

PAKENHAM TO BAIRNSDALE

BROAD GAUGE

1. CLASS OF LOCOMOTIVE AND PERMITTED SPEEDS (KM/H)

| | | CLASS OF LOCOMOTIVE | | | | | | Sprinter/ Vlocity |
|--|------------|---------------------|----------------------|-----|------|----|-----|----------------------|
| | | G, XR, BL | A, B, GM, N, S, X | T | H, P | Y | | |
| PAKENHAM KP 64.600 down side of MT ARARAT ROAD and NAR NAR GOON – South Line | Freight | 80 | 80 | 80 | 80 | 65 | .. | |
| | Pass | 80 | 115 | 100 | 100 | .. | 130 | |
| PAKENHAM KP 64.600 down side of MT ARARAT ROAD and NAR NAR GOON – North Line | Freight | 80 | 80 | 80 | 80 | 65 | .. | |
| | Pass | 80 | 115 | 100 | 100 | .. | 115 | |
| NAR NAR GOON to WARRAGUL – North, South and Single Lines | Freight | 80 | 80 | 80 | 80 | 65 | .. | |
| | Pass | 80 | 115 | 100 | 100 | .. | 130 | |
| WARRAGUL and 130.960 km Post (Down side of MOE) | Freight | 80 | 80 | 80 | 80 | 65 | .. | |
| | Pass | 80 | 115 | 100 | 100 | .. | 130 | |
| Except over LITTLE MOE RIVER BRIDGE at 105.00 km between WARRAGUL and YARRAGON South Track Only | Up Freight | 25 | 80 | 80 | 80 | 65 | .. | |
| | Up Pass | 25 | 115 | 100 | 100 | .. | 130 | |
| 130.960 km Post (Down side of MOE) and HERNE'S OAK | Freight | 80 | 80 | 80 | 80 | 65 | .. | |
| | Pass | 80 | 100 | 100 | 100 | .. | 115 | |
| HERNE'S OAK and TRARALGON | Freight | 80 | 80 | 80 | 80 | 65 | .. | |
| | Pass | 80 | 115 | 100 | 100 | .. | 130 | |
| Except through the Loop Tracks at MORWELL Except through TRARALGON all trains travelling on the normal diverging movement via the Platform Road. | All Trains | 40 | 40 | 40 | 40 | 40 | 40 | |
| | All Trains | 40 | 40 | 40 | 40 | 40 | 40 | |
| TRARALGON and SALE | Freight | # | 80 | 80 | 80 | 65 | .. | |
| | Pass | | 100 | 100 | 100 | .. | 100 | |
| SALE and PRINCES HIGHWAY BAIRNSDALE – KP 270.944 | Pass | | 100 | 100 | 100 | .. | 100 | |
| PRINCES HIGHWAY BAIRNSDALE – KP 270.944 to BAIRNSDALE STATION | Pass | | 80 | 80 | 80 | .. | 100 | |
| Except for all trains travelling across the AVON RIVER STRATFORD between KP 221.392 and KP 222.276 | Pass | | 10 | 10 | 10 | 10 | 10 | |

Note # G Class Locomotives are NOT permitted to operate beyond Traralgon.

♣ Trains travelling across the **AVON RIVER BRIDGE STRATFORD** are not to operate in **multi-unit consist except Vlocity Rail Cars which are authorised to travel in 2 x 3 VL configuration.**

⊖ Refer Section 2 , Special Speed Restrictions, points 3 and 4 regarding authorised speeds for consists with permissible overloads.

