaugh 1994, Interlocking Register, Locking Sketch)
Sun, 15 Mar 1964	Post 75 renewed.	(Vaugh 1994, Victorian Railways Chronological Index)
Sat, 26 Jun 1965	Down distant removed from Post 71. Provide fixed down distant on new post 69 further out (within Williamstown Beach station limits). Arm on Post 71, formerly Williamstown Beach's down Starting signal, now worked as down outer home signal. Down distant removed from Post 71 and new fixed Down distant provided on Post 69 further out. Home on Post 71, formerly Williamstown Beach's starting signal, now Williamstown Outer Home worked by lever 1.	(WN27/1965) (Vaugh 1994, Locking Sketch, WN27/1965)
Sun, 17 Oct 1965	Ann Street signal box abolished. Provide control panel in station office. Crossover X to up line abolished. Points down line to 2 road, 3 road to up line and Pier passenger line to No.2 road secured by Annett lock. Interlocked points in goods yard converted to hand points. Portion of goods yard out of use and points spiked. Local goods siding abolished, provide public siding in goods yard in lieu.	(WN43/1965) (Vaugh 1994, Interlocking Register, WN43/1965)
Mon, 6 Aug 1973	Platform extended.	(Vaugh 1994, Victorian Railways Chronological Index)
Wed, 17 Aug 1988	Annett-locked points at up end secured for mainline and Annett lock removed. Up home signal post 79 abolished. Provide baulk at down end of platform road, account closure of line to Pier.	(WN34/1988)
Tue, 1 May 1990	Home signals posts 71, 72 and 75 converted to lights.	(WN17/1990)
Tue, 11 May 1993	By this date, provide train stop at down home signal post 73 and fixed train stop facing up trains on down line, on up side of No.7 points.	(WN16/1993)
Sat, 12 Mar 2005	Additional track circuits were installed (turnout fouling project) to ensure train, broken rail and broken bond detection on main line turnouts	No reference given?
Fri, 17 Dec 2021	Signals WMN741, WMN743 and W502 are converted to LEDs.	(WON 50/2021, SW.608/2021)

Line History	Williamstown Line History	Section of Track Opened
Mon, 17 Jan 1859	Line Opened	Newport - Williamstown Pier
Mon, 17 Jan 1859	Double Line (assumed)	Newport - Williamstown
Sun, 29 Mar 1896	Double Line Block	North Williamstown - Williamstown
Mon, 9 Dec 1901	Double Line Block	Williamstown Beach - Williamstown
Thu, 1 May 1902	Double Line Block	North Williamstown - Williamstown
Sun, 8 Jan 1905	Large Electric Staff (passenger line) and Tyers No.5 Tablet (goods line)	Williamstown Beach - Williamstown
Sun, 8 Jan 1905	Parallel single tracks	Williamstown Beach - Williamstown
Sun, 30 Apr 1905	Double Line Block	North Williamstown - Williamstown
Sun, 30 Apr 1905	Double Line	Newport - Williamstown
Sun, 14 Jan 1906	Large Electric Staff (passenger line) and Tyers No.5 Tablet (goods line)	Williamstown Beach - Williamstown
Sun, 14 Jan 1906	Parallel single tracks	Williamstown Beach - Williamstown
Sun, 1 Apr 1906	Double Line Block	North Williamstown - Williamstown
Sun, 1 Apr 1906	Double Line	Newport - Williamstown
Mon, 21 Jan 1907	Large Electric Staff (passenger line) and Tyers No.5 Tablet (goods line)	Williamstown Beach - Williamstown
Mon, 21 Jan 1907	Parallel single tracks	Williamstown Beach - Williamstown
Mon, 8 Apr 1907	Double Line Block	North Williamstown - Williamstown
Mon, 8 Apr 1907	Double Line	Newport - Williamstown

