

A-12 Interlocking with Point Facing Turnouts (Left + Left) Track Layout Illustration- General Description

The A-12 layout, titled “Interlocking with Point Facing Turnouts (Left + Left),” is designed to facilitate controlled train movements at critical junctions. In railroad terminology, “Interlocking with Point Facing Turnouts” refers to a system where signals and turnouts are interlocked, ensuring that only one movement can occur over a given track section at a time to avoid conflicting train routes. Point facing turnouts, in this case, both left-handed, allow trains to diverge to or merge from alternative paths, providing directional control within the interlocking.

This layout consists of four blocks: Block 1, Block 2, Block 3, and Block 4, with the mainline running from Block 2 through to Block 4. This division into blocks allows for the segmentation of the layout, enabling trains to move independently within each section under the control of signals and turnouts.

There are four signals in this layout, each with double heads. These double-headed signals are strategically placed to manage train movements and provide clear indications for safe navigation through the interlocking section. The double heads enhance the signaling system, allowing for multiple routing options and displaying more complex signal aspects.

The layout includes two left-handed turnouts, labeled SW-A and SW-B. SW-A is positioned near the boundary of Block 1 and Block 2, providing access to the mainline from an alternative path, while SW-B is located near Block 3, enabling trains to continue on the mainline or diverge. These turnouts are essential for flexible train routing within the interlocking section, allowing trains to follow designated paths based on operational needs.

This interlocking layout is suitable for scenarios where trains need to safely cross or merge at a critical junction, with interlocked signals and turnouts ensuring precise control and preventing conflicts between train movements.