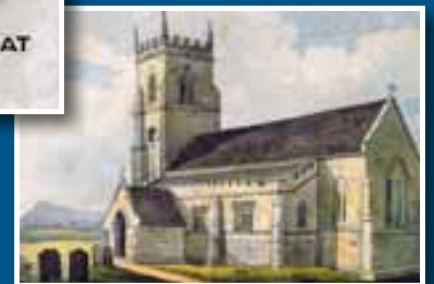


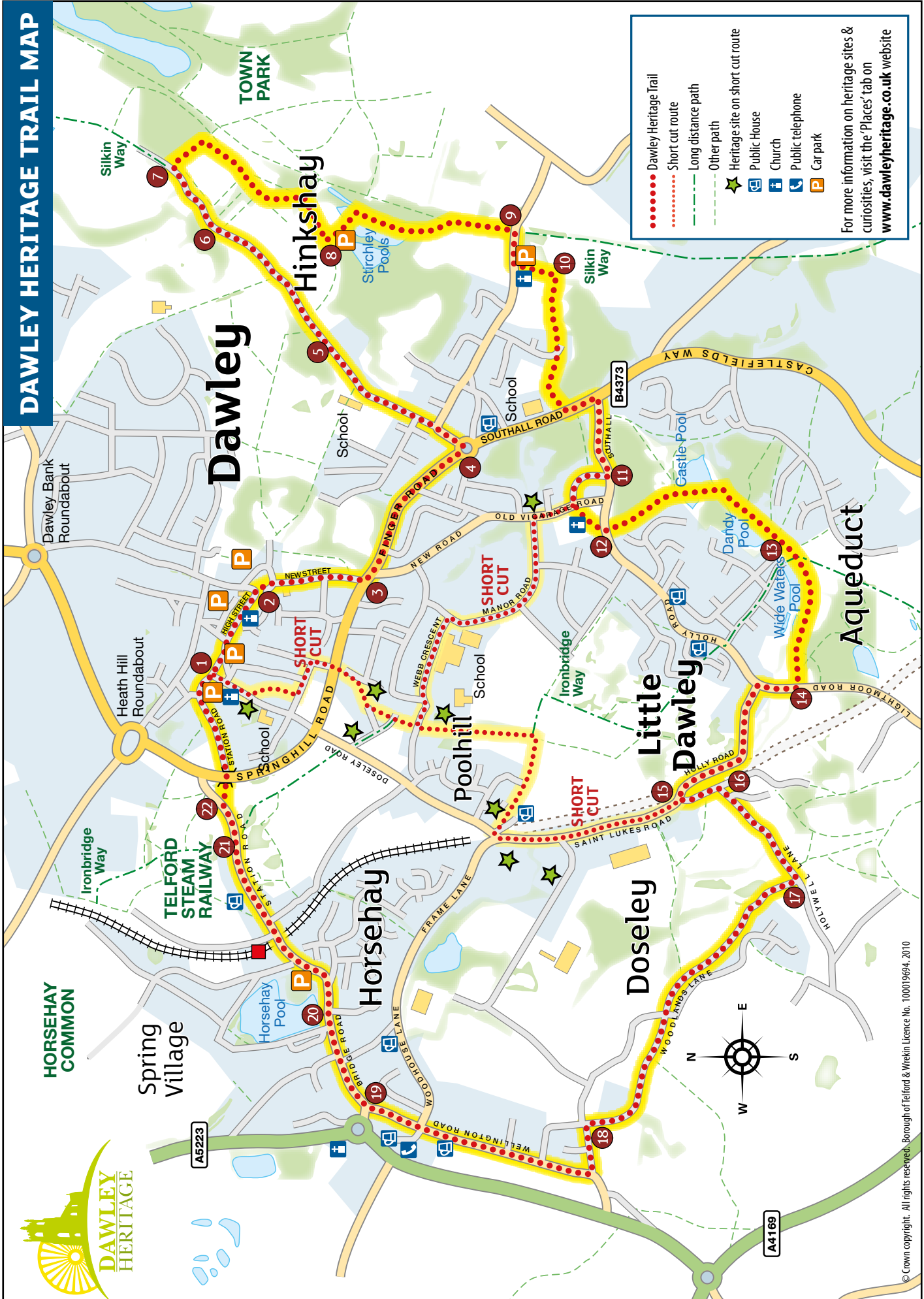


Dawley Heritage Trail Guide



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DAWLEY HERITAGE TRAIL MAP

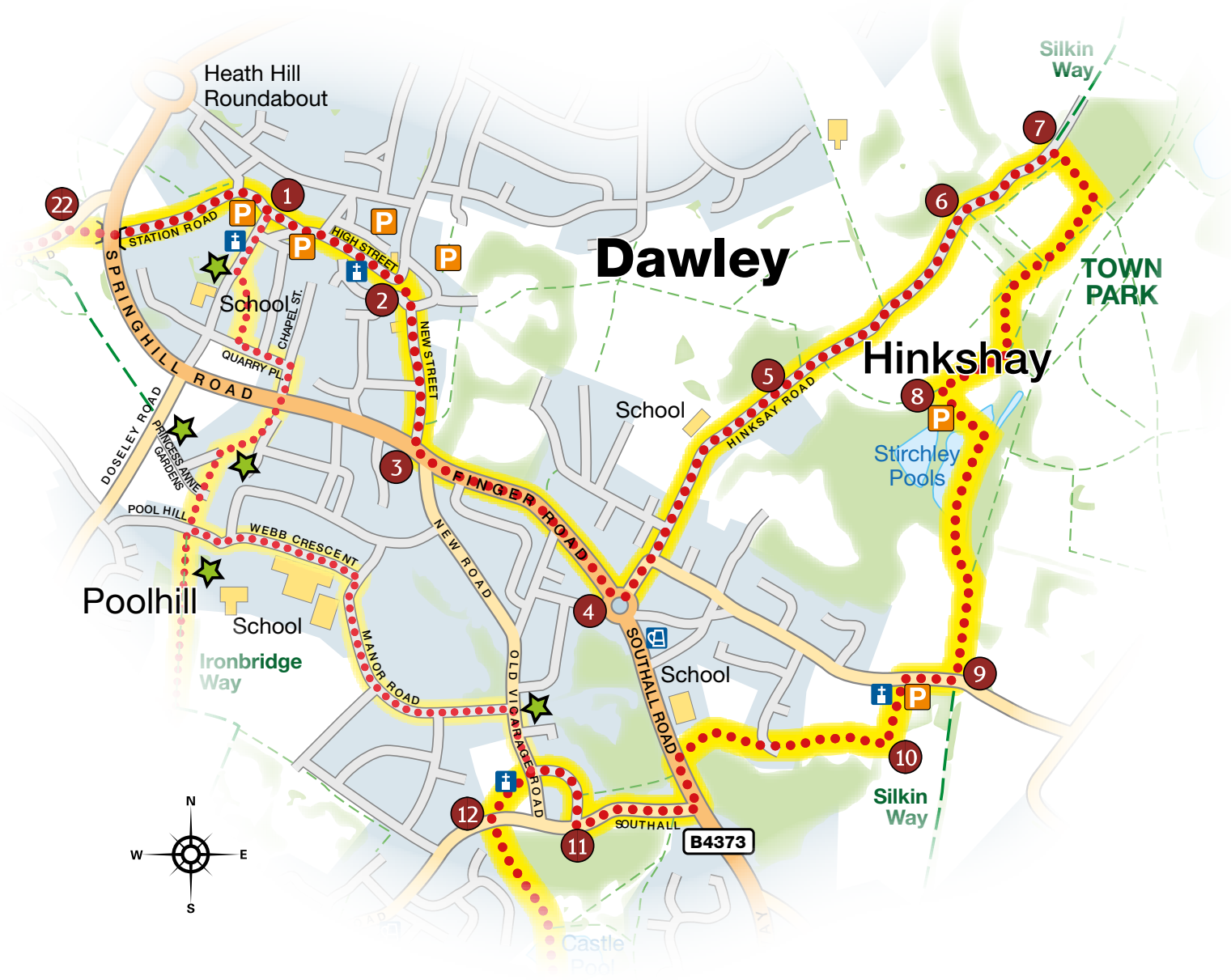


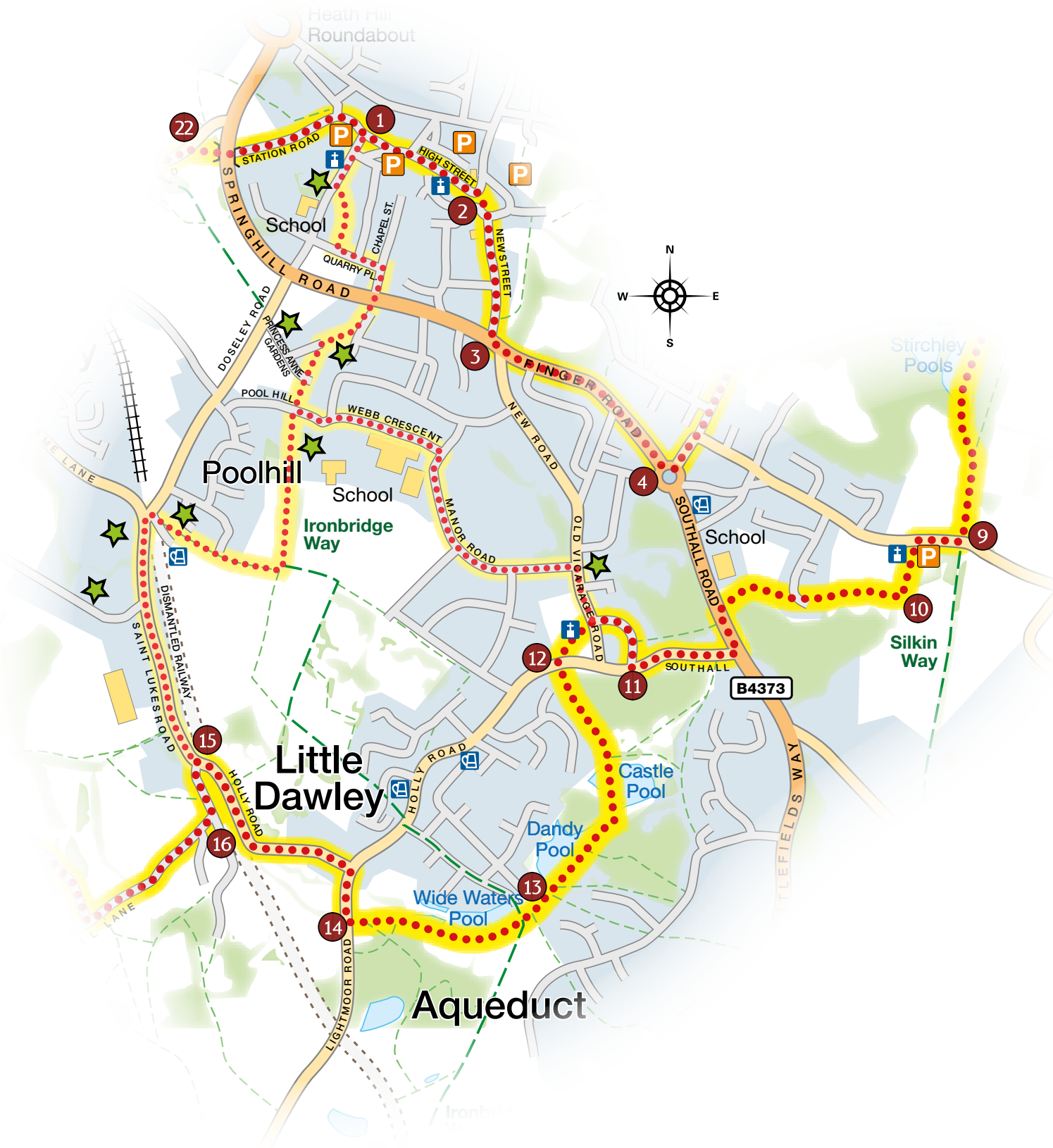
- Dawley Heritage Trail
- Short cut route
- Long distance path
- Other path
- ★ Heritage site on short cut route
- ☒ Public House
- ⛔ Church
- ☎ Public telephone
- P Car park

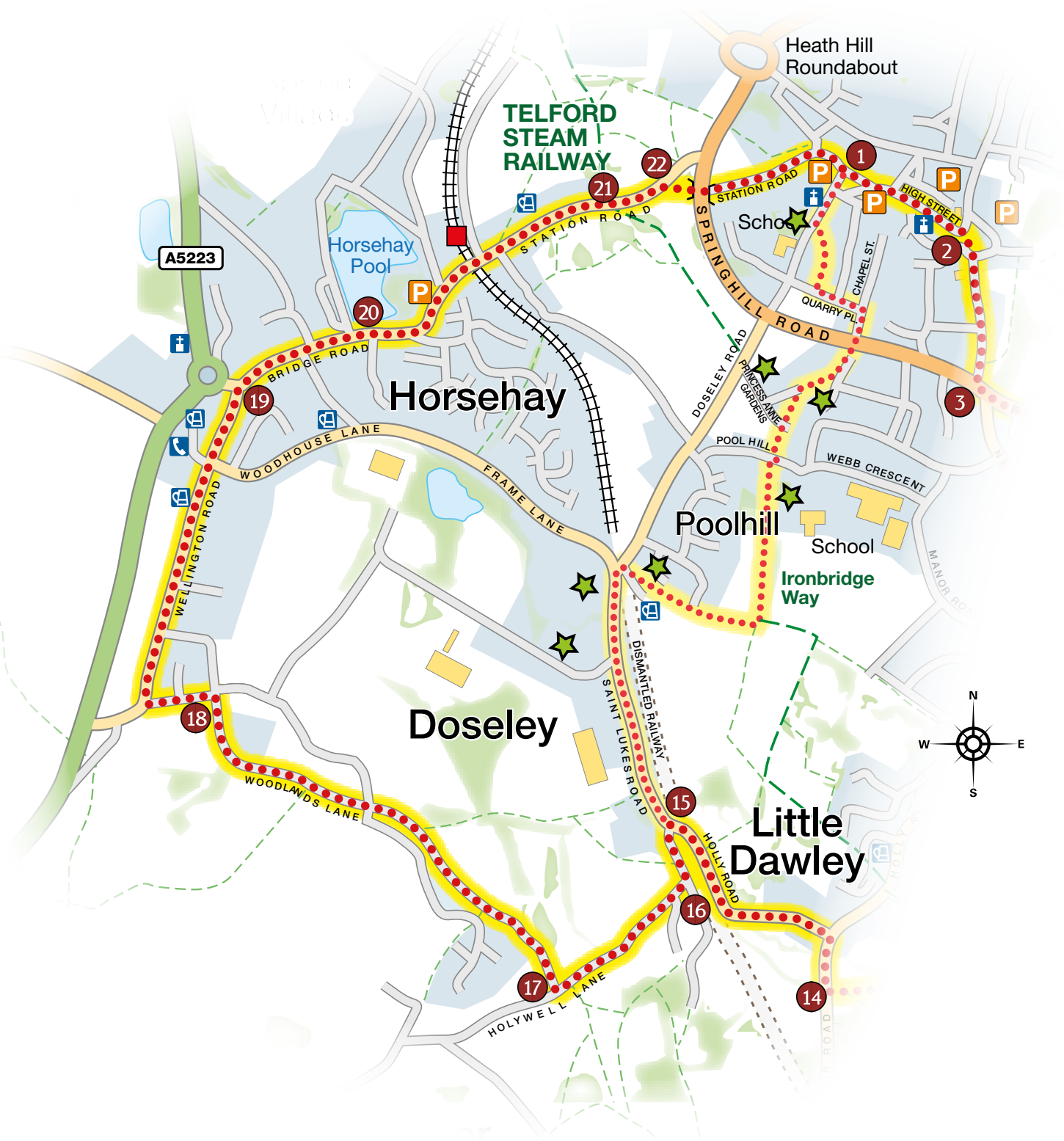
For more information on heritage sites & curiosities, visit the 'Places' tab on www.dawleyheritage.co.uk website



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Dawley Heritage Trail Guide

Introduction

If you walk around the parish of Great Dawley – a large parish which includes the communities of Malinslee, Little Dawley, Dawley, Doseley and Horsehay – you might at first glance discover few reminders of the area's rich industrial past. Much of it has physically been swept away, fir trees frequently cover the old pit mounds, and other landscaping has absorbed and enriched with a diversity of wildlife. Closer examination, however, reveals a wealth of remains which together add up to a fascinating social and industrial story. From the 18C to the early 20C there took place in Dawley an era of collieries, ironworks, canals, tramways, wharves, railways, potteries and brickworks that once shaped the lives of people and the communities which grew up as a consequence. A walk around the parish offers the very best way to explore this history, given that the walker is provided with a good guide, knows what to look out for and how it might be interpreted, and is then ready to use his or her imagination to bring the whole story to life.

Aim

The aim of the Dawley Heritage Trail is to provide the walker with a self-guided route which highlights some of the most significant aspects of the social and industrial history of the parish and offers information and interpretation of those sites. The diversity of landscape and wildlife is also explored as the walk unfolds. The Trail has been made possible by a grant from the Heritage Lottery and Telford & Wrekin Council's Borough Town's Initiative Fund.

Dawley Heritage Trail

The Trail is a 6 mile, 10 km circular route which begins at the upper end of High Street in Dawley town, takes in Hinkshay, Sturchley Pools, Little Dawley, Doseley and Horsehay. The complete trail can be walked in about three to three and a half hours, although there are short-cut options available.

