

Ironbridge Archaeology

The Archaeology Unit of the Ironbridge Gorge Museum Trust



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Final Report



Archaeological Desk-Based Assessment of Lloyds Head and Lloyds Road, Telford

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The project was managed by Paul Belford. Research was undertaken by Keith Hinton, Sophie Watson and Janet Doody. The report was written by Sophie Watson and Keith Hinton and edited by Paul Belford

A copy of this report, all field drawings, notebooks and photographs will be archived with an appropriate repository. All archive materials are in accordance with the requirements of the United Kingdom Institute of Conservators (UKIC).

A copy of the report will be retained by Ironbridge Archaeology in the Long Warehouse, Coalbrookdale.

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SUMMARY

In October 2007 Ironbridge Archaeology was commissioned by Telford and Wrekin Council to undertake a desk-based assessment of land on the north and south sides of the River Severn at 'The Lloyds' (north side) and 'Lloyds Head' (south side). This desk-based assessment will form part of an Environmental Impact Assessment which will be submitted as part of an application for planning permission. Engineering works will comprise further stabilisation measures (including piling) on both sides of the River Severn.

The study area once formed an important mining community and was heavily populated with industries dealing in iron, brick and tile making. Though one of the tile factories is still in operation at Jackfield, all of these earlier industries have ceased in this part of the Gorge. The assessment area currently consists of waste land to the north and houses to the south, along with the disused line of the former Severn Valley Railway. Sites of archaeological potential have been identified within the assessment area, although the survival of these features is uncertain.

These include the remains of former gardens, pathways and tramways, together with various buildings and wharf structures.

All of these features are of local significance, and a watching brief on the development works is recommended as appropriate mitigation.

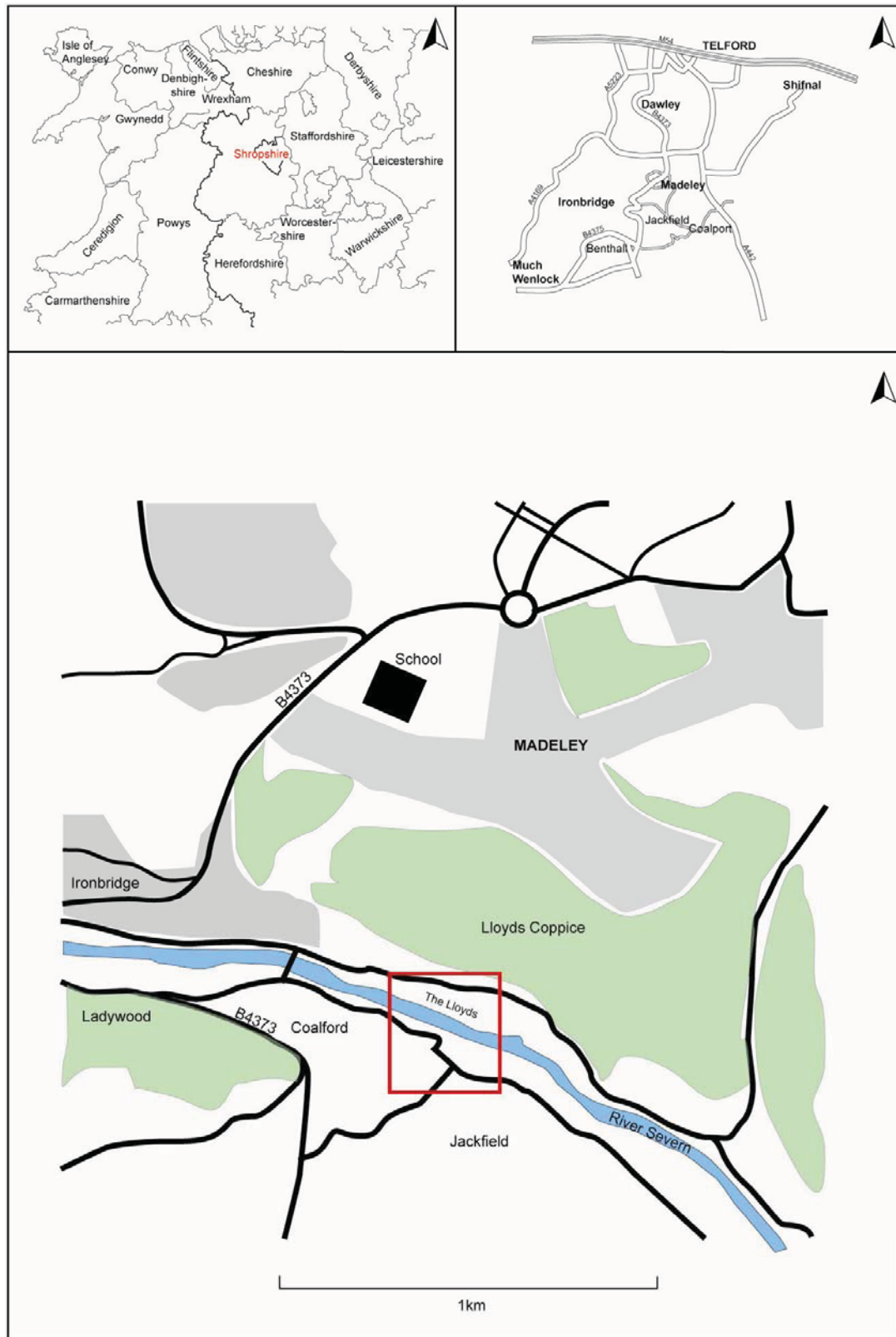


Figure 1 : Site Location Plan

1 INTRODUCTION

The area which is the subject of this desk-based assessment forms part of the Lloyds stabilisation programme. Phase 1 of the programme – the stabilisation of a section of the Lloyds Road on the northern bank of the River Severn – has already been completed. The present study forms part of a submission for planning permission for a second phase of works. This will comprise work on both sides of the River Severn as follows:

- north side – Lloyds Road. The area between the new road line and the river will be cleared and stabilised.
- south side – Lloyds Head. The area of land-slip in the vicinity of the 'Black Swan' public house will be stabilised through a scheme of piling and regrading.

