

# Sulphide Junction

## Location

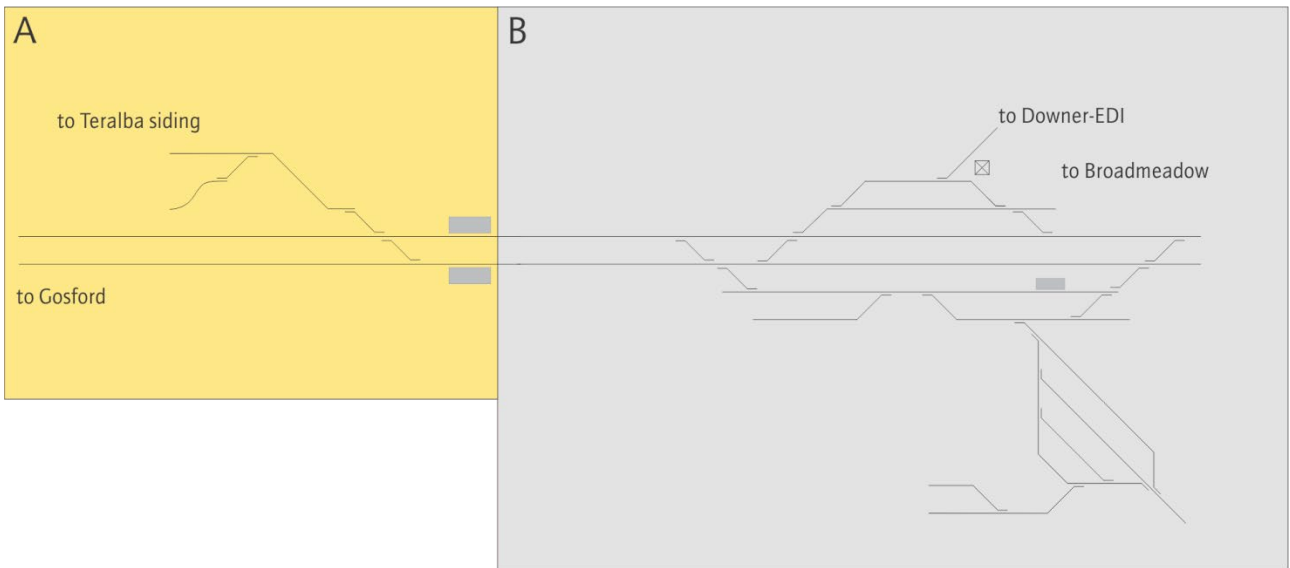
This unit includes:

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



**Warning**  
This location has narrow track clearances.

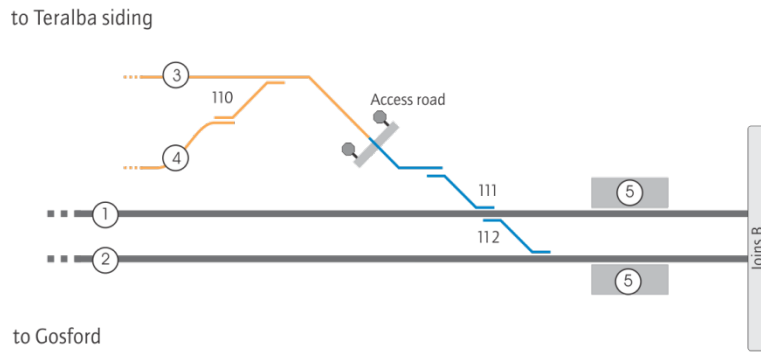
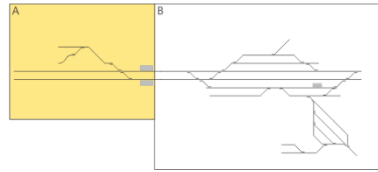
## Diagrams