Walking The Trail

The Trail, which is available as a downloadable pdf from this website, is well-signed with the Dawley Heritage Trail markers and follows a clockwise direction, but the route can be used however the walker wishes. An accompanying oral commentary on the history and culture of the sites visited along with trail directions is also available as downloadable podcasts. The whole trail embraces nominally three sections – Dawley, Little Dawley and Horsehay – so that the walker can, via the short-cut options, make shorter walks if they so wish. The numbers printed along the Trail map (red route) correspond to the numbered trail directions in the guide. The most important points of historical and cultural significance are given within the guide and can also be downloaded as required as individual recordings. A separate single-sheet Trail leaflet is also available as a downloadable pdf or from Dawley library and other outlets throughout the parish.

The Dawley Trail stands on its own as an historic and nature conservation trail, but it also completes the Dawley section of the South Telford Heritage Trail and can be used in conjunction with this.

Website

More information about the Trail can be found on the website: www.dawleyheritage.co.uk

Dawley Heritage Trail Guide

You may start walking the trail from any point, but for ease of understanding, the information is given from Point 1 on the map

- 1 The trail starts as you exit the car park on Station Road. Turn right and walk towards the junction. If you look to your left you will see a row of new houses. The site of Dawley's Old Police Station was here opposite the junction with Station Road and Burton Street. Cross the road and walk to this site.

The Old Police Station was built by 1856 and closed in 1976. This replaced the Lock Up in King Street which was built by 1843 and sold in 1872

Turn right along Burton Street. A few metres down the road on the right is Doseley Road. If you look along this road, on the right hand about half way along the edge of the car park is roughly where the Cosy Cinema used to be.

The Cosy Cinema was Dawley's first ('The Royal' appeared later) and was quite an event in the life of the town. Erected in 1921, made of corrugated iron sheets with an imitation half-timbered plastered front, it was, in fact, a former cinema transported from the army camp at Prees Heath. It stood directly opposite the Royal Exchange Public House, and was closed in 1956 before being demolished.

Continue along Burton Street, past Dawley House where the Parish Offices are located on your left, and then into Dawley High Street. On the left is Preece's Shoe Shop.

Preece's Shoe Shop has the distinction of being the oldest business operating in Dawley High Street, having been in the same premises for over 150 years, as old as the High Street name itself.

Continue along the High Street. A little further down from the shoe shop, and on the right hand side is the site of the Market Hall.

Constructed in 1867, the Market Hall was a handsome building of red brick with arcaded facade, vaults underneath, and a turret with bell and clock. The bell and clock were a gift to the town by Lt. Col. William Kenyon Slaney who was described as Lord of the Manor. The building's façade has been changed over the years, the bell tower removed, and today the Market Hall functions as separate shops.

Further along the High Street, there is a supermarket on the right. If you look to the right of it, you will see a building called Mathew Webb House. This was built over the entrance to Chapel Street. The site of the former Methodist Chapel was on the High Street to the left of this street.

The Wesleyan Methodist Chapel, built in 1860, and a fine example of Victorian polychrome brickwork, was a prominent feature of the High Street until its demolition in 1977. It was

erected on the site of an earlier, smaller but also unusual octagonal Wesleyan Methodists chapel of 1819.

Continue down the High Street. On the left hand side you will see Lloyd's Pharmacy, formerly Bemrose Chemist's where Edith Pargeter worked for a while.

Bemrose Chemist's was where the author Edith Pargeter worked as an assistant for seven years until the start of the Second World War when she joined the Royal Navy. During her time at the chemist's, Edith Pargeter, who wrote under the pseudonym Ellis Peters, started writing seriously for publication. Her chemist's work enabled her to collect useful information on medicines which she drew upon when writing her 'Brother Cadfael' stories.

- 2 At the bottom of the High Street you will reach the Captain Webb Memorial.

Captain Matthew Webb, 'The Dawley Mon' born in the town on January 19th 1848, was the first person to swim the English Channel unaided in 1875. He lost his life attempting to swim the Niagara Rapids on July 24th 1883. His memorial, erected from public subscription in 1909, originally stood in front of the Lord Hill Public House, and had three gas lamps. These were later changed to a single electric lamp. The memorial has been moved a number of times in its history. It was refurbished in 2009 on its hundredth anniversary but was moved again in 2010 to its current location. It bears the inscription 'Nothing Great Is Easy'.

In front of you is the site of the Lord Hill Public House, which was one of the oldest pubs in Dawley.

The life of one of Shropshire's most famous soldiers and a commander in the Duke of Wellington's army, Lord Rowland Hill, was commemorated in the name of this public house. The Lord Hill was licensed in about 1818 as an 'alehouse', open seven days a week, and, ironically, once owned by William Tranter, a leading Methodist in the town. In 1901 it had four downstairs rooms, five upstairs, and customers were mostly ironworkers and miners.

If you stand facing the pub, to your left is a terrace of houses in King Street. The first of those houses, No. 16, was once occupied by Edith Pargeter.

Edith Pargeter's house was the end terrace dwelling where she lived as a young woman whilst working at Bemrose Chemist's in the High Street.

The road which runs along King Street, passes in front of the Lord Hill and then down New Street was the original turnpike road to Worcester.

Turnpikes were literally a frame of pikes which could be turned to allow the passage of horses or carriages - essentially gates set across roads to prevent passage until a toll had been paid. Particularly from 1700-1770 a network of turnpikes were established throughout Britain, a proportion of the toll being used to maintain the condition of the road. Although privately established, turnpiked roads linked the major

centres of population by highways and enabled rapid and efficient movement of people and goods across the Kingdom.

From the Captain Webb Memorial, if you walk to your right, you will see on your right a small Victorian pitched roof building in dark red brick. This was originally a chapel converted into the Old Library.

This building was originally a small, brick Congregational Chapel, erected in 1866. It closed during the 1880s but was used in the 1890s as an undenominational mission. During the 20C it was utilised by a number of non-religious organisations including the Shropshire Library Service who took over the building in 1949. It was the first branch library in the county to have full-time professional staff. The library moved to a prefabricated building in King Street in 1973.

From here proceed down New Street. On your right is a substantial building with white-painted frontage: the Old Town Hall.

Originally built as a Temperance Hall in 1873, the building subsequently passed to Dawley Urban District Council who adopted it as the Town Hall. The Council let the building for public meetings, concerts and dances. It was a variety theatre with regular shows in the 1920s and 30s. After the Second World War, a nonconformist group used it, and in 1958 it held Roman Catholic services because of the lack of a Catholic church in town.

50m further down, cross over to the pavement on the left hand side of the road and continue walking to the end of the road. This junction is known as Portley Corner, with the former Portley Colliery having occupied land to the left of where you are.

Portley Colliery was owned by the Coalbrookdale Company and wound coal and ironstone. The the pit mound used to be landscaped with Scots pine was part of a scheme in the 1930s for unemployed men who were paid for their work with food vouchers.

3 Turn left into Finger Road/Springhill Road. You will come to a shop about 20m past the White Horse public house. Opposite the shop was the site of Finger Road Methodist chapel:

Finger Road Primitive Methodist Chapel survived for more than a hundred years from 1863 to 1976 when it was closed and subsequently demolished in order to widen the road.

4 Continue along Finger Road until you reach the mini-roundabout, where you should turn left into Hinkshay Road. You will eventually come to a school on your left hand side called Mount Gilbert Special School, formerly known as Langley School.

A School Board was set up in the Dawley area on 16th April 1875. It comprised seven members, and one of the first schools to be opened was Langley School in 1878. It cost £3,000 and accommodated 600 pupils. It was renamed and redesignated in the late 20C as Mount Gilbert Special School.

At the back of the school extension, on the other side of the school play area is the site of the former Langley Field Blast Furnaces.

Langley Field Blast Furnaces were blown in 1824 and 1825 by George Bishton and Adam Wright, partners in the Langley Field Company, before being sold to Beriah Botfield in 1857 along with the colliery and brickworks. The furnaces appear to have ceased production by the early 1870s and no trace of the ironworks survived in 1882.

Continue along the Hinkshay Road. As you pass the school grounds, immediately to your left there are examples of lumps of pale blueish stone, solidified slag, almost certainly waste from the former blast furnaces near by. It was used also a base material for roads and tracks.

Further along the Hinkshay Road, you'll see a coppice which used to be the site of the Langley Field Colliery.

On the left behind Mount Gilbert School and stretching towards Hinkshay was Langley Field Colliery. At least ten shafts were working at various times from 1803 to 1885 to produce coal and ironstone. Originally owned by the Coalbrookdale Company, the colliery was sold to the Langley Field Company in 1826, and subsequently bought by Beriah Botfield in 1856. After the break up of the Botfield empire, the colliery passed into the hands of the Haybridge Company.