1.1 PROJECT BACKGROUND

Ironbridge Archaeology were commissioned by Telford and Wrekin Council in October 2007 to undertake a desk-based assessment of sites at Lloyds Road and Lloyds Head (as described above). This assessment will become part of an Environmental Impact Assessment which will be submitted as part of an application for planning permission for a second phase of stabilisation works. This work forms part of a longer-term program of geological investigations and stabilisation schemes within the Ironbridge Gorge.

1.2 PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS

The site area falls within the area covered by the Nuffield Survey, carried out by the Ironbridge Gorge Museum Trust and the Ironbridge Institute to identify and catalogue significant archaeological sites within the Ironbridge Gorge. This included report number 17 – 'Jackfield and Broseley – Fourth Interim Report of the Nuffield Archaeological Survey of the Ironbridge Gorge'. Several assessments have also been carried out by Ironbridge Archaeology in the area of Lloyds Coppice on behalf of the Severn Gorge Countryside Trust (Ironbridge Archaeological Series 141, 178 and 182). Monitoring of the work undertaken as part of Phase 1 of the Lloyds Stabilisation Scheme was undertaken by Marches Archaeology.

1.3 METHODOLOGY

The desk-based historical research for the Lloyds conforms to the IFA *Standard and Guidance* (1994, revised 1999). The work was undertaken between 17th October and 1st November 2007. The desk-based assessment considered all available primary and secondary sources on the history and development of the area.

The research consulted both primary and secondary sources, including the following:

Primary Sources:

- 1849 Tithe Map and Apportionment (Shropshire Archives)
- 1883 Ordnance Survey Map (Shropshire Archives / IGMT Library)
- 1903 Ordnance Survey Map (IGMT Library)
- 1927 Ordnance Survey Map (Shropshire Archives / IGMT Library)
- 1966 Ordnance Survey Map (Ironbridge Gorge Museum Trust)

Secondary Sources:

- Ironbridge Institute Report No. 17
- Ironbridge Archaeology Series Reports 141, 178 and 182
- Industrial Archaeology Review, Volume XIV, I, 1991

Please see the bibliography for a full list of sources consulted.

The desk-based assessment was undertaken in accordance with prevailing best practice and IFA *Standards and Guidance*. A site visit was made on 31st October 2007 by Sophie Watson and Keith Hinton.



Figure 2 : Site Location Plan showing area of study (highlighted in red)

2 SITE LOCATION AND DESCRIPTION

The site is located at OS NGR SJ 685 035 (see **Fig. 2**) The assessment area incorporates land on both the northern and southern sides of the River Severn, particularly alongside the Lloyds Road (north) and Lloyds Head (south). The Lloyds on the northern side of the river consists mainly of woodland and wasteland on steep and unstable slopes, with the new Lloyds Road located part way up the hillside. The area surrounding Lloyds Head consists primarily of housing, wasteland with shrubs and trees and the disused Severn Valley railway line.

3 HISTORICAL ANALYSIS

3.1 THE LLOYDS

Records of industrial activity on this section of the River Severn date back to the fourteenth century (Brown 1991). Industry on both sides of the river was initially based largely on the exploitation of the mineral resources in the area. Industrial development seems to have been limited during the medieval period, when the area was under the control of the Cluniac priory of Much Wenlock. However coal mining and possibly other mineral extraction was certainly taking place in the Ironbridge Gorge from the 14th century, and possibly earlier (Belford and Ross 2007).

The Dissolution of the Monasteries in 1538 split the area into smaller but still considerable holdings. This appears to have given impetus to local land owners to fully exploit their newly acquired assets and their position on the river. Coal and ironstone reserves were exploited, employing the “longwall system” which meant that shale deposits collapsed after being undermined by the removal of the coal seams below. The shale and the iron nodules it contained could then be removed for sorting on the surface. In particular, the Madeley Wood Furnace Company were exploiting mineral reserves in the Lloyds area from the 1750’s onwards. This company operated the Madeley Field Coal and Ironstone Works on the northern side of the river bank and the area became an important mining community, consisting of pits and houses.

Wharves were constructed on both banks of the river, which was used as a means of transport for trows and other craft, despite the disadvantages of negotiating the “Jackfield Rapids” and fish weirs that had been constructed in medieval times. Several wharves are known to have been located specifically at Lloyds Head, which in the early 19th century was at the terminus of a group of tramways, bringing coal from the Birch Batch area, and servicing the Holly Grove Tile Works. Stone built walls and terraces associated with these wharves were surviving in the 1980s (Clark and Alfrey 1988), although little evidence of these can be seen today. The absence of bridges along this stretch of the Severn hampered communication between the north and south banks of the river, so light traffic, including horses, was accommodated by several small ferries which plied the river.

During the mid 19th century, the local industries along this stretch of the River Severn included a large brick and tile works, blacksmiths, brew houses, furnaces, potteries, a piggery and coal and ironworks. With the decline in the local iron working industry in the mid 19th century, the Gorge’s clay deposits became the area’s mainstay. Brick and tile working was a thriving industry even before the introduction of the Severn Valley Railway in 1862, and roof tiles were already established as a specialist Broseley product. Individual factories were located away from the town itself and closer to the clay resources and ports of the River Severn (Clark and Alfrey 1988).

