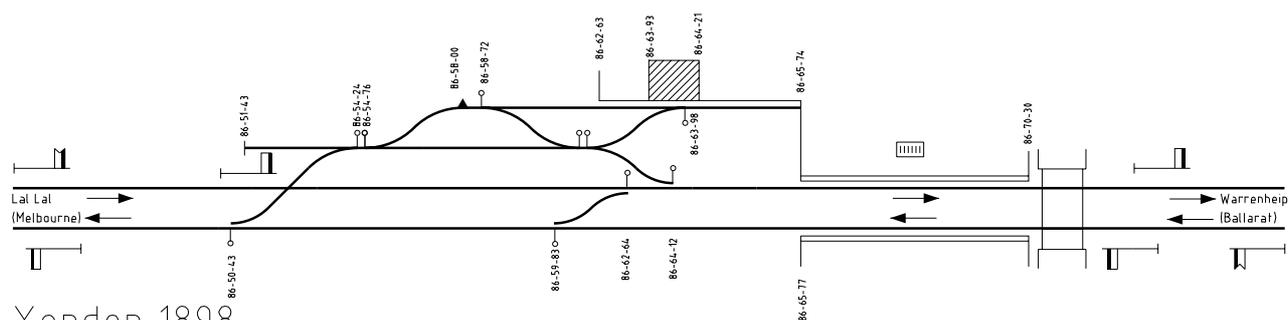


# Yendon - Navigator

YENDON

87 MILES 12 CHAINS 67 LINKS, 120.640 KM

- 11.04.1862 Probably opened for passengers with commencement of regular traffic between Geelong and Ballarat. Official opening of Geelong - Ballarat line was the previous day (10.4). Traffic returns in the Select Committee's report quote an opening date of either 10.4 (Appendix N) or 12.4 (Appendix A). Station originally named 'Buninyong'. Station building was not complete on opening day, walls were only about four feet high. Double track extended from North Geelong to nearly Buninyong (Yendon). (Report of the Select Committee of the Legislative Council on Railways (Votes & Proc Legislative Council 1862-3, The Star 11.4.62)
- 20.08.1862 Probably opened for goods traffic. Goods traffic between Geelong and Ballarat commenced on this day. Definitely open for goods traffic by or in January 1863. (The Star 20.8.62 p1, VPP 1862-3 Vol 2 p1, Victorian Railways to '62, Leo J Harrigan)
- (1864) Special Instruction: No train may leave for Ballarat within 15 minutes of a preceeding train (CDGD)
- (30.06.1876) By this date renamed Yendon from Buninyong. On 2 August 1876 a protest meeting was held about the change of name, and a petition was to be raised to resist the change of name. (Commissioners' Report, Argus 4.8.76 p6, First WTT is 1.9.76)
- (01.12.1876) By this date block working in force for Down trains Yendon - Ballarat using morse instruments (since 1.11.76) (Service Timetable)
- (01.03.1879) By this date block working in force for Down trains Yendon - Warrenheip using morse instruments (since 1.2.79) (STT)
- (07.03.1884) Traffic Branch reports that semaphore (note singular) had not been altered and only shows caution and danger signals at night. Inspector instructed to alter the signal (VPRS433p0u11 2592/84)
- (24.01.1884) Shelter shed provided by this date. On 6.3.83 the shelter shed was estimated at £90 and instructions were to be issued as the Minister had ordered the work to be done. Still had not been commenced in July 1884 when a parliamentary question was asked about their provision at Yendon and Lal Lal. Contract was advertised immediately, and let to David & Baird for £140-6-2. (VPRS433p0u7 2824/83, u13 7450/84, 7466/84, 8055/84, 8471/84, u14 11492/84)
- (03.12.1885) By this date block working using Winter's instruments in force in both directions Yendon - Warrenheip (since 1.12.82) (STT)
- (29.07.1892) Traffic notifies EEL that it is intended to open the block telegraph section Meredith - Yendon in a few days (VPRS433 Book 75 11149/92)
- 27.09.1892 Existing Up and Down starting signals replaced by new arms on Up and Down Home signals (VPRS Book 76 14810/92)
- (21.05.1894) By this date block sections Lal Lal - Yendon - Warrenheip and could switch out (STT)
- (01.07.1898) By this date: had homes, starters and distants in each direction. Crossover at up end. (General Appendix)