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1A. VLOCITY RAIL CARS – AUTHORISED 160KM/H PERMITTED SPEEDS

REGIONAL FAST RAIL CORRIDOR – PAKENHAM TO TRARALGON

| LOCATION | VLOCITY |
|---|-----------------------------------|
| SOUTH Line – Track Boundary KP 64.600 down side of MT ARARAT ROAD to KP 65.738 up side of NAR NAR GOON Platform | 150 |
| SOUTH Line – KP 65.738 up side of NAR NAR GOON Platform through BUNYIP Single Line Section through LONGWARRY onto SOUTH Line to KP 85.500 down side of LONGWARRY | 160 |
| SOUTH Line – From KP 85.500 down side of LONGWARRY to KP 98.400 UP side of COLMAN STREET WARRAGUL | As per table 1 above for Sprinter |
| SOUTH Line - KP 98.400 UP side of COLMAN STREET WARRAGUL – Through WARRAGUL STATION to KP 102.100 down side of WARRAGUL | 160 |
| SOUTH Line KP 102.100 down side of WARRAGUL to KP 103.200 | As per table 1 above for Sprinter |
| SOUTH Line KP 103.200 down side of WARRAGUL onto Single Line section (MOE – HEARN'S OAK) KP 130.920 (MOE STATION) | 160 |
| Single Line (MOE – HERNE'S OAK) KP 130.920 (MOE STATION) to UP side of HERNE'S OAK LOOP KP 136.200 | As per table 1 above for Sprinter |
| UP side of HERNE'S OAK LOOP KP 136.200 through HEARN'S OAK LOOP main Line to KP 139.061 (UP side of MORWELL) | 160 |
| Single Line (HEARN'S OAK – MORWELL Single Line Section) KP 139.061 (UP side of MORWELL) to KP 141.354 (UP side of MORWELL) | As per table 1 above for Sprinter |
| KP 141.354 (UP side of MORWELL) through MORWELL Loop main line and MORWELL Platform onto Single Line (MORWELL LOOP to TRARALGON Section) KP 145.339 (Down Side of MORWELL PLATFORM) | 160 |
| KP 145.339 (Down Side of MORWELL PLATFORM) to KP 148.200 (UP Side of TRAMWAY ROAD) | As per table 1 above for Sprinter |
| KP 148.200 (UP Side of TRAMWAY ROAD) to KP 157.300 (UP Side of TRARALGON) | 160 |
| KP 157.300 (UP Side of TRARALGON) to TRARALGON STATION | As per table 1 above for Sprinter |

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2. SPECIAL SPEED RESTRICTIONS

- Speed Restrictions indicated in the above tables for G class locomotives over certain bridges/subways apply only until after the locomotive clears the bridge/subway concerned.
- The speed of G class locomotives when passing over Main Line Points on the Straight track must not exceed 65km/h at MOE, HERNE'S OAK, MORWELL and MARYVALE.
- Trains running on the South line and Single line sections from Maryvale Exchange Siding via Pakenham using approved wagons, shall not exceed 88 tonnes gross or an axle load of 22 tonnes and are restricted to a maximum of 80km/h or 30km/h when running through the Loop track at Herne's Oak Loop and Morwell Loop.
- Trains running over the North Line only from Maryvale Exchange Siding via Pakenham using approved wagons, shall not exceed 84 tonnes gross or an axle load of 21 tonnes and are restricted to a maximum speed of 60km/h or 30km/h when running through the Loop track at Herne's Oak Loop and Morwell Loop.
- The speed of all trains when passing over Facing Points worked by mechanical or electrical interlocking, or otherwise securely fastened, or over Trailing Points shall be as shown hereunder:

| LOCATION | MAXIMUM SPEED KM/H | |
|--|---|------------------------------------|
| | When running to or from lines diverging from the straight track | When running on the straight track |
| Over facing points held by hand | 15 | 15 |
| Between PAKENHAM and BAIRNSDALE | 40 (or higher as specified by speed indicator on signal mast) | Line Speed for Train Type |
| At TRARALGON (speed on the straight refers to the normal diverging movement via the Platform Road) | 15 | 40 |

- All self propelled Rolling Stock (Locomotives etc.) including Track Machines and Track Maintenance vehicles which are not fitted with TPWS must be restricted to a Maximum Speed of 80 (eighty) KPH between Pakenham to Traralgon.

