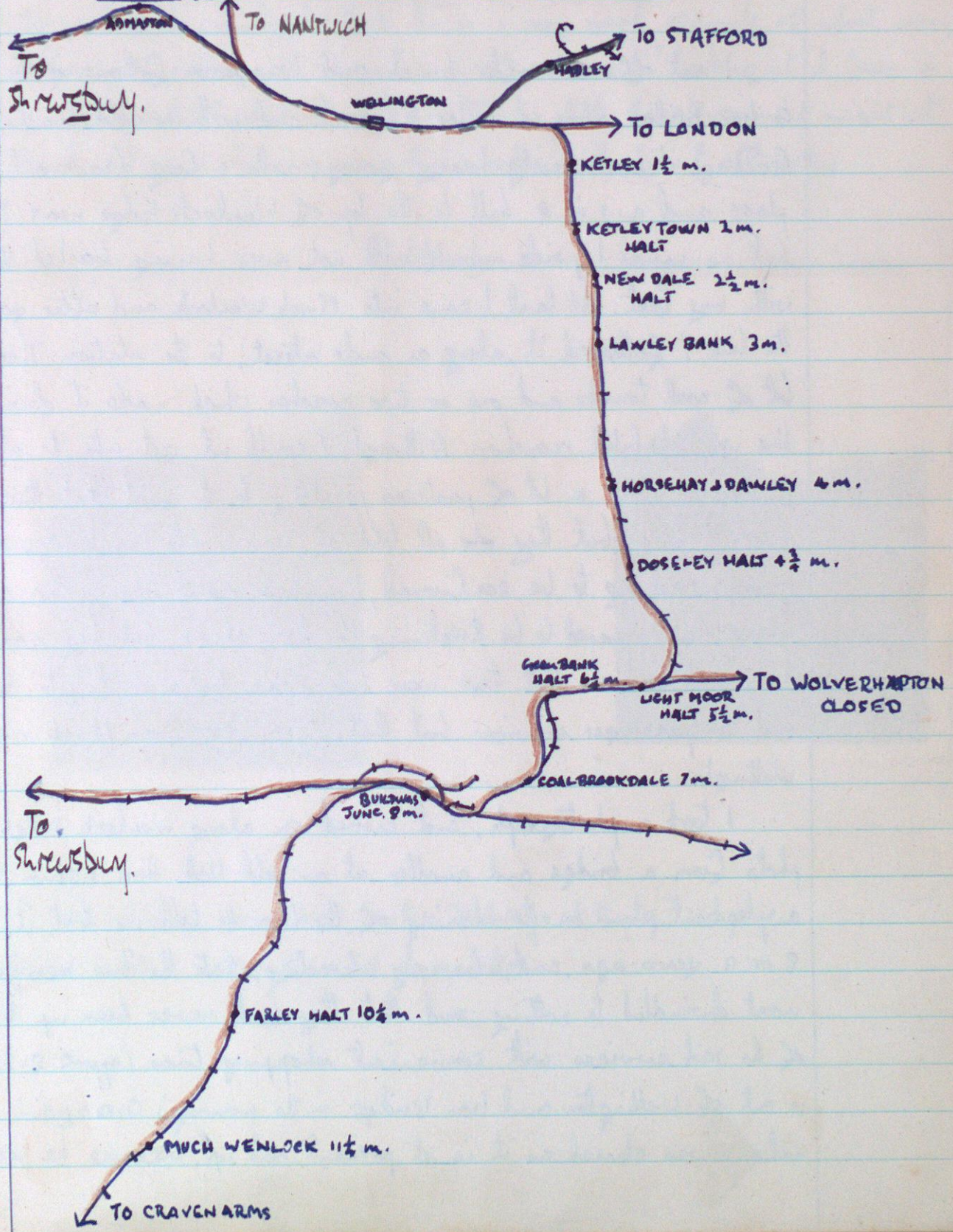


(Wellington) Buildwas and Craven Arms Line



To Ashmole
To Shrewsbury.