5 Another 160m on and just past an interesting pair of old cottages on the right hand side of the road is a bungalow. Just before that are the remains of an old gas lamp and air raid shelter in the field next to it. A further 200m on along the road you come to a junction with a lane to the left and right. The area is the site of the Jerry Rails, an old tramway:

The track crossing the Hinkshay Road at this point is the route of a tramway, certainly in use in the early 19C, presumably for the movement of raw materials and/or goods. The tramway was known locally as the Jerry Rails. The now demolished nearby public house, The White Hart, was referred to in the 1861 census as the 'Tom & Jerry', called locally the 'Jerry'. The name was obviously associated with the tramway.

Continue forward along Hinkshay Road and the railings of the site of the former Ever Ready Battery Factory come into view on the right hand side. Cross over in order to take in the expanse of grass-covered emptiness where the factory once stood.

Purpose-built in 1956, the Ever Ready Battery factory had a relatively short life. It closed on 25th February 1994 and was demolished shortly afterwards. Most of the workers were women from Dawley and the surrounding area.

Whilst facing the site, just to the left was the site of the Hinkshay Church of England Mission, and just beyond that, at the end of the railings was where Hinkshay village used to be. Nothing of that remains now.

In 1872 R.C.Wanstall, vicar of Holy Trinity Church (1870-

88) and an Evangelical who was concerned at the growing number of parishioners deserting the church to non-conformism, built a small brick Mission Chapel at Hinkshay for the labourers there. A Mission School for infants also opened, aided by a National Society grant, and probably closed when nearby Langley Board School started up in 1878. The Mission Chapel closed about 1969 and the building was used in 1980 as a social club for the adjacent Ever Ready factory. Some of the Mission Chapel masonry remains are kept in the grounds of Holy Trinity Church.

Hinkshay Village originally comprised two rows of workers' houses, Double Row and Single Row, constructed in 1815 and 1833 respectively on land belonging to the Botfield family. Double Row consisted of forty eight back-to-back cottages, and Single Row twenty one cottages to the right of Double Row. Later, another row of ten larger houses was built at right angles to the end of Single Row. It was called New Row or Ladies' Row, and appears to have been provided solely for more senior and skilled members of the workforce.

6 A further 100m on, as the road curves round, you will see in the middle distance a very prominent brick chimney, the surviving monument to the Stirchley Blast Furnace and Chemical Works. There are pleasant horse-grazed fields in the foreground and a line of dwellings on the left with fine views out across the countryside.

Stirchley Blast Furnace & Chemical Works included four furnaces on site, blown in in 1827, and a chemical works for the period 1886-1932. The land was leased by the Botfields from Isaac Hawkins Browne of Badger.

7 A few metres further up road on the left you come to a blue sign denoting the Silkin Way. Turn right here.

As you turn right you are entering the Telford Town Park Local Nature Reserve. The woodlands consist mainly of oak, birch and willow, providing sources of food and habitats for a variety of different plants and animals. Buzzards have become an increasingly familiar sight overhead with their characteristic mewing 'kiew'.

A further 40m down the lane you should turn right again on the trail track which is also signposted the Silkin Way.

To your left is an expanse of rough grassland which supports a range of wildlife, including false oat grass and cocksfoot, and in summer many species of butterfly, as well as grasshoppers and crickets. Further on in the woodland there are blackbirds, robins, blue tits and song thrushes, and apart from the winter months, plenty of examples of speckled wood butterflies.

On entering the wood, if you look to your right, you can just make out behind the trees a brick wall. This was the site of the Stirchley Forge & Nail Factory.

Land purchased from Lord Darlington in 1826 enabled William Botfield to construct a forge and rolling mills here two years later. Pig iron from the nearby Stirchley Blast Furnaces was transported to the forge for conversion into rolled bars. In 1873 the trustees of Beriah Botfield sold the

site to the Haybridge Company who re-built the works and subsequently sold them to a Staffordshire company. The works only operated spasmodically according to demand, before closure of the forge in the late 1890s and the rolling mill in 1904. In 1875 the Haybridge Company also built a nail factory on the site and sold it the following year to one of its directors, John Maddock. He promptly moved his operations to Oakengates, but the nail factory continued to run under different ownership until closure in 1885.

As you continue ahead, but still looking right, you will notice some tunnels in the wall structure. It isn't known what they were for, but supposition is that may have been tramway tunnels or air shafts. Continue along this pleasant lane for 100m. At the point at which it bears left, you should turn right, coming off the Silkin Way, and following the Dawley Heritage Trail signs.

As you turn right you will see a meadow on your left. This is one of the five species-rich grasslands in the park containing plants such as meadow buttercup, common knapweed and red clover. The area also supports a variety of butterflies such as small heath, orange tip, ringlet and comma species.

You will come to a crossroad of paths with a small brick building off to the right. Turn sharp left here and follow the signed route.

8 As you approach Stirchley Pools (signed as Hinkshay Pools Car Park) you will see a path bearing off on the left hand side and dropping away. Take this, following the waymarked signs for the Heritage Trail. On the right of the car park is Stirchley Top Pool.

Stirchley Top Pool was constructed as a reservoir to maintain the level of water in the adjacent Shropshire Canal. Stirchley Bottom Pool was probably created when the top pool flooded.

Continue along the footpath on the extreme left of the car park. You will come to Stirchley Bottom Pool. **[If you need a buggy-friendly route at this point, continue on until you meet a tarmac path – the Silkin Way. Turn right onto this and continue until you see a low wall on your right and a clearing on your left. You have reached the site of the former Dawley & Stirchley train station- see below]**

As you walk along the former canal towpath, look to the far side of Stirchley Bottom Pool where if you are lucky you may see the heron, a regular fishing visitor. You may also see on sunny days glimpses of pike hiding in the shadows under the towpath bank, and both damsel and dragonflies darting over the water in summer.

In 1788 the ironmaster William Reynolds proposed an extension to the Shropshire Canal southwards from Donnington Wood to the River Severn. After parliamentary approval, work started in that year. Following a route alongside the present-day Stirchley Pools and after exiting from a tunnel at Southall, the canal split into eastern and western arms. The eastern arm, through Oakengates to near Aqueduct, was replaced by a railway in 1860 which followed wherever possible the

line of the old canal. The western arm from Aqueduct to Coalbrookdale, via Little Dawley, Wide Waters and across Doseley terminating at Brierley Hill declined in use and was closed in 1810 when the new tramway was built from Castle Furnaces across the Lightmoor Valley to Coalbrookdale.

When you come to the end of the pool you should turn right, keeping the canal to your left and the pool to your right. Follow the path between pool and canal until you come to a small T-junction where you should turn left. Follow the path until you come to a slight bank in front of you. Continue on, up the bank, and down a few steps, leading to a tarmac path – the Silkin Way.

It is said that the railway was for the most part laid on the bed of the former canal, but at this point the railway line deviated because the canal followed the natural contours of the land, whilst the railway needed to follow a straighter line.

Turn right along the tarmac path, following the waymarked signs for the Dawley Heritage Trail. Ahead of you will see a handsome road bridge and about 40m before that you will come to the site of the former Dawley & Stirchley Railway Station. Located on the right hand edge of the path are the brick remains of the platform, and on the left hand side was the goods yard.

Stirchley Station opened in 1861 on the route of the London & North Western Railway's (LNWR) branch line to Coalport. The station was renamed Dawley & Stirchley in 1923, before closing to passengers in 1952 and to freight twelve years later.

The woodland fringe on either side of this old railway line is a home to jays and great spotted woodpeckers. You may also more rarely hear tawny owls, especially at dusk. The old embankments support a great deal of hemp agrimony, beloved of butterflies in the summer months.

Just before the bridge there is a small track to the right, waymarked with the Dawley Heritage Trail disc. Take this until you meet the junction with Stirchley Lane.

9 Pass through the gate. You will be turning right here. Carefully cross over Stirchley Lane and continue along the pavement for about 30m until you come to a clearing on the left with Stirchley Wesleyan Chapel on the right of this. Turn left here.

Built in 1840 for the Wesleyan Methodist worshippers of Stirchley, the chapel has the curiosity of actually being over the boundary in Dawley. This came about because the landowner, Beriah Botfield, would not sell land to the Methodist non-conformist movement.

With the chapel on your right continue down the waymarked lane ahead, passing through the gate.

10 After 100m you will see the Dawley Heritage Trail marker signing the track to the right.

Take this. After about 200m, you will see some modern houses in front of you and to the right. Pass along the trail, immediately to the left of the brick wall of the garage of the end property. This brings you out onto a narrow track which you should follow to a point where you will see Southall Special School on your right. On the left hand side is the site of the former Southall Mine.

Owned by the Coalbrookdale Company, the mine wound coal and ironstone. It was probably sunk in 1810, and closed in 1882.

Continue for a little while until you come to the junction with Southall Road. Turn left. Cross the road, taking care because this can be very busy. Continue down the road and turn right at the junction with Southall.

On the left hand side of the road you will see a small track leading to the site of the former Dawley Castle Furnaces.

