

New Rule Brief Dec 2024

Comes into force 7th December 2024

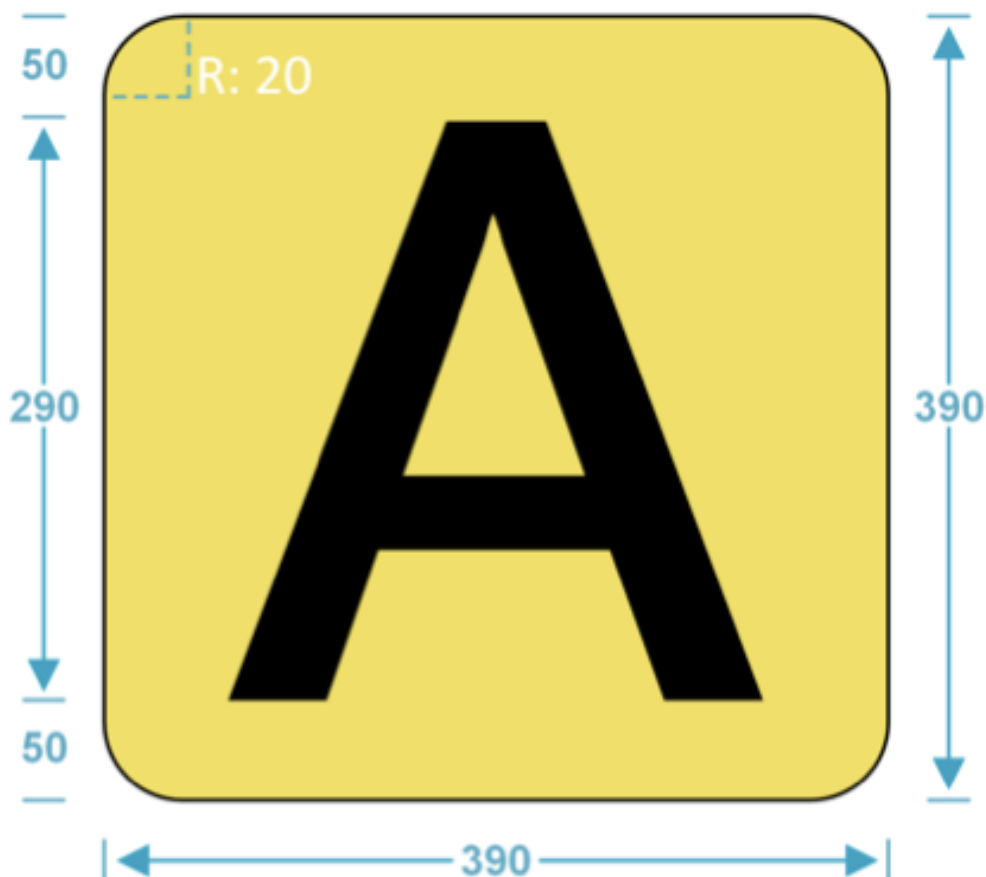
The use of Acceleration Boards – The rules and underpinning knowledge

The new acceleration indicator is not a replacement for the termination board and so both A and T boards will continue to be used. They are both used to mark the end of an ESR/TSR but for different circumstances.

The use of the A board to mark the end of the restriction is for applications that are not required to control the risk of derailment, such as a track defect - but to control speeds for risk of collision - such as approaching a user-worked level crossing with reduced sighting distance. Once the train has reached the point of highest collision risk, there is no need for the train to continue through the speed restriction at the lower speed until the rear of the train has passed through as is traditional with ESR/TSRs currently.

Only one board would be used to mark the end of the restriction, so either an A, or a T depending on the application of the restriction.

Official Signage



Typeface		Railway Alphabet.
Colour		Black text on a Yellow-Green background.
Luminance		Class RA2 retro-reflectivity.
Readability performance	Readable distance	
	Visible distance	
Associated sign(s)		AF01, AF02m, AF02k, AF04m, AF04k, AF06.
Supplementary information		This document should be read in conjunction with GIRT7033 Lineside Operational Signs - Product Requirements.

Example of a typical layout both with a termination board and with an acceleration board.

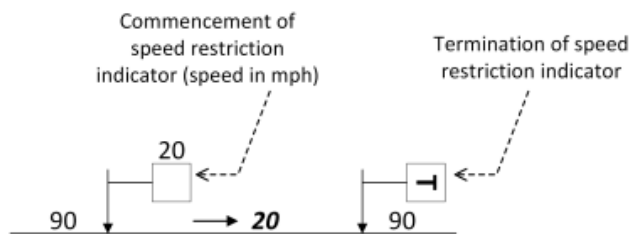


Figure 3: Typical arrangement of TSR commencement and termination indicators

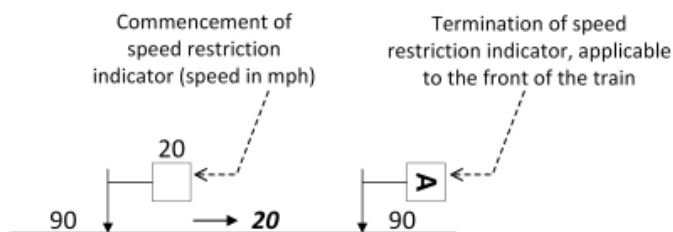


Figure 4: Arrangement of TSR commencement and termination utilising an acceleration indicator.

REMEMBER: You will not get both in a typical layout, it will be one or the other dependant on application and risk.