

Bristol and Coalbrookdale

John Powell

At the beginning of the eighteenth century Bristol was still the country's second city, and a major trading port. Coalbrookdale, approximately 100 miles away to the north west, was about to embark upon a period of intense industrial activity and witness great technological achievements which were to spark off the first Industrial Revolution. For a period well in excess of a hundred years there were to be links between the two places which were strong and numerous. This account brings together some of these links, many of which are well documented elsewhere, but in sources which may not be familiar to the majority of BIAS members.

The most obvious link between the two places is the River Severn which, in conjunction with a short stretch of the Bristol Avon, forms a direct physical link between the two. Just how long the Severn has been used for trading purposes is not known, though it is quite possible that the Romans might have used it to connect places north of Coalbrookdale, such as Uriconium (Wroxeter) with other settlements or trading stations on the lower Severn or the Avon. Certainly, it was being well used by the Middle Ages, and reached the peak of its prosperity just prior to the advent of the canal system in the latter half of the eighteenth century. By 1758 it was stated that:-

Upwards of 100,000 tons of coals are annually shipped from the collieries about Madeley and Broseley to the towns or cities situate on its banks, and from these into adjacent countries also; great quantities of grain, pig and bar iron, iron manufactures and earthenwares, as well as wool, hops, cyder and provisions, are constantly exported to Bristol and other places, from whence merchant's goods are brought by return.(1)

The same source reveals that there were no fewer than 84 barge and trow owners in the Coalbrookdale vicinity at this time, owning 129 vessels between them. Much important new information on the Severn and its traffic during this, its busiest period, is currently being gathered and analysed by BIAS member Peter Wakelin. (2)

It was possibly via the River Severn that word reached Abraham Darby, then living in the City of Bristol, that a furnace was available for purchase in Coalbrookdale which might suit his particular needs. Darby's origins were in the Black Country, and he had been apprenticed to a malt-mill maker in Birmingham.(3) Later he moved to Bristol, where he became active in the brass industry, and in about 1706 he also acquired an iron foundry in Cheese Lane, close to the site of the modern Shot Tower. His celebrated patent for 'casting iron bellied pots'(4) describes him as: 'our trusty and well beloved Abraham Darby, of our City of Bristol, smith'. The move to Coalbrookdale occurred in 1708, and it was in

the following year that the momentous breakthrough in ironmaking technology took place. As

As well as Derby himself, and some of his tools and equipment, another significant person made the move from Bristol to Coalbrookdale, this being one of his workmen named John Thomas. This man was closely associated with the discovery of coke-smelting, and it is through the writings of his daughter(5) that much of the information on this fascinating period has survived. Her mention of them being 'so private as to stop the keyhole of the door' when her father and Darby were carrying out their experiments has led to gross over-romanticising of the story in some Victorian texts.(6)

The first Abraham Darby died at the comparatively early age of 39 in 1717, though there would appear to be no firm evidence to support the claim of one writer who states that he was 'worn out with his struggles and experiments', or that he 'was taken ill on a journey to Bristol, and died . . .'(7) The Bristol connection was not severed by his death, but strengthened considerably. Some time earlier he had borrowed money from fellow-Quaker and Bristol merchant Thomas Goldney, offering part of the Coalbrookdale concern as security. Since the loan could not be re-paid at the time of Darby's death, Goldney took shares in the company and assumed control, jointly running the business for a number of years with Richard Ford of Stourbridge.

Thomas Goldney concentrated on looking after the company's interests in the West of England, and one of the largest customers at this time was Nehemiah Champion of Bristol,(8) one of the leading figures in the brass industry. After Goldney's death his son, also named Thomas Goldney (the third person in the family to bear this name), carried on the close association with the company and continued to act as their West Country agent, even after Darby's son, Abraham II had reached an age where he could take an active role in its affairs. The story of the Goldney family has been well told elsewhere,(9) (and further research is recorded in the following article) whilst a superb insight into Coalbrookdale's trade in steam engine parts via Bristol has been provided in Kenneth Rogers' *The Newcomen Engine in the West* of England Goldney House, the family home on the slopes of Clifton above Hotwell Road, survives and is well worth a visit on one of the half dozen days in the year when it is open to the public: the ground still contain an ornamental tower which once housed a small Coalbrookdale beam engine pumping water to the grotto. This engine was installed in the great period of engine building at Coalbrookdale.

