

South Telford HERITAGE TRAIL

www.walktelfordheritage.co.uk

SOUTH TELFORD HERITAGE TRAIL CLOCKWISE DIRECTIONS

Total distance: **12 miles (20 kms)**

Total time: **5 – 6 hours**



Produced by Stirchley & Brookside Parish Council

Artwork by www.macrecreative.co.uk

INTRODUCTION

If you walk around the Parishes of South Telford it is sometimes hard to believe that the ironworks, coal-mines, china factories, brick-works, canals and railways, familiar to locals in the 18th and 19th centuries, ever existed; but they did, and the evidence is present in the legacy of industrial scars on the landscape and the wealth of heritage sites that remain scattered throughout the area. However, unless you know what to look for, many of these sites are 'invisible' to the casual walker and their contributions to the rich history of the area are less well known.

AIM

The aim of the South Telford Heritage Trail is to address these 'deficiencies' by offering a self-guided walking route that links known and lesser known heritage sites within South Telford and to provide some information about each site. The Trail has been made possible by a grant from the Heritage Lottery Fund.

SOUTH TELFORD HERITAGE TRAIL

The Trail, which is a 12 mile (20kms) circular walking route, takes you directly to a wide variety of heritage sites, ranging from the Stirchley Chimney in the Town Park to the Quaker Burial Ground in Coalbrookdale.

WALKING THE TRAIL

The trail can be walked in its entirety in 5–6 hours or tackled in bite-sized sections. It is easy to find. Just look out for the unique 'chimney' logo on a series of way marker discs and posts and follow the direction arrows.

The walking directions will take you in a clockwise route around the trail from heritage site to heritage site. For ease of use, the directions have been split into 8 short sections. Each section includes information to help you plan your walk. The numbered heritage sites are printed in bold in the text and correspond to the numbers shown on the maps.