ARHS Melb LOG Tour Notes Williamstown Time Ball Seaworks & HMAS Castlemaine

Line History	Williamstown Line History	Section of Track Opened
Wed, 3 Feb 1909	Large Electric Staff (passenger line) and Tyers No.5 Tablet (goods line)	Williamstown Beach - Williamstown
Wed, 3 Feb 1909	Parallel single tracks	Williamstown Beach - Williamstown
Mon, 12 Apr 1909	Double Line Block	North Williamstown - Williamstown
Mon, 12 Apr 1909	Double Line	Newport - Williamstown
Mon, 27 Dec 1909	Parallel single tracks	Williamstown Beach - Williamstown
Mon, 11 Apr 1910	Double Line Block	North Williamstown - Williamstown
Mon, 11 Apr 1910	Double Line	Newport - Williamstown
Mon, 2 Jan 1911	Large Electric Staff (passenger line) and Tyers No.5 Tablet (goods line)	Williamstown Beach - Williamstown
Mon, 2 Jan 1911	Parallel single tracks	Williamstown Beach - Williamstown
Mon, 29 May 1911	Double Line Block	North Williamstown - Williamstown
Mon, 29 May 1911	Double Line	Newport - Williamstown
Mon, 15 Jan 1912	Large Electric Staff (passenger line) and Tyers No.5 Tablet (goods line)	Williamstown Beach - Williamstown
Mon, 15 Jan 1912	Parallel single tracks	Williamstown Beach - Williamstown
Mon, 18 Mar 1912	Double Line Block	North Williamstown - Williamstown
Mon, 18 Mar 1912	Double Line	Newport - Williamstown
Mon, 13 Jan 1913	Large Electric Staff (passenger line) and Tyers No.5 Tablet (goods line)	Williamstown Beach - Williamstown
Mon, 13 Jan 1913	Parallel single tracks	Williamstown Beach - Williamstown
Mon, 10 Mar 1913	Double Line Block	North Williamstown - Williamstown
Mon, 10 Mar 1913	Double Line	Newport - Williamstown
Mon, 29 Dec 1913	Large Electric Staff (passenger line) and Tyers No.5 Tablet (goods line)	Williamstown Beach - Williamstown
Mon, 29 Dec 1913	Parallel single tracks	Williamstown Beach - Williamstown
Sun, 29 Mar 1914	Double Line Block	North Williamstown - Williamstown
Sun, 29 Mar 1914	Double Line	Newport - Williamstown
Mon, 22 Jun 1914	Double Line Block	Williamstown Beach - Williamstown
Sun, 2 Jan 1916	Large Electric Staff (passenger line) and Tyers No.5 Tablet (goods line)	Williamstown Beach - Williamstown
Sun, 2 Jan 1916	Parallel single tracks	Williamstown Beach - Williamstown
Mon, 8 May 1916	Double Line Block	Williamstown Beach - Williamstown
Mon, 8 May 1916	Double Line	Newport - Williamstown
Mon, 2 Aug 1920	Overhead Alive	Newport - Williamstown Pier
Fri, 27 Aug 1920	Electric Services Commence	Newport - Williamstown Pier
Wed, 25 Mar 1987	Line Closed	Williamstown - Williamstown Pier
Sun, 3 Aug 1997	Three Position Signalling Provided	Newport - Williamstown

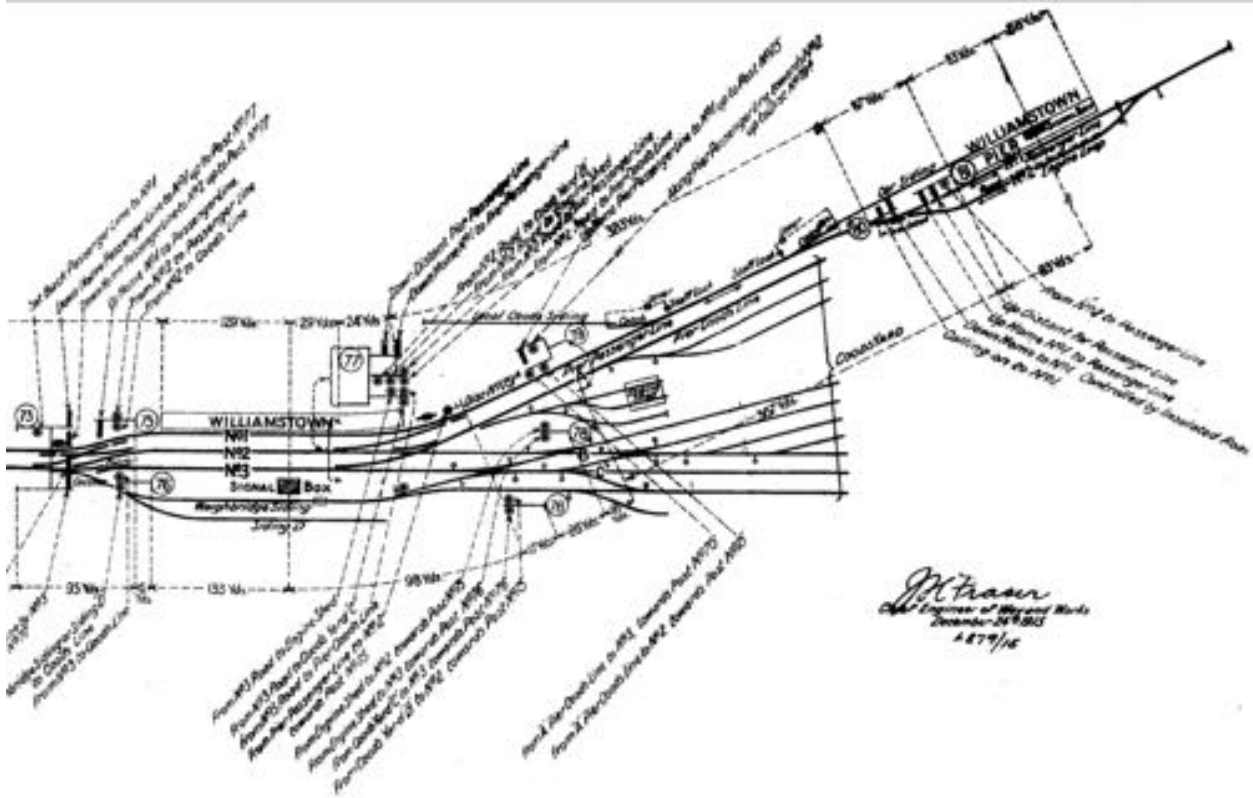
ARHS Melb LOG Tour Notes Williamstown Time Ball Seaworks & HMAS Castlemaine