The Furnaces were owned by the Coalbrookdale Company. Operating during the period 1810-1883, they supplied pig iron for the company's forges at Horsehay. Slag from the operations in the 19C obliterated all traces of the remains of nearby historic Dawley Castle.

Continue on the right hand side of the road. Observe on the left hand side of the road a 'Southall' sign, behind which was the site of the former Castle Mine.

So-called because of its proximity to the site of historic Dawley Castle, the mine was owned by the Coalbrookdale Company and wound both coal and ironstone. It was one of group of mines sunk by 1817 to exploit clod coal and was almost certainly closed by 1882.

11 Take the first turning right off Southall into Hamilton Road and walk to its end which is the junction with Old Vicarage Road. If you look to your right, the line of fir trees on the horizon marks the site of the former Parish Colliery.

This was another coal and ironstone colliery owned by the Coalbrookdale Company, closed probably by 1882.

Cross the road and enter the grounds of Holy Trinity Church.

The present-day Holy Trinity Church was built in 1845 on a site very close to that of an earlier church which had been demolished because it was unsafe. Architectural evidence suggests there had been a chapel here since the 12C serving the community of Dawley, though only the Norman font and some 18C monumental inscriptions survive from the earlier church. The present-day building was constructed of sandstone in the perpendicular style, improved and enlarged in 1886.

Follow the left hand fork in the path around the church. You will notice on your right by the wall of the church some remains taken from the Hinkshay Church of England Mission. As you pass these, look to your left across the grass of the graveyard where you will see a set of black iron railings around the iron communal

memorial grave. Take a little time to visit the site which marks a particular mining tragedy in the history of Dawley, the Springwell Pit disaster.

This is the communal grave of eight young miners from Dawley (average age nineteen, the youngest being fifteen) who lost their lives in the Springwell Pit on 6th December 1872 when a triple-linked chain hauling them to the surface snapped. They plummeted 50m to their deaths. The funeral took place on 10th December at Holy Trinity Church, and it is said that ten thousand came to pay their respects, and that every shop in Dawley closed for the funeral.

Short Cut Option: Walk points 11-1

After viewing the grave you may wish at this point to leave the churchyard so that you can take the short-cut option back to the top of Burton Street in Dawley where you started. On the way back there are the following sites of interest (marked by green stars on the trail map): MANOR FARM, POOL HILL SCHOOL, SITE OF FORMER DAWLEY GAS WORKS, LINE OF FORMER TRAMWAY, SITE OF DAWLEY NATIONAL SCHOOL now called Dawley CE School. For short cut directions and for more information on these sites see page 16 for details

If continuing the main walk, rejoin the churchyard path from the Springwell Pit grave and leave at the bottom left exit.

- 12 Immediately cross Holly Road and look slightly to your right where there is a public footpath sign. Take this path which follows the line of a former tramway.

This was the line of a tramway from Horsehay to Dawley Castle Furnaces which the Coalbrookdale Company constructed in to readily connect the works at both places.

Ahead of you are Castle Pools. You will come to a crossroad of paths with houses on the right hand side. Continue straight on. On the left at this point is believed to be the site of the early fortified manor house referred to as Dawley Castle, the remains of which are thought to be buried under the spoil from Castle Mine.

In 1316 the nobleman, William de Moreton, was granted a licence to fortify an existing manor house on this site. In time it became known as Dawley Castle. During the English Civil War, the owner and widow, Mary Crompton, allowed the castle to be garrisoned by Royalist troops, but, when in 1645 it was about to be captured by the Parliamentarians, there is the suggestion that the castle was burnt by the Royalists. Whatever the truth, the castle was ordered by Parliament to be pulled down in 1648 and today there are no material remains. Although its exact location is unknown, the presence of Castle Pools and the remains of the early 19C Castle Furnaces suggest the fortification was situated nearby.

Ahead of you is Castle Pool on your left.

Near the pool is a splendid old willow tree with an intricate bark pattern. All of the pools you will pass are excellent

wildfowl sites with open stretches of water, sheltered reed beds, and running water. You can expect to see mallard, teal and shoveler ducks, Canada geese and greylag geese and the elegant mute swans. There are stands of common reed, home to the reed bunting and occasionally in summer the reed warbler. If you are lucky enough you may also catch sight of the exquisite blue flash of the kingfisher.

Castle Pool was constructed as a feeder reservoir in the early 19C for the nearby arm of the Shropshire Canal.

Cross over the footbridge, and two further bridges, finally turning right along the path waymarked Dawley Heritage Trail. At this point you are in fact rejoining the South Telford Heritage Trail and the Coalbrookdale arm of the Shropshire Canal. The trail follows the line of the canal with Dandy Pool on your right hand side.

Dandy Pool was another feeder reservoir for the Shropshire Canal which was used by Dawley Castle Ironworks to transport pig iron to the forges at Coalbrookdale.

The visible mound to your left is the site of the curiously named former Botany Bay Colliery.

For awhile it became the fashion to name collieries after far-flung, slightly exotic places. Only 20 years earlier British convicts were sent to Botany Bay in Australia and the place may still have had a topicality by the time the deep mines were being sunk here by the Coalbrookdale Company in about 1810, extracting both clod coal and ironstone for the nearby Castle Furnaces. The clod coal was exhausted by 1850 and the double coal – the thickest coal seam in the area at about 2m – was exhausted by 1867.

Continue on the path. At the end of the pool take the left hand path and pass through the car park, taking the exit straight ahead and following the waymarked signs out of the car park.

- 13 Cross the tarmac road. Ahead of you and slightly to the right is the Wide Waters Pool.

Wide Waters Pool, which is said to be fed by a natural spring, originally formed part of the Coalbrookdale arm of the Shropshire Canal. It was widened by the Lightmoor Furnace Company as a reservoir for their own pools at Lightmoor which provided the power to run the furnaces.

Take the path along the Pool's left bank. [The line of the old tramway goes off here at a 45 degree angle on your left to the Lightmoor Valley. Do not follow this path].

This line of the tramway from Castle Furnaces via the Lightmoor valley to Coalbrookdale was built in 1810 and is a continuation of the tramway from Horsehay to Castle Furnaces mentioned earlier.

Continue along the path at the left edge of the pool. The pool itself runs into a section of the Shropshire Canal.

Built in the 18C this section of the Shropshire Canal was used by tub boats ferrying pig iron from the Castle Furnaces to the ironworks at Coalbrookdale.

Follow the path of the Shropshire Canal keeping what is now the canal on your right hand side. In front of you is a handsome brick and stone Tub Boat Bridge.

The woodland and old canal basin leading to the Tub Boat Bridge support many wetland species, including common alder, crack and grey willow.

The Tub Boat Bridge carried a tramway from Dawley Parva Colliery over the Coalbrookdale arm of the Shropshire Canal below. It owes its name to the long, shallow iron vessels that carried coal, iron ore and limestone along the canal. The boats were generally about 6m long, 2m wide and able to carry 3-5 tons of cargo which would be towed along the canal and then hauled onto the rails of incline plane at Brierley Hill above Coalbrookdale.

Pass under the bridge and follow the path to the junction with Lightmoor Road.

- 14** Turn right onto Lightmoor Road and continue walking carefully up the hill as there is no footpath. At the junction with Holly Road, cross over to the left hand side, so that you have Little Dawley War Memorial immediately on your left:

The war memorial is dedicated to the men from Little Dawley who lost their lives in the First World War, the Second World War, and subsequent conflicts. It was built on the site of the former village pound used up to the early part of the 19thC to secure stray animals.

If you pause at the junction and look right, you can see Little Dawley Chapel which has been converted into private apartments.

The Wesleyan Methodist Chapel was built in 1837, replacing a small chapel west of what was nearby Ivy Farm. The new chapel was known as the 'Big Penny' and was closed in 2004 before undergoing sympathetic development and conversion for residential use.

Turn left at the junction into Holly Road and continue along this. About 100m on, if you look to your right you can see set back from the road a very old half-timbered cottage.

Built in the 17C, once the site of Ivy Farm, this lovely half-timbered building is believed to be the oldest surviving house in the Dawley area. It has been extended and renovated in recent years by the current owners.

Just past the cottage, still on the right hand side of the road, was Top Yard Colliery with Springwell Pit being part of this colliery.

Top Yard Colliery was another large mining complex owned by the Coalbrookdale Company.

Continue along the road for about 400m from the cottage when you will come across some surviving rail lines embedded in the road where Gravel Leasowes Road meets Holly Road/St Lukes Road. This was part of the Wellington to Craven Arms railway.

In 1859 the Severn Junction Railway was opened between Ketley Junction & Horsehay . In 1859 the line was leased to the Great Western Railway and within six years, it had been extended to run from Wellington to Craven Arms.

- 15** There used to be a rail crossing here and to your right, behind the large wooden gate, is where Doseley Halt used to be.

