

Fact panel: Train Schedule

Length: 206 Miles
Headcode: 6Z21
Runs: Monday and Friday Only

Location	Time	Mileage
Thameshaven OR	2334	0
Thameshaven Jct	2345	4
Tilbury West Jct	2353	8
Grays	2358	10
West Thurrock Jct	2359	11
Rainham	0007	17
Dagenham Dock	0010	19
Barking	0015	22
Woodgrange Park	0018	24
Forest Gate Jct	0020	25
Forest Gate	0021	26
Stratford	0024	27
Channelsea Jct	0027	28
Dalston Jct	0035	30
Canonbury West Jct	0038	31
Finsbury Park	0047	32
Alexandra Palace	0053	34
Potters Bar	0106	42
Welwyn North	0116	51
Digswell Jct	0117	52
Woolmer Green Jct	0122	55
Stevenage	0126	59
Hitchin	0136	63
Sandy	0154	75
Huntingdon	0218	90
Peterborough (calling point)	0251-0253	107
New England Jct	0258	109
Helpston Jct	0309	113
Ketton	0324	123
Manton Jct	0334	130
Oakham	0342	133
Melton Mowbray	0356	144
Syston East Jct	0408	154
Syston North Jct	0410	155
Sileby Jct	0414	158
Loughborough (calling point)	0419-0421	163
Trent South Jct	0433	171
Sheet Stores Jct	0434	172
Stenson Jct	0503	184
North Stafford Jct	0504	185
Burton on Trent	0511	191
Burton Leicester Jct	0512	191
Wichnor Jct	0526	196
Alrewas	0529	197
Lichfield TV Jct	0536	201
Lichfield TVHL	0537	201
Lichfield City (calling point)	0541-0543	202
Brownhills	0557	206

On the return trip (7Z70) the train runs to Nottingham for a crew change (via the same route as above) before heading towards the East Coast Main Line and Peterborough West Yard.

▶ and on Saturdays at 1310. On the return journey the train passes over the West Coast Main Line at Lichfield Trent Valley High Level station before using another freight-only section from beyond the terminus for the Cross-City services to Wichnor Junction. This line is also used by MGR coal trains to Rugeley power station as well as some diversions, especially on Sundays. The train joins the main Birmingham-Derby line before travelling back via Stenson and Trent Junctions. One difference on the return journey is that the train still runs into Nottingham so the Bescot crew can change over. It then continues towards Peterborough via Grantham.

It seems the oil trains will remain as the sole users of the Brownhills branch for the near future at least; something perhaps only the residents of Hammerwich village are pleased to hear..

■ *The author wishes to thank driver Nigel Thompson and Mr. A. Blackwell of the Lichfield Rail Promotion Group for help with the compilation of this article.*



Above: Quite literally the end of the line, a couple of hundred metres beyond the depot. The Anglesey branch of the Wyrley and Essington Canal passes above here, while the main A5 road bridge can be seen behind.

Below: Saturday July 8 1995 saw Dutch-liveried No. 56046 passing under the A461 road bridge between Hammerwich and Fosseway.