Date	Williamstown Pier Station	WN or WON Date
Wed, 3 rd Oct 1857	A Temporary Station was opened on the 3rd October 1857 to replace Greenwich as the temporary terminus of Geelong Trains connecting to steamers on the Yarra River to Melbourne (and later to Sandridge) The Williamstown Pier station was demolished and replaced with a carpark following closure of the section of line from Williamstown to Williamstown Pier in 1987.	
Mon, 17 Jan 1859	Opened as Pier	
Mon, 3 Dec 1883	Interlocked with 12 lever frame (10 working).	(Vaugh 1994, Interlocking Register)
Wed, 20 Aug 1884	Locking altered: 4 locks 10.	(Vaugh 1994, Interlocking Register)
Thu, 5 Aug 1886	New 15 lever frame provided (12 working), possibly account provision of No.6 points.	(Vaugh 1994, Interlocking Register)
Thu, 29 Sep 1898	Additional lever working.	(Vaugh 1994, Interlocking Register)
Thu, 20 Oct 1898	Green all clear lights provided. Point indicators replaced discs.	(Vaugh 1994, WN15/1898)
Mon, 2 Jul 1900	By this date, special instruction issued re working engines to and from Pier when Pier box is closed. After the last passenger or goods train for the day is run, Pier box is closed and block working will cease. The engine of the last Down Williamstown passenger must proceed to Pier to o over the pit and return the next morning to form the first Up passenger. The engine is to proceed Down on the passenger line and Up on the goods line; the signals at Pier to be left at clear for these movements. After the engine's departure from Williamstown, the Signalman there is not to permit any movement on either line until the loco arrives back again the next day. On Sundays the carriages for the first Up may be propelled from Williamstown to Williamstown Pier.	(Vaugh 1994, WN01/1900)
Thu, 11 Feb 1904	By this date, special instruction altered. Block still suspended after last Up passenger train has run. Passenger line then closed except for passage of engine off last Down passenger to go over pit. Shunters to work signals at Pier as required.	(Vaugh 1994, WN05/1904)
Mon, 11 Apr 1904	By this date, special instruction altered. Signalman, Pier, to obtain permission of Signalman, Williamstown, before allowing any train to enter Goods line. Shunters not to foul Goods line without obtaining permission of Signalman, Williamstown. After passenger traffic has ceased, Shunters to carry out instruction for Signalman, Pier.	(Vaugh 1904, WN15/1904)
Sun, 8 Jan 1905	Pier Station relocated to new site. Signal box abolished and new 6 lever frame provided on platform, all working. Electric Staff working provided Williamstown - Williamstown Pier. Local Goods siding and carriage siding points secured by staff locks.	(Vaugh 1994, Interlocking Register, WN52/1904)
Mon, 21 Jan 1907	By this date, Special Instruction: When passenger traffic has ceased for the day, the Signalman at Williamstown may with draw a Pier staff and use it for trains on the Pier line.	(Vaugh 1994, WN03/1907)
Mon, 11 Jul 1910	By this date, a point indicator is provided on the catch points from the siding.	(Vaugh 1994, WN28/1910)
Mon, 25 Dec 1911	By this date, down home signal post 80 moved 20 yards further out.	(WN52/1911)
Mon, 15 Jan 1912	By this date, track locking provided through No.1 platform road. Provide calling-on arm, post 80. Signalmen to clear the calling-on signal prior to ceasing duty to allow engines to access coal stage. "Signalman to switch out the Calling On Signal from the Track locking before going off duty and switch it in again immediately on coming on duty each day."	(Vaugh 1994, WN03/1912)
1913	By this date, the signal box is open for all trains.	(Somersault Vol.3 No.1 p.9)
Thu, 4 Sep 1913	New 10 lever machine (7 working) provided in booking office. Additional signal lever in use.	(Vaugh 1994, Interlocking Register)
Fri, 1 Aug 1919	Passenger and goods administration separated, provide operator in charge.	(WN31/1919)
Mon, 2 Aug 1920	By this date, overhead alive from Spencer Street.	(WN31/1920)
Tue, 14 Jun 1921	By this date, provide train staff and ticket in lieu of electric staff from Williamstown.	(WN24/1921)
Tue, 28 Jun 1921	Gray Bros siding renamed Thompsons Pty Ltd siding.	(WN26/1921)
Tue, 18 Nov 1924	By this date, provide additional siding for Thompson and Company (Castlemaine) Pty Ltd.	(WN47/1924)
Tue, 25 Nov 1924	Post 81 moved 16 feet further out.	(Vaugh 1994, WN49/1924)
Wed, 19 Aug 1925	No.2 road abolished, disc on post 81 removed. Only two levers now working.	(Vaugh 1994, Interlocking Register, WN34/1925)
Tue, 20 Aug 1929	By this date, staff tickets not to be used between Williamstown and Williamstown Pier. Station worked under Guard in Charge conditions. Post 81 crossed. Post 80 normally at proceed. Driver to retain Staff when changing ends at the Pier.	(Vaugh 1994, WN34/1929)