Brick and tile kilns operated immediately to the south of the assessment area and ancillary wharves, sheds and yards were located along the southern bank, suggesting products were shipped to markets further afield as well as supplying the adjacent towns and villages. The introduction of the Severn Valley Railway line in 1862 meant that many of the wharves went out of use, and goods were transported via the rail network. Jackfield, which had once been a well established river port was described by 1870 as the ‘fag end of the world’ and its 300 year history as a port had all but closed (VCH, 1998). However, by the 1890’s, the ceramic brick and tile industry had become well established and production continued well into the early 20th century. At this time, the industry went into decline and many of the

houses in the area were also lost to subsidence and neglect. From the early 20th century onwards, the area remained relatively unchanged.

3.2 THE HISTORY OF THE SITE

The northern bank is known as ‘The Lloyds’ and forms part of Madeley Parish. ‘Madelie’, as it was called in the Domesday Book, is thought to have derived from the name of a clearing in the woods – ‘Lea’, located close to the ‘Mad(e) Brook’ – a local stream running through the parish.

The name of the area south of the river, ‘Lloyds Head’, is thought to refer to the entrance of a tunnel of mine in the area. The Lloyds Head road is located within the area forming Coalford (to the west) and Calcutts (to the east). The name Coalford is thought to have developed in association with the low lying river bank that was once used for wharves and loading coal. Calcutts or ‘Calcotts’ was mentioned as early as the 15th century as part of Harewells Manor and the name is thought to refer to the location of a pit mined by Clifford in 1608 and the Calcotts estate and ironworks (Clark and Alfrey 1988).

3.2.1 The North Bank

The northern side of the river bank is most clearly detailed on the 1849 Tithe Map (**Fig. 4**). The lower banks of the River Severn are described as a ‘waste, tramroad and towing path’ which was owned by Joseph Reynolds Junior. A ‘waste’ in this context meant an area of land that was unoccupied, undeveloped or uncultivated – consequently the land could not be the source of any tax or other revenue to its owner. Within the assessment area were also three houses with adjacent gardens, and a single garden with no associated dwelling. One of these still survives today, though it is now unoccupied and leaning backwards due to the movement of the hillside on which it sits. In 1849 all of these plots were under the ownership of Joseph Reynolds (Senior). At the north eastern extent of the site area was the Lloyds Colliery and this too was owned by Reynolds, though it was occupied by the Madeley Wood Company. It then consisted of a pitmount, tramroad, shafts, pools and associated buildings. The only additional features were various footpaths, interconnecting the dwellings with more major trackways.