The Wellington & Severn Junction branch of the Great Western Railway crossed Holly Road here at Doseley Halt. The line closed in 1962 to passenger traffic and in 1964 to freight.

To the right of the Halt was the site of the Springwell Pit.

Springwell Pit was one of the mines within the Top Yard Colliery complex and the site of Dawley's infamous mining disaster. Here, in 1872, eight young miners died when the chain they were being hauled to the surface on snapped and sent them to their deaths below.

Short Cut Option: Walk points **15-1**

You may wish at this point to leave the main trail and take the short cut option back to the top of Burton Street in Dawley where you began the walk. On the way back there are the following sites of interest (marked with green stars on the trail map) DOSELEY CHURCH and SITE OF FORMER CANAL WHARF, SANDY BANK ROW, LINE OF FORMER TRAMWAY, SITE OF FORMER DAWLEY GAS WORKS, SITE OF DAWLEY NATIONAL SCHOOL. For short cut directions and for more information on these sites see page **16** for details

If continuing the main trail you need to turn sharp left (as though almost back on yourself) from the point where the rails are in the road. Walk down the hill towards Gravel Leasowes.

- 16** About 80m on you will come to Holywell Lane on your right which you should turn into and continue along. Where the lane begins to climb you will see a bungalow off to the left called Spring Meadow. Just before this modern dwelling on the left hand side is the site of the Holywell Lane squatters' cottages which were demolished in the 1970s.

Built by labourers themselves between 1771 and 1883, these 29 squatters' cottages were unique in their design as extensions were added randomly in response to the growing needs of each family. Some tiny dwellings existed, others were more extensive with bedrooms constructed over the front doors of adjacent properties. The last were demolished in 1978 by Telford Development Corporation, despite some local protest.

Opposite the bungalow, on the right amongst the bushes, you can still see a small brick construction with a pipe coming out of it. This was the site of the Holy Well.

Fed from a natural spring, Holy Well is a corruption of 'Hollow Well'. It gave the road its name and provided the local residents with their water supply. Its name is a derivation of Hollow Well.

The countryside hereabouts is more open and there is the possibility in late spring and summer of hearing skylarks singing as they climb up into the air. There are considerable stretches of hedgerow with species such as blackthorn, hawthorn, hazel, holly and ivy interspersed with ash, elm, crab apple and field maple. These are rich habitats for invertebrates which along with fruits are a source of food for many birds and animals. A host of native flowers abound, including greater celandine, hedge parsley, jack-in-the-hedge (garlic mustard), cleavers (goose grass), not forgetting the common stinging nettle, all species of which provide food sources for a variety of insect larvae and adults alike. Birds particularly in evidence in Holywell Land and Woodlands Lane are pheasant, partridge, yellowhammer, magpies, and crows. In summer there are nesting whitethroats and blackcaps. Sparrowhawks and buzzards patrol the hedgerows in search of small birds for prey.

- 17 40m on past the well there is a waymarked turning to the right. Take this – it is called Woodlands Lane. At the top of the bank keep to the left (ignore a finger post off to the right) and you will see a section of low brick wall to your right. This was the canal bridge under which ran the Coalbrookdale arm of the Shropshire Canal used to flow.

This section of the canal was the first to fall into disuse. In 1802 rails were laid on the towpath between Doseley and the inclined plane at Brierley Hill, which served to replace the line from Horsehay to Coalbrookdale via Jiggers Bank. The 1802 line was itself short-lived, being replaced in 1820 by the plateway from Horsehay Trans-shipment Shed, through Little Dawley and the Lightmoor Valley to Coalbrookdale.

Here, along the line of the old canal, there is a stand of greater reed-mace which is ideal habitat for reptiles such as grass snakes, and amphibians such as frogs, toads and common newts.

On your left hand side is part of the new housing development around the old Stocking Farm buildings:

Stocking Farm was a medieval farm clearly visible on the Earl of Craven's Estate map of 1772.

Just past the bridge on the right is small detached boarded-up building – it was another squatter's cottage:

The squatter's cottage was built by Robert Bailey in May 1797 for which he was fined 6d in the Manor Court

Continue along the lane when you will come to a road leading to the new housing development. Cross over this road and continue along Woodlands Lane.

If you wish to divert for a few moments to see the Bath Spout then you should do so a bit further on where there is a waymarker indicating a public footpath to Doseley on the right. Take this and follow the track down the bank to the bottom with a clearing on the right. If you look in the bushes you can see the original angle iron pipe carrying the spring water to the Bath Spout which, sadly, is no longer there.

Piped running water was unusual in more remote settlements. The spring which supplied Bath Spout was located in Doseley behind the pipe works. Local people collected water from the spout from the early 20C, a practice which continued well within living memory. The stand was for placing the full bucket of water on, before deftly transferring it to the top of one's head!

Climb back up the track to rejoin Woodlands Lane and the main trail. You will come to another road junction at the new Lightmoor Road to the Bourneville Trust housing development. Cross this and continue along Woodlands Lane. Cross yet another road and continue along Woodlands Lane.

A little further on and you will see on your right hand side a lovely house known as Woodlands House with its associated farm buildings.

Woodlands House is still a very elegant dwelling in a fine setting. It was the former farmhouse of Woodlands Farm, built in about 1815.

- 18 As the lane bends to the right, on the left hand side there is a field. At the far end of the field, the other side of the fence are some industrial buildings which are all that remains of the site of Coalmoor Brickworks.

The New Coalmoor Sanitary Pipe Co. Ltd (formerly the Coalmoor Sanitary Pipe Co. Ltd) made sanitary pipes and firebricks here from 1908 to 1948. The company was then bought by Coalmoor Refractories Ltd. who made bricks for the steel industry, before transferring their operations to the nearby Lightmoor Brickworks which they purchased in 1951.

- 19 Continue along the lane, crossing Lightmoor Green Road when you come to it, and continuing straight ahead. In front of you on the right hand side is a striking building called Myford House, a private dwelling originally built by R.G Bailey the then manager of the Horsehay Company but used as a residential care home for many years now. The lane bends round to the left - new houses on either side – and you should continue on this until it meets Wellington Road. Turn right along the footpath just before the road. 80m on and you come to the neighbourhood of Myford. Look right at this point, and you will see a row of cottages, known as Myford Cottages.

Myford Cottages comprise a terrace of cottages built by the Horsehay Works in 1903 for its employees.

Continue forward along Wellington Road into what is known as Horsehay Flat. You will pass a row of terraced

houses on your right, one of which is where Edith Pargeter (the novelist Ellis Peters) was born. Her house is easy to spot from the 'Cadfael' house name plate.

Born in 1913, Edith Pargeter (the author Ellis Peters) was brought up in this house, making the return journey twice each day into Dawley. This was because she came home for lunch from her attendance at Dawley National School.

Further on across the road on the left hand side is the Forester Arms, formerly known as the Craven Arms.

Originally named the Craven Arms after Lord Craven, the Lord of the Manor, the public house subsequently changed its name to reflect the new incumbent, Lord Forester in about 1854.

At the small roundabout ahead of you continue over into Bridge Road. 150m further on you come to a road junction. At this point look to your left: in the middle distance, on the left hand side of the road, is a tall, substantial two tone building, Moreton Coppice Chapel which was renovated in 2007:

This handsome yellow and blue brick Victorian chapel was built in 1858 to serve four Primitive Methodist cottage meetings— Horsehay Potteries, Woodhouse Lane, Stoney Hill and Coalmoor. In 1968 the Horsehay Wesleyan Chapel, located in Spring Village closed, and its congregation joined with the Moreton Coppice congregation. Money raised from the Heritage Lottery and the Methodist Society was used to fully renovate the building in 2007, and then went on to celebrate its 150th anniversary in the following year.

Continue walking along the pavement on the right hand side of Bridge Road. On the left hand side of the road you will see Horsehay Village Hall.

The building was the original canteen for the workers at the Horsehay Works. When the company closed in 1983 the then owners, Norcross, as a legacy to the people of Horsehay agreed to lease the site at an annual peppercorn rent of £1 for it to become the Village Hall.

On the right hand side, just opposite the Village Hall, and over the wall in the 'dip' was the site of the Horsehay Ironworks' Lower Furnace Pool:

Lower Furnace Pool was used to ensure that the furnaces could continue to run even during the dry summer months. Water was pumped from Lower Pool to the primary Upper Pool (Horsehay Pool) to maintain its level, and therefore the power to the blast furnaces.

The large redbrick building which you are passing on the right is all that remains of the once-extensive Horsehay Ironworks.

In 1754 Abraham Darby II leased (later the Coalbrookdale Company bought) Horsehay Farm from R.A. Slaney to build blast furnaces, the first being blown in in 1755 and the second in 1757. In 1781 the forge was built and three years later the rolling mill added. By 1817 the works comprised

three furnaces, two forges, two rolling mills, and a slitting mill. In 1886 the site was purchased by the Simpson family who established the Horsehay Company Ltd and further developed the site. In the 1960s it changed hands again a number of times before finally coming into the ownership of A&B Cranes. With declining heavy industry in Britain, the Horsehay Works closed in 1983, most of the buildings being demolished and the land given over to a new housing estate.