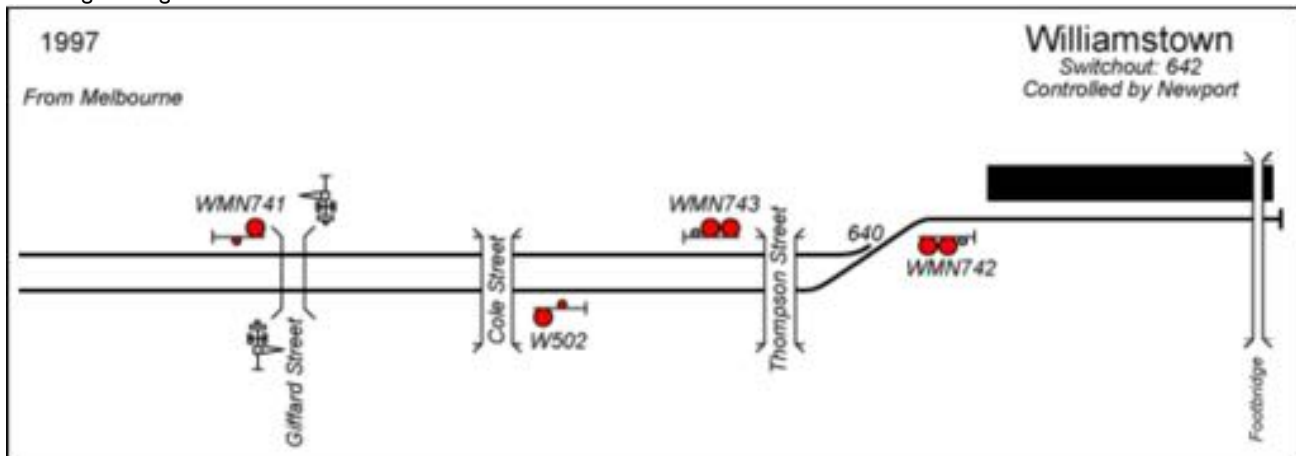
ARHS Melb LOG Tour Notes Williamstown Time Ball Seaworks & HMAS Castlemaine