WEBSITE

More information about the Trail can be found at the website

www.walktelfordheritage.co.uk

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SOUTH TELFORD HERITAGE TRAIL OVERVIEW MAP

Trail distance: **12 miles (20 kms)**

Total time: **5-6 hours**



MAP A

Trail Sections: 1 & 8

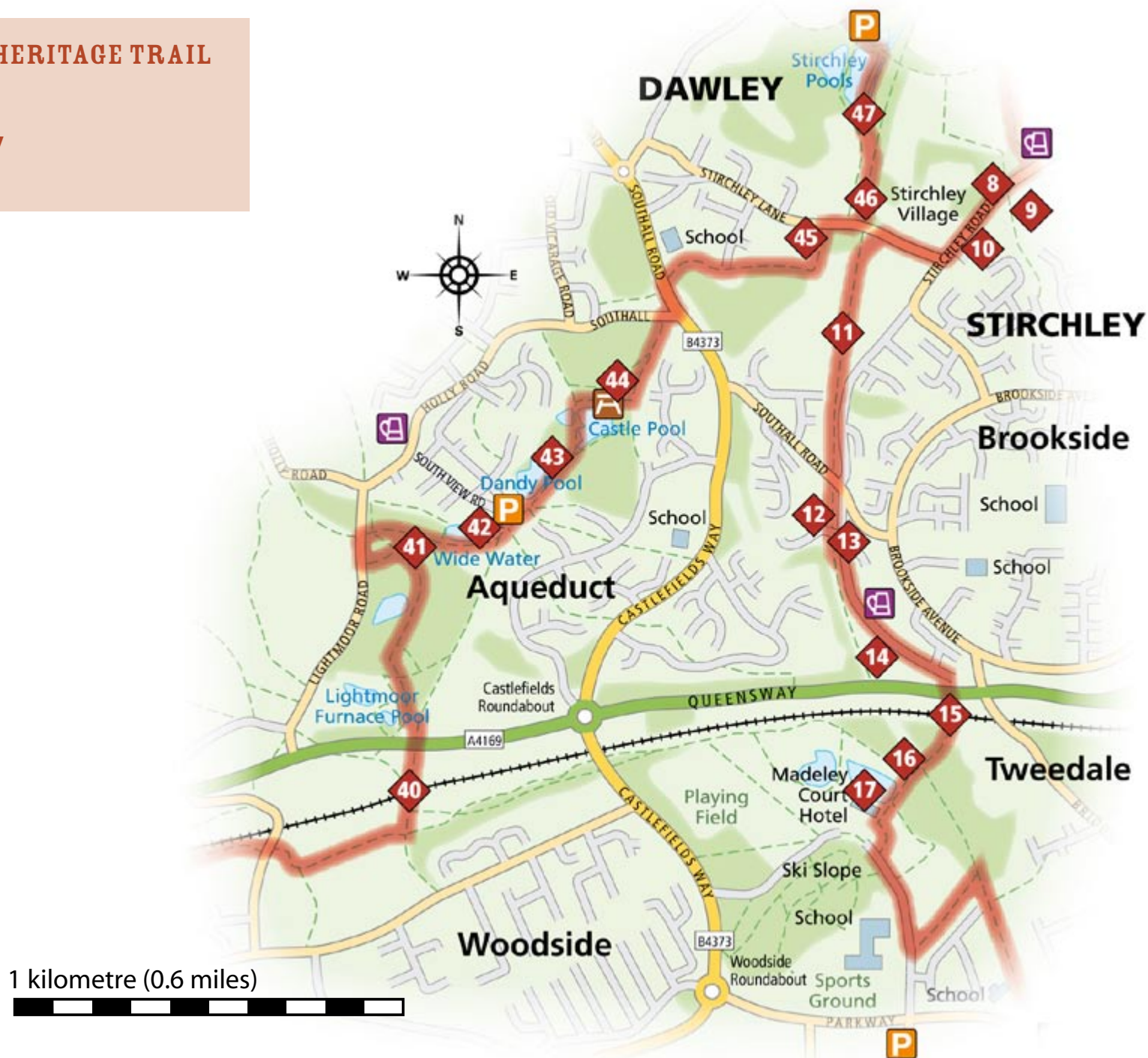


SOUTH TELFORD HERITAGE TRAIL

MAP B

Lightmoor & Dawley

Trail Sections: 2 & 7

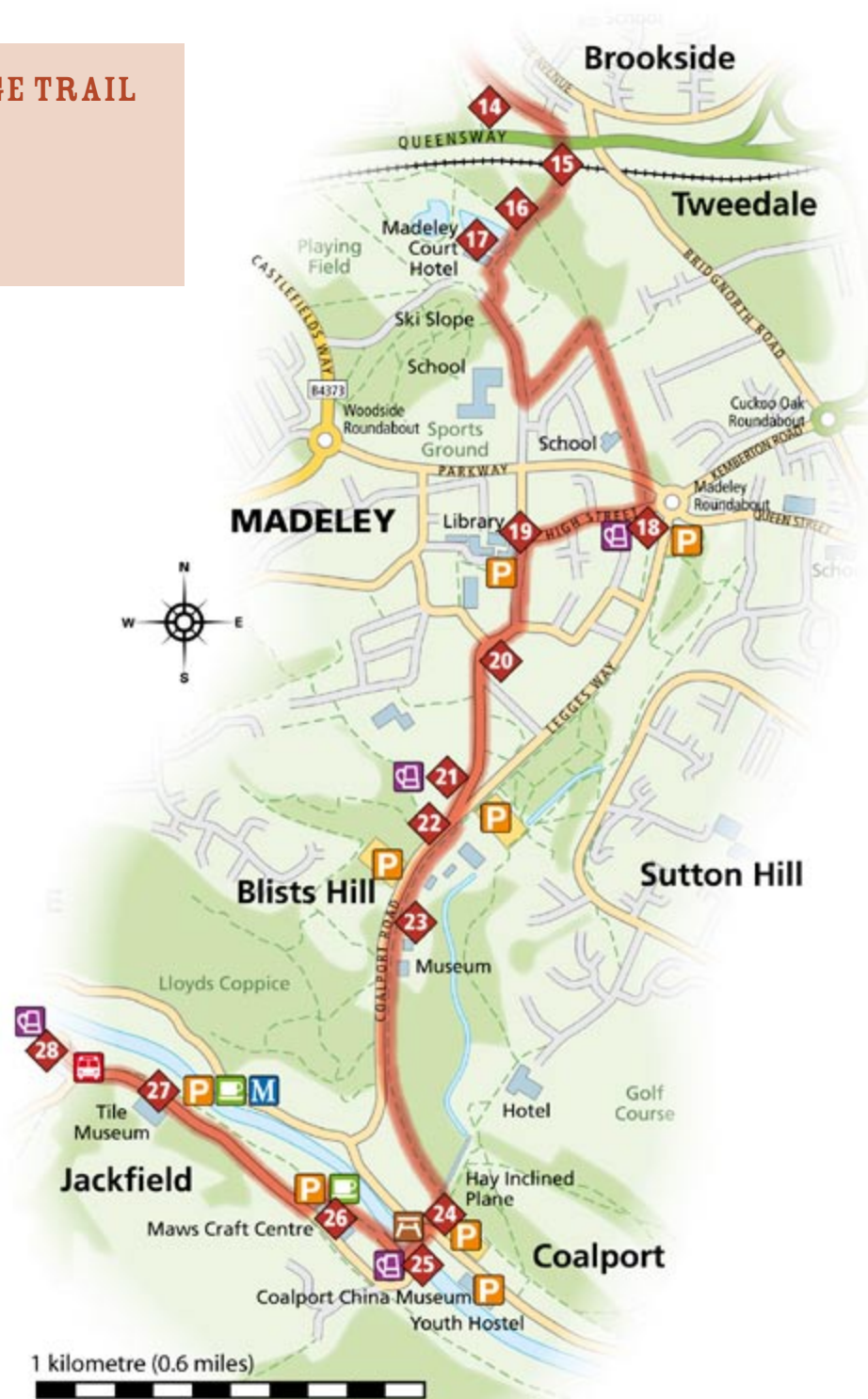


SOUTH TELFORD HERITAGE TRAIL

MAP C

Madeley

Trail Sections: 3



SOUTH TELFORD HERITAGE TRAIL

MAP D

The Ironbridge Gorge

Trail Sections: 4,5 & 6



SECTION 1

MALINSLEE CHAPEL (Town Park) TO THE SILKIN WAY (Near Stirchley Lane)

Map:	A (Stirchley & Town Park)
Distance:	1.8 miles (3km)
Time:	36 minutes
Terrain:	Easy walking, Good tracks and paths, no steep climbs
Caution:	2 minor roads to be crossed
Refreshments:	Spout Farm, Rose and Crown Pub

- 1 Starting at the **Malinslee Chapel (1)** take the path signposted to Wonderland. The path slopes gently downwards with the arena on your left.
- 2 Where the path turns away from the arena follow it around to the right and head towards the entrance to Wonderland. You should now see the Holiday Inn on your left.
- 3 With the entrance to Wonderland on your right, take the next turning left and follow the path that runs alongside the perimeter of the Holiday Inn. Look out for the green metal fence and keep to the path that runs parallel to it.
- 4 At the bottom of the hill, keep on the main path as it bears around to the right. You will see the end of the **Randlay Pool (2)**. Continue on the path as it contours around the end of the Randlay Pool.
- 5 Where the path splits in two, take the right hand fork leading uphill towards the **Blue Pool (3)**. At the top of the hill you will pass a Park Information board for Randlay Pool.
- 6 Continue on the path as it takes you between the Blue Pool and The Randlay Pool. Both pools will be hidden behind the trees. At the first 'Y' junction take the right hand fork.

- 7 After you pass steps on your right, leading down to the pier-like structure jutting out into the Randlay Pool, turn left at the next track junction.
- 8 Go down the hill and follow the path as it bends around to the right and runs parallel to the metal fence. Continue along the path until you reach the **Stirchley Chimney (4)** on your right.
- 9 Go past the Chimney and continue along the path. Following a slight left-hand bend, you will see a set of steps on your right. [Note: If you wish to get a closer view of the Chimney Furnace site, you can go down these steps].
- 10 Continue on the main track. Pass through a metal gate and at the next T junction turn right. On your left is the pit mound from the **Grange Colliery (5)**.
[Note: If you wish to view Stirchley Grange turn left at this junction and follow the path down the hill]
- 11 Keeping the wooded mound on your left continue along the main path. Pass through a set of metal gates and at the next crossroads by the information board at Fletcher's Pool, turn left.
- 12 Go through the green stile and follow the lane along the front of **Northwood Terrace (6)**. Continue along this lane until you reach the **Rose and Crown Public House (7)** on your left.
- 13 Where the Northwood Terrace Lane meets Stirchley Road, cross the road to the footpath on the opposite side and turn right.
- 14 Follow the footpath up the hill. At the first road junction by the sign for the 'Stirchley Spiritualist Church', you will have reached the old centre of Stirchley Village. On the other side of the road, behind a red brick wall, was the site of **Stirchley Primary School (8)**. Looking down the narrow lane you will see a row of white houses with a

sign on the end house showing 'Local Butchers'.
[If you go along this lane you will come to **St James Church (9)** on the left]

