

B-13 Passing Siding with Crossover Left-Hand Turnouts and Intermediate Junction Left-Hand Turnout - General Description

The B-13 layout is designed as a passing siding configuration, featuring a crossover with left-hand turnouts and an intermediate junction, also using a left-hand turnout. This layout is segmented into six blocks (Blocks 1, 2, 3, 4, 5, and 6), providing organized sections for effective train control and traffic management along the mainline and siding.

There are eight signals positioned throughout the layout, carefully placed to monitor and direct train movements as they pass through the blocks, crossover, and junction areas. These signals play an essential role in coordinating traffic, ensuring that trains can safely navigate the layout's complex track structure.

The layout utilizes four primary switches, SW-A, SW-B, SW-C, and SW-D. SW-A and SW-B create the crossover between the mainline tracks, allowing trains to shift from one track to the other. SW-C serves as the intermediate junction, providing an additional entry or exit point within the layout. SW-D enables access to the passing siding, facilitating smooth train movements along the mainline while allowing other trains to pass or wait on the siding. This combination of crossover and siding capabilities with an intermediate junction offers versatile routing options for dynamic train operations.

In summary, the B-13 layout is structured to support passing, holding, and crossover operations within a controlled mainline environment. Its blend of left-hand turnouts and an intermediate junction makes it ideal for complex routing needs, offering both flexibility and precision in managing train traffic across the network.