Date	Williamstown Pier Station	WN or WON Date
Tue, 23 Jun 1936	By this date, provide crib crossing in lieu of footbridge.	(WN25/1936)
Tue, 4 May 1937	Up home signal post 81 moved 20 yards further out.	(WNI9/1937)
Tue, 8 Dec 1953	By this date, Breakwater Pier tracks dead-ended at railway boundary.	(WN49/1953)
Tue, 3 Aug 1954	Interlocking and up home signal post 81 abolished, down home signal post 80 worked by quadrant lever on platform, secured reverse by 5P padlock.	(Waugh 1994, WN33/1954)
Tue, 28 Feb 1956	By this date, Gellibrand Pier closed.	(WN09/1956)
Mon, 24 May 1965	Stationmaster removed.	(WN21/1965)
Tue, 1 Jun 1965	By this date, caretaker in charge.	(WN22/1965)
Nov-1973	<p>Marshalling of Trains Tank Wagons containing inflammable liquids or gases: Tank Wagons containing inflammable liquids or gases: Must be marshalled in front of train as far as practicable and except as shown below, at least two four-wheeled wagons or equivalent are required between- Must be marshalled in front of train as far as practicable and except as shown below, at least two four-wheeled wagons or equivalent are required between-</p> <p>(i) The loaded tank wagon and the locomotive</p> <p>(ii) The loaded tank wagon and any vehicle containing passengers (Mixed train)</p> <p>(ii) The loaded tank wagon and any vehicle containing passengers (Mixed train)</p> <p>(iii) The loaded tank wagon and any vehicle containing explosives (up to 300 lbs of explosives or 10,000 detonators).</p> <p>(iv) The loaded tank wagon and any vehicle containing highly inflammable material such as hay, straw, lime etc.</p> <p>Exceptions:</p> <p>(a) Not less than 3 vehicles or the equivalent thereof between any loaded tank wagon and any vehicle containing more than 300 lbs of explosives or more than 10,000 detonators.</p> <p>(b) Oil tank wagons for conveyance of V.R. diesel fuel may be marshalled next to locomotive. (c) Tank wagons containing inflammable liquids may be marshalled together and tank wagons containing inflammable gases may be marshalled together but except as shown in section (d) hereof, one vehicle must be marshalled between tank wagons containing inflammable liquids and tank wagons containing inflammable gases.</p> <p>(d) Tank wagons containing inflammable liquids or gases may be marshalled next to the locomotive and may be marshalled together on pilot movements between Melbourne yard and Williamstown Pier and the oil sidings at Newport, Yarraville, Spotswood and Paisley, between Port Melbourne and the oil sidings in the area and between North Geelong and oil sidings in the Geelong area, and at any location on pilots used at sidings within station limits or any switches to and from sidings outside station limits.</p> <p>Explosives (Marshalling) On mixed or goods trains the minimum number of intervening vehicles (not containing explosives or inflammable material), shall be as follows: (i) Vehicles containing not more than 300 lbs of explosives other than detonators and not more than 10,000 detonators and the locomotive or brake van or passenger carriage (mixed train) - one or more vehicles. (ii) Vehicles containing more than 300 lbs of explosives other than detonators and more than 10,000 detonators and the locomotive or brake van or passenger carriage (mixed train) - not less than 3 four-wheeled vehicles or the equivalent thereof. (A guide to rules and regulations - AFULE November 1973 p.15-16)</p>	

Line History	Williamstown Pier Line History	Section of Line
Mon, 17 Jan 1859	Line Opened	Newport - Williamstown Pier
Mon, 2 Aug 1920	Overhead Alive	Newport - Williamstown Pier
Fri, 27 Aug 1920	Electric Services Commence	Newport - Williamstown Pier
Wed, 25 Mar 1987	Line Closed	Williamstown - Williamstown Pier



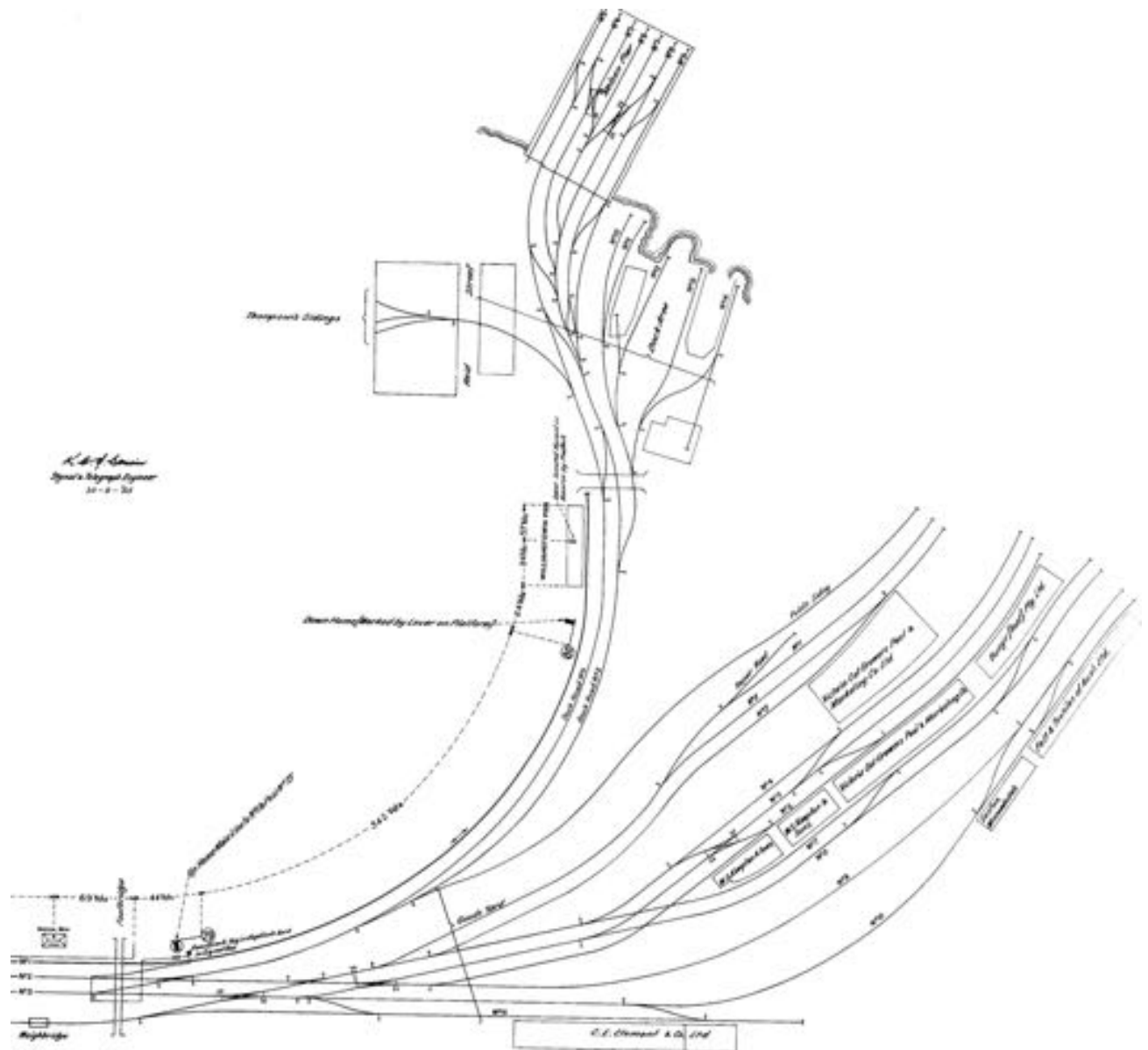
Williamstown Beach to Williamstown Pier 1915-040 portion of covering Williamstown to Williamstown Town Pier, There were two Signal Diagrams created in 1915, the first 1915-039 dated 10-12-1915, the second above called 1915-040 dated 24-12-1915. I have looked at the drawings closely, but I cant see the difference, but obviously something is different. The VR Signal Drawings rarely have change note information on them to show what the updates & changes that were made? GWA Signal Diagram Collection.