- 15 Keep to the footpath alongside Stirchley Road until you reach **Stirchley Hall (10)**.
- 16 At the first road junction after Stirchley Hall turn right into Stirchley Lane. The footpath is on the right-hand side across the road from the large white house called the 'Elms'.
- 17 At the end of this footpath cross the road, turn right and follow the path up the hill towards the bridge.
- 18 Before you reach the bridge go through the green metal stile on your left and follow the path down the hill to join the **Silkin Way (11)**. At the bottom of the path by the next green metal stile turn left. It is also signed for Route 55 national cycle network.
[Note: At this point you may decide to turn right and to go under the bridge and follow the route back to the Town Centre. See the directions at Section 8]

SECTION 2

SILKIN WAY (Near Stirchley Lane) TO MADELEY COURT

Map: B (Lightmoor & Dawley)
Distance: 0.84 miles (1.4km)
Time: 18 minutes
Terrain: Easy walking, good tracks and paths, no steep climbs
Caution: minor road to cross
Refreshments: Britannia Inn, Madeley Court

- 19** Continue along the route. It will take you under two road bridges.
- 20** After you have gone under the 2nd road bridge you will arrive at the junction where the Silkin Way crosses Chapel Lane. At this point you will see the **Aqueduct (12)** on your right and **St Paul's Church (13)** on Aqueduct Road on your left.
- 21** You should turn left towards St Paul's Church, cross the road and turn right into Aqueduct Road.
- 22** Continue along the footpath heading towards the **Britannia Public House (14)**.
- 23** After you have passed the Public House follow the path until you reach the end of the road and a car parking and turning point.
- 24** Bear right at the end of this parking place beyond the wooden posts and pick up the cycle path. As the path slopes downhill you will see the metal wheel marker for the Silkin Way on your left.

25 Go under the underpass and take the path across the metal bridge over the railway line at what was **Madeley Salop Train Station (15)**. Stay on the path.

26 At the next track junction where you see the **Windmill (16)** on your right, leave the Silkin Way and take the right-hand track that goes under the bridge. Stay on this track until you reach the side of **Madeley Court (17)**.

27 Follow the track along the side of Madeley Court.

28 When you pass the last building you will see a metal stile and a footpath on your right.
[Note: If you want to view Madeley Court you can leave the trail at this point and follow the footpath]

SECTION 3

MADELEY COURT TO COALPORT

Map: C (Madeley)
Distance: 2.2 miles (3.7kms)
Time: 45 minutes
Terrain: Easy walking, good tracks and paths, no steep climbs
Caution: Roads to cross and no footpath on the Coalport Road section:
Refreshments: Madeley Court, Pubs and Cafes along Madeley High Street, All Nations Pub, Cafe at Blists Hill Museum and Coalport

- 29 Continue along the main track, taking you past the Madeley Ski Centre and the school car park on your right.
- 30 At the track junction on your left, by the red brick house and opposite the main entrance to the School, turn left.
- 31 Follow the path as it brings you between 2 hedgerows and around the edge of the sports field.
- 32 At the end of the sports field the path bends around to the right and takes you uphill to the junction with the Silkin Way. At the top of the hill and at the path junction, turn right.
- 33 Continue on the Silkin way towards Madeley.
- 34 Cross over the footbridge across the Park Way Road.
- 35 At the next footbridge do not cross it, but take the first flight of steps on your left leading to the bottom of **Madeley High Street (18)**.

- 36 Stay on the right hand side (opposite the Foresters Arms) and follow the path up the High Street until you reach the top at **Jubilee House (19)**.
- 37 At Jubilee House cross the road to the flower shop and Lloyds Bank on the other side and turn right.
- 38 Take the path past the 1st bus stop. Follow it around to the left taking you towards the back of the Madeley Shopping Centre on the right and the Public Toilets on your left. Keep on the path aiming for the white houses and the jewellery shop on the corner of Church Street.
- 39 At Church Street keep to the footpath on the left and head towards St Michael's Church which you will see in the distance.
- 40 After you have passed Church Close on your left, cross the road and take the footpath in front of the Six Bells Public House towards **St Michael's (20)**.
- 41 Shortly after you pass the old School House (keeping right) the footpath ends by a red brick garage. Cross the road junction at this point into Coalport Road and keeping to the left hand side follow the road away from St Michaels in the direction of Coalport. There is no footpath on this stretch of the trail so watch out for oncoming traffic especially where the road bends around to the left.
- 42 Continue along the Coalport Road until you reach the **All Nations Public House (21)**.
- 43 Follow the road down the hill to the footbridge on your left. In front of you is the **Lee Dingle Bridge (22)**.
- 44 Cross the footbridge. Go down the steps and turn left. You have now rejoined the route of the Silkin Way to Coalport..

[Note: If you turn right, instead of left, the path will take you to the Blists Hill Museum where there is a cafe and toilets]

- 45 Continue along the path.
- 46 After a short distance, when the path bends around to the left, you will see the **Blists Hill Tunnel (23)**.
- 47 Go through the tunnel and continue on the path towards Coalport.
- 48 When you pass through the tunnel under the **Hay Inclined Plane (24)** ignore the first track junction on your left, and continue straight ahead on the main path until you reach the first track junction on your right. This will be marked by a Silkin Way wheel marker.
- 49 At this junction leave the main path and take the zig-zag gravel path to the bottom of the hill leading to Coalport.
- 50 At the bottom of the path turn right and head towards the Shakespeare Inn along the narrow road. There is no footpath at this part of the trail.
- 51 Continue along the road past the Shakespeare Inn. Cross the narrow bridge taking you over the Hay Inclined plane and turn left at the sign for the Maws Craft Centre and the Tile Centre.
- 52 Follow the path over the **Jackfield and Coalport Memorial Bridge (25)**.

SECTION 4

JACKFIELD MEMORIAL BRIDGE (Coalport) TO IRONBRIDGE

Map: D (The Ironbridge Gorge)
Distance: 1.5 miles (2.5km)
Time: 30 minutes
Terrain: Easy walking, good tracks and paths, no steep climbs
Caution: Sections can be flooded and muddy in Winter, no footpath on the road section from Maws Craft Centre to Jackfield Tile museum.
Refreshments: Boat Inn, Black Swan Public House, Café at Maws Craft Centre, Station Inn Ironbridge

53 At the far side of the bridge turn right. Take the path to the right in front of the cottages and follow the sign for the **Maw's Craft Centre (26)**. The path runs along the side of the old tile works building with an open area of grassland on your right. The chute jutting out from the building was a waste chute.

54 At the end of the building turn left, pass the entrance to the Maw's Craft Centre and turn right at the top of the road where you will see the sign for the Jackfield Tile Museum.

55 Continue along this road. At the next junction bear left and follow the sign for the Jackfield Tile Museum. Be aware that this is a single track road with no footpath. After a short distance the road bends to the right and you will come across wooden slats in the road surface like a railway track. At the end of the wooden slats you will see the start of the **Jackfield Tile Museum (27)**. On your right will be St Mary's Church.