Figure 3 : Area of study with historic maps overlaid

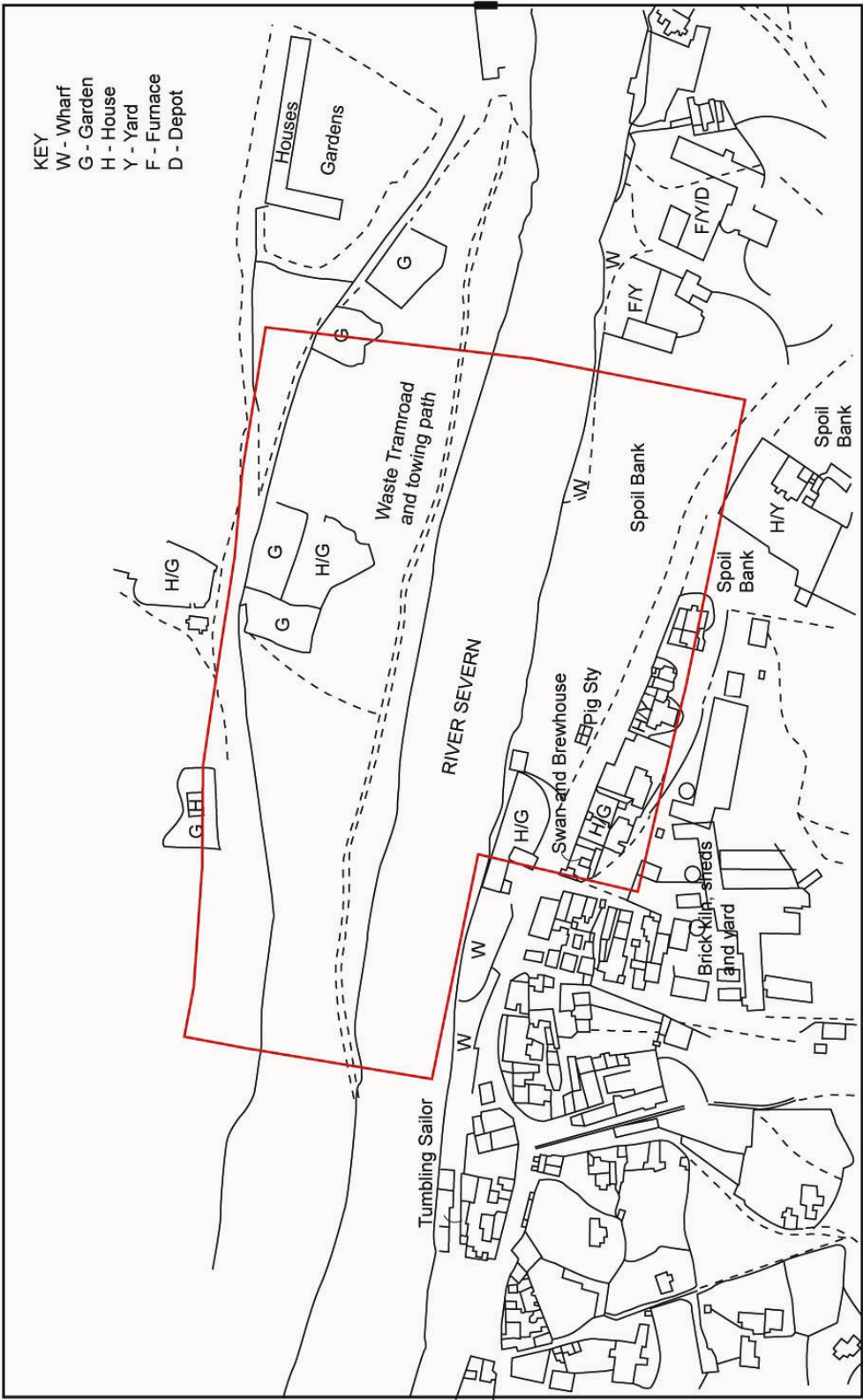


Figure 4: Map showing features present in 1849
Area of study shown as a red line

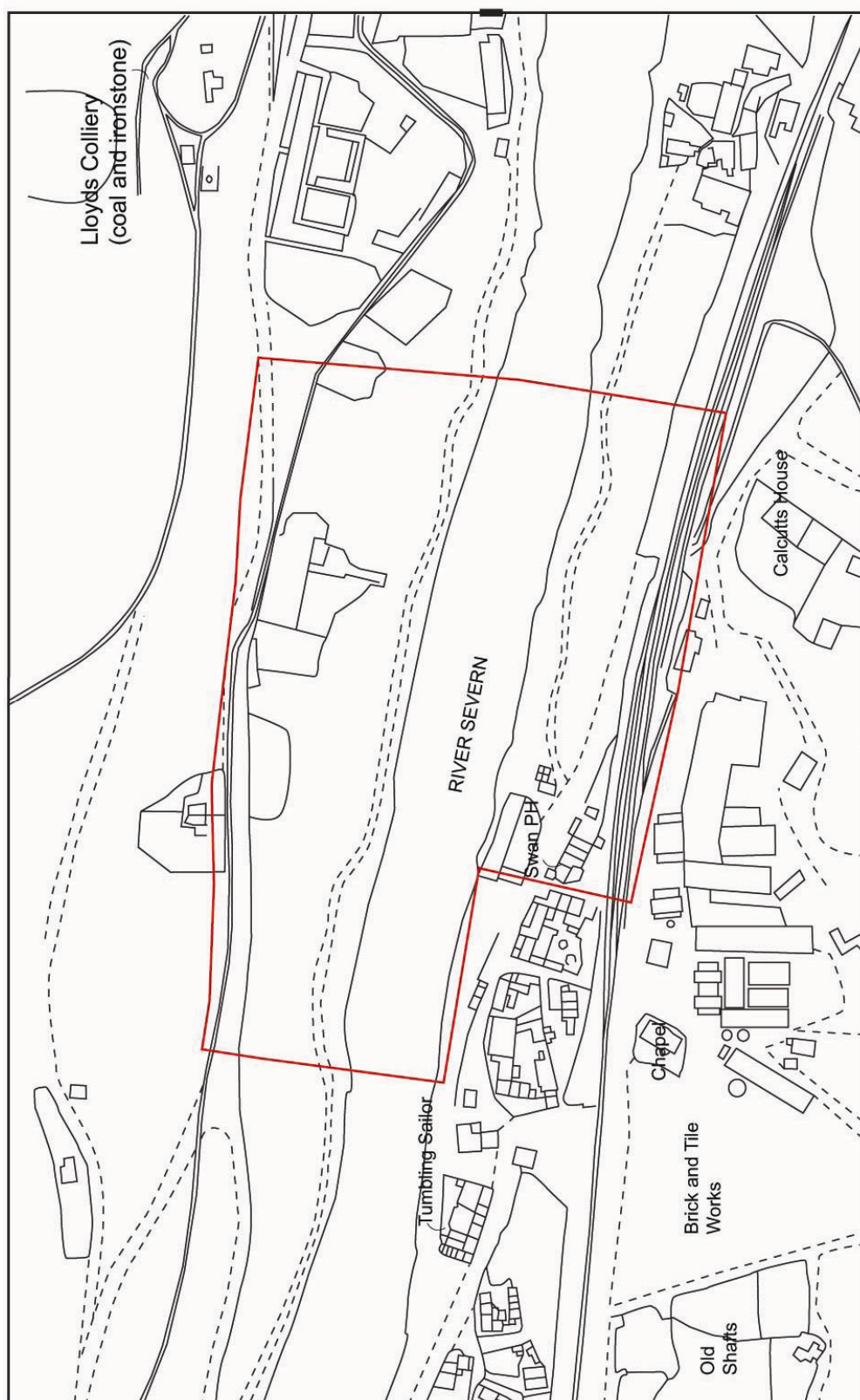


Figure 5: Map showing features present in 1883
Area of study shown as a red line

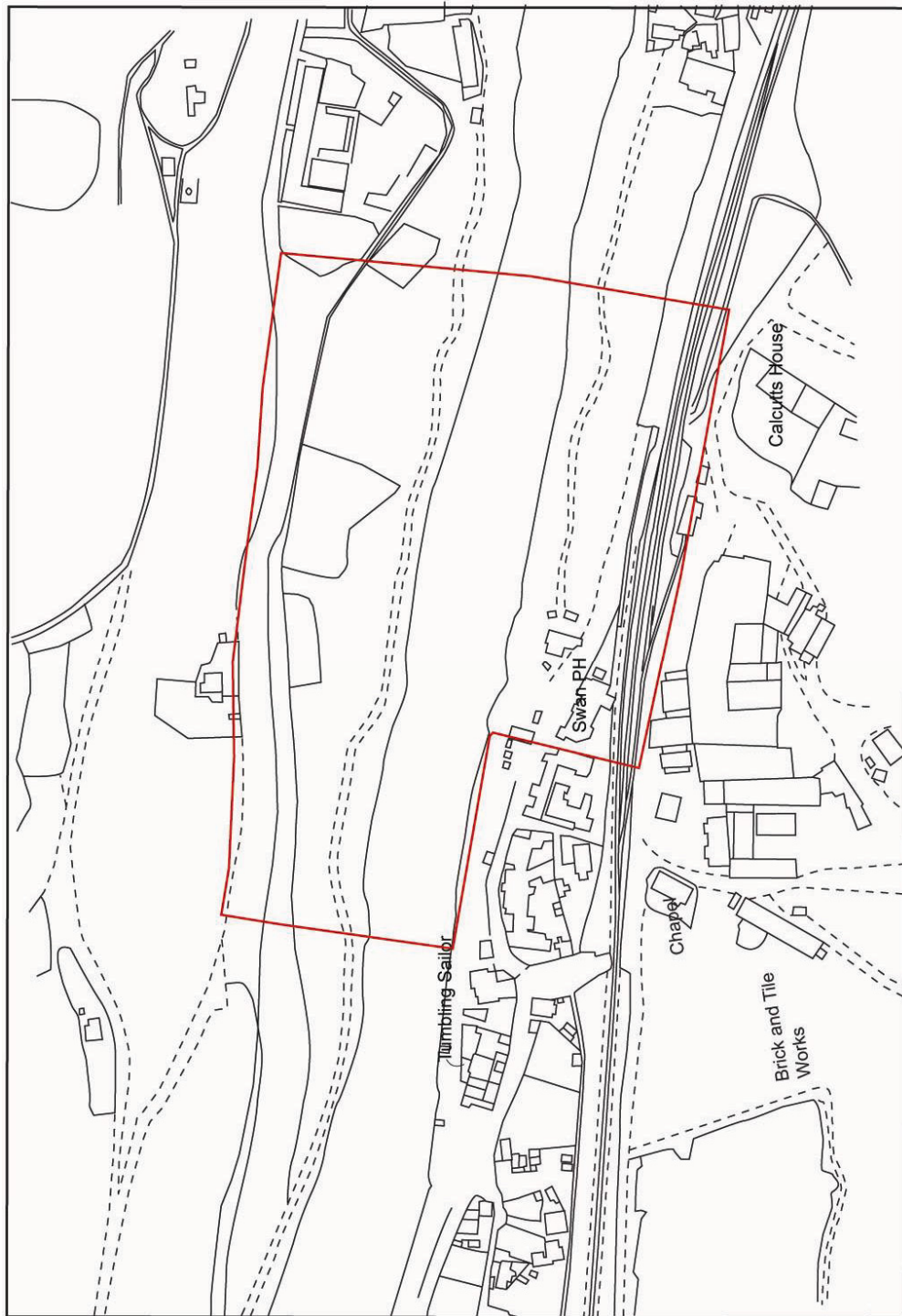


Figure 6: Map showing features present in 1927
Area of study shown as a red line

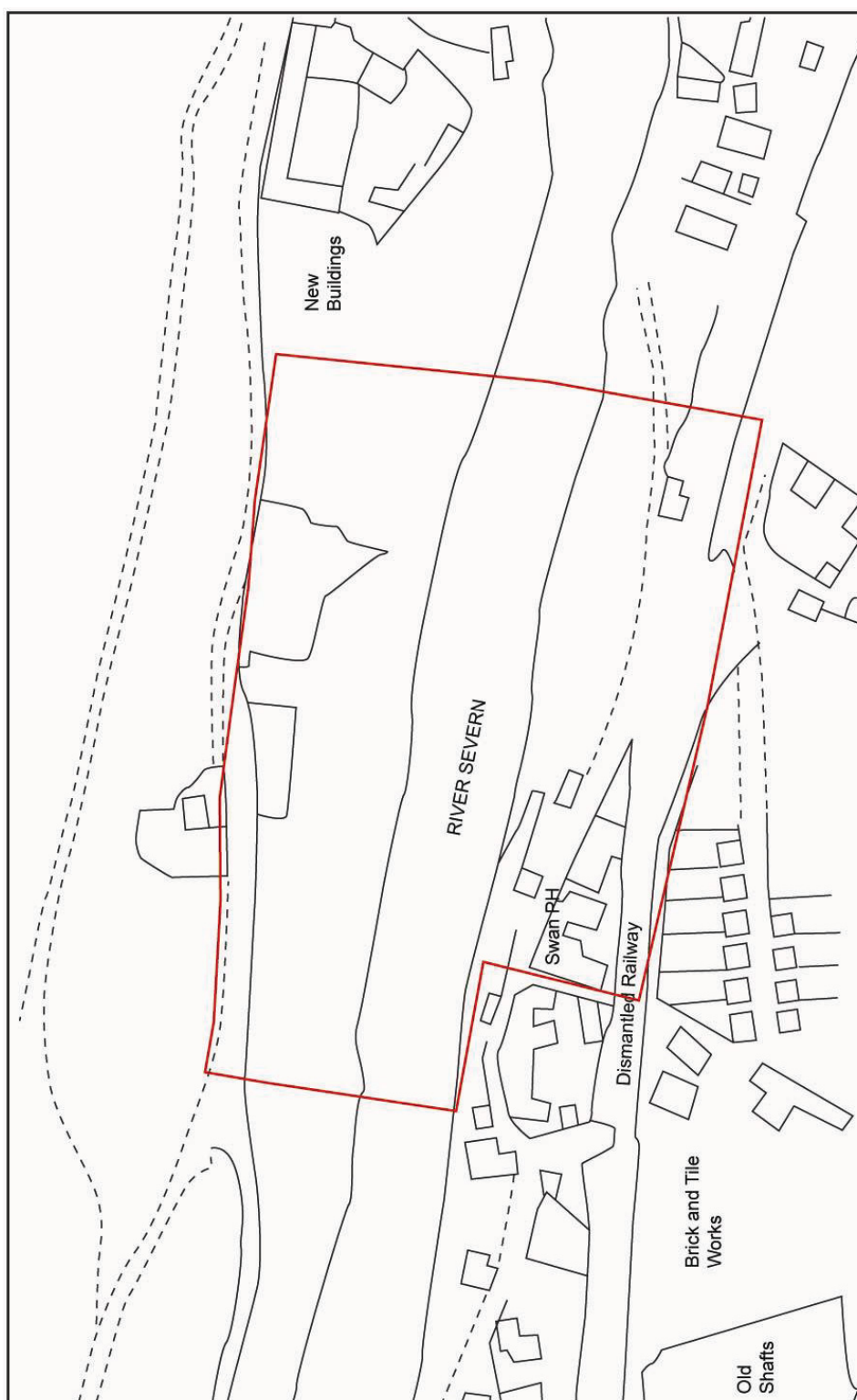


Figure 7: Map showing features present in 1966
Area of study shown as a red line

The northern bank of the river had changed little by 1883 (see **Fig. 5**). A tramway and shafts associated with the Lloyds Colliery were the only major developments. The tramway had been extended further to the west by 1902, but again, the surrounding landscape appears to have had little change. During the early years of the twentieth century the line of the former tramway had become more of a defined roadway. This is shown on the 1927 Ordnance Survey map (**Fig. 6**) as the “Lloyds Road”. The pattern of land-use set by the 1930s remained much the same in the latter part of the twentieth century, as shown on the 1960s Ordnance Survey plan.

3.2.2 The South Bank

An early view of the south bank of the river by George Robertson in 1788 (*‘An Ironwork for Casting Cannon’*), shows the Calcutts Ironworks and Calcutts House. However, it also depicts a ‘ruined corn mill’, with a large water wheel adjacent to the river (Trinder 2000). The proximity of the corn mill to Calcutts House in the image suggests that the mill lies within the current assessment area.



Figure 8: ‘An ironwork for Casting Cannon’ – from the IGMT Elton Collection (A185.760)

Stone remains do survive along this section of the river bank which may relate to this mill (**Fig. 11**). There was certainly no evidence of a corn mill

and water wheel in the tithe apportionments of 1849 within this area – which was in use as a wharf by this time. It is possible that some of the mill structure was reused as part of the later wharf.