Williamstown 1997 drawing from Vicsig.net.



HMAS Castlemaine Crew 1942 1945



Williamstown Beach to Pier 1965-024 partial showing Pier & Goods Sidings dated 30-09-1965.

This drawing starts from the Williamstown Platforms shown bottom left of Drawing.

Why the earlier drawings did don't show these Pier & Goods Sidings is a mystery?

Notice the Thompson Sidings going off to the left? Is this Thompsons of Castlemaine, see reference in Williamstown Station History dated Tue, 28 Jun 1921. GWa Signal Diagram Collection.

Timeball Tower

The Williamstown Lighthouse more commonly known as the Williamstown Timeball Tower, is situated at Point Gellibrand, in the Melbourne suburb of Williamstown.

History

It was erected in 1852, with an unusual square form, and replaced earlier navigational aids established from the time of the first settlement in 1835. It is 17 metres high, and situated at an elevation of 22 metres. Built of local bluestone (basalt), it is the second-oldest lighthouse in Victoria after the one at Cape Otway.

The first lighthouse on the site was built in 1839–40. That timber structure was replaced with a square bluestone lighthouse tower, designed by Henry Ginn. The bluestone section has battered lower storeys, featuring rusticated masonry with smooth string courses, and had a castellated parapet with mast and spherical, copper-plate timeball above. The masonry was quarried and worked by prisoner labour. Four lamps were shining in May 1849, and a larger lamp was installed in August 1849.

The timeball apparatus operated until August 1926. A large copper ball encircled the central mast and rested at the bottom in a catcher cup of iron when not in use. Each afternoon, the ball was raised to the top of the mast and dropped at precisely one o'clock, to allow the captains of ships moored offshore to check the accuracy of their marine chronometers. The tower provided an additional time signal at eight o'clock each night by means of eclipsing the lantern of the lighthouse.

After the timeball ceased to operate, the apparatus was dismantled. In 1932, the tower was adapted for better use as a lighthouse. It was increased to a height of 98 feet (30 m) by the addition of a circular brick tower 30 feet (9 m) tall. The lighthouse operated in that fashion until 1987. In 1989, the circular brick tower was removed by the Williamstown Historical Society so that the square tower could be restored and the timeball apparatus reinstated.

Seaworks

Seaworks Foundation is a community-based not-for-profit entity established to preserve and celebrate Victoria's maritime history.

It operates out of the Seaworks maritime precinct, a 2.74 hectare site on Williamstown's waterfront comprising a number of heritage buildings, including the oldest surviving morgue in Victoria and 1880s sheds relocated from North Wharf up the Yarra River in the 1920s.

Seaworks Foundation has been the custodian of the site since 2006 and runs a [maritime museum](#) in one building.

Seaworks provides spaces for maritime, recreational, educational, artistic and commercial activities, annually attracting more than 150,000 visitors from across Victoria, interstate and overseas. It has been a port of call for tall ships and other historic vessels for nearly two decades.