TO NANTWICH

TO STAFFORD

WELLINGTON

TO LONDON

KETLEY 1 1/2 m.

KETLEY TOWN 2 m.
HALT

NEW DALE 2 1/2 m.
HALT

LAWLEY BANK 3 m.

HORSEHAY & DAWLEY 4 m.

DOSELEY HALT 4 3/4 m.

GREEN BANK
HALT 6 1/2 m.

TO WOLVERHAMPTON
CLOSED

LIGHT MOOR
HALT 5 1/2 m.

COALBROOKDALE 7 m.

BUILDWAS
JUNC. 8 m.

To Shrewsbury.

FARLEY HALT 10 1/2 m.

MUCH WENLOCK 11 1/2 m.

TO CRAVEN ARMS

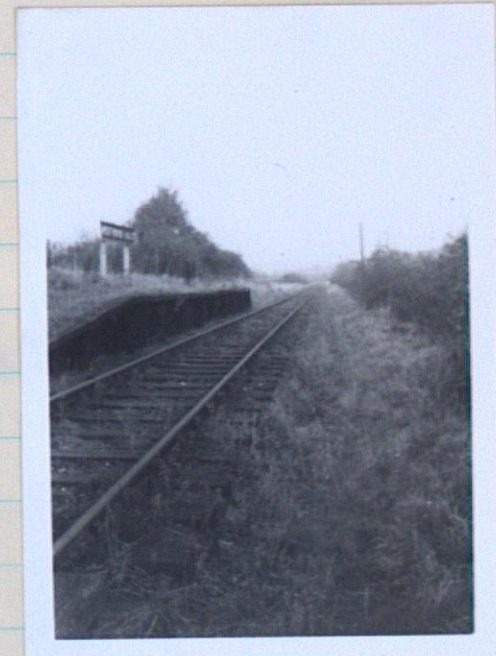
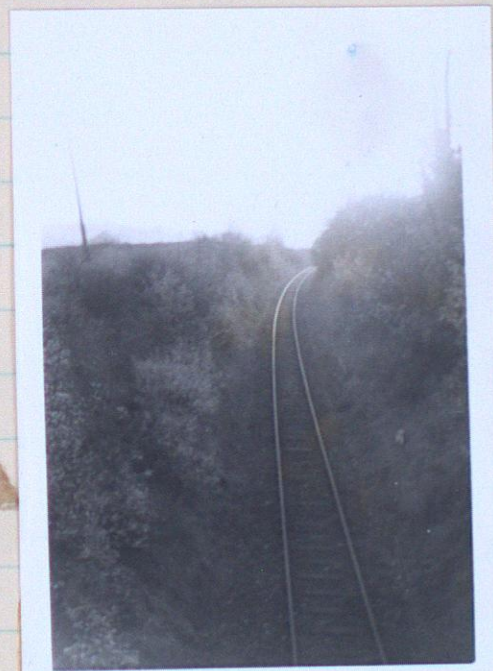
Description of Exploration Sunday 8th Nov. 1959.

I set off soon after Lunch and was soon following the single line to Iron Bridge, along a rather bad road and with a cold headwind. After Gessage it was fairly heavy going, with a long draw out of that place and a 1 in 8 hill to the top of Wenlock Edge near Much Wenlock, but as usual I pride myself with not ever having touched the ground with my feet. At last I came into Much Wenlock and after going under the line I followed it, along a side street, to the station. There were a lot of coal trucks and one or two coaches which made it obvious that the line was inhabited somehow. Although I could not get into the station, being Sunday, I saw a lot of posters pointing to the fact that there was passenger traffic, but they do all told of trains into Iron Bridge or Wellington. If only reading to be confirmed, I asked some boys, who approached ^{with} stones they appeared to be threatening to throw at me, but they soon calmed down and told me that there were two goods trains a day to Craven Arms and no passenger services but that there were from Much Wenlock to Wellington.

