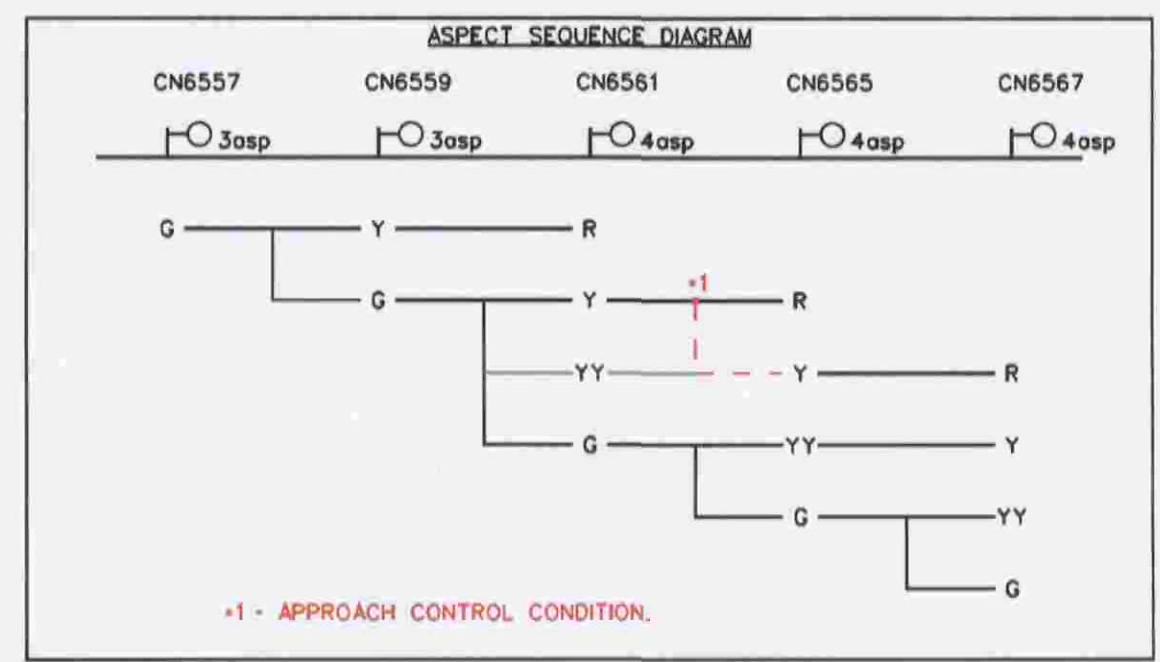
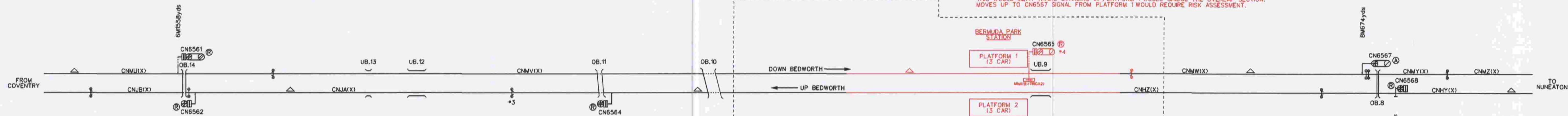


Signal Number	Route Letter & Class	Destination		Aspect Type	Route Indicator Type JI/SI/MI	RI Position or Legend	Auto Route Setting		Special Notes
		Line Name	Sig				Y/N	Sub Area	
CN6561	AUTO	DOWN BEDWORTH	CN6565	M	-	-	-	-	Ⓡ
CN6562	AUTO	UP BEDWORTH	CN6558	M	-	-	-	-	Ⓡ
CN6564	AUTO	UP BEDWORTH	CN6562	M	-	-	-	-	Ⓡ
CN6565	AUTO	DOWN BEDWORTH	CN6567	M	-	-	-	-	Ⓡ
CN6567		DOWN BEDWORTH	CN6569	M	-	-	-	-	Ⓡ +1
CN6568	AUTO	UP BEDWORTH	CN6564	M	-	-	-	-	Ⓡ

KEY TO SPECIAL NOTES:  
 Ⓡ - AUTOMATIC WORKING FACILITY  
 +1 - REQUIRES LOCKOUT CN2015 NORMAL

NOTES:  
 \*1 - ALL SIGNALLING EQUIPMENT SHOWN ON THIS SKETCH IS CONTROLLED FROM RUGBY S.C.C., NUNEATON WORKSTATION AND FALLS WITHIN THE NUNCOVEN(15) SSI INTERLOCKING.  
 \*2 - THE UP AND DOWN BEDWORTH LINES HAVE BEEN SIGNALLED FOR 60 MPH FOR FUTURE PROVISION, EXISTING PERMISSIBLE SPEED IS 45 MPH.  
 \*3 - TWO SETS OF AXLE COUNTER HEADS ARE PROVIDED, THESE HEADS ARE CONNECTED TO TWO SETS OF EVALUATORS FOR AVAILABILITY.  
 AXLE COUNTER HEADS ON EACH RUNNING LINE ARE FED FROM SEPARATE EVALUATORS FOR AVAILABILITY WHEREVER PRACTICABLE.

\*4 - CN6565 SIGNAL, OPTIONS TO BE CONSIDERED:  
 a) MOVE TO CREATE STATION STARTER SIGNAL.  
 THIS WOULD REDUCE THE DISTANCE BETWEEN CN6565 AND CN6567 SIGNAL TO LESS THAN A 1/3 OF THE TOTAL BRAKING DISTANCE BETWEEN CN6561 AND CN6567. CN6565 WOULD THEN BECOME APPROACH CONTROLLED FROM RED AND THE ASPECT SEQUENCE WOULD BE MODIFIED ACCORDINGLY (SEE ASPECT SEQUENCE DIAGRAM).  
 b) LEAVE IN EXISTING POSITION.  
 THIS WOULD MEAN TRAINS STANDING IN PLATFORM 1 WOULD BRIDGE THE OVERLAP SECTION. MOVES UP TO CN6567 SIGNAL FROM PLATFORM 1 WOULD REQUIRE RISK ASSESSMENT.



UP BEDWORTH AUTO LOWER SIP (HAWKESBURY LANE LC MCB)

	NOT TO SCALE	<b>Network Records Group</b> BERMUDA PARK STATION SIGNALLING SCHEME SKETCH	<b>Network Rail</b> Drawing No SG.SKE/0001		
	Produced			Last Full Correlation	Date
	Checked			Current Version	B
	Issued			Border Height	297mm