Operation

Fact panel: Train Schedule

Length: 206 Miles Headcode: 6Z21

Runs: Monday and Friday Only

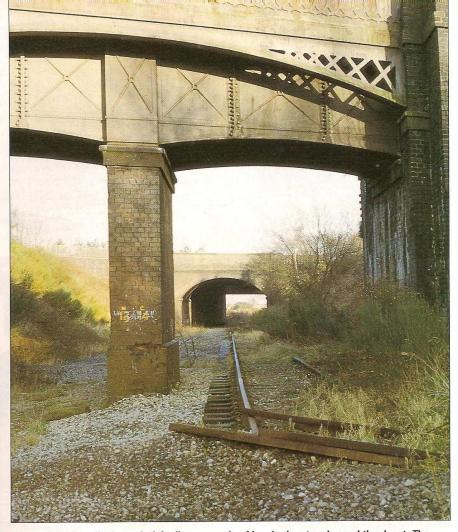
	Time Ballance
LocationThameshaven OR	
Thameshaven Jct	
Inamesnaven Jct	23454
Tilbury West Jct	23530
West Thurrock Jct	235010
Rainham	
Rainnam	
Dagenham Dock	001019
Barking	
Woodgrange Park	24
Forest Gate Jct	002025
Stratford	
Channelsea Jct	
Dalston Jct	0035
Canonbury West Jct	003831
Finsbury Park	004732
Alexandra Palace	005334
Potters Bar	010642
Welwyn North	011651
Digswell Jct	011752
Woolmer Green Jct	012255
Stevenage	012659
Hitchin	013663
Sandy	015475
Huntingdon	90
Peterborough	
(calling point)	0251-0253107
New England Jct	0258109
Helpston Jct	0309113
Ketton	0324123
Manton Jct	0334130
Oakham	0342133
Melton Mowbray	0356144
Syston East Jct	0408154
Syston North Ict	0410 155
Sileby Jct	0414158
Loughborough	
Loughborough (calling point)	0419-0421163
Trent South Jct	0433171
Sheet Stores Jct	0434172
Stenson Jct	
North Stafford Jct	0504185
Burton on Trent	
Burton Leicester Jct	0512191
Wichnor Jct	0526 196
Alrewas	0529 197
Lichfield TV Jct	0536 201
Lichfield TVHL	0537 201
11.16.1104	
(calling point)	0541-0543 202
Brownhills	0557 206
DIOWIIIII	200

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.