The Swan Public House (now the Black Swan), which fronts Lloyds Head, is the only reference point on the 1849 Tithe Map that has retained its same position and use to the present day. In the 1840's there were several buildings to the east of the Swan, all of which fronted Lloyds Head. These were primarily small cottages with gardens with one stable to the far east of the row. The cottages and stable are thought to have been constructed in the early 18th century. Another house and large garden was situated directly opposite the Swan, between it and the river bank, with an additional small building to the east which was not listed on the tithe apportionment.

The Lloyds Head road is known to sit upon some 2-3m of clean black ash, which has built up well above the natural level. According to the owner of the Tumbling Sailors during the 1980s, natural clay was encountered some 15 feet down (Clark and Alfrey 1988). This verbal information has not been corroborated by physical investigation, though in exposed sections of the river bank, tipping layers can be seen clearly and includes substantial layers of coal dust and brick rubble, which was further highlighted in the bore hole data produced by Ground Investigation and Piling Ltd in 2005 (see below).

In the 1840's, the land directly north of the Lloyds Head Road, and the area to the east and south of the cottages, formed large spoil banks. It is possible that the ash encountered at the Tumbling Sailors is similar to deposits which make up the early spoil heaps – and probably accumulated from the nearby furnaces and brick works as well as from mining and other extractive industries.

The 1849 Tithe Map also shows that on the large spoil bank to the north of Lloyds Head, there was also a pig sty and a wharf - the latter being then owned by Sir George Paul, let to James Foster and re-let to Hezekiah Hartshorne. To the east of this wharf was a furnace and yard, also owned by Sir George Paul and occupied by James Foster. At this time, James Foster had also purchased land and transport networks in Jackfield and was using them to transport iron ore to the riverside for export to the Black Country (Clark and Alfrey 1988).

