



## **STATFOLD BARN RAILWAY**

### **TRAMWAY OPERATING PROCEDURE**

**This procedure looks at the operation of the Tramway which operates from the Tram Depot located outside of Statfold Junction to Oaktree. The tramway is 3ft gauge with shares a common rail with an 18-inch gauge railway which operates from the same locations and operation is covered within this procedure.**

The tram requires a minimum of 2 crew, one driver and one conductor.

Both driver and conductor must have qualified as tram drivers.

The tram way is to run as a token section (yellow) and the token must be in the possession of the tram for it to enter section (between stop boards).

There are no signals on the tramway but all drives must be aware of any hand signals given to them and be prepared to stop at any time.

The tramway has right of way across the potential extension to the 2' gauge line spur into the field as this line will be shown as blocked in the signal box at all times. (This is to be reviewed when the line extension begins.)

#### **Operating procedure for when both JACK and the TRAM are in operation:**

Both the Tram and JACK will need to start the day at the shed

JACK will need to travel to Oaktree under written permission from the Signalman, without the token and sit in the Siding. Once securely in the siding at Oaktree, the driver of JACK must contact the Tram to say they are clear of section by means of a radio (Oaktree Controller will have one).

This allows the tram to proceed to Oaktree with the token and hand it to the Crew of JACK.

JACK can then proceed into section and complete a run to the tram shed and back, while the tram loads with passengers at Oaktree.

Once JACK is back in its siding the crew must hand the token back to the Tram Crew so it can run up to the tram shed and return with another load of passengers.

The token is yellow and made of square bar so that it cannot be confused with another token section.