As you pass the Works' building, cross over the road, walking towards Horsehay Pool. This used to be the Ironworks' Upper Furnace Pool. Just before the pool on your left hand side is a row of cottages. The one on the right of the archway was once Ball's Sweet Shop.

The Sweet Shop was in the ownership of Joseph Ball, great nephew of William Ball, 'The Shropshire Giant' (1795-1852), so called because at a height of 5ft 9 inches he weighed over 40 stone and was said to be able to button 3 men into his waistcoat.

Bordering the pool on the left hand side are the first homes that the Darbys built for their workers in Horsehay in the 1750s, which acquired the name Old Row, now known as Pool View. Further along the road is New Row, originally called Upper Row.

Old Row (originally called Long Row) is a terrace of twenty five houses, one and half storeys high, the first workers' dwellings to be built by the Coalbrookdale Company in Horsehay. The row was completed in three stages with the earliest constructed soon after the first blast furnace was blown in in the mid-1750s.

New Row was built by the Coalbrookdale Company for its workers in the 1830s. Originally named Upper Row, they were built for principal workers at the company. They were built with bricks composed of Pennystone ironstone waste made at Brandlee brickyard.

Horsehay Pool, which was created as a reservoir to drive hydraulic equipment at the Works, is another excellent site for wildfowl and here it is common to find tufted duck, coot, moorhen, and migrants such as goosander and ruddy duck. The water is also home to both damselflies and dragonflies, of which the most common species are common blue and large red damselflies, and the brown hawker, southern hawker and common darter dragonflies. Dragonflies rest their wings at right angles to their bodies, damselflies along their bodies.

20 Continue along the footpath with the wall of the pool immediately to your left and then past the pool. On the left hand side you will come to Telford Steam Trust's Engine Shed which was formerly the Horsehay Works' Trans-shipment Shed.

Built 1857 by Coalbrookdale Company to serve as a transfer shed between their platways and the newly arrived Wellington and Severn Jct. Railway.

Continue along the footpath. As you go over the railway bridge of the Wellington to Craven Arms line, look down to your left and you will see the line, station platform and remains of where the former Horsehay & Dawley Station used to be.

In 1861 the Wellington & Severn Junction Railway was leased for operation by the Great Western Railway, prompting Horsehay & Dawley Station to be built. Within six years the line had extended from Wellington to Craven Arms, and throughout the late 19C and early 20C the station was very active. There were 10 sidings and Horsehay Works' access lines with a capacity of over 200 wagons starting the first leg of journeys that would transport Horsehay fabricated bridges to all parts of the globe. After more than a hundred years, the station fell victim to the cuts made by the then Chairman of British Railways, Lord Beeching, with passenger services ceasing in 1962 and freight two years later.

- 21 Further along the pavement, you will pass the Station Public House. About 100m beyond this, there is a high wall on your left hand side. About three quarters of the way along that wall, stand with your back to the wall and look out towards the power station chimney in the far distance. In the foreground, in line with the chimney and about 200m in front of you was the site of the Horsehay Potteries. These have long since been demolished but of particular note architecturally and historically was the Round House.

Horsehay Potteries comprised a collection of cottages and other dwellings converted from buildings erected in the 1790s as a pottery for producing industrial ceramics. These were particularly a design of clay pots needed for the Wright & Jesson process involved in the making of wrought iron. Horsehay's famous Round House, a distinctive landmark, was a house constructed out of an old bottle kiln of 1790 which had supplied the clay pots for wrought iron making at the Horsehay Ironworks of 1756. The kiln was converted into the Round House in 1843 and only demolished in 1970.

Directly behind the Horsehay Potteries used to be the site of a very large spoil mound known as the Cinderhill.

The Cinderhill was a well-known landmark of the area, second in height only to the Wrekin. It comprised slag generated from the furnaces at the Horsehay Works which was later used firstly as ballast for the railways and then for road making and glass manufacture. Older rockeries and walls of local residents' gardens often contain lumps of attractive furnace slag.

The area of land that falls away immediately in the foreground of your view has been colonised by gorse which is an indicator of heathland and may support green-hairstreak butterflies, and also linnets and bullfinches.

After another 10m on your left is a fine house of note on your left called Prospect House. Carefully cross the road here. To your right just after the end of the crash barrier, there was the line of a further section of old tramway.

This is part of the section of tramway going from the Trans-shipment shed in Horsehay to Dawley Castle Furnaces via

Pool Hill Bank, past Holy Trinity Church, to Dawley Furnaces.

- 22 Continue on the pavement for a few more metres. On your right, just before the Burnt Tree Vehicle Rental Depot used to be the site of 'Days Automatic Waste Water Closet & Sanitary Pipe Syndicate Company Limited'.

Just about the most extraordinary name for a company you might find, it was set up on the site of the former Brandlee Brickworks. This in turn had been owned by the Coalbrookdale Company who it is sometimes forgotten required enormous quantities of bricks for their ironmaking enterprises and for workers' housing. The Sanitary Pipe Syndicate erected its new premises on the site in 1882 and made drain pipes and firebricks until its closure in 1915.

When you pass the Burnt Tree Vehicle Rental Depot, take the footpath to your right down through the underpass. This brings you out into Station Road, Dawley. Continue along Station Road until you come to a row of houses on your right hand side. Set into the brickwork under the eaves of the first pair of semi-detached houses is an interesting circular stone plaque which was once the foundation stone of Brandlee Methodist New Connexion Chapel.

Brandlee Chapel stood at the top of Brandlee Bank on Station Road, built by the Revivalists or Winfieldites and opened in 1827. Two years later the society and the circuit of which it was a part were accepted within the Methodist New Connexion movement. The building was demolished in the mid-1930s but the original commemorative plaque was resited (if, in fact, reversed) on the front wall of the first of the semi-detached houses in Station Road where the chapel originally existed. On it is marked the date the houses were erected.

Continue along Station Road until you pass the British Legion club on your right and reach the car park from where you started the trail.

Short Cut Routes

Section 1 Dawley from trail points 1 - 11

Distance: 5.5km. Overall length,
using short cut route 7.4km

Time : Fast= 1hr 45mins, Slow = 2hrs

Directions

Short cut route from walk points 11 - 1

Continue the trail until you reach Holy Trinity Church. Visit this site. Retrace your steps through the churchyard to the main entrance. Turn left and walk along Vicarage Rd. Turn left into Manor Road; turn left into Webb Crescent and continue until the corner with Pool Hill. Proceed down Pool Hill and take the first tarmac footpath on your right. Follow the footpath until you come to a road. Cross the road and follow the footpath in front of you signed Dawley underpass. You will come to a car parking area. Turn right on the path here and follow it through Princess Ann Gardens until it comes out at Springhill Road underpass. Go through the underpass and take the first turning left into Quarry Place. Continue until you come to a park on your right. Walk through the park and exit at its left hand corner into Doseley Road. Walk forward. The Burton Street car park is on the corner of Doseley Road and Burton Street. Site 1a is where the new terrace of houses is in Burton Street opposite the end of Doseley Road.

Sites

Manor Farm

This was one of the older farms in Dawley. It probably took its name because of its proximity to Holy Trinity Church which had been at the centre of the Manor. It was demolished in the 1960s and replaced by a small housing estate. The actual farm house was where the present shops are situated and the farm buildings were behind.

Pool Hill School

Built by the Coalbrookdale Company in 1846, the school initially provided education solely for boys of the company's workforce, girls being admitted in 1849, and was funded by contributions from the wages of employees. Their children were educated free, but as the school grew, other local children attended at a subscription of between 3d and 6d weekly. In 1887 the School Board assumed management and by 1955 Pool Hill had become an 'all-age' school, receiving pupils from 5 other primary schools in the area. It changed to a primary school the following year when a new secondary school was built next door. In 1966 it became a junior school with an adjoining infant school. The old Pool Hill School building was destroyed by fire in 1977, but both schools were rebuilt as a single primary school and in 1980, renamed Captain Webb County School.

Site of Dawley Gas Works

The Dawley Gas Company was established in 1848 and it built the Gas Works at the southern end of Chapel Street in 1857.

Dawley National School

In response to the Church of England's movement to build church schools, Dawley National School was built in 1841 on land gifted by local landowner R.A.Slaney for the purpose of 'educating poor children'. It became a Church of England School in 1844. At the beginning about 100 children attended the school, which even then was partially supported by subscriptions dependent on parental means. The school underwent many changes across the years, its present-day successor being Dawley Church of England Primary School.

