



AUSTRALIAN RAILWAY
HISTORICAL SOCIETY

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ARHS Melbourne Luncheon Outing Group, Webb Dock Goods Line, Limerick Arms Hotel for Lunch, then visit the new South Yarra Siding Park.

This month we have a 'walk of discovery' along the old Webb Dock railway & across to the new South Yarra Siding Park between the Sandringham & Frankston lines. There will be a lot of walking for those who can handle it, approximately 2.5 km & a non-walking alternative.

Bold Text is non-walkers in the times listed below.

Time	Map Reference	Activity
9:30	1	Walkers catch a route 11 or 48 tram in Collins St Extension.
9:35		Alighting at the Harbour Esplanade/Collins St stop. We walk over the old railway bridge now known as the Webb Bridge to the Eighteen Pence Lane stop in Lorimer St.
10:10	2	Non-walkers will meet at Southern Cross.
10:32	3	Non-walkers walk to catch the 237 Bus in Collins St and meet the walkers at the Eighteen Pence Lane stop where the walkers will board the bus.
10:36		Catch the route 237 bus
	5	The bus follows the railway which will be on the right-hand side of the bus from the Bolte Bridge westwards. We all alight at the Department of Defense Science bus stop in Lorimer St. Walkers will cross the road & walk beside the abandoned railway to the Wharf Rd terminus of the route 235 bus.
	6	Non-walkers can catch a 235 bus at the Department of Defense Science bus stop to the Wharf Rd terminus right beside the railway track & wait for the walkers to arrive. Non-walkers can view the overgrown remains of the track at the Wharf Rd Terminus.
11:13	7	Both groups catch the next route 235 bus. We then journey back to Spencer St. We will pass through the industrial area of Fishermans Bend along Williamstown Rd... all planned to become high-rise towers & an 'employment' zone.
11:56	8	We then catch a route 12 tram at the Spencer St/Collins St stop at 11:56 down Clarendon St to the corner of Park St.
12:06		Arrive for lunch at the Limerick Arms Hotel.
13:30	9	Leave the Hotel at 13:30 & walk one kilometre along Park Street to ANZAC Station.
	10	A tram alternative is available for non-walkers. Take Route 1 Tram to Arts Centre & change to Route 58 to ANZAC Station.
	11	From there, we continue on a route 58 tram to South Yarra Station & walk down the Lovers Walk path beside the railway to Chapel St. We'll pass the new entrance to the Metro tunnel. Note the HCMT trains on the Dandenong line travelling direct to Sth Yarra, from 2025 they will enter the Metro tunnel & not be seen between Sth Yarra & Sth Kensington ever again!
	12	Non-walkers can make the shorter journey from the station down Osbourne St to the footbridge over the Sandringham line direct to the park.
	13	We cross the railway in Chapel St & walk along Arthur St beside the railway to the new South Yarra Siding Park. With the coming of the Metro tunnel a substation has been built in the junction with this new park built on top of it. We might be in time to see the down steel train or the up Maryvale freight. Walk back to South Yarra Station, Tour will finish here.

Full Notes of the Tour prepared by Jonathan Scutt. Précised on previous page to show the times etc.

This month we have a 'walk of discovery' along the old Webb Dock railway & across to the new South Yarra Siding Park between the Sandringham & Frankston lines. There will be a lot of walking for those who can handle it, & a non-walking alternative.

Walkers meet at Southern Cross Station at the Waiting Room opposite Platforms 5 & 6 at 9:15.

Walkers catch a route 11 or 48 tram in Collins St Extension about 9:30 am alighting at the Harbour Esplanade/Collins St stop.

We walk over the old railway bridge now known as the Webb Bridge to the Eighteen Pence Lane stop in Lorimer St to catch the route 237 bus at 10:36. We alight at the Department of Defense Science bus stop in Lorimar St. The bus follows the railway which will be on the right-hand side of the bus from the Bolte Bridge westwards.

Non-walkers can walk to the bus stop at Collins St/Batmans Hill Dr to catch the 237 bus at 10:34 then catch a 235 bus to the Wharf Rd terminus right beside the railway track.

From the bus stop we cross the road & follow the railway on foot as it winds its way in an S-curve from Lorimer St to Wharf Rd. We will then walk down to the bus terminus to join the non-walkers.

There is no point trying to walk the line beyond the terminus to Webb Dock as the track is too rough & overgrown. There is also no parallel footpath only a private road into the Boeing factory.

Non-walkers can view the overgrown remains of the track at the Wharf Rd terminus then catch the next route 235 bus at 11:13. We then journey back to Spencer St. We will pass through the industrial area of Fishermans Bend along Williamstown Rd... all planned to become high-rise towers & an 'employment' zone.