The final person from Bristol to be directly involved in the running of the works at Coalbrookdale was Richard Reynolds. He was born in Corn Street in 1735, and apprenticed to one of



Creating Colston Avenue in the centre of Bristol by culverting the River Frome in 1892. The warehouse immediately to the left of that occupied by Thos. Reynolds and Son Ltd, bears the legend 'Coalbrookdale Compy. General Founders & Iron Merchants'. Photograph reproduced by courtesy of the Port of Bristol Authority.

the Fry family, becoming a Freeman of the City in 1757. Originally introduced to Shropshire by the Goldneys, reputedly running an errand for them, he married into the Darby family and settled there. Following the death of Abraham Darby II in 1763, he managed the works until Abraham III reached the age of majority. It was during the Reynold's period that the Cranage Brothers experimented with the manufacture of wrought iron from pig iron, and also that the first iron rails were introduced in 1767. In 1789, he relinquished his business interests to his sons, William and Joseph, but continued to live in Coalbrookdale until 1804, when he returned to Bristol and took up residence in St James' Square.

Reynolds, also a Quaker, had always taken a keen interest in the welfare of others, and had even laid out woodland walks for the workforce whilst at Coalbrookdale. His time, and his not inconsiderable wealth, were entirely devoted to charitable causes in Bristol from his return until his death there in 1816. His funeral attracted some of the largest crowds ever seen in Bristol, even the poor turning out in vast numbers and apparently weeping in the streets. According to Latimer, 'a more affecting ceremony was probably never witnessed in the city'.⁽¹¹⁾ Books were written in his honour, and meetings were held at which the Reynolds Commemoration Society was set up to carry on the good work he had started. On the first anniversary of his death:—
'most of the ships in the harbour hoisted their colours half—mast high, in grateful recollection

of the deceased philanthropist'.⁽¹²⁾

Latimer records that there was some connection between funds started by Reynolds and the Bristol Savings Bank, but much of the adulation he received immediately after his death seems to have faded away quite soon.

In addition to these links between Bristol and Coalbrookdale at the middle or upper end of the social scale, there were important connections developing at the same time for the common man. It was a period when two celebrated Anglicans were questioning contemporary attitudes in the Church, and laying the foundations for the spread of Methodism which was to occur later on: these two men were John Wesley and John Fletcher, Vicar of Madeley, the parish in which most of Coalbrookdale was situated. Both were great preachers, and were fascinated by the challenge of the new breed of working man created by the industrial age, particularly the collier. In 1739, Wesley wrote in his Journal: 'Few persons have lived long in the west of England, who have not heard of the colliers of Kingswood; a people famous . . . for neither fearing God nor regarding man: so ignorant of the things of God, that they seemed but one remove from the beasts that perish . . . Many last winter used tauntingly to say of Mr Whitefield 'If he will convert heathens, why does not he go to the colliers of Kingswood?'

Within a short period, Wesley reported, the scene was changed, and Kingswood (near Two Mile Hill) was chosen as the location for a pioneering school teaching the beliefs of these early

evangelists. At a later date, Kingswood School moved to Bath, where it still survives. Wesley visited other places in the Bristol area on his preaching tours, as well as the city itself, and reports bull-baiting at Pensford in 1742, whilst the 'gentlemen' of England he met in Frome in 1778 are described as 'much inferior to the keelmen and colliers'.