DEAD EXCITED FOR THE MORGUE RESTORATION

"Dead" Excitement as Seaworks Secures \$150,000 Grant for Former Williamstown Morgue Restoration from Westgate Tunnel Partnership Grant

We are thrilled to announce that Seaworks has been selected as a recipient of the second round of the Westgate Tunnel Partnerships Grants, receiving a generous grant of \$150,000. This funding will be instrumental in the restoration of the Former Williamstown Morgue, a historical landmark located at Seaworks Williamstown.

Constructed in 1859, the Former Williamstown Morgue has long stood as a testament to the rich heritage of Melbourne's maritime history. This iconic building, designed by James Balmain and originally constructed by HR Thomas and HR Hunt, represents an early example of a Public Works-designed building in the Georgian style. Located in the heart of Williamstown, the original port of Melbourne, it has played a pivotal role in the region's history, serving as a hub for maritime activities and port facilities until the late 19th century.

The Former Williamstown Morgue, listed on the Victorian Heritage Register, is a cultural asset of historic, social, and aesthetic significance. Over the years, it has remained a source of fascination for both locals and visitors, with its rich history and unique architecture.

The grant provided through the Westgate Tunnel Partnerships Grants will be dedicated to the completion of remediation works aimed at addressing significant deterioration within the Morgue. Once these restoration efforts are completed, the building will be reopened to the public, allowing visitors to explore its captivating stories and its vital role in Melbourne's maritime history.

In addition to the grant from the Westgate Tunnel Partnerships, Seaworks has partnered with the Hobsons Bay City Council, demonstrating its unwavering support for this remarkable project. The Council has contributed funds for the Condition Report of the Morgue and has provided the services of their heritage officers to ensure the project's success.

Upon its completion, the Former Williamstown Morgue will offer visitors the opportunity to take educational tours conducted by Seaworks volunteers, offering a unique and immersive experience into Melbourne's maritime heritage.

The restoration of this historic building is more than just a preservation effort; it represents an investment in the cultural, creative, and visitor activations of this iconic location. Situated within a heritage streetscape of state significance and adjacent to the hospitality, retail, and visitor precinct, the Morgue is poised to become a focal point for tourism and a source of pride for the community.

This project aligns with Seaworks' commitment to preserving and celebrating Melbourne's rich maritime history, and the support from the Westgate Tunnel Partnerships and Hobsons Bay City Council will undoubtedly help breathe new life into this historic gem.

Opened in 2011, the museum has built up a significant collection of material largely through donations from the Port of Melbourne Corporation, the National Trust and many individuals.

The collection continues to expand with new and improved displays being developed to tell many of the amazing stories surrounding Seaworks, Williamstown Dockyards and the Port of Melbourne.

It is staffed by a number of volunteers.

Exhibitions in the Maritime Museum include the First Fleet, prison hulks, Melbourne Harbour Trust and the Colonial Navy. The museum also includes an extensive library of maritime books and a collection of ship photographs.

The Maritime Museum welcomes visits by school and community groups.

HMAS Castlemaine

After WW II, along with other corvettes and 'River' class frigates, HMAS Castlemaine became part of the Reserve Fleet (mothball fleet) kept at Geelong. She was regularly towed to Williamstown Dockyard for dry-docking and maintenance, and returned to Geelong.

In 1955 the ship was allocated to Flinders Naval Depot (HMAS Cerberus) for use as a stationary training ship for engine-room artificers and shipwrights.

To prepare for this role she was towed to Williamstown dockyard for a complete engine overhaul. All non-essential equipment, such as guns, radar, radio, asdic, boats, minesweeping gear and deck fittings were removed. The crew's mess was gutted in preparation for the engine room artificer's instruction place and work areas.

A steaming crew joined the ship for the voyage to the wharf beside the Seamanship School at HMAS Cerberus that was to become her home for the next 15 years. After arriving at her new berth HMAS Castlemaine was moored to the wharf, the boilers were flashed and the engines and propellers turned slowly. The ship's decks were stripped bare and little rigging remained.

The shipwrights flaked out the anchor cables on the wharf as part of their training. The former mess deck was turned into a workshop and the minesweeping store into a classroom for the recruits. The small arms magazine was turned into a damage control compartment, which was flooded with water through water-boxes that had various sized holes and splits in them. The damage control parties had to enter the compartment and plug the holes. As water poured in, smoke bombs were activated and lights extinguished.

With the building of a new engineering school at HMAS Cerberus, HMAS Castlemaine's role as a training ship was reduced, especially as training methods and new technology was introduced to the syllabus. Parts of the engines and boilers were removed to the classrooms as models. During 1967 a study was undertaken regarding the practicality of converting her to a tank cleaning vessel, similar to HMAS Colac. The project was abandoned, and Castlemaine remained at HMAS Cerberus, rusting away.