56 Follow the road from the entrance of the Tile Museum (Church Road) to the junction with Calcutts road. Take the path to the right keeping Calcutts House on your left. You should see the **Jackfield Sidings (28)** on your right. Pass Chapel Road on your left and go through the wooden gates in front of you. Follow the obvious track. The road on your right leads to the Black Swan Inn. Once through the gates you are now following the route of the old Severn Valley Railway.

57 Stay on this main track. On your left you will shortly pass the Wesleyan Chapel at Coalford built in 1825. Continue along the route which will take you under a metal footbridge and then a brick built bridge which is carrying the Ironbridge to Brosely Road. Follow the track until you reach the **Station Car Park (29)**.

58 Continue to the far end of the car park, turn right and take the path to the Toll House and the **Iron Bridge (30)**.

59 Cross the Iron Bridge and turn left.

SECTION 5

IRONBRIDGE TO JIGGERS BANK (Coalbrookdale)

Map:	D (The Ironbridge Gorge)
Distance:	1.8 miles (3kms)
Time:	50 minutes
Terrain:	Some steep climbs, slippery steps, gates and rough tracks
Caution:	Roads to cross, no footpath on the road section on Coach Road
Refreshments:	Numerous Pubs and Cafés in Ironbridge, Café at the Greenwood Centre, Café at the Museum of Iron (Coalbrookdale)

- 60** Go down the Tontin Hill and follow the footpath running parallel to the river and away from the bridge into the Wharfage.
- 61** Keeping to the riverbank side you will soon pass the **Museum of the Gorge (31)**.
- 62** Continue along the path until you reach the mini roundabout at the road junction of Buildwas Road and Dale End Road.
- 63** Stay on the left and take path into the Buildwas Road.
- 64** Cross the road at the Pedestrian Crossing and turn left.
- 65** Follow the path up the hill until you reach Station Road and the sign for the Greenwood Centre. Turn right into Station Road and follow the road to the Greenwood Centre.
- 66** At the entrance to the Greenwood Centre go through the gates and walk to the far end passing the car park, cafe and workshops on the

way. At the end of the wooden buildings you will see the **Coalbrookdale Railway Station Building (32)** and the zig zag path up to the Captain's Copice and Coach Road. Take this path and at the top turn right.

- 67** At the top of the zig zag path turn right and follow the road up the hill by the side of Captains Coppice. There is no footpath so watch out for cars. At the top there is a good **view of Coalbrookdale (33)**.
- 68** At the first road junction follow the road around to the right and down the hill.
- 69** Before the bottom of the hill, turn left into the picnic area on your left and follow the main track. By the driveway of the private house follow the track around to the right.
[NOTE: If you want to avoid the steep section go straight down the road until you rejoin the trail at the viaduct]
- 70** Just after the track bends around to the right look for a path leading off to the left and to a set of steep wooden steps taking you up Cinder Hill.
- 71** Climb the wooden steps and at the top take the right hand path through the woods.
- 72** At the first path junction, by a large tree, turn left and follow the track as it contours around the hill and starts to climb. You will see the grounds of a large white house on your left.
- 73** After completing a right hand bend, turn right at the next track junction by a set of steps.
- 74** Go up the steps and follow the track along the hedgerow line on your left. Be careful of the steep drop on your right. Continue to top.
- 75** Follow the track as it levels out and takes you away from the hedgerow line.

- 76** Where the track deliberately veers away to the left, look right and take the right hand track and wooden steps leading down the hill. This short section is very steep and slippery.
- 77** At the track junction at the foot of these steps turn right and head towards a gate in the fence.
- 78** Go through the gate and turn right. Follow the path until it brings you out at a clearing and viewing point.
- 79** At this point turn left to take the track in front of the wooden bench.
- 80** Follow the track down the hill.
- 81** At the next track junction, go straight ahead through the metal gates with the brick pillars on either side. Follow the track until you reach the **Quaker burial ground (34)**.
- 82** Pass the Quaker Burial Ground and go down the steps until you reach the Darby Road.
- 83** Cross the road and turn right. Follow the road down the hill, keeping to the footpath on the left hand side. You will pass the **Darby Houses / Tea Kettle Row (35)** on your right.
- 84** With the Upper Furnace pool on your left go under the **Viaduct (36)** and follow the footpath (on your right) to the road junction at **Jiggers Bank (37)**.

SECTION 6

JIGGERS BANK (Coalbrookdale) TO LIGHTMOOR RAILWAY CROSSING

Map: D (The Ironbridge Gorge)
Distance: 1 mile (1.7kms)
Time: 24 minutes
Terrain: Easy walking, good tracks and paths,
no steep climbs
Caution: Road and railway line to be crossed
Refreshments: Nil

- 85** At the junction go straight across into School Road. Head for the right-hand corner and take the track that runs in front of Woodbury house. At the next track junction, with Engine Row on your right and the School Building on your left and a 'no entry' sign in front of you, take the left fork.
- 86** Stay on this track until you reach the **New Pool (38)**.
- 87** Follow the path along the side of the pool and the stream that feeds the pool. Around the first bend you will see the railway line running alongside the stream, continue on the main path.
- 88** Do not stray from the main track and ignore any paths to your right. Follow the signs for Park Lane.
- 89** Eventually the track emerges from the woods and is framed on both sides by a hedgerow. The stream disappears from view at this point but you may be able to see the railway line behind the trees on your left.

- 90** When the track reaches the road at Park Lane, pass through the metal barrier and turn left. At the next track junction, before you reach the railway bridge, turn right and follow the obvious path. Go through the metal gates where it is signed to Tweedale on a finger post. You are now entering **Rough Park(39)**.
- 91** Continue along the track which initially bends to the right and then to the left. Keep on the main track.
- 92** When you reach an obvious track cross-roads, with the end of the woodland on your left and an open field in front of you, turn left and head towards the **Lightmoor Crossing (40)**.

SECTION 7

LIGHTMOOR CROSSING TO STIRCHLEY AND DAWLEY TRAIN STATION

Map: B (Lightmoor & Dawley)
Distance: 1.7 miles (2.9km)
Time: 45 minutes
Terrain: Railway crossing, stiles, some steep climbs, gates and rough tracks
Caution: Railway crossing and busy road to cross
Refreshments: Nil

- 93** Take the steps up and over the crossing. This can be very muddy in wet conditions.
- 94** Once over the other side carry on down the slope and take the wide track to the right.
- 95** Go under the underpass and continue straight ahead. At the next track junction at the top of the hill, turn left. Approximately 50 metres on your right – set back off the path and before you reach the main road, you will see a wooden stile.
- 96** Cross over/through the stile and follow the track keeping the pool on your left. When you reach the set of duck boards on your left opposite a bench on your right, continue straight ahead. The track takes you through the woods and climbs up the hill and away from the pool on your left.
- 97** At the top of the incline where it meets another track turn right. At the next stile turn left.
- 98** Continue along the wide track and take the the first track junction on your right. Follow the bend in the track around to the right and go uphill. On your left you will see a large pool. Continue straight ahead keeping the pool on your left.
- 99** Pass under the overhead electricity cables and skirt around the pool in a left hand direction. Keep on the track. The track keeps bending to the left interspersed with short straight sections.