Sir George Paul owned the majority of the land along this section of the river which also included the brickworks and spoil banks located directly behind the houses along Lloyds Head. James Foster was listed as the ‘occupier’ of the brick works, but he had re-let them to William and Thomas Davies.

By 1883, the southern side of the river around Lloyds Head had changed dramatically. The insertion of the Severn Valley Railway in 1862 resulted in most of the houses to the east of The Swan being demolished. Further down the river at Jackfield, at least 50 houses are known to have been demolished to accommodate the railway line. The wharves too appear to have gone out of use at around this time. The brick and tile works to the south was still in use and had been considerably altered and expanded. However its output was probably sent by the new railway than downriver using the old wharf system. The house and garden opposite the pub had remained in use and additional small structures – probably stabling, a brewhouse and storage - had been added close by. The large spoil heap had remained undeveloped apart from some additional tracks close to the river, and the construction of a new building located next to the railway line. Several additional buildings had also been built along the southern side of the railway line.

The 1927 Ordnance Survey plan shows that, apart from the dramatic expansion of the brick and tile works, the landscape on the south side of the river had changed little over the past 50 years. By the time of the 1938 Ordnance Survey map, the brick and tile works was still labeled on the maps, but the earlier warehouses have all but gone. The Swan appears to have been redeveloped and had significantly altered in shape and size and the adjacent cottages along Lloyds Head are known to have survived until the 1950’s when they were replaced by local authority housing (Clark and Alfrey 1988). The Severn Valley Railway went out of use in the early 1960’s, and is labelled as ‘dismantled railway’ on a map of 1966 (see **Fig. 7**).