The Cerberus Trust had been established in 1970 by dedicated volunteers for the express purpose of preserving HMVS Cerberus, a pre-federation ship of the Victorian navy, and the group was also interested in acquiring and preserving a corvette.

The Maritime Trust of Australia Inc. was established in 1974 to take responsibility for the restoration and preservation of the ship. By then Castlemaine was little more than a rusty and gutted hulk, stripped of all her deck fittings, winches and armaments. Inside was not much better; there were neither light fittings nor bridge equipment. Below decks, the engines and boilers were in pieces. The work to transfer the ship from HMAS Cerberus to Melbourne began in earnest. The ship had to be hammer tested and surveyed for the return to Melbourne and her role as an historic vessel.

A detailed inspection of the engines and boilers found it too costly for them to be readied for the ship to proceed under her own steam. Arrangements were then made for a tow. In February 1974, a party of volunteers arrived on the ship to prepare her for sea and the long tow back to Melbourne. The Melbourne Harbor Trust Commissioners offered the use of a berth at South Wharf just below Duke and Orr's dry dock which is now the permanent berth of Polly Woodside. HMAS Castlemaine was towed from HMAS Cerberus to her new berth in June 1974. Once she was safely secured alongside cleaning and restoration began. The ship was opened to the public almost immediately.

Negotiations began with the Victoria Government for a lease of the Duke & Orr site, but before this was completed it was announced that a new river crossing would be built downstream of Duke & Orr (the Charles Grimes bridge) and this would effectively land lock Castlemaine. The Maritime Trust then commenced negotiations with the Melbourne Harbor Trust to berth the ship at Gem Pier, Williamstown near the shipyard in which she was built. Those negotiations were successful and the vessel was moved to her new berth in September 1976.

In 1992 the ship was moved back to the Yarra River (No.15 North Wharf) whilst Gem Pier was rebuilt. On August 9, 1993, whilst at her temporary berth HMAS Castlemaine was struck and severely damaged by another ship attempting to berth nearby. HMAS Castlemaine returned to Gem Pier on March 1, 1994 after repairs were completed.

Since 1974, HMAS Castlemaine has been slowly restored to her 1945 configuration. The main mess deck has been turned into a museum area. The bridge, captain's cabin, chart room and officer's accommodation have been restored. The boiler and engine rooms have been overhauled. The engines are now in a working condition. The quarterdeck is fitted with minesweeping gear once again.

HMAS Castlemaine has the distinction of being the first warship preserved in Australia. She has now been joined by World War II veterans HMAS Diamantina in Queensland and HMAS Whyalla in South Australia. The National Maritime Museum at Sydney, New South Wales, has three post World War II warships on display.

Two books on the History of the HMAS Castlemaine & the RAN Corvettes are available for sale on board or via the website.



View from Footbridge at Williamstown Station down end looking towards Williamstown Pier Station JR Image

Centre for Communication

Calculating when to drop the ball fell to the responsibility of an astronomical observatory — constructed here in 1853 and later moved to Melbourne's Botanic Gardens.

A year later, a significant step in ending Australia's isolation was the building of an Electric Telegraph Station at Point Gellibrand, linking the distant colony to England. At this time the timeball was moved to the Telegraph Station.

The bluestone lighthouse was converted to a timeball tower in early 1861 and a floating lightship was moored offshore.

"...and a Beacon or Tower should be erected on this point..."
Governor Bourke, 1837

Before radio and satellites, how did a ship find its way from England to Australia?

Navigating the seas required an accurate chronometer (a ship's timepiece) and a sextant (device used to determine the position of the stars in relation to the horizon) that together were used to determine the location of a ship. As a ship sailed within sight of a timeball tower, the chronometer would be reset according to the dropping of the ball.

The timeball tower was originally built as a lighthouse in 1829. During this period, a canvas bound timeball was hoisted on an adjacent flagstaff and dropped at exactly 1pm everyday.

Keeper of the Timeball

Just before 1pm every workday, retired Able Seaman Richard Vaughan would hoist the ball to the top of the mast. When the Observatory signalled, the ball would be dropped.

"... we used to go with him when we were children. He was there in his uniform, with his walking stick — but you had to behave yourself!"
Local Mary Wiffin.

In 1926, Richard fell ill for ten days and then passed away. In that time the timeball did not drop and this role was then taken on by the Melbourne Harbour Trust in June 1926. On the 1st of September 1926 the operations of the timeball tower were discontinued.

Plaque at Timeball Tower JR Image



HMAS Castlemaine at Gem Pier, HMAS Castlemaine website image.



The Timeball Tower JR Image

Notes compiled by Geoff Wallace from various sources including my Signal Diagrams GWA & Photos, <vicsig.net>, Williamstown Time Ball Wiki Page, images from John RUDDOCK JR and HMAS Castlemaine Website <<https://hmascastlemaine.org.au>>