- 100** Immediately after the track bends to the right by a holly bush, you need to take the path off to the left at the next path junction. This takes you into the woods and brings you out at Lightmoor Road.
- 101** Where the track meets the road, turn right and carry on up the hill by the side of the road. Go through the wooden stile opposite the TMS metal merchants and follow the path under the **Tub Boat Bridge (41)** and continue straight ahead.
- 102** You will soon pick up the outline of the **Shropshire Canal (42)** on your left. Continue along this path until you reach Wide Waters Pool.
- 103** Follow the path along the edge of the pool. At the end of the pool continue straight over and through the car park in front of you. If you are not sure, follow the wooden posts on the right hand side of the car park.
- 104** Keeping to the right side of the car park you will see the path leading to the Dandy Pool on your left. Follow the path along the side of the pool until you reach the footbridge bridge by the **Castle Pool (43)**. Cross the footbridge and follow the path between the pools.
- 105** At the next path junction, just after you cross the third bridge, turn right and follow the path running parallel to the pool on your right.
- 106** At the next junction by the picnic table, turn left and follow the path up the hill to the site of **Dawley Castle (44)**.
- 107** At the top of the hill continue down the other side and at the next path junction turn left towards Southall. On your right will be a playground. Continue until you reach the road. Cross over and head towards the give way sign at the junction on your right. Cross the Southall Road at this junction and turn left.

- 108** Carry on up the hill past the bungalows on your right.
- 109** By a set of hand railings on the path at the side of the road, turn right and cross the metal stile. Follow the track as it takes you around the School grounds.
- 110** At the end of the school playing fields go through the swing gate and carry straight on. Pass a low brick wall on your left and keep straight ahead.
- 112** Where the track bends to the left you will see fence panels on your left. Continue on the track.
- 113** The path meanders through the woods and where the track brings you out to meet another track, by a small clearing, turn left.
- 114** Follow the track until you reach the stile.
- 115** Cross over the stile. On your left is the **Stirchley Wesleyan Chapel (45)**. When you reach the road turn right and head towards the bridge, keeping to the right hand side.
- 116** A short distance before the bridge, in front of the sign for a single track road, you will see a wooden gate on the left. Cross the road and go through this gate.
- 117** Follow the track to the bottom of the hill and turn left at the junction with the Silkin Way.

[Note: At this point if you wish to shorten the walk by 1 hour, turn right, go under the bridge and follow the directions at section 2]

SECTION 8

STIRCHLEY AND DAWLEY TRAIN STATION TO MALINSLEE CHAPEL

Map: A (Stirchley & Town Park)
Distance: 1.1 mile (1.8km)
Time: 24 minutes
Terrain: Easy walking, good tracks and paths,
no steep climbs
Caution: cycle route
Refreshments: Spout Farm

- 118** On your left you will see the remains of the **Stirchley & Dawley Train Station (46)**. On your right is the old goods yard. Continue along the path/cycle route of the Silkin Way towards the Telford Town Centre.
- 119** Shortly after leaving the Station Platform, you will come across a set of wooden steps on your left taking you from the main path. Take these steps, cross over the logs at the remains of the **Shropshire Canal (47)** and go up the wooden steps at the other side.
- 120** After you have reached the top of the steps take the first right turn off the track. Follow the path taking you between the canal on your right and the lower Stirchley pool on your left.
- 121** At the end of the pool turn left and follow the track. By the end of the pool the track bends around to the right and uphill.
- 122** At the top of the hill carry on past the car park on your left and follow the obvious road. At the first track crossroads, in front of a small red brick building, turn right. Continue along this track between the hedgerows until you reach the green stile at the end.

- 123** At the green stile turn left and follow the signs for the 'Town Centre ½ mile' and the 'Route 55 cycle route'. When the path bends around to the right, look left and you will see the brick work tunnels and metal grills that denote the area of the **Forge (48)**. Continue along the path.
- 124** At the next path junction, turn left and follow the sign for the Town Centre.
- 125** At the top of the hill at the metal barrier turn right and again follow the sign to the Town Centre. You are now on Hinkshay Road/Dark Lane leading to **Stone Row (49)**.
- 126** Continue along this road – watch out for traffic.
- 127** At the entrance to 'Telford Harriers Rugby Football Club', stay on the road and go straight ahead through the metal barrier.
- 128** As you round a left hand bend you will see a car park for the Town Park on your right and in front of you the gated entrance to the Town Park.
- 129** Go through these gates and take the first turning on the left which will lead up to the Withy Pool. Follow the track along the side of the pool until you reach the end of the pool and **Malinslee Chapel (1)**. [Note: Turn right if you wish to continue on the Heritage Trail. See the directions from heritage site **(1)**.

1 MALINSLEE CHAPEL

Dating from the 12th century, the Malinslee (or Norman) Chapel has been a ruin since at least the 1700s. It once used to stand in the grounds of Malinslee Hall, on the site of the present day Telford Town Centre. When the Hall was demolished in 1971 to make way for the new Telford Town Centre, the Chapel was dismantled by the Telford Development Corporation and later re-assembled in the Town Park by the Withy Pool. It is believed that the Chapel was used as a place of rest for travellers moving through the ancient forests that once surrounded the area.

2 RANDLAY POOL

This would have been used as a feeder pool for the Shropshire canal that ran through this area in the early 1800s before the construction of the railway in 1860. It was also close to the site of a brick works that was started in 1838 by the Botfield family but, eventually became the Randlay Brickworks in 1856. The brickworks survived well into the 20th century but closed by the end of the 1960s with the loss of over 91 jobs. It was estimated that in the 1960s, the brickworks could produce over 300,000 fiery red bricks in a week; sufficient to build 43 semi-detached houses.

3 BLUE POOL

This was once the site of a pit used by the Randlay Brickworks to provide clay for the making of their distinctive 'blood-red' bricks. Bricks from the Randlay works were used to build the Stirchley Chimney. At the bottom of the deep pool are the remains of the brickworks buildings and machinery. The suspension of the clay particles in the water gives the pool its deep blue colour and hence its name.