- Traralgon** - A Notice Board is provided at **159.149km** near to the existing limit of Shunt sign applicable to Down Train movements with the wording as shown requiring Down Trains not to exceed 70KPH to the Liddiard Road Level Crossing.

**MAX SPEED TO
LIDDIARD ROAD
70 KM/H**

- Rosedale** – A Notice Board is provided at Rosedale approximately 430 meters on the Up side of the Rosedale Station Platform to show the maximum speed for Down Trains approaching the Willung Road Level Crossing.

**MAX SPEED TO WILLUNG
ROAD 80 KM/H**

- Sale – Bairnsdale** – Special sign posted Temporary Speed Restrictions apply to Vlocity Rail Cars only between Sale and Bairnsdale. A "VL" prefix will apply to the normal sign posted Temporary Speed Restriction indicating these only apply for Vlocity Rail Cars.

- Sale** – A Notice Board is provided opposite Signal H to show the maximum speed for Down Trains approaching the Maffra Road Level Crossing. The indicated speed will only apply to that Level Crossing.

**MAX SPEED TO
MAFFRA ROAD
90 KM/H**

- Stratford** – A Notice Board is located at KP: 220.784 for advance warning of the Line Speed for the Avon River Bridge is not to exceed 10 km/h.

**AVON RIVER BRIDGE
MAXIMUM SPEED
10 KM/H
600M**

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- 12. **Stratford** - A Notice Board is provided approximately **207 meters on the Up side of the McAllister Street Level Crossing** to show the maximum speed for Down Trains approaching the McAllister Street Level Crossing. The indicated speed will only apply up to that Level Crossing.
- 13. **Stratford** - A Notice Board is provided approximately **350 meters on the Down side of the McAllister Street Level Crossing** to show the maximum speed for Up Trains approaching the McAllister Street Level Crossing. The indicated speed will only apply up to that Level Crossing.
- 14. **Stratford** - A Notice Board is provided approximately **310 meters on the Up side of the Hobson Street Level Crossing** to show the maximum speed for Down Trains approaching the Hobson Street Level Crossing. The indicated speed will only apply up to that Level Crossing.
- 15. **Stratford** - A Notice Board is provided on approximately **310 meters on the Up side of the Princes Highway Level Crossing** to show the maximum speed for Down Trains approaching the Princes Highway Level Crossing. The indicated speed will only apply up to that Level Crossing.
- 16. **Bairnsdale** – A Notice Board is provided at the UP end of No. 3 Road advising that UP Trains Maximum Speed to the Ligar Street PCR (274.172km) is not to exceed 15 km/h
- 17. **Bairnsdale** - A Notice Board is provided on the UP approach to **Princes Highway PCR (270.944km)** to show the maximum speed approaching the Level Crossing and will apply to trains passing the Notice Board at less than 50km/h.
- 18. **Bairnsdale** - Notice Boards are provided on both the UP and the DOWN approach to **Bosworth Road PCR (272.484km)** to show the maximum speed approaching the Level Crossing and will apply to trains passing the Notice Board at less then 50km/h.
- 19. **Bairnsdale** - A Notice Board is provided on the UP approach to **Ligar Street PCR (274.172km)** to show the maximum speed approaching the Level Crossing.