The bus stops outside the old VR head office at 11:32 & we will walk to Southern Cross station for another toilet stop.

We then catch a route 12 tram at the Spencer St/Collins St stop at 11:56 down Clarendon St to the corner of Park St for lunch at the Limerick Arms Hotel arriving at 12:06. The hotel opens at 12:00 so there is no need to get there early.

We will leave the restaurant at 13:30 & walk along Park St where a connection will be built between the route 1 tram line & route 58. In the future trams will be diverted out of St Kilda Rd to Clarendon St & terminate in Spencer St or possibly the new Arden station. Plans are still rather up in the air, but we will look at Park St before it all changes!

Non-walkers can take route 1 to Kings way & catch a route 58 to Anzac to view the changes at this location since our last visit... especially the refurbishment of the South African monument.

From there we continue on route 58 tram to South Yarra station & walk down the Lovers Walk path beside the railway to Chapel St. We'll pass the new entrance to the Metro tunnel. Note the HCMT trains on the Dandenong line travelling direct to Sth Yarra, from 2025 they will enter the Metro tunnel & not be seen between Sth Yarra & Sth Kensington ever again!

There used to be check rails on the Dandenong line many years ago, so tight that the C class steam engines would get stuck in them & need a bank engine to push them out! No check rails now but lots of flange squealing from the tight curves!

We cross the railway in Chapel St & walk along Arthur St beside the railway to the new Sth Yarra Siding Park. There is no mention of why it is named thusly. With the coming of the Metro tunnel a substation has been built in the junction with this new park built on top of it. We might be in time to see the down steel train or the up Maryvale freight.

Non-walkers can make the shorter journey from the station down Osbourne St to the footbridge over the Sandringham line direct to the park.

Then enjoy the idyllic surrounds & the squeal of flanges, then walk back to South Yarra station where the tour ends & everyone can disperse in whatever direction they wish.

The Webb Dock Goods Railway line is a former Goods or Freight Railway Line in Melbourne, Victoria, Australia.

History

On 27 February 1986, the Webb Dock Goods line was opened by Minister for Transport Tom Roper. It was built as a freight line to service the Webb Dock container port in Melbourne, with provision for the line to be converted to dual gauge. This attracted some controversy, as the line used 1,600 mm broad gauge, which was criticised by ANL, claiming that it was costing the shipping industry millions of dollars per year (ANL contributed to the building of the line, and used dual gauge within its area of the dock).

The line commenced near Spencer Street station, passing through what is now Docklands Stadium, before crossing the Yarra River via a bridge and then running west, parallel to Lorimer Street. It turned south at Todd Road, before turning west, parallel to Wharf Road, and beneath the West Gate Bridge, to Webb Dock.

After being opened, the line spent months with few (if any) trains using it, reportedly due to a clerk's dispute and shunters strike. By July 1986, trains were running on a regular schedule most nights.

It was last used in 1992 and formally closed on 14 June 1996 as part of the construction of the Docklands Stadium. The bridge over the Yarra River was converted to a footbridge. Much of the line west of the Bolte Bridge remains in situ.

Earlier plans for the line included running it via the Port Melbourne beachfront. However, after opposition from local residents, the plans were dropped.

The Victorian Freight Plan calls for a freight link to Webb Dock.