4 STIRCHLEY CHIMNEY

A permanent reminder of the industry that once occupied the Town Park, the Stirchley Chimney, 62 metres in height, was built in 1873 on the site of an existing blast furnace that had been operating since 1827. Following the bankruptcy of the company that built it, the Wellington & Coal Company, the furnaces were eventually leased to the Wrekin Chemical Works in 1886. They remained in business producing tar, sulphur, lime salt, wood naphtha and charcoal until they ceased production in 1932. The spoil from the iron works was later exploited by the Tarslag Company for the purposes of road building and the manufacture of concrete. In 1923, Tarslag Ltd was one of the largest firms operating in the area.

5 STIRCHLEY GRANGE COLLIERY

In 1840 the Grange was one of 5 collieries in operation within the parish of Stirchley. By 1881 it was the last pit in production and it closed in 1893. On 13th December 1862, two men were killed at the mine as a result of an explosion.

6 NORTHWOOD TERRACE

This row of substantial brick built terrace houses was built in the 1840's for the managers of the Old Park Company Ironworks. Hence its local nickname, 'Clerks Row'. When the cottages were constructed they would have looked out on to the workings of the Grange colliery and the blast furnaces at the site of the Stirchley Chimney. Compared to the poor standard of housing that existed in Stirchley at that time, the houses at Northwood terrace would have been described as quite superior. During the 1930s it is recounted that many lorries would have thundered up and down Northwood Terrace as they transported

slag from the old furnaces for use as hard core in the construction of military airfields throughout Shropshire.

7 ROSE & CROWN

Built prior to 1839, this Ale House was situated almost at the centre of Stirchley village. In 1901 it would have consisted of 3 rooms downstairs, 5 rooms upstairs and stabling for 1 horse. The local hunt would often set-off from the pub in the 1930s and the Stirchley village football club would meet there up until the 1950s/60s. In 1888 the licensee was fined 10 shillings (50p) for permitting drunkenness. The body of Barnett Zussman, a salesman murdered in Stirchley in 1867, was laid out at the Rose and Crown. The pub would have been surrounded by open fields before the building of the Stirchley housing estate in the 1960s.

8 STIRCHLEY VILLAGE SCHOOL

Built in 1879 the School remained in use for 94 years. In the early 1930s it had over 80 children between the ages of 5 to 14 years on the roll. By the time of its closure in 1973 it had only 30 children aged between 5-11 years. The redundant red brick school building was re-moved to the Blists Hill museum and opened to the public in 1992. All that can be seen on the Stirchley site today are the playgrounds and surrounding walls.

9 ST JAMES CHURCH

One of the finest churches in Telford, St James consists of 3 main parts that reflect its life over more than 800 years. The stone built chancel with its impressive arch dates from the late 12th Century, the nave and West Tower is 18th Century and the brick built North Isle was added in the 19th Century. The most significant memorials in the graveyard belong to the Botfield family who were the leading local industrialists in the area during the 1800s and patrons of the church. The church was decommissioned in 1975.

10 STIRCHLEY HALL

Although much of the present house dates from 1653 it was built on the site of much an earlier dwelling dating from the 16th century. It was successively enlarged over the 17th and 18th centuries. Originally, held by Buildwas Abbey, Stirchley Hall and its large estate passed from the Church to a series of owners until eventually in 1777 it was bought by Isaac Hawkins Brown. The estate was leased to the Botfield family in 1811 who established the 'Old Park' brickworks, collieries and ironworks on the estate lands. The estate was sold to the Haybridge Iron Company in 1886 and the Hall was sold off separately in 1894. It was bought by the Telford Development Corporation in 1964, who later sold it for private use. The back of the house actually faces the road and the impressive stone barns are now private dwellings.

11 ROUTE OF THE LONDON NORTH WESTERN RAILWAY BRANCH LINE TO COALPORT

More widely recognised as the popular Silkin Way, this was once the route of the London North Western Railway branch line to Coalport (East). Built in 1860, on the bed of the Shropshire canal which it replaced, the railway ceased carrying passengers in 1952. It continued to operate as a freight line for another 12 years but was completely closed in 1964. On April 1st 1977, the Prime Minister James Callaghan, opened the the Silkin Way, a long distance path and cycle route which followed the dry canal beds and disused railway lines through Telford.

12 AQUEDUCT

An isolated remnant from the industrial past, the 'Aqueduct' gave its name to the village that grew up around it. Built out of stone in 1792 by James Lowden, the single arch aqueduct was used to carry the western arm of the Shropshire Canal over the old Wellington to Bridgnorth turnpike road. This stretch of the canal, in the late 18th and early 19th centuries, was the main means of transporting coal supplies to the ironworks at Coalbrookdale. The arrival of the railways in the 1860s heralded the demise of the canal.

13 ST PAUL'S CHURCH

Built in 1851 by James Foster a local industrialist, St Paul's Church was situated close to the industries of Aqueduct and the workers who lived there. The route of the London & North Western Railway line to Coalport was no more than 100 metres from the front door of the church.

14 FOSTER'S ROW & BRITANNIA INN

Built in the 1840s for the employees of James Foster, Fosters Row, as it was appropriately called, consisted of 7 blocks of 4 houses each. These were built along the side of the turnpike road from Wellington to Bridgnorth. Most of the occupants would have been employed in the works at Madeley and Aqueduct. The Britannia Inn was originally built as a home for one of the managers of James Foster's Ironworks. Nearby is a second Chartermaster's House.

15 MADELEY SALOP TRAIN STATION

Madeley Salop Station was part of the Great Western Railway (GWR) line that connected Wellington to Much Wenlock via Coalbrookdale and Buildwas. Not far from Madeley Salop Station, the GWR line would have intersected the L&NWR line to Coalport (East) at a point almost halfway between Aqueduct and Madeley Court. The line closed to passenger traffic before the First World War, but continued to operate as a goods line well into the 1950s. Although the train station has long since disappeared, the branch line is still active carrying coal to the power station at Buildwas, where it terminates.

16 MADELEY WINDMILL

The Madeley Windmill consists of a red brick tower building of traditional tapered design. Although it appears on an 1827 map of the area, it may have been in operation much earlier than this. Like most of Shropshire's windmills, it would have fallen into disuse by the end of the 19th century.

17 MADELEY COURT

Robert Brooke, the Speaker of the House of Commons during the reign of Mary 1, began the construction of the Manor, as we know it today, in 1553. When the house finally passed from the Brooke family ownership in 1705 it was lived in for a short period by Abraham Darby 1 of Coalbrookdale, and then a number of tenant farmers. In 1828 it was purchased by James Foster, an ironmaster from Stourbridge, who soon exploited the mining potential of the area. At one stage 17 pits and 3 furnaces were worked on the site until about 1902. With the abandonment of the mining by the early part of the 20th century, the Court returned to tenant farming. By this stage the house and outbuildings were in a state of general decay. In 1964 it was purchased by the Dawley (later Telford) Development Corporation and returned to private ownership in 1984. It is now a fine hotel and conference centre.