MAX SPEED TO
MCALLISTER STREET
20KM/H

MAX SPEED TO
MCALLISTER STREET
40KM/H

MAX SPEED TO
HOBSON STREET 40KM/H

MAX SPEED TO PRINCES
HIGHWAY
40 KM/H

TRAINS MAXIMUM SPEED
TO CROSSING 15 KM/H

MAX SPEED TO PRINCES
HIGHWAY 50 KM/H

MAX SPEED TO
BOSWORTH ROAD 50 KM/H

MAX SPEED TO LIGAR
STREET 50 KM/H

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3. RULING GRADE LOADS (TONNES)

| SECTION | CLASSES OF LOCOMOTIVES | | | | | | | | | | | | | |
|----------------------------|------------------------|-------------|------------|-------------|--------------------------------|----------------------------------|------------|-----------------------------------|--------------------------|--|-------------------------------|-----------------------------------|--------------------------|----|
| | G, XR, BL | N | GM, S, X | Mod A | Non Mod A solo or multi with A | Non Mod A multi with other class | B | H solo or multi with H, P, T or Y | H multi with other class | T or P solo or multi with H, P, T or Y | T or P multi with other class | Y solo or multi with T, Y, H or P | Y multi with other class | |
| DOWN | | | | | | | | | | | | | | |
| PAKENHAM | 1850 | .. | .. | 1440 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| WARRAGUL | 1450 | 1100 | 930 | 1100 | 910 | 820 | 760 | 560 | 500 | 560 | 500 | 405 | 360 | |
| MOE | 1510 | 1200 | 1000 | 1170 | 1100 | 990 | 780 | 600 | 600 | 600 | 540 | 400 | 360 | |
| MORWELL | 1370 | 1030 | 930 | 1110 | 860 | 770 | 760 | 540 | 490 | 540 | 490 | 355 | 320 | |
| TRARALGON | 1980 | 1410 | 1260 | 1500 | 1250 | 1130 | 1150 | 870 | 780 | 870 | 780 | 580 | 520 | |
| SALE | | 1820 | 1220 | .. | 1390 | 1250 | 970 | 860 | 770 | 860 | 860 | 460 | 460 | |
| BAIRNSDALE | | 1320 | 990 | 1100 | 1090 | 980 | 800 | 610 | 610 | 550 | 550 | 405 | 405 | |
| UP | | | | | | | | | | | | | | |
| Bairnsdale to SALE | | 1460 | 1120 | 1450 | | 1070 | 900 | 680 | 610 | 570 | 570 | 405 | 405 | |
| TRARALGON | | 1950 | 1500 | ..1790 | 1730 | 1560 | 1180 | 860 | 770 | 790 | 710C | 460 | 460 | |
| MORWELL | 1425 | 1060 | 910 | 1100 | 930 | 850 | 760 | 600 | 550 | 600 | 550 | 390 | 350 | |
| MOE | 1370 | 960 | 800 | 1000 | 850 | 770 | 700 | 500 | 450 | 500 | 450 | 355 | 320 | |
| MOE (Non-Stop Herne's Oak) | 1425 | 1060 | 910 | 1100 | 930 | 850 | 760 | 600 | 550 | 600 | 550 | 390 | 350 | |
| WARRAGUL | 3280 | 2300 | 1910 | 2300 | 1920 | 1730 | 1540 | 1200 | 1080 | 1200 | 1080 | 815 | 730 | |
| DROUIN (Via South Line) | .. | 2260 | 1900 | | 1900 | 1710 | 1530 | 1190 | 1070 | 1190 | 1070 | 730 | 660 | |
| (Via North Line) | 1450 | 1100 | 900 | 1100 | 910 | 820 | 760 | 560 | 500 | 560 | 500 | 405 | 360 | |
| PAKENHAM | 2910 | .. | .. | | .. | .. | .. | .. | .. | .. | .. | .. | .. | |

♦ Trains operating non-stop through MORWELL and hauled by a G class locomotive may be built up to 1450 tonnes.

4. SAFEWORKING SYSTEMS

Automatic and Track Control is in force on the NORTH SOUTH and SINGLE Lines between PAKENHAM and TRARALGON in accordance with the provisions of Sections 16 and 36 of the Rules and Operating Procedures.

Automatic Block Signalling is in force at TRARALGON

The signalling at PAKENHAM is controlled by Metro Trains.

