

Sulphide Junction

Location

This unit includes:

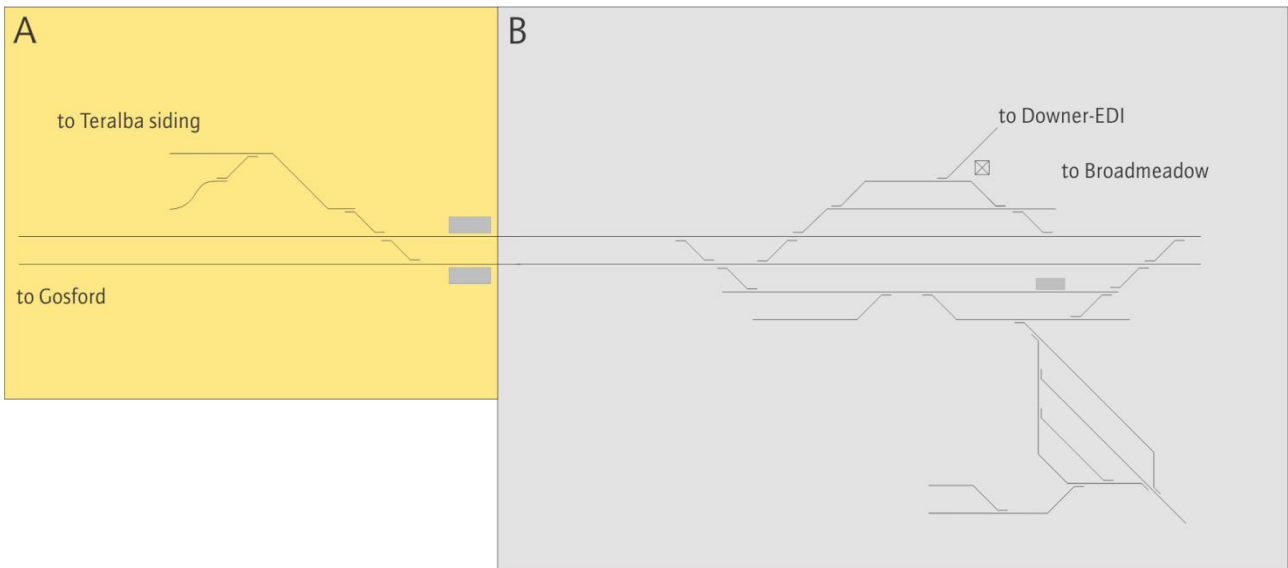
- Teralba siding at 150.257km
- Cockle Creek at 150.595km
- Sulphide Junction at 153.196km



Warning

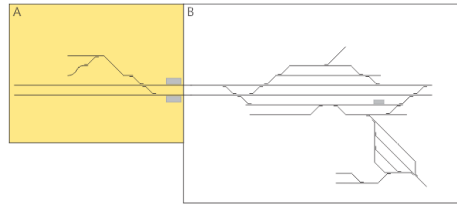
This location has narrow track clearances.