18 MADELEY HIGH STREET

The lower end of Madeley High Street was once known as Bridge Street because of the railway bridge carrying a branch line to Coalport (East) that crossed it. It also used to be referred to as 'neck end', a term for a cheap cut of meat that would have suggested that this area was not the best part of town in which to live. With the exception of the Foresters Arms Public House, the area around this lower part of Bridge Street was cleared in the 1960s to make way for the roundabout for the present road bypass. However, most of Madeley High Street remains untouched and looks exactly what it was like in the mid 1800s.

19 JUBILEE HOUSE

Built in 1870 as a Market Hall, Jubilee House, which at a later stage was a nut and bolt factory, became the offices

of Madeley Parish Council in 1997. Not far away is the Anstice Memorial Institute Building. This was built in 1869 as a working man's club complete with smoking room, lecture hall, billiard room and a library. Just around the corner from Jubilee House is the 1841 Wesleyan Chapel named after John Fletcher.

20 ST MICHAEL'S CHURCH

The present octagonal shaped church of St Michael's, designed by Thomas Telford, was built in 1796 on the site of a former 12th Century church once dedicated to St Mary. In addition to its famous designer, the church at Madeley is well known for its stone memorials to the influential Brooke family and for its cast-iron memorials to John Fletcher and to the '9 miners of Madeley' who were killed in a mining accident in 1864.

21 ALL NATIONS

The All Nations pub has been brewing and selling its own beer on the premises, almost continuously, since 1832. It is reputed to have been named after the unsmoked pieces of tobacco that were placed in a jar and sold as, 'All Nations'. The licence of the pub stayed in the Baguley family for 97 years before it was sold to the Lewis family in 1934. The Lewis's kept the licence in the family for 54 years.

22 LEE DINGLE BRIDGE

Soaring high above the Coalport Road and railway line, the Lee Dingle Bridge was built circa 1859 to carry coal on a tramway from the Meadow Pit Colliery (on the West side) to the Blists Hill Ironworks (on the East). By the early 19th century it was no longer in use for its original purpose. However, it would have been used by

locals as a convenient crossing point over the Coalport road and railway line. Access was finally blocked off in the 1960s and the rails lifted, but it remains very much as it was when it was first built with distinctive wrought iron lattice work. A pedestrian footbridge across what is now Legges Way/Coalport Road affords a good view of the original bridge.

23 BLISTS HILL TUNNEL

The brick-lined tunnel, through which the London and North Western Railway branch line to Coalport ran, was built in the 19th century to carry plateways on top so that materials could be taken from the Lloyds Coppice area to the Blists Hill Ironworks. The tunnel is 60-70 metres in length, with a wonderful echo. The railway track closed in 1964 and the line became part of the Silkin Way in 1977. Underneath the old track bed lies the main sewers and water run-off for the town of Telford.

24 HAY INCLINED PLANE

This is one of the best examples of the ingenuity of 19th century engineers to overcome the differences in height between the Shropshire canal, running from Blists Hill, and the canal basin at Coalport. Surmounting a vertical distance of 63 metres (the equivalent of 25 conventional canal locks) it employed a clever system of lowering and hauling (at the same time) fully laden Tub boats directly from the canal above to the canal basin below using railway tracks. The Inclined Plane operated successfully from 1792 to 1894. It then fell into disuse and decay and the original rails were removed in 1910 and the canal basin filled in during the 1920s. General restoration work started in 1969, culminating in the re-laying of the railway tracks and the clearance of the canal basin.

25 JACKFIELD AND COALPORT MEMORIAL FOOTBRIDGE

The footbridge opened in 1922 as a memorial to the 26 servicemen from Jackfield and Coalport who had lost their lives in the 'Great War'. Paid for by public subscription, it replaced the old fare paying ferryboat that linked the two communities. The new free footbridge made it much easier and safer for workers and families to commute from one side of the river to the other. The bridge was dismantled, repaired and put back in place in 2000. Directly across the bridge, on the Jackfield side, is the Boat Inn which was first licensed in 1840. It floods regularly and the high point reached by the flood waters is recorded by the entrance.

26 MAWS TILE WORKS

The Maws & Co Encaustic Tile works, which was once the largest employer in the area, was in operation from 1883-1969. Following its closure the majority of the site was demolished. What remains today are the original office blocks, press shops and the grinding mill buildings which house the present day craft workshops and tea room.

27 CRAVEN DUNNILL ENCAUSTIC TILE WORKS

Now housing the Jackfield Tile Museum, the Craven Dunnill factory was built in 1870 to meet the ever-growing demand in the country for decorative tiles. In particular, it was noted for its red encaustic floor tiles in a mediaeval style of pattern. These were used in the restoration of many churches, including the floor of Chester Cathedral. Much smaller than the Maws Tile Works, the factory continued in production until the 1950s.

28 JACKFIELD SIDINGS/SEVERN VALLEY RAILWAY

Reputed to be the widest level crossing gates in Britain, the original Jackfield Sidings opened in 1934. Following a landslide in 1952 the sidings were moved and a new halt was opened on 1 March 1954. Near the Sidings is Calcutts House which dates from 1755. The area around the house was once occupied by the Calcutts ironworks and foundry. Although the house has survived to the present day, the ironworks and foundry, which ceased production by 1828, have disappeared.

29 STATION HOTEL/ IRONBRIDGE AND BROSELEY TRAIN STATION

One of a number of Stations on the Severn Branch line of the Great Western Railway providing a link to Shrewsbury. Opened in 1862, the line survived for a 101 years before closing in September 1963.

30 IRON BRIDGE

The world's first iron bridge, built by Abraham Darby III, opened as a toll bridge in 1781. The charge for crossing the bridge was not lifted until 1950.

31 THE WHARFAGE IRONBRIDGE

Ironbridge would have been a busy river port during the 18th and 19th centuries with numerous warehouses, lodgings and ale houses spread along its front. Many of the original buildings remain, including the former Coalbrookdale Company warehouse built in 1842, which houses The Museum of the Gorge.

32 COALBROOKDALE RAILWAY STATION

Built in the 19th Century the Station closed to passenger traffic in 1962 and to freight in 1964. However, the line is still in use to supply coal to the power station at Buildwas. The Station is now part of the Greenwood Centre.

33 VIEW OF COALBROOKDALE

In the 18th and 19th centuries this would have afforded a view of the Coalbrookdale Ironworks, which at one time produced the largest amount of iron in Great Britain.