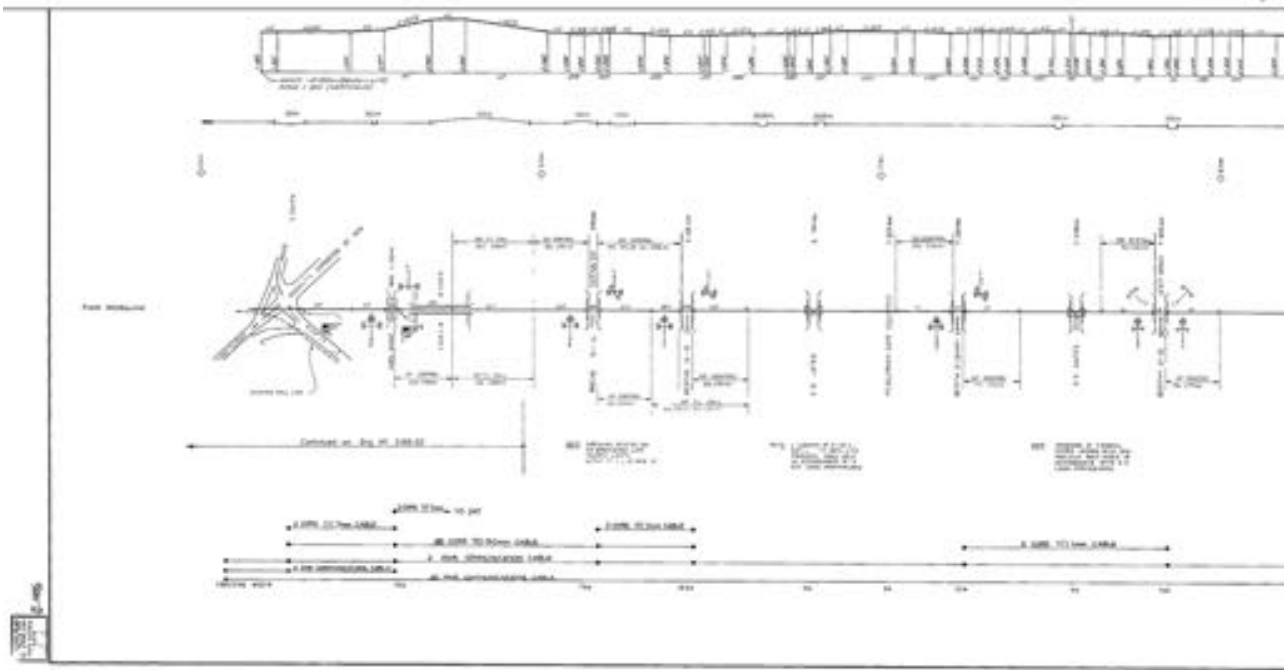
Wikipedia Webb Dock Goods Line

Date	What was done	WN
3-12-1986	Webb Dock Goods Line open for Traffic. Provide Train Staff & Ticket System West Tower - Webb Dock. Staff Tickets not to be used. Provide Dwarf Signals to control movements between No 5 & 6 Sheds and across the Grade & Road Crossing for the Webb Dock Line & Piggott Street Siding at Footscray Road. Provide Flashing Lights North Wharf Road, Lorimer Street, Williamstown Road and at entrances to Berths 12 - 14, 15 - 19. 27 - 32 South Wharf & 2 unnamed Level Crossings. Provide Automatic Operation of Security Gates. Webb Dock Marshalling Yard has 3 Roads & Loco Release Road at Down End & Shunting Neck at Up End. Australian National Line Terminal has 3 Roads with Loco Release Road at Down End.	WN 3 1986

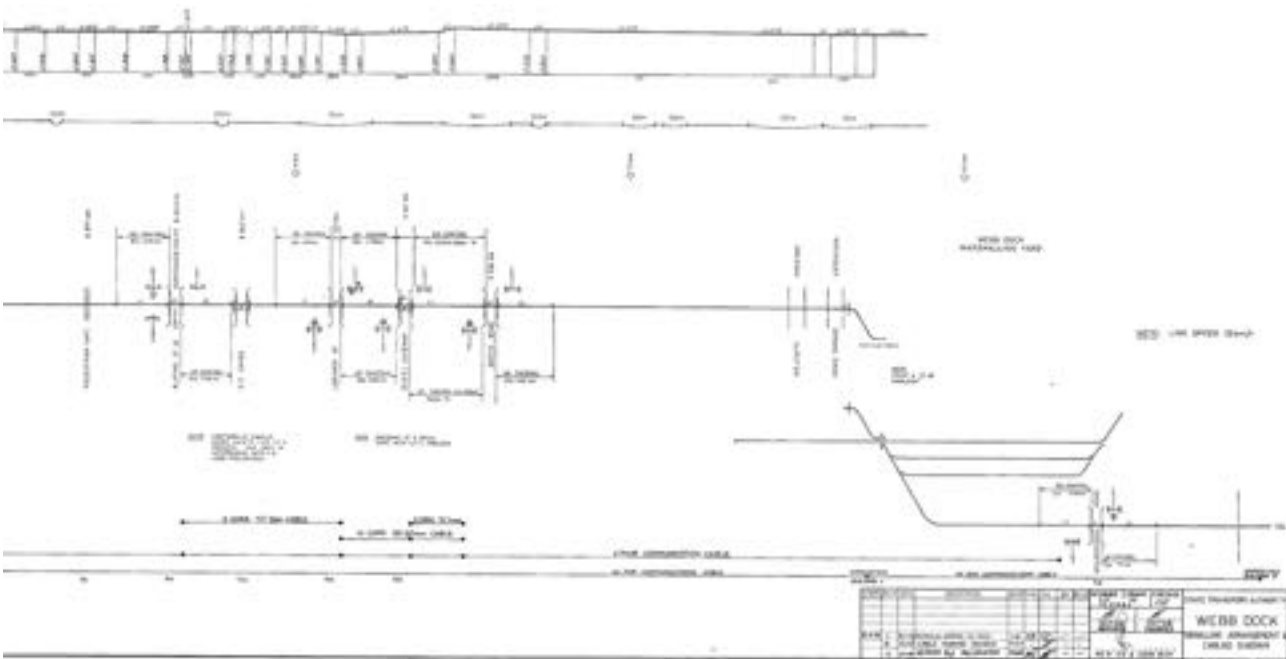
Above text from the book, Weekly Notice Extracts 1894 -1994 by Alan Jungwirth & the Late Keith Lambert. The website vicsig.net has no information on the Webb Dock Line.

