
RAILWAY PIER

Location

BATTERY ROAD WILLIAMSTOWN, HOBSONS BAY CITY

Municipality

HOBSONS BAY CITY

Level of significance

Heritage Inventory Site

Heritage Inventory (HI) Number

H7822-0557

Heritage Listing

Victorian Heritage Inventory

Interpretation
of Site

A dressed basalt retaining wall was evident at the end of the pier and to part of the west side of embankment is still visible. The extent of original timber structure is unknown, but the piles appear to date from original structure, with much of original stonework now covered over and some older sections of pier at point of collapse. The site consisted of timber piles with modern concrete deck that extended from a bluestone embankment of dressed basalt retaining wall at the shoreward end. Part of the west side of embankment was from 1850's, and although some timbers had been replaced, some appear to be original. Much of embankment is now covered over, but retains original form and layout as well as some original fabric. Many original pier piles have been collared with concrete, and the decking is in a poor state of repair. The crossbeams and other supporting structure are in good condition overall, with isolated sections that have collapsed.

Railway/Gellibrand Pier, along with Breakwater Pier, is associated historically with Point Gellibrand. Both structures had a major impact on the success and prominence of the Point in the early maritime history of Victoria. The Railway/Gellibrand Pier demonstrates an association with the economic growth of Victoria. The Pier, one of the earliest major shipping piers on Hobsons Bay, was of great importance to the work and grain trade. The Pier was an important element in the Melbourne Williamstown railway line. This line facilitated the import and export of goods to and from ships in the bay. The remnant rail tracks on the Pier are important to an understanding of the history of the site.

Gellibrand/Railway Pier is listed on the VHR as H1088, see Heritage Register File.

Other Names GELLIBRAND PIER,

Hermes
Number 13939

Property
Number

History

The History of this site has been substantially documented in the Hermes Register file H1088.

The Gellibrand Railway Pier was constructed between 1854 and 1859 by the Melbourne Mount Alexander and Murray River Railway Company. The first stage of the work, undertaken by contractors Musson and Bourne, involved the construction of a solid jetty embankment, some 244 metres long, into the bay, part of which is now covered by the approaches of the existing Pier. In 1854, a 2.6m high railway line was to be carried out onto Gellibrand Pier, and it was recommended that a tunnel be constructed to allow access through to Convict Jetty. In 1857 contractors Evans Merry & Co built a 183 metre timber extension. The original two major wings on each side of the Pier were altered and extended until their removal sometime between the early 1880's and 1894. The Pier was remodelled and extended in 1963 to take super tankers. The Pier, with the alterations and extensions that have taken place through its history, demonstrates the changing functions and uses of the pier from its original purpose as an important element of the Melbourne to Williamstown railway line and its role in the grain and wool trade to its current role in handling the exports and imports of the oil and petrochemical industry of Victoria.

This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place source.

For further details about Heritage Overlay places, contact the relevant local council or go to Planning Schemes Online <http://planningschemes.dpcd.vic.gov.au/>