I took a photograph, and carried on along Wenlock Edge, took one photo from a bridge and another at an old Halt. Here again I interviewed a pleasant man on the closing of the line. He told me that it had closed 8 or 9 years ago, and, also very interesting, that the bus services had almost dwindled to nothing and that they had never been up to the standard of the rail services with convenient shopping times (approx 8.30 in and 10 out of Wellington and Iron Bridge in the morning.) Once again the national scheme was abused as it is at present set up, because he said that

if a national institute is set up it becomes not a matter of economy but of the good of the country.* I think this is a very good example of what many other communities with closed lines, have come to.⁺ Looking at it from a purely practical point of view one thinks that the government might at least set up a bus service which works with decent efficiency.

Photographs



* See article in scrap book, section "Railways at the top," 2nd page.

+ Yet another reason for rural depopulation.

History



This railway was open throughout in 1949.

A bridge south of Much Wenlock on
the section closed to passengers.

Winter Time-Table 1959-60.

Table 158
WELLINGTON and MUCH WENLOCK

WEEK DAYS ONLY—(Second class only)

Mis		am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm
1	Wellington	dep 6 50	8 16	11 17	11 17	3 10	4 30	5 50						
2	Ketley	6 55	8 20	11 21	11 21	3 14	4 34	5 53						
2	Ketley Town Halt		8 22	11 23	11 23	3 16	4 36	5 55						
2	New Dale Halt	6 59	8 25	11 25	11 25	3 19	4 39	5 57						
3	Lawley Bank	7 2	8 28	11 28	11 28	3 22	4 42	6 0						
4	Horsehay and Dawley	7 7	8 33	11 33	11 33	3 27	4 47	6 3						
4	Doseley Halt	7 10	8 36	11 36	11 36	3 30	4 50	6 6						
5	Lightmoor Halt	7 13	8 39	11 40	11 40	3 34	4 54	6 12						
6	Green Bank Halt	7 16	8 42	11 43	11 43	3 37	4 57	6 14						
7	Coalbrookdale Halt	7 19	8 45	11 46	11 46	3 40	5 1	6 16						
8	Buildwas	arr 7 23	8 50	11 51	11 51	3 45	5 6	6 20						
		dep 7 27	8 52	11 55	12 5	3 46	5 7	6 22						
10	Farley Halt	7 36	9 0	12 3	12 3	3 54	5 15	6 31						
11	Much Wenlock	arr 7 42	9 6	12 9	12 9	4 0	5 21	6 37						
Mis		am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm
1	Much Wenlock	dep 6 50	8 30	11 40	11 40	4 0	4 40	5 45	7 5					
1	Farley Halt	6 53	8 33	11 44	11 44	4 3	4 44	5 48	7 8					
3	Buildwas	arr 6 59	8 38	11 50	11 50	4 9	4 50	5 54	7 14					
		dep 7 0	8 40	11 55	11 55	4 10	4 55	5 57	7 15					
4	Coalbrookdale Halt	7 4	8 44	11 58	11 58	4 15	4 59	6 6	7 19					
5	Green Bank Halt	7 7	8 47	12 1	12 1	4 18	5 2	6 9	7 22					
5	Lightmoor Halt	7 10	8 50	12 5	12 5	4 21	5 5	6 12	7 25					
6	Doseley Halt	7 15	8 54	12 9	12 9	4 25	5 9	6 16	7 29					
7	Horsehay and Dawley	7 19	8 58	12 13	12 13	4 29	5 13	6 20	7 33					
8	Lawley Bank	7 23	9 2	12 17	12 17	4 33	5 17	6 24	7 37					
8	New Dale Halt	7 25	9 4	12 19	12 19	4 35	5 19	6 26	7 39					
9	Ketley Town Halt	7 28	9 7	12 21	12 21	4 38	5 22	6 29	7 42					
9	Ketley	7 30	9 9	12 23	12 23	4 40	5 24	6 31	7 44					
11	Wellington	arr 7 36	9 15	12 29	12 29	4 47	5 36	6 37	7 50					

Except Saturdays S Saturdays only

See P 93 VAIL
Rly Note 1949
Also p 129.

TO
DUMFRIES &
GLASGOW