A direct comparison is made by Wesley during his famous visit to Coalbrookdale in March 1779, when he saw the Iron Bridge under construction: 'Thursday 25 - I preached in the new house which Mr Fletcher has built in Madeley-wood. The people here exactly resemble those at Kingswood; only they are more simple and teachable'.(13)

Fletcher for his part visited Bristol regularly from the 1750s until his death in 1785. In 1758 he visited the city and preached at 'New Kingswood'(14): 'The minister offering me his church, I preached to a numerous congregation, gathered on half an hour's notice. I think the seed then sown will not be lost'.

From the 1760s onwards there are frequent visits to the Ireland family of Brislington, who became close friends and even fellow-travellers on occasions. His biographer again refers to an occasion on which he preached at Kingswood in 1768: 'The tears streamed so fast from the eyes of the poor colliers, that their black faces were washed by them, and almost universally streaked with white'.

At one time Wesley had hoped that his dear friend Fletcher would take over his work after his death, but this was not to be, since Fletcher died first. His health began to fail in the 1770s, which caused him to visit Bristol for another reason, namely to take the waters at Hotwells. In July 1776, he wrote: 'I am here drinking the waters: with what effect time will show'.

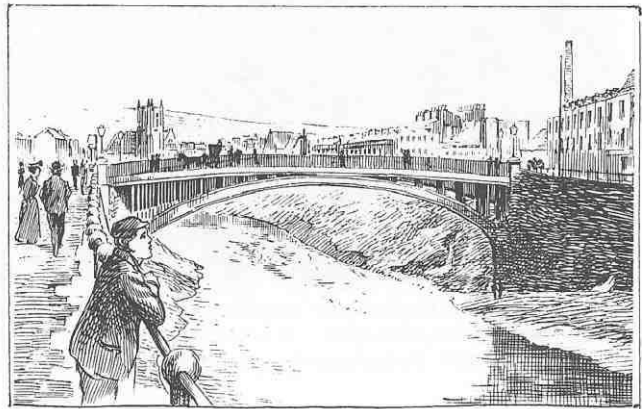
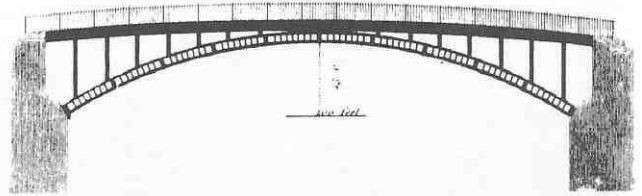
The following year he was taking Hotwell water daily, but it failed to cure him, so he went abroad for a time, returning to England in 1781 and spending several days in Bristol before travelling back to his parish in Madeley. He died in 1785. His last public appearance was at the laying of a foundation stone for a Sunday school in his parish, modelled on ones in Bristol and elsewhere, and the last letter he wrote, shortly before his death, was to Mr Ireland of Brislington.

The great technological achievements taking place in Coalbrookdale during the eighteenth century culminated in the world's first iron bridge, completed in 1779 and opened to traffic in 1781. For a decade or so, few attempts were made to imitate it but, after the great flood of 1795 on the River Severn had helped to prove its durability, a demand for similar iron bridges was created. The Coalbrookdale Company provided many of these, including two needed to span the New Cut as a result of Jessop's Floating Harbour. They have been described as 'the most important Coalbrookdale bridges of the first decade of the nineteenth century',(15) so their story is worth recording in some detail.

The bridges were identical single arch bridges, one being known as Hills Bridge or Bath Bridge,

and the other known as Harfords or Bedminster Bridge. Each was of 100ft span, 30ft wide with 6 ribs: between the arch segments and the metal plates supporting the roadway were 'T' shaped perpendicular pillars. Detailed descriptions of construction, together with dimensions and an illustration appear in two almost contemporary sources(16), one even giving a breakdown of costs.

Part of Plate 94 from the Edinburgh Encyclopaedia of 1830 showing a Coalbrookdale designed bridge for the New Cut.



A Samuel Loxton drawing of Old Bedminster Bridge. Reproduced by courtesy of the Avon County Library.