The signalling at BUNYIP, LONGWARRY, WARRAGUL, MOE, HERNE'S OAK, MORWELL and TRARALGON is controlled using visual display units located at CENTROL.

MORWELL and TRARALGON Single Line Section

Switch Locked points exist at the down end of MORWELL for access to the old Morwell Briquette line and the siding extension of No 2 Road at Morwell.

At MARYVALE switch locked points provide access to the Maryvale exchange, GIFT and MIS sidings.

The signals for through trains at TRARALGON are controlled from CENTROL and Key switch operation for local yard movements

Train Staff and Ticket system worked in accordance with Section 21 of the 1994 Book of Rules and Operating Procedures is in force between TRARALGON – SALE and SALE – BAIRNSDALE.

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5. SPECIAL NOTES

Pakenham – Bunyip; North and South Lines

The lease boundary between Metro Trains and V/Line is situated at the Signal Gantry located at KP 64.600

Signals PKM 770 and PKM 782 are on this Gantry.

Sale - Bairnsdale

- Freight trains are not permitted to operate between **Sale and Bairnsdale** without prior permission from General Manager Network Services Department
- Sprinter Units are not permitted to operate between Sale and Bairnsdale.

6. DISTANCES FROM MELBOURNE AND CLEAR LENGTH OF CROSSING ROADS

| LOCATION | MARKED DISTANCE FROM MELBOURNE (KM) | CLEAR LENGTH OF CROSSING ROADS (LENGTH IN METRES) | |
|---------------------------------|-------------------------------------|---|-------------------------|
| | | NO. 1 | NO. 2 |
| PAKENHAM | 58.193 | | |
| PAKENHAM (LEASE BOUNDARY) | 64.600 | | |
| NAR-NAR-GOON | 65.805 | .. | .. |
| TYNONG | 70.803 | .. | .. |
| GARFIELD | 74.935 | .. | .. |
| BUNYIP | 79.088 | .. | .. |
| LONGWARRY | 83.492 | .. | .. |
| DROUIN | 92.224 | .. | .. |
| WARRAGUL | 99.766 | | No. 2 Siding Track 685m |
| YARRAGON | 112.216 | .. | .. |
| TRAFALGAR | 120.266 | .. | .. |
| MOE | 130.225 | .. | .. |
| HERNE'S OAK | 137.485 | 701 | 701 |
| MORWELL LOOP | | 1553 | 1553 |
| MORWELL STATION | 144.372 | | |
| HAZELWOOD (G.I.F.T.) SIDING | 147.700 | .. | .. |
| MARYVALE (A.P.M SIDING) | 147.600 | .. | .. |
| MORWELL SHIRE INDUSTRIAL SIDING | 148.647 | .. | .. |
| TRARALGON | 158.072 | 330 | 330 |
| ROSEDALE | 180.365 | .. | .. |
| SALE | 206.021 | 600 | 600 |
| STRATFORD | 222.108 | | |
| BOSWORTH ROAD SIDING | 272.800 | Up End Bosworth Rd LX - 746 Down End Bosworth Rd LX - 365 | |
| BAIRNSDALE | 274.848 | 311 | 311 |

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7. TRACK CLASS

Track is maintained to the following class standards:

| SECTION | | | CLASS |
|----------------------|------------------------|-------------------------|-------------------------|
| PAKENHAM – MOE | North Line | 64.600 km – 129.550 km | CLASS 2M |
| PAKENHAM – TRARALGON | South Line | 60.835 km – 85.516 km | CLASS 1 |
| | South Line | 85.516 km – 98.394 km | CLASS 2M |
| | South Line | 98.394 km – 102.184 km | CLASS 1 |
| | South Line | 102.184 km – 103.191 km | CLASS 2M |
| | South Line | 103.191 km – 130.940 km | CLASS 1 |
| | South Line | 130.940 km – 136.175 km | CLASS 2 |
| | South Line | 136.175 km – 139.040 km | CLASS 1 |
| | South Line | 139.040 km – 141.333 km | CLASS 2M |
| | South Line | 141.333 km – 145.561 km | CLASS 1 |
| | South Line | 145.561 km – 147.822 km | CLASS 2M |
| | South Line | 147.822 km – 156.898 km | CLASS 1 |
| | South Line | 156.898 km – 158.070 km | CLASS 2M |
| | TRARALGON – BAIRNSDALE | | 158.070 km – 274.850 km |