**Network  
Local  
Appendices**

# Sulphide Junction

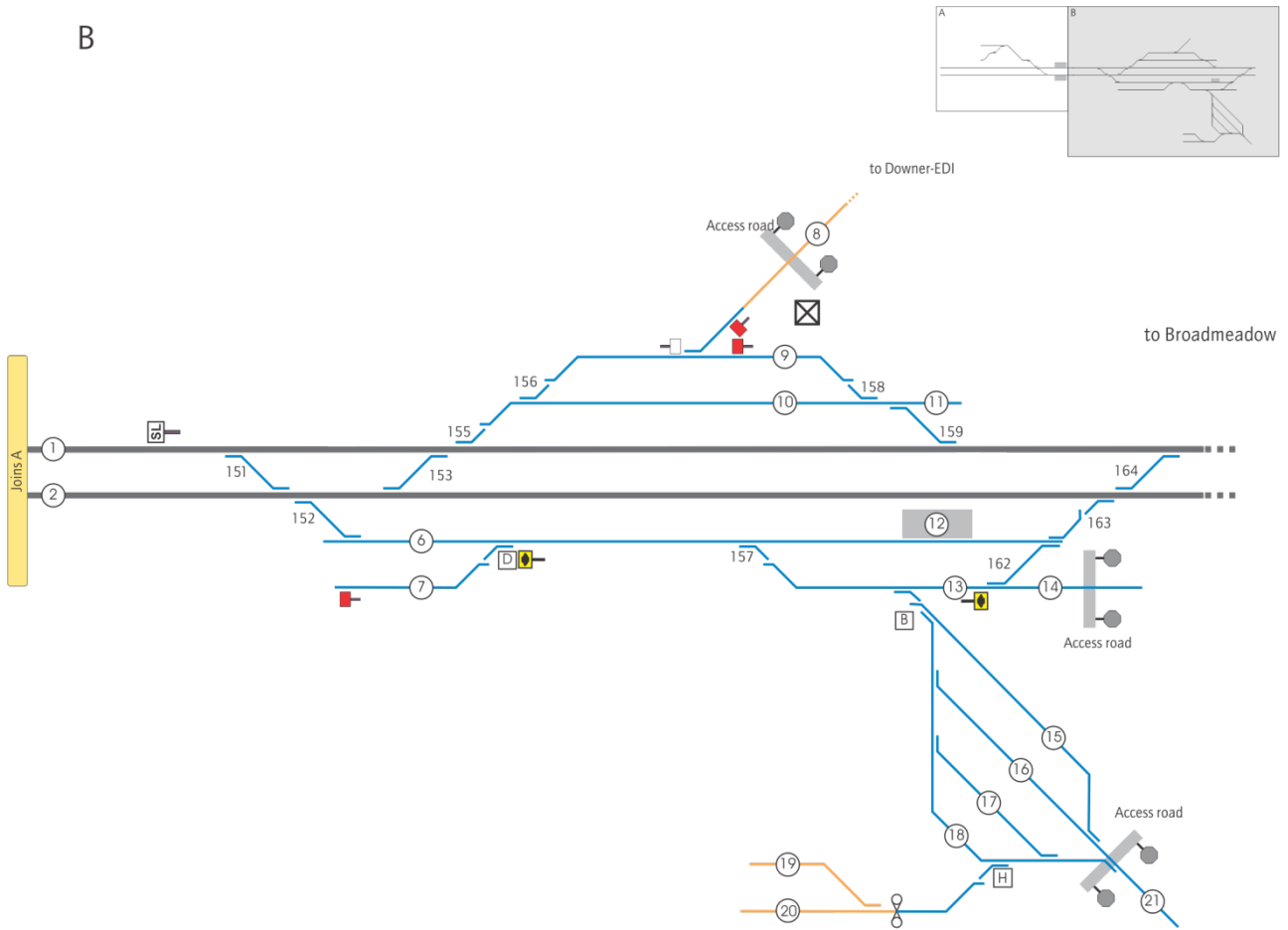
A



| Key |  |   |
|-----|--|---|
| 1   | Down Main North line                   | 5 |
| 2   | Up Main North line                     |   |
| 3   | Teralba siding Arrival road<br>1913m   | 5 |
| 4   | Teralba siding Departure road<br>1000m |   |

# Sulphide Junction

B



| Key |   |    |   |
|-----|---|----|---|
| 1   | Down Main North line  | 9  | Down siding 292m                                    |
| 2   | Up Main North line  | 10 | Down Refuge Loop line 330m to 158 points 425m total |
| 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                            |
| 7   | Perway siding 208m  | 12 | Sulphide Junction                                   |
| 8   | Downer-EDI line 94m to gate   | 13 | Up siding 425m                                      |
|     |   | 14 | Up Dead End siding 230m                             |
|     |   | 15 | No 1 Engine Run Round road 303m                     |
|     |   | 16 | No 2 Empty road 257m                                |
|     |   | 17 | No 3 Full road 290m                                 |
|     |   | 18 | No 4 Full road 290m                                 |
|     |   | 19 | Inghams No 1 siding 163m                            |
|     |   | 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 | <b>YL</b>  | 148.868km Down signal SJ101 |
|                      | <b>EYL</b> | 154.870km Down signal 96.1  |
| Up Main North line   | <b>EYL</b> | 149.974km Up signal 93.2    |
|                      | <b>YL</b>  | 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
- D** 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
- B** 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
- H** 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

### Special instructions

#### Private sidings

The siding owners control rail traffic movements in private sidings.

## Sulphide Junction

### 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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### Related documents

NLA 314 *Gosford-Broadmeadow*

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### Effective date

30 October 2019