Diagrams

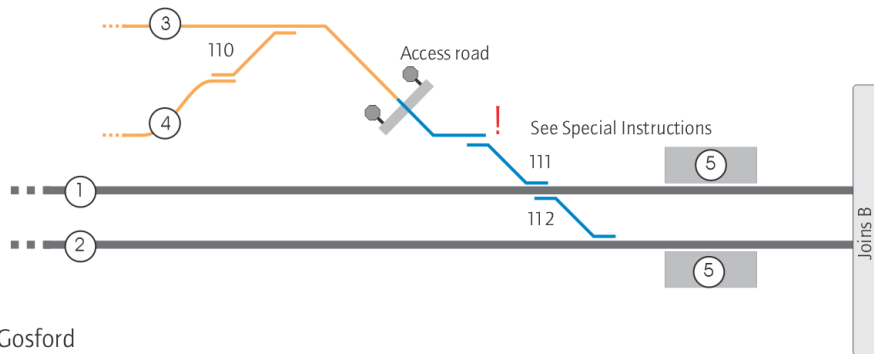


Sulphide Junction

A



to Teralba siding

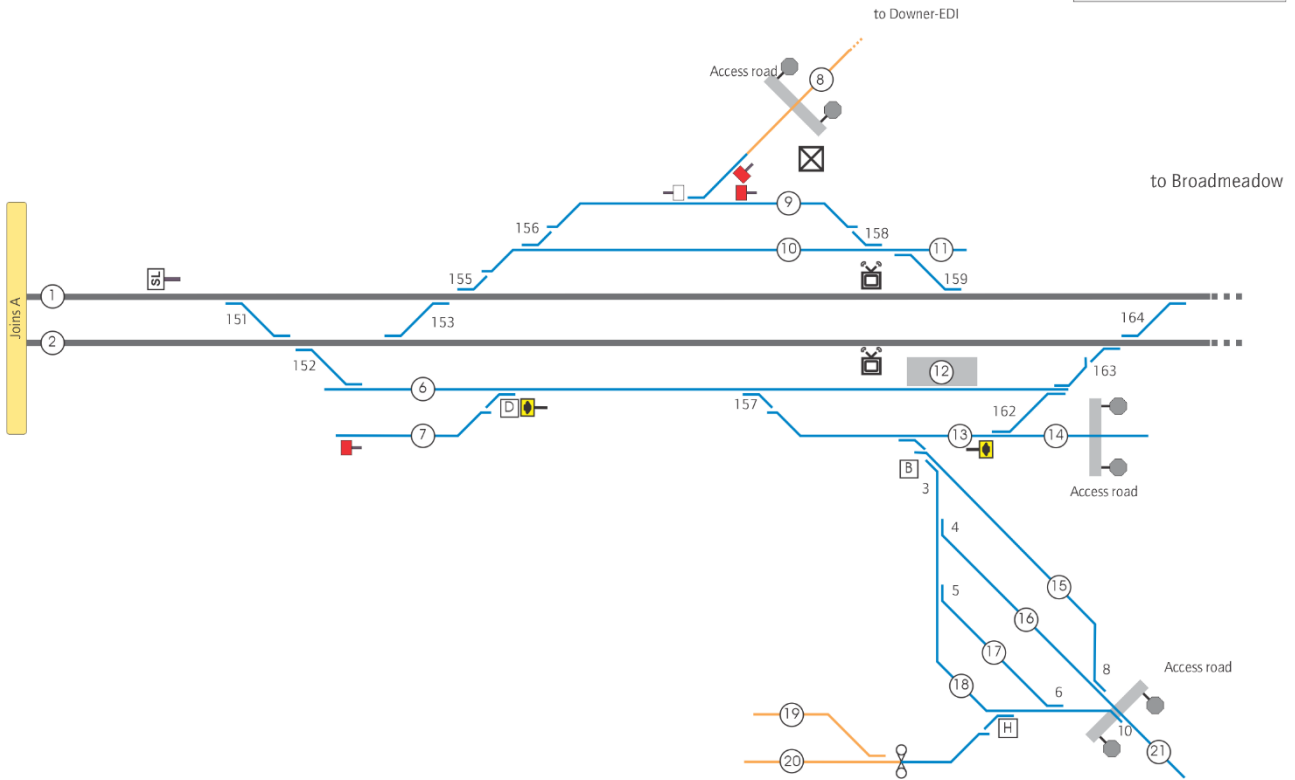
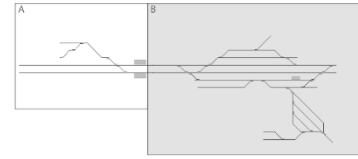


to Gosford

Key		
1	Down Main North line	3 Teralba siding Arrival road 1913m
2	Up Main North line	
		4 Teralba siding Departure road 1000m
		5 Cockle Creek