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8. PROTECTED LEVEL CROSSINGS

| NAME AND KMS OF NEAREST STATION | LEVEL CROSSING | DISTANCE (KM) | TYPE | LOCATION NUMBER | VICROADS ID NO. |
|---------------------------------|---|----------------|-----------|-----------------|-----------------|
| PAKENHAM – 58.193 | Mt Ararat Road | 63.313 | BB | D0633 | |
| NAR NAR GOON – 65.805 | Koo-wee-rup Road | 65.674 | BB, PG | D0656 | |
| | Nar Nar Good Pedestrian Access over North Line to Station | 65.800 | PG | D0658 | |
| TYNONG – 70.803 | Tynong Road | 70.375 | BB, PG | D0703 | |
| BUNYIP – 79.088 | McIntyre Road | 76.630 | BB | D0766 | |
| | Hope Street (Iona Road) | 78.635 | BB, PG | D0786 | |
| | Bunyip Down End Station Access | 79.200 | PG | D0792 | |
| LONGWARRY – 99.766 | Yannathan Road | 83.559 | BB, PG | D0835 | |
| DROUIN – 92.224 | Gardiner's Road | 89.828 | BB | D0898 | |
| | Lardner's Track (North Line Only) | 95.625 | BB | D0956 | |
| WARRAGUL – 99.766 | Colman Street | 98.547 | BB, PG | D0985 | |
| | Occupation Crossing | 108.664 | BB | D1086 | |
| YARRAGON – 112.216 | Yarragon Station Platforms (Down end) | 112.332 | PG | | |
| | Shady Creek Road | 112.605 | BB, PG | D1126 | |
| | Nine Mile Road | 116.152 | BB | D1161 | |
| TRAFALGAR – 120.266 | Ashby Street | 119.945 | BB, PG | D1199 | |
| | Trafalgar Station Platforms (Up end) | 120.185 | PG | D1201 | |
| | Waterloo Road | 121.288 | BB | D1213 | |
| | Telephone Road | 123.227 | BB | D1235 | |
| MOE – 130.225 | Lloyd Street | 129.445 | BB, PG | D1294 | |
| | Moe Down End Station Access | 130.234 | PG | D1302 | |
| MORWELL – 144.372 | Tramway Road ♣ | 148.244 | BB | D1482 | |
| | Occupation Crossing* | 149.941 | FL | D1492 | |
| TRARALGON – 158.072 | Banks Street* | 155.494 | BB | D1554 | |
| | Liddiard Road ⚡ | 159.310 | BB | DS1593 | |
| | McNairn Road ⚡ | 160.221 | BB | DS1602 | |
| | Minniedale Road ⚡ ψ | 163.016 | BB | DS1630 | 6600 |
| | Barrs Lane ⚡ | 168.960 | FL | DS1689 | |
| ROSEDALE – 180.365 | Flynns Creek Road ⚡ | 172.235 | BB | DS1722 | |
| | Wrights Lane ⚡ | 175.254 | BB | DS1752 | |
| | Rosedale - Flynns Creek Road ⚡ | 178.406 | BB | DS1784 | |
| | Friends Road ⚡ | 179.202 | FL | DS1792 | |
| | Willung Road ⚡ | 180.523 | BB | DS1805 | |
| | Longford Road ⚡ | 184.298 | BB | DS1842 | |
| | Settlement Road ⚡ | 191.638 | FL | DS1916 | |
| SALE – 206.021 | Velore Road ⚡ | 194.105 | BB | DS1941 | |
| | Sale-Cowwarr Road ⚡ | 197.454 | BB | DS1974 | |
| | Aerodrome Road ⚡ | 199.177 | FL | DS1991 | |
| | Sale-Heyfield Road ⚡♣ | 200.144 | BB | DS2001 | 19022 |
| | Hunt Place ⚡ | 203.891 | BB | DS2038 | |
| | Raglan Street ⚡ | 206.878 | BB PG EGL | D2068 | |
| | Maffra Road ♣⚡ | 207.895 | BB | D2078 | 19025 |
| | Myrtlebank Road ⚡ | 210.315 | BB | D2103 | |
| | Yuill / Baxter Road ⚡ | 211.348 | FL | D2113 | |
| | Montgomery Road ⚡ | 214.294 | BB | D2142 | |
| STRATFORD – 222.108 | Falls Lane Ω | 217.542 | BB | D2175 | |
| | McAllister Street ⚡ | 221.839 | FL | D2218 | |
| | Hobson Street ⚡ | 222.234 | FL | D2222 | |
| | Princes Highway ⚡ | 222.535 | BB | D2225 | |
| | Reeves Road Ω | 228.341 | BB | D2283 | |
| | Swallow Lagoon Road Ω | 230.924 | BB | D2309 | |
| | Munro/Stockdale Road ⚡ | 233.012 | FL | D2330 | |
| | Dargo-Fernbank Road ⚡ | 246.004 | FL | D2460 | |