The troubles which were to befall the Bath Bridge began in February 1806. On the 13th of that month the *Bristol Gazette* reported that:

'... the iron bridge at Bedminster is nearly finished and the arches of that on the Bath Road are thrown across the Cut, and are ready for bolting together.' A fortnight later, on the 27th,

A fortnight later, on the 27th, the same paper revealed:

On Thursday morning, the Iron Work of the Bridge erected by the Coalbrook-Dale Company, on the Bath Road, fell with a tremendous crash. We understand . . . that the masonry in the abutments is not in the least shaken . . . The iron work is broke in pieces, and we are sorry to add, that five men employed were hurt . . . The only reason to which we can attribute this accident is the cross ties not having been fastened in.

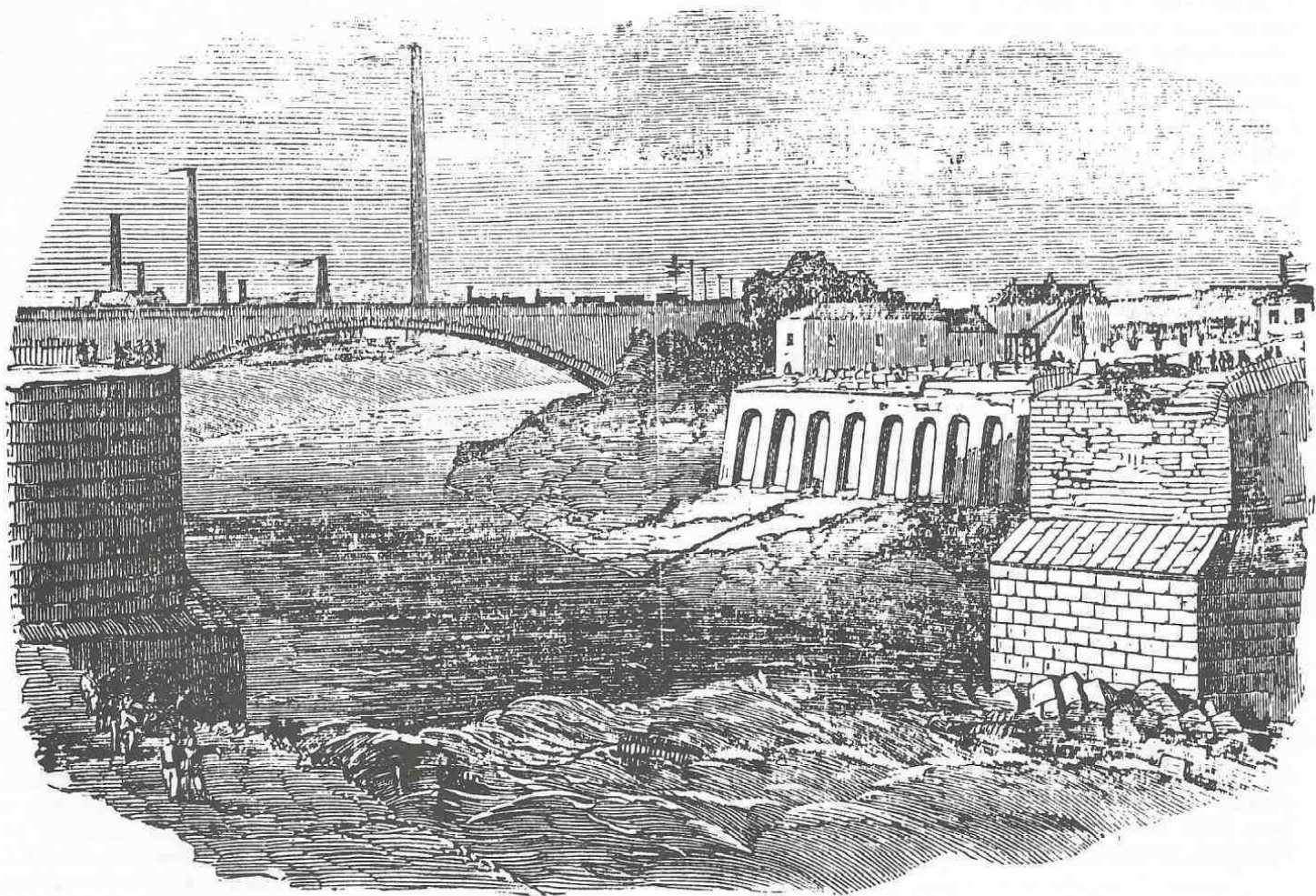
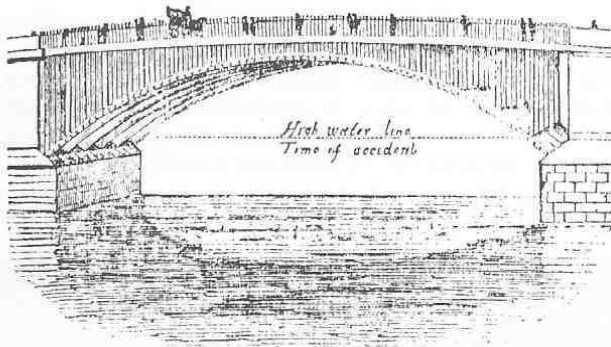
Latimer(17) blamed it on the fact that 'the art of iron bridge building being then in its infancy the faultiness of the design escaped attention'. Faulty or not, the bridge was re-built and survived for another 49 years until, in March 1885:

