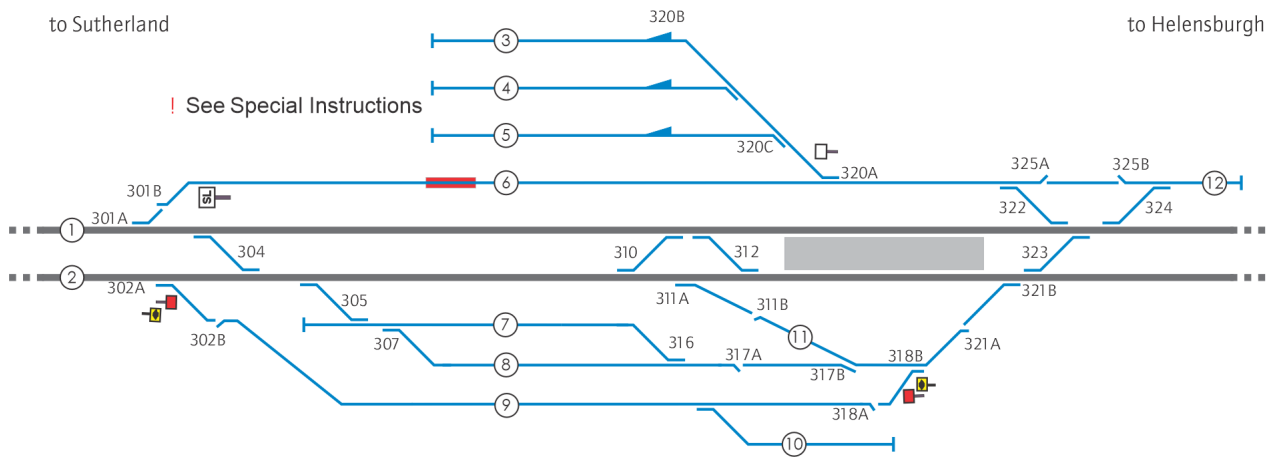


# Waterfall

## Location

Waterfall is at 38.627km

## Diagrams



Key		
1 Down Illawarra line	5 No 1 Down siding 336m	9 Up Goods Loop line 1552m
2 Up Illawarra line	6 Down Refuge Loop line 1,789m	10 Perway Siding 142m
3 No 3 Down siding 336m	7 No 1 Up siding; 855m	11 Up Refuge Loop line 186m
4 No 2 Down siding 336m	8 No.2 Up Siding 855m	12 Shunting Neck 205m

## Network Control

Signaller at Rail Operations Centre (ROC), Sutherland panel

## Yard Limits









Down Illawarra line	<b>YL/EYL</b>	34.925km Down signal WL1
	<b>EYL /YL</b>	40.222km Up signal WL94D
Up Illawarra line	<b>EYL/YL</b>	36.334km Up signal 22.6
	<b>YL / EYL</b>	40.222km Up signal WL96U

# Waterfall



## Location details

Interlocked points without groundframes are operated from (Sutherland panel).

-  36.804km Electric Train Stop
-  36.804km Pantograph Down
-  38.409km Up SHUNT LIMIT sign on Down Refuge Loop line
-  38.260km Hi-Rail pad, Down Refuge Loop line
-  See Special instructions
-  38.627km Waterfall. Platform 1 and 2
-  38.718km Electric Train Stop
-  38.774km Pantograph Down

## Level crossings

Nil

## Special instructions



### Warning

#### NARROW TRACK CLEARANCES

Narrow track clearances between the No2 Down Siding and the No1 Down Siding means there is a greater risk of being struck by a moving train in these sidings.

### Shunting of passenger trains

The STOP signs on the Down sidings enable stabling of two 8-car passenger trains on each siding.

A Qualified Worker, acting under the direction of the Signaller at the ROC (Sutherland panel), must direct shunting movements.

### Half pilot staffs

The half pilot staffs for the Waterfall–Helensburgh section are inscribed “Waterfall Down main WL91D” and “Waterfall Up main WL93U”.

## Waterfall

### Departure from Up and Down Yards

#### Driver

Drivers must contact the Signaller when ready to depart from the berth location.

#### Axle counters

Axle counters are provided in place of some track-circuits within the yard limits of Waterfall. A track section controlled by axle counters might show occupied when there is no rail traffic due to a miscount or a disturbance such as:

- maintenance activities, or
- interruptions to power supply, or
- equipment failure, or
- vandalism.

If a track section is indicated as occupied, the protecting signals will remain at STOP. To resume normal signalling operations after a miscount or disturbance it will be necessary to reset the affected axle counter track sections using an unconditional reset.

#### Unconditional reset

An unconditional reset is performed when an axle counter is affected by maintenance activity, miscount or a disturbance and it is known that the affected track sections are not occupied by rail traffic.

An unconditional reset can be performed only by a Signals Maintenance Representative. An unconditional reset cannot occur until the Signaller has activated an Unconditional Reset Enable (URE) for the affected track sections.

An unconditional reset must not occur until:

- signals protecting the affected track sections are set to STOP and blocking facilities have been applied
- any rail traffic closely approaching the signals protecting the affected track sections has stopped.

### ***Signals Maintenance Representative***

1. Ask the Signaller:

- (a) To place signals protecting the affected track sections to STOP and apply blocking facilities.
- (b) Confirm that any rail traffic closely approaching the signals protecting the affected track sections are at a stand.
- (c) Confirm that the affected track sections are unoccupied.

## Waterfall



### Warning

If a URE is applied, the Signals Maintenance Representative can reset axle counters for affected track sections at any time

### Signaller

2. Apply blocking facilities to the signals protecting the affected track sections and make sure that any rail traffic closely approaching the protecting signals has stopped.
3. Confirm that the affected track section is clear of rail traffic.
4. Check if another URE has been applied to an affected track section. If a URE has already been applied to an affected track section, tell the Signals Maintenance Representative to contact the holder of the first URE.



### Note

The system does not prevent multiple UREs being issued for a track section.

5. Apply a URE for the affected track sections using ATRICS.

### Signals Maintenance Representative

6. Confirm with the Signaller that the URE has been applied to the correct track sections.
7. Reset the affected track sections.
8. Confirm with the Signaller that only the affected track sections have reset and that these track sections are indicating unoccupied.
9. Ask the Signaller to remove the URE from the affected track sections.

### Signaller

10. Remove the URE from the requested track sections and confirm this with the Signals Maintenance Representative.

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## Related documents

NLA 410 *Sutherland-Wollongong*

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## Effective date

15 June 2026