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| NAME AND KMS OF NEAREST STATION | LEVEL CROSSING | DISTANCE (KM) | TYPE | LOCATION NUMBER | VICROADS ID NO. |
|---------------------------------|---|---------------|-------|-----------------|-----------------|
| BAIRNSDALE – 274.484 | Fernbank – Lindenow South Road [Ⓜ] | 251.270 | BB | D2512 | |
| | Buntines Road ^Ω | 254.131 | BB | D2541 | |
| | Lindenow Road [Ⓜ] | 257.301 | FL | D2573 | |
| | Scotts Road ^Ω | 260.586 | BB | D2605 | |
| | Hillside Road [Ⓜ] | 263.055 | FL | D2630 | |
| | Buchanans Lane [Ⓜ] | 265.874 | FL | D2658 | |
| | Marriage Lane ^Ω | 267.726 | BB | D2677 | |
| | Power Station Road ^Ω | 269.163 | BB | D2691 | |
| | Princes Highway ^{Ⓜ♣} | 270.944 | BB | D2709 | 7269 |
| | Bosworth Road [Ⓜ] | 272.484 | BB | D2724 | |
| Ligar Street [Ⓜ] | 274.172 | FL | D2741 | | |

BB – Boom Barriers
 CC – Crib Crossing
 FL – Flashing Lights
 PG – Pedestrian Gates
EGL – Electric Gate Latches

Note * Indicates those level crossings where an increase in speed may be permitted if the train is travelling at or above 50km/h upon passing the predictor indicator board.

At these level crossings indicated above operated with Level Crossing Predictors, the Predictor boards will be placed in accordance with Rule 9 (Section 36) of the Book of Rules and Operating Procedures.

Note ♣ Level crossing fitted with VicRoads Active Advance Warning Signs. Warning sign faults are to be reported to the VicRoads Fault Centre on 131170.

Note Ⓜ Indicates those level crossings are operated through Axle Counter Equipment. Reset of this equipment will be in accordance with Operating Procedure 34-130F.

Note □ Level crossing coordinated with Traffic Lights. Faults are to be reported to the VicRoads Fault Centre on 131170.

Note Ω Indicates those level crossings are operated through Axle Counter Equipment. Reset of this equipment will be in accordance with, Procedure 34 - 133 Axle Counter Level Crossing Reset Procedure from Section 34 of Book of Rules and Operating Procedures