4 SITE INVESTIGATION

4.1 ANALYSIS OF BOREHOLE DATA

The borehole data produced in 2005 by Ground Investigations and Piling Ltd, revealed that the northern side of the River Severn, particularly the area around the Lloyds cottage, consists of around 5m of made up ground. The upper 3m primarily consisted of loose gravel deposits, containing frequent fragments of slag, brick, ash and burnt shale, along with pockets of brown clay. Between the depths of 3m - 4.80m, deposits encountered included dark brown, gravelly clay – the gravel content consisting of slag, clinker, sandstone, ash, coal and occasional fragments of metal. Below the made up ground, the deposits were primarily gravelley clays and mudstones.

The frequency of slag, ash and clinker within these deposits further verifies the historical development of this side of the river – which was an established mining community for many years. It is likely that the majority of industrial deposits accumulated from the nearby Lloyds Colliery, located slightly east of the assessment area.

On the southern side of the River Severn the borehole data revealed around 10m of made up ground. The upper layers of this consisted of clayey and sandy gravel – the gravel content being primarily made up of brick, tile, ash, burnt shale, concrete and occasional coal, tarmac and clinker. At a depth of 2 – 6m, there was a loose sandy gravel, which was seen to contain occasional fragments of furnace brick and pockets of soft clay. The deposits beneath the upper layers contained frequent fragments of slag, with occasional cobbles, brick and ash. The natural ground appears to be made form clay deposits, interspersed with sandstone and mudstone.

The content of the deposits in these bore holes relates to the 19th century industries that were prominent along this stretch of the river. The presence of furnace bricks may relate directly to the foundry and yard that was located at the eastern extent of the current assessment area and brick and tile rubble from the nearby brick works.

4.2 SITE VISIT

A site visit was made on 31st October 2007. This was made in order to investigate whether any of the historic features noted by the historical research still survived within the study area. One particular aim was to verify whether any of the former wharves were surviving – as suggested by Clark and Alfrey (1988).

The area directly south of Lloyds Road was seen upon the site visit to consist of a great deal of furnace slag fragments, which was also plentiful along the river bank, as well as brick and tile rubble. The area to the south of the river, known as Lloyds Head, is populated by housing, the Black Swan pub and the disused Severn Valley Railway line, interspersed with wasteland with shrubs and trees. The river bank – viewed from the Lloyds Road side was seen to consist of considerable quantities of brick rubble, coal dust and re deposited clay. The tipping layers could be clearly seen (Fig. 9).



Figure 9: South side of the River Sever - showing tipping layers and late boundary or garden wall



Figure 10: South side of the River Sever – showing brick rubble

Brick structures were noted along the riverbank, including a relatively late brick wall of insubstantial construction (**Fig 8**). This was interpreted as a possible boundary or garden wall, or part of a former outbuilding. More significantly, brick coursing was also seen close to river level, together with some brick steps (**Fig. 9**, highlighted with red box). It is possible that this brickwork in fact represents the remains of one of the former wharves.

Brick and stone work was also seen to survive in the location of the ruined corn mill. The stone work may be the footings of the mill, and the small section of surviving brick work part of the wheel pit, possibly with part of the wooden water wheel still attached. If this is the remains of the water wheel seen on the image by George Robertson in 1788, it is possible that further remains of the mill building survive beneath the present river bank.



Figure 11: South side of the River Sever – showing possible remains of ruined corn mill

5 ARCHAEOLOGICAL POTENTIAL

The map evidence has revealed that the assessment area on the northern bank of the River Sever has undergone relatively minor change over the last 160 years. It has remained relatively under-developed in comparison to the opposite side of the river.

5.1 NORTH SIDE

Archaeological features present within the site area on the northern side of the river include former gardens, pathways and the tramway which ran from the Lloyds Colliery.

5.1.1 Gardens

Small finds may be uncovered in association with the domestic gardens that were seen on the 1849 tithe map – the boundaries of some of these can still be clearly seen on the map of 1966. The single cottage and garden, located

along the northern side of the Lloyds Road has been seen consistently on all of the maps.

5.1.2 Pathways

It is unlikely that the location of the former pathways will be evident during the works and may lie beneath the present Lloyds Road. Additionally, these may have been affected by the constant movement of land, which may have obliterated any evidence of their survival.

5.1.3 Tramway

Providing that the former tramway from the Lloyds Colliery was not destroyed by the insertion of the Lloyds Road, it is possible that some of the rails survive within the site area.

The approximate locations of these features are shown in **Fig. 12**.

5.2 SOUTH SIDE

The southern side of the river has undergone considerable change and modification over the past two hundred years. Indeed mining, transport and processing of clay and mineral resources has probably been being undertaken since at least the 1530s. Footings of the pre 1780's corn mill are thought to survive within the river bank, as well as a possible fragment of the wooden waterwheel. Though many of the early cottages and buildings were destroyed by the insertion of the Severn Valley Railway, it is possible that the remains of these cottages were deposited on the nearby spoil heaps, and due to the quantity of brick rubble seen in the river bank, this may be likely.

5.2.1 The Ruined Corn Mill

Remains of this mill are thought to survive within the south bank of the river in the way of stone footings and the possible remains of a brick wheel pit with a fragment of the waterwheel still attached. If this is the water wheel depicted on the image by George Robertson (1788), it is possible that further remains of the mill building structure survive further back.

5.2.2 Spoil Heaps

There is undoubtedly a considerable build-up of spoil on the southern side of the river, which is thought to have developed in association with the furnaces to the east and the brick and tile works to the south. Any archaeological finds uncovered during the work may help to specifically tie the spoil heaps more directly with any one particular industry, and contribute to the archaeological record regarding specific goods that were being produced in the areas adjacent to Lloyds Head.

5.2.3 Buildings

Though the earlier buildings were ultimately destroyed by the insertion of the Severn Valley Railway line, their foundations may be surviving in some areas, as may small finds that were associated with them.