34 QUAKER BURIAL GROUND

Dating from the 18th century, the Quaker Burial ground contains the graves of many ironmasters and manufacturers associated with Coalbrookdale. These include Abraham Darby III (1789), the builder of the Ironbridge, and William Reynolds (1803), Ironmaster. Abraham Darby II (1763) who made provision for the cemetery was the first member of the famous Darby family to be buried there. The last was Rebecca Sarah Darby in 1908. The cemetery saw its last burial in 1982. The cemetery consists of a sloping lawn with 2 huge fir trees enclosed behind high brick walls. Access is through an iron gateway in the wall. Visitors will note that the headstones are separated from the graves and placed around the walls

35 DARBY HOUSES/TEA KETTLE ROW

Dale House, Rosehill House and the Chestnuts are impressive 18th and 19th century houses built to accommodate successive generations of the Darby family. Tea Kettle Row, which consists of 6 terrace cottages, was built in 1745 for the workers employed by the Darbys in their Ironworks..

36 GREAT WESTERN RAILWAY VIADUCT

The viaduct was built in the 1860s across the Upper Furnace Pool to take the railway line from Lightmoor to Buildwas. The Upper Furnace Pool, fed by a stream running through Loamhole Dingle, was constructed in 1658. It would have driven a large waterwheel powering the blast furnace of the Coalbrookdale Ironworks

37 JIGGERS BANK/TOLL HOUSE

In 1818, a toll road from Coalbrookdale to Wellington, via Jiggers Bank, was opened. The term 'Jig' was a common name given to an inclined roadway to a mine. It is believed that the expression, 'to Jig them' referred to vehicles using such a roadway. On the Horsehay to Coalbrookdale railway, the trucks had a rudimentary braking system controlled by a long pole called a 'Jig Pole'. The man operating the 'Jig pole' was called the 'Jigger'. It is possible that the name 'Jiggers Bank' came from these terms.

38 NEW POOL

More than 300 years old, the 'New Pool' provided water to top up the Upper Furnace Pool that provided the power to turn the water wheels of the smelting furnace blowers of the Coalbrookdale Iron Works. Along side the pool would have run a plateway (known as Ginny Rails) taking raw materials from the Rough Park Way to the works at Coalbrookdale. The loaded wagons on these plateways would have been horse drawn. The arrival of the railway in the 1860s saw the pool much reduced in size.

39 ROUGH PARK WAY

This area was used for the extraction of coal and clay to support local industries. The route follows the line of a tramway from Lightmoor to Coalbrookdale.

40 LIGHTMOOR CROSSING

This is not far from the junction that in the 19th century would have taken the railway line from Lightmoor to Wellington to intersect the GWR line running to Coalbrookdale and Buildwas. The line would have carried considerable quantities of material to and from the brickworks, mines, furnaces and factories that occupied most of Lightmoor & Little Dawley.

41 TUB BOAT BRIDGE

This was built to carry a tramway over the Shropshire Canal. Tub boat was the name given to a type of metal vessel that could be towed along the canal and hauled on to rails at the inclined planes. Each tub boat could carry 3-5 tons of cargo. The small bore of the bridge, and the shallow depth of the canal, suggests that only the smallest size of Tub Boats were used.

42 SHROPSHIRE CANAL

Built in the 18th century this part of the Shropshire canal would have been used by Tub boats ferrying pig iron from the Castle Furnaces to the ironworks at Coalbrookdale. This western arm of the canal fell into disuse and decay during the period 1810 -1858.

43 CASTLE POOLS

The pools were feeder reservoirs in the early 19th century for the nearby arm of the Shropshire canal which would have been used by the Dawley Castle Ironworks to transport pig iron to the forges at Coalbrookdale.

44 DAWLEY CASTLE SITE

Records suggest that a fortified manor house dating from 1316 was built on this site close to a medieval settlement. The castle was known to have seen action during the English Civil war when in 1645 it was captured by the Parliamentarians from the Royalists. There is a suggestion that the Castle was burnt by the Royalist Garrison when it could no longer hold out. Whatever the truth, it was ordered to be pulled down in 1648 and today there is nothing to show where it was. Although its exact location is unknown it can only be assumed that the Castle Pools and the Dawley Castle Ironworks (1810-1883) owe their names to their close proximity to the Castle.

45 STIRCHLEY WESLEYAN CHAPEL

Although built in 1840 for the 'Stirchley' Methodists worshippers, the location of the church was actually just outside the boundaries of Stirchley Parish. This came about because the landowner in Stirchley would not sell land to the Methodist Non-Conformist Movement.

46 STIRCHLEY AND DAWLEY TRAIN STATION

The Station opened in 1861 on the route of the London & North Western Railway's branch line to Coalport. The remains of the platform and the goods yard opposite can be clearly seen. The station was closed to passengers in 1952 and the railway to Coalport completely stopped running in 1964.

47 SHROPSHIRE CANAL

An act of Parliament passed in 1788 enabled the construction of a canal that would expand the canal network southwards from Donnington Wood to the river Severn at Coalbrookdale and Coalport. The funds for the canal were raised by public subscription. Following a route past the Randlay Pool and alongside the Stirchley Pools, the canal split into 2 arms (Western & Eastern) just after going through a tunnel at Stirchley. The eastern arm leading to Coalport was replaced by a railway in 1860, which also saw the removal of the Stirchley tunnel. The western arm from Aqueduct to Coalbrookdale via Little Dawley declined between 1810 and 1858. The remains of the canal can be seen at the lower Stirchley Pool which would have been used as a reservoir for the canal and as a wharf.

48 IRONWORKS FORGE

The forge was part of the extensive Botfield and Old Park Company Ironworks that operated in this area in the 19th Century. Pig iron from the furnace site at the Stirchley chimney would have been transported across to the forge for turning into rolled iron sheets and bars. Close by is the line of the Shropshire canal and the railway that would have been used to transport the material north towards Donnington Wood and South to the River Severn at Coalbrookdale and Coalport. In 1875 a nail factory took over the site but it closed in 1904. Tramways for moving loads around the various industrial sites litter the area and the straight lines of their routes can still be seen.

49 STONE ROW

This is the site nearest to Hinkshay Road and the main entrance to the Old Park Ironworks. Close by would have been the Moor Farm Pits and Wood Colliery. In the 1840s in Hinksay, 3 rows of terrace houses known as Double Row, Single Row and New/Ladies Row were built to house the local workforce. Stone Row would have been built in the late 18th century. All of these houses were demolished in the 1960s. They were not the only buildings to disappear, as a Church of England Mission Chapel on Hinkshay Road dating from the 1800s was also a victim of demolition. The last major industrial activity to take place in the area was the 'Ever Ready Factory' that opened in 1956 and closed in the 1990s.