Sulphide Junction

B



Key					
1	Down Main North line	9	Down siding 292m	15	No 1 Engine Run Round road 303m
2	Up Main North line	10	Down Refuge Loop line 330m to 158 points 425m total	16	No 2 Empty road 257m
6	Up Refuge Loop line between signals S137 and 130-424m, between signals 127 and 128-449m, total 939m	11	Down Dead End siding 40m	17	No 3 Full road 290m
7	Perway siding 208m	12	Sulphide Junction	18	No 4 Full road 290m
8	Downer-EDI line 94m to gate	13	Up siding 425m	19	Inghams No 1 siding 163m
		14	Up Dead End siding 230m	20	Inghams No 2 siding 163m
				21	No 1 Empty road 230m

Network Control

Signaller at CTC (Broadmeadow).

Sulphide Junction










Yard Limits

Down Main North line	YL	148.868km Down signal SJ101
	EYL	154.870km Down signal 96.1
Up Main North line	EYL	149.974km Up signal 93.2
	YL	154.779km Up signal S180





Location details



Interlocked points without groundframes are usually operated from CTC (Broadmeadow). Can be switched in.

-  150.595km Cockle Creek. Platforms 1. 2
-  151.904km Up SHUNT LIMIT sign on Down Main North line
-  152.563km Up Refuge Loop line to Perway siding: key from releasing switch CD, released by lever 154
-  152.756km Down END SIGNALLED AUTHORITY sign on Down siding
-  152.834km Traffic hut: local control panel
-  153.000km Weighbridge (WB) Up and Down Main North line
-  153.015km Up siding to No 1 Engine Run Round road: key from releasing switch B, released by lever 160
-  153.196km Sulphide Junction Platform
-  153.242km No 4 Full road to Inghams sidings: shunting key

Level crossings

-  150.137km Access road, Teralba sidings line
-  152.786km Access road, Downer-EDI line
-  153.380km Access road, No 1 Empty road
-  153.557km Access road, Up Dead End siding

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Special instructions



Warning

111A catch points at Cockle Creek are booked out of use and secured in the normal position. 111B points (Down Main North to Teralba Siding) are straight railed.

Private sidings

The siding owners control rail traffic movements in private sidings.

Override facility

An override facility has been provided in an SL-locked box adjacent to the local control panel in the traffic hut. The override facility allows automatic operation of the Up and Down Main North lines during telemetry failure between Broadmeadow and Sulphide Junction.

The override facility will not operate points 111 and 112.

The override facility has four indications: OVERRIDE, AUTO, OFF and FORCED.

When the override switch is placed in the AUTO or FORCED positions the OVERRIDE light will illuminate to confirm that the interlocking has responded to the override mode.

A three-position switch is provided to allow selection of either AUTO, OFF or FORCED.

The override switch selection provides the following modes:

- AUTO: this option is not currently available
- OFF: override is not selected
- FORCED: the override facility is engaged.

When the override facility switch is placed into the FORCED position, the signals will return to stop; the points on the Up and Down Main North lines will return to the normal position and the signals will clear.

The signalling system will operate on the track-circuits in automatic operation for the Main North lines only.

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Establishing worksites using Wireless Automatic Track Warning System (ATWS) as a safety measure

The following locations may establish a worksite inside yard limits using Lookout Working with wireless ATWS as a safety measure.

Protection Officers must:

- Be inducted into the ATWS area implementation and management plan,
- Establish worksites in accordance with the protection arrangements and details for each location set below.

Cockle Creek

Routine Network Maintenance Worksite Protection Plan: CC12BWS 10001

Worksite location: Up and Down Main North lines between 150.251 KM to 150.437 KM

Sensor 1 location: Down Main North line at 149.633 KM

Sensor 2 location: Up Main North line at 151.076 KM

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Routine Network Maintenance Worksite Protection Plan: CC14BWS 10001

Worksite location: Up and Down Main North lines between 152.280 KM to 153.620 KM

Sensor 1 location: Down Main North line at 151.324 KM

Sensor 2 location: Up Main North line at 154.270 KM

Sulphide Junction

Related documents

NLA 314 *Gosford-Broadmeadow*

Effective date

9 November 2022