5.2.4 Wharves

Evidence of one possible wharf survives directly beneath the area of the Black Swan beer garden, in the form of the brick coursing and brick steps noted above (**Fig. 10**). No evidence of the stone built wharves was identified during the site visit – though these were apparently surviving in 1988. It is possible that any remnants of these have been eroded away, but this is not certain.

6 MITIGATION

Archaeological monitoring in the form of watching brief will be necessary in the areas highlighted below;

- the former Lloyds Colliery Tramway
- the area directly opposite the Black Swan
- the area thought to be occupied by the ruined corn mill
- the area of the former spoil bank

- the area directly to the west of the foundry yard
- the areas of the former wharves

Archaeological monitoring in the form of a watching brief is required in these areas specifically to determine:

- the survival of the Lloyds Colliery tramway
- the survival and condition of the ruined corn mill
- the make-up of the former spoil heaps
- the survival of any material culture or building remains, which will help to generate a more detailed picture of the industrial and domestic activities that took place along this section of the river
- ascertain the survival of any of the former wharves

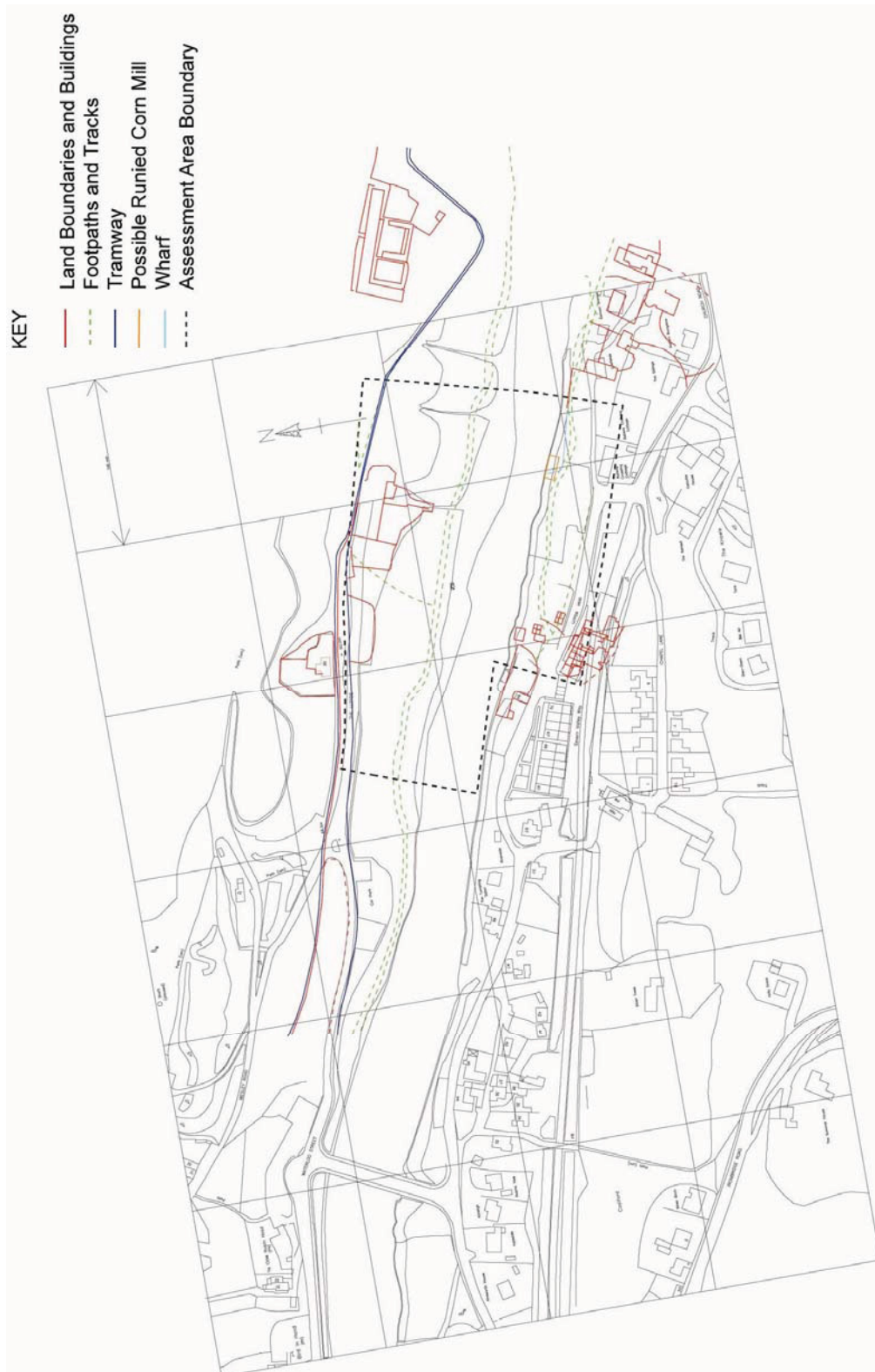


Figure 11: Map showing archaeological potential

7 CONCLUSION

Both Lloyds Road and Lloyds Head fall within the boundary of the Ironbridge Gorge World Heritage Site. They form part of an area that yielded plentiful mineral deposits, particularly in the form of coal and clay, which contributed to the development of the iron, brick and tile industries, for which the area became famous for. This particular section of the River Severn was a busy trade route for trows and barges until the introduction of the Severn Valley Railway.

Within the assessment area, the northern side of the River Severn has undergone far fewer changes than the southern bank, presumably due to the steeply sloping form of the land, which discouraged larger settlements.

Though there were undoubtedly features of high archaeological significance within the site area, although many are likely to have been destroyed by later developments, such as modern roads, modern housing and the Severn Valley Railway line. Archaeological monitoring in the form of a watching brief will be necessary to determine the survival or absence of archaeological features.

8 REFERENCES

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