Line of Tramway

The tramway, encountered in several places along the Dawley Heritage Trail, was constructed in about 1820 to connect the Coalbrookdale Company's various industrial establishments together. The line ran from Horsehay, across Brandlee, through what is now the Phoenix School, passed Dawley Church to Castle Furnaces. From there it skirted Dandy Pool, passed through Lightmoor and the Lightmoor Valley on to the Coalbrookdale works. After the opening in 1857 of the main line railway at Horsehay, the tramway transported industrial products to the goods yard at Horsehay and directly into the trans-shipment shed that still survives. A section of plateway still protrudes from one end of the building which is today used as an engine shed by Telford Steam Trust.

Section 2 Little Dawley from trail points 11 - 15

Distance: 1.2km. Overall length including short cut routes 1 - 11 & 15 - 1 = 5km

Time : Fast 1hr 30 mins, Slow 1hr 50mins

Directions

Short cut route from walk points 15 - 1

Starting from the rail crossing continue forward along St Lukes Road and turn right under bridge. Turn sharp right again in front of the Cheshire Cheese pub onto the waymarked public footpath by the side of the Cheshire Cheese. Continue forward following the track to the top of the bank. Turn left onto the path by the green metal fence, keeping this on your right. Proceed along the narrow path until you reach Pool Hill road. Cross the road and continue on the tarmac footpath in front of you. Follow the footpath until you come to a Princess Ann Gardens road. Cross the

Short Cut Routes

road and follow the signed footpath in front of you to the Dawley underpass. You will come to a car parking area. Turn right on the path here and follow the path through Princess Ann Gardens until it comes out at Springhill Road underpass. Go through the underpass and take the first turning left into Quarry Place. Continue until you come to a park on your right. Walk through the park and exit at its left hand corner into Doseley Road. Walk forward. The Burton Street car park is on the corner of Doseley Road and Burton Street. Site 1a is where the new terrace of houses is in Burton Street opposite the end of Doseley Road.

Directions

if walking between walk points 1 - 15

Starting at Burton Street car park, take the exit onto Doseley Road. Turn right and walk towards Dawley Park's Memorial Gates. Pass through the gates, walk through the park and exit into Quarry Place. Turn left along Quarry Place until the end of the road. Turn right onto the footpath and pass through the Springhill Road underpass. Continue along the path and take the path going off to your right in front of Bungalows in Princess Ann Gardens with a parking area on your right. At the end of the line of bungalows turn left onto another path which takes you alongside the last bungalow until you arrive at Princess Ann Gardens road. Cross the road and continue until you arrive at Pool Hill. Cross the road following the public footpath sign. This takes you onto a track immediately in front of you with a green metal fence on your left. Continue along this track until you come to another track in front of you. Turn right onto the track and follow it down the bank. It will come out alongside the Cheshire Cheese public house. Follow the track until it meets the footpath. Bear to your left under the bridge and cross over the road. Turn left towards Little Dawley. Continue along the pavement along St Luke's Rd until you come to the rails in the road in front of you. You have reached walk point 15.

Additional Sites (Clockwise direction)

Sandy Bank Row

Long since demolished, this row of 18 houses was situated next to the Cheshire Cheese public house. They were typical of the 'two up, two down' houses of the time, built by the Coalbrookdale Company for its workers in about 1840. One of the dwellings was the residence of William Ball, 'The Shropshire Giant', at the time of his death in 1852.

Doseley Church

St Luke's Church, Doseley, was built in 1845, after the township of Little Dawley and Horsehay were combined to form a separate parish from Dawley. It was designed by R. Griffiths from Broseley, and the timber lych-gate was built in

1920. The church became redundant in 1975 and was sold in 1980 to become a private dwelling.

The Canal Wharf

The canal wharf, part of the Shropshire Canal's route to Coalbrookdale, was where the present-day offices and stockyard of the Pipe Works are situated. One side of the wharf served the Doseley industries, the other those of Horsehay, both areas being connected to tramways. The growth of more tramways in the area, particularly that connecting Horsehay to Coalbrookdale via Little Dawley and Lightmoor, saw the demise of both the canal and wharf in the 1820s.

Section 3 Horsehay from trail points 15 - 1

Distance: 3.3km. Overall length including short cut routes 1 - 15 = 5.3km

Time : Fast 1hr 30 mins, Slow 1hr 45mins

Short Cut routes: 1 - 15 2km, 1 - 11 1.9km

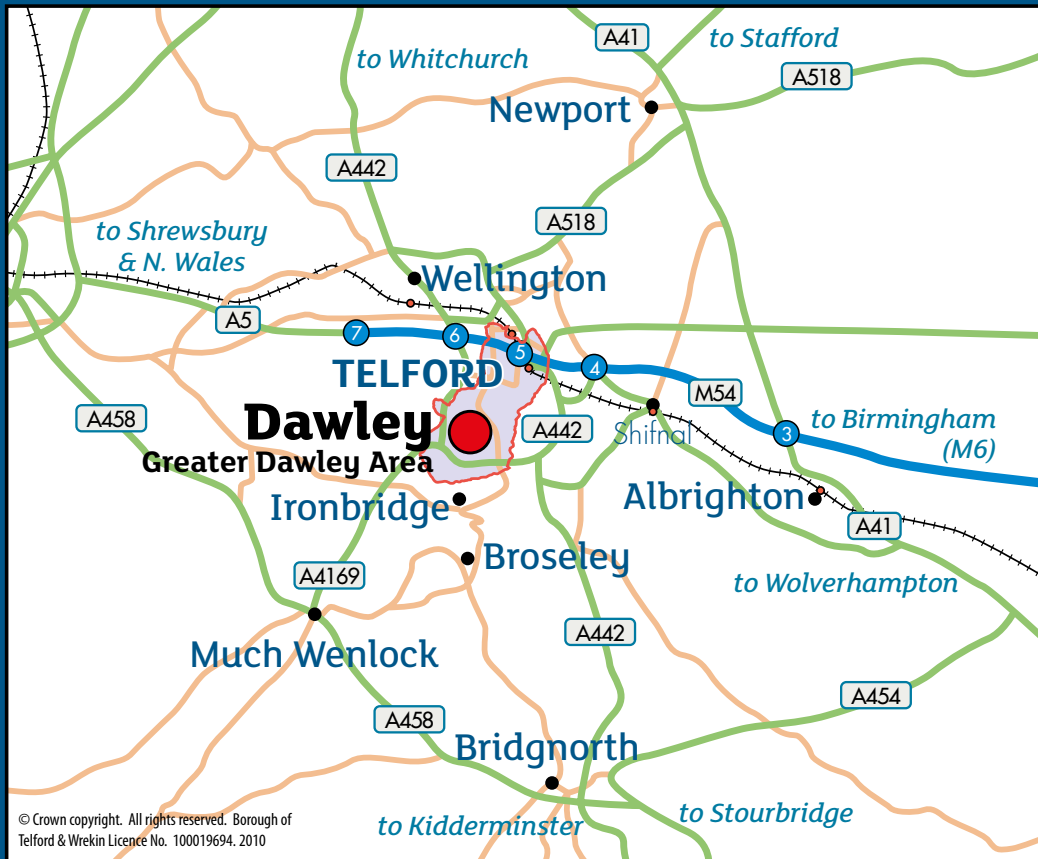
Directions

Walk to trail from walk point 1 - 11

Starting at Burton Street car park, take the exit onto Doseley Road. Turn right and walk towards Dawley Park's Memorial Gates. Pass through the gates, walk through the park and exit into Quarry Place. Turn left along Quarry Place until the end of the road. Turn right onto the footpath and pass through the underpass to Springhill Road. Follow the path out of the underpass and around to the right passing along the side of Princess Ann Gardens car parking area. At the end of the car parking area, turn left following the footpath until it meets princess Ann Gardens road. Cross the road and continue until you arrive at Pool Hill. Turn left onto Pool Hill and follow the road around to the left until it joins Webb Crescent. Turn right at this corner and walk past the school on your right to the end of the road. Turn right into Manor Road. Continue forward and take the third right into Vicarage Road. Walk as far as Holy Trinity Church gates on your right hand side. Enter the churchyard you have now joined the Heritage Trail.



www.dawleyheritage.co.uk



Dawley Heritage Trail

A journey through Dawley's long and colourful history

This delightful trail takes in much of Dawley's rich history and culture. Along its route, you will discover the sites of former collieries, old tramways, canals, long-silenced wharves and railway platforms. Much of this industrial legacy has also come to provide distinctive habitats for a variety of wildlife which you will encounter on the way.

FRONT COVER PHOTOS *From top left: Holywell Lane* [© Ironbridge Gorge Museum Trust] **Horsehay & Dawley Station** [© Ironbridge Gorge Museum Trust] • **Lord Hill Pub** **Pool Hill School** [© Ironbridge Gorge Museum Trust] • **Dawley High Street** [© Ironbridge Gorge Museum Trust] • **Memorial detail** • **Holy Trinity Church** [courtesy of Shropshire Archives, © Shropshire Historic & Archaeological Society]

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