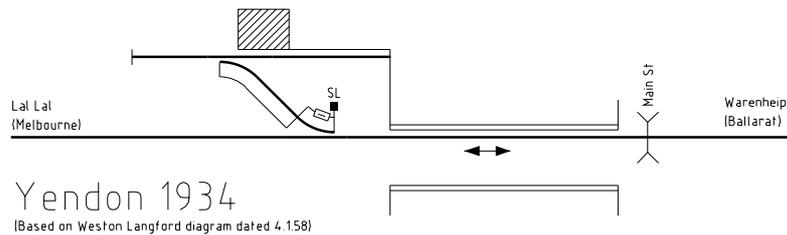


Yendon 1898

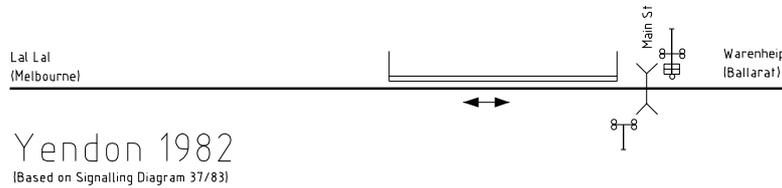
Based on survey book

- (24.08.1903) Will switch in as a block post daily from 0745 until 1300 Down Goods clears Warrenheip (WN 34)
- (06.08.1906) Gates at No 18 Crossing at Down end of Yendon, replaced by cattle grids (WN 32)
- 20.04.1917 Worked under caretaker conditions (WN 16 extracts)
- (04.06.1917) Dis-established as a double line block post. New section Lal Lal - Warrenheip. Main line crossover and points from Up line to siding spiked out of use. Points in siding leading to Up main line spiked for dead end. Up and Down Distants and Starting signals crossed. Up and Down Home signals secured at proceed (WN 23)
- (06.06.1922) By this date: May be opened as a block post when authorised and published. (WTT)

- (13.02.1923) Main line crossover, the connection between the Up main line and the siding, and the siding next to the Down main line have been removed. Buffer stops at the Up end of the Goods Shed road have been moved 320 feet nearer to the station. This siding can now only be accessed from the Down main line. (WN 7)
- 09.10.1934 Up and Down Distant and Starting signals removed. (WN 42, Special Locks Register, AGST 9/345/2)
- 06.12.1934 Line singled between Lal Lal and Warrenheip. Points to siding secured by a staff lock rodded to a set of safety points. Homes removed. (WN 1, SLR)



- 10.04.1967 Closed to goods (previously open for goods not requiring crane power). (WN 11)
- 11.07.1967 Siding abolished. Staff lock and rodded connection to safety points were removed. (WN 30)
- 01.12.1967 Caretaker withdrawn and now worked under No-one-in-charge conditions (WN 50, Secty 67/5713)
- 28.10.1982 Flashing lights provided at Main St (120.547 km) (WN 45)
- (11.1978) Railcar service replaced by bus. Bus stops at the township. 153 HP Railcar had become so dilapidated that a temporary bus service was arranged during Nov (WTT, Newsrail Jan/Feb 79)
- 30.03.1981 Geelong - Ballarat DRC formally withdrawn. Station formally closed? (WTT 4/81)

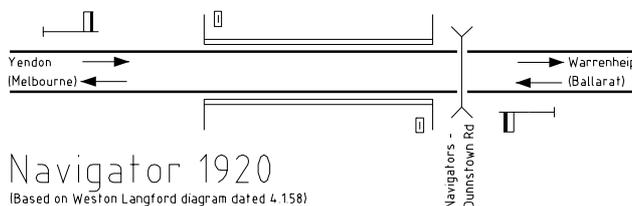


- (22.01.1990) Diagram 52/90 (Gheringhap - Lal Lal) replaced 22/88 and it no longer shows Yendon platform (SD)

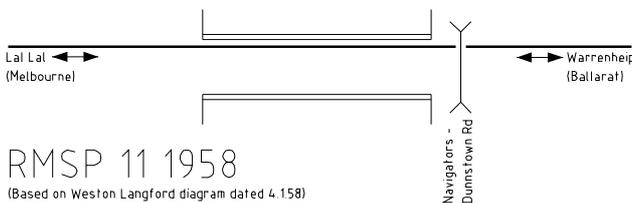
NAVIGATOR

90 MILES 0 CHAINS 3 LINKS

- (30.11.1882) Secretary notes that Commissioners have agreed to erect a platform at Navigators. Estimated cost with station buildings etc £2425. In August 1883 there was a parliamentary question about the provision, but the answer was no funds. In May 1884, Messrs James and Russell (MLA) requested a platform for market days. (VPRS433p0u7 10/83, u9 8398/83, u12 5422/84)
- 23.08.1888 Up semaphore ready for use (VPRS433p0u34 14408/88)
- 01.10.1888 Opened as a flag station. Named 'Navigators'. The 0630 Dn and 1910 Up must stop when required to pick up and set down passengers. Women in charge £1/-/2 per day (Chronological List)
- 16.08.1889 Down semaphore ready for use (VPRS433p0u43 5021/89)
- (?/?/1893) By this date: May open as block post in Yendon - Warrenheip section for special traffic. (CDGD)
- (29.03.1897) Will be open for parcels traffic. Parcels may be sent and received, prepaid (WN 38)
- 01.04.1897 Signals out of use. Will be brought back into use when required for special traffic. (WN 38)
- (22.12.1897) Traffic requests that Navigators be created as a block post on 1.1.98 and that semaphores be put in thorough working order (VPRS 433 Book 138 20533/97)
- (01.07.1898) By this date has homes when opened as a block post (GA)
- (08.08.1898) Up and down homes crossed when not in use. Has Up and Down Homes only. (WN 6)
- 01.08.1905 Renamed "Navigator" (WN 30)



- (15.05.1923) Up and Down Home signals removed. (SNIP, WN 20)
- 06.12.1934 Line singled between Lal Lal and Warrenheip. (WN 1, SLR)
- 25.03.1935 Now no-one-in-charge (WN 12 extract)
- 03.12.1956 Closed as a station and is now "RMSP 11". Supervised by SM Warrenheip. (WN 48, 56/5817)



- (18.07.1978) Closed (WN 29)