Line History

27 February 1986	Line opened by Transport Minister Tom ROPER	Spencer St Yard to Webb Dock
14 June 1996	Line Closed, due to Development of Docklands Stadium in former Spencer St Rail Yards.	Spencer St Yard to Webb Dock



Webb Dock Line Signal Diagram LHS victorianrailways.net



Webb Dock Line Signal Diagram RHS victorianrailways.net

Information from the web, images from various sources, WL Weston Langford.com, WongM.com, name shown when known & Wikipedia.

Notes compiled by Geoff Wallace

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Up Freight B 76 19890105 WL



Webb Bridge built for trains now pedestrians 2003 1107 WL



View from Westgate Bridge of Webb Dock Goods line under construction Flickr.com



Looking South on Todd Rd at Wharf Rd 20081026 WongM.com



Baulks at Webb Dock 20081026 Wongm.com



Todd & Wharf Rd 200810126 Wongm.com



Webb Dock Opening Plague 19860227 WL



Webb-Dock-Rail-Reserve-sign-Lorimer-St-w portplaces.com



Australian National Webb Dock Yard 19850918 WL



Where track crossed Harbour Esplanade 20021226 WL



Track curving out from under Westgate Bridge 20201212 Floyd Bromley Flickr



Webb Dock Rail Link Yarra River Bridge south end now used for Pedestrians & Cyclists 19850918 WL



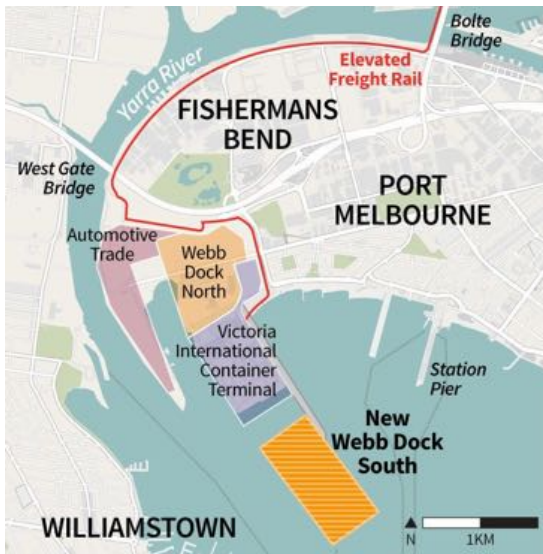
Steamrail K183 with Y164 Trailing 19930313 WL



P21 & P22 on opening day with Ministerial Up Special 19860227 WL



A map showing the preferred route for a future underground railway to service Fishermans Bend, which revises the original route and station locations proposed in the 2018 Fishermans Bend Framework Document. Department of Transport and Planning The Sunday Age Newsrail 202407 p236



Webb Dock map of New Freight Line Proposed- Alchetron.com

Note: New Webb Dock South built on land created or built on stilts presumably.



Map bottom of previous page prepared by Johnathan Scutt.

Fishermans Bend Railway Route

The Victorian Government announced on Sat.8.6.2024 that it has endorsed a preferred route for a possible future rail tunnel through Fishermans Bend and Docklands for suburban trains.

See the top image on the previous page.

The proposed underground rail route is expected to form part of the larger Metro Tunnel 2 project, a proposed underground railway with two Yarra River crossings that will run from Newport to Clifton Hill via Fishermans Bend and the Melbourne Central Business District.

The announcement of the route comes less than five months after reports that a proposed tramway to Fishermans Bend, which was expected to be operational by 2025, is now unlikely to be built before the end of the decade.

The Sunday Age reported in January that University of Melbourne's decision to establish a new engineering campus at the former Holden factory at Fishermans Bend was based on the understanding that the proposed tramway and later railway connections would be built.

The Victorian Government has described Fishermans Bend as Australia's largest urban renewal area, and projects that it will be home to 80,000 residents, 80,000 workers and 20,000 tertiary students by 2050.

However, The Sunday Age further reported that investment in commercial and residential development was potentially at risk, with the property industry warning that projects may not go ahead until developers had certainty that the tramway or underground railway would be built.

Department of Transport and Planning, The Sunday Age Newsrail 202407 p236

Information from the web, images from various sources, WL Weston Langford.com, WongM.com, name shown when known & Wikipedia.

Notes compiled by Geoff Wallace

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