



Panel for Historical Engineering Works

for

Albert Edward Bridge, Ironbridge

Details

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|--------------------------------------|---|
| Name of work: | Albert Edward Bridge, Ironbridge |
| Place: | Telford |
| HEW no: | 0350 |
| HEW class: | T1c5 |
| PHEW area code: | 09 |
| Ordnance Survey sheet number: | 127 |
| National Grid Reference: | SJ 661038 |
| Description: | |
| Significant features: | <p>A cast iron single span double track railway bridge carrying the railway line from Shifnal to Ironbridge Generating Station over the River Severn. Segmental arch, span 201 ft, rise 20 ft.</p> <p>The construction of the bridge consists of four cast iron ribs each in nine segments, flanged and bolted together and springing from a webbed abutment bearing plate at 30° from the vertical against a massive brick abutment. The track ballast is carried on steel plates and RSJs supported from the ribs by open cast iron vertical spandrel struts heavily cross braced. The steel sheet and RSJ decking replaced the original timber decking about 1937. The ribs are of uniform I section 36 inches deep and with 12 inch wide flanges.</p> |
| Accessibility: | visible from place of public access |
| Owner | Railtrack plc |
| County/Unitary Authority: | Telford & Wrekin |
| District Council: | |
| SMR Office: | Shropshire |
| Construction date: | 1863 to 1864 |

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|--|--|
| Opening date: | 1864Nov01 |
| Designers, with dates: | Fowler, (Sir) John |
| Resident Engineers, with dates: | Fogerty, J |
| Contractors, with dates: | Brassey & Field Coalbrookdale Co. (ironwork) |
| Current status: | LII |
| Current condition: | currently in use by trains but future use not assured. |
| Subpanel grade | 3 |
| Location of other records (e.g. manuscripts, drawings, technical papers, photographs, etc): | Public Record Office, Kew Railtrack |
| Illustrations attached (no.): | digital images available from R. Cragg |
| Similar works: | Victoria Bridge, Arley (HEW 464) |
| Recorded by: | Roger Cragg |
| Date recorded: | 01 Nov 1977 |
| Amended by: | |
| Revised by: | |
| Revision date: | |
| Latest inspection by: | R Cragg |

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|-------------------------|-------------|
| Inspection date: | 01 Mar 2006 |
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Supplementary Record

CIB no

SJ 661038

Carrying

Wenlock Railway

Over

River Severn

County pre-1974

Shropshire

Present county/UA

Shropshire

Length between abutments

204ft 6in

Number of spans (total)

1

Number of spans (cast iron)

1

Spans

201ft

Rises

20ft

Number of ribs across width of bridge

4

Number of segments in each rib

9

Section of rib

I

Dimension of each rib (in inches)

36in x 12in

Spandrel infilling integral with rib?

No

Spandrel infilling layout

plain verticals

Name of engineer

Sir John Fowler

Name of foundry

Coalbrookdale Co.

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<https://www.ice.org.uk/knowledge-and-resources/ice-library-and-digital-resources/historical-engineering-works>

Construction date

1863-1864

Further description

The Albert Edward railway bridge carrying the twin tracks of the old Much Wenlock branch (Great Western) line across the River Severn at Coalbrookdale in Shropshire, is thought to be last, if not the last, major cast iron bridge to have been built. It is within two miles upstream of the famous Iron Bridge of 1779. According to the plaque on the centre section of the arch, the Engineer designer was Sir John Fowler, and the contractors, Messrs. Brassey and Field. The Bridge was cast and erected by the Coalbrookdale Company in 1863 and officially opened on 1st November 1864.

The bridge is a simple clear span cast iron arch of 201 ft. span and is most impressive in its setting with the steep wooded sides of the Severn Gorge forming a background. The construction of the bridge exactly similar to Victoria Bridge which carries the Severn Valley Line (Great Western) across the River Severn about 22 miles downstream between Bewdley and Bridgnorth. This bridge, also designed by Sir John Fowler, however, carries only a single rail track but is a slightly longer span. It was built in 1861 and was also cast and erected by the Coalbrookdale Company.

Today the Albert Edward bridge still carries twin rail tracks of the freight branch line bringing daily coal deliveries to the new Ironbridge (B) Electricity Generating Station.

The construction of the bridge consists of four cast iron ribs in nine sections flanged and bolted together and springing from a webbed abutment bearing plate at 30 degrees to the vertical against a massive brick abutment. The track ballast is carried on steel plates and RSJ's supported from the ribs by open cast iron vertical spandrels heavily cross braced. This steel sheet and RSJ decking replaced the original timber decking about 40 years ago. The cast iron ribs are uniform I section 48" deep with 15" wide flanges.

LISTED GRADE 2