Yesterday (Tuesday) morning a screw-boat, called the John, of 180 tons and 6 horse power, John Domican, master, belonging to the Messrs Insole of Cardiff, and employed in conveying coke to the works of the Bristol and Exeter Railway, at Temple-meads, started empty on her return trip . . . the river was unusually high, with a strong

current running . . . she dashed on to the bridge, striking against the ribs on the city side with such violence as to beat in a portion of her bows . . . The effect on the bridge was instantaneous and extraordinary. It fell all at once with all that was on it into the surging tide below, like a child's house or cards when the chief prop is removed. Not a vestige was left standing.(18)

African trader called the Fanny Chapman having apparently collided with and damaged the structure in October 1860.(19) By 1880, the year in which the tramway network reached Bedminster, it was proving a considerable bottleneck, and the Council resolved in September of that year to replace it, this being done and a new bridge opened on 1 February 1884. One curious feature of the replacement of this bridge was that a footbridge, built to carry pedestrians across the New Cut whilst work was in progress, was later lifted bodily from its place, floated upstream on pontoons, and re-positioned in the spot opposite St Luke's Road, where it remains today. The work was carried out by Messrs E Finch of Chepstow, who had built the replacement Bath Bridge after the 1855 collapse.(20)

Left: A vignette from the Illustrated London News showing the water level at the time of the accident to Bath Bridge. Below: A drawing from the same publication (24.3.1855) of the remains after the catastrophe.



Both this report, and a similar one which appeared in the *Illustrated London News* for 24 March 1855 refer to another accident involving the bridge in which 32 people were injured. The year 1808 is quoted in one version, but it is not known whether this is simply mis-reporting of the 1806 collapse, or something separate. Latimer's (retrospective) coverage of this event in his *Annals* states that 'As had frequently been predicted, it fell a second time, many years later'.

Bedminster Bridge lasted longer, but was not completely safe from river traffic either, an

Less than 20 years after the completion of the Floating Harbour, Bristol entered a new and exciting era with the arrival on the scene of Isambard Kingdom Brunel. There is no evidence that Brunel had any direct connection with Coalbrookdale; or that he ever visited the place though he probably would have done had he accepted an invitation to become engineer to the Severn Navigation Co in 1836.(21) His personal note-book of 'Facts' reveals that he was still taking a keen interest in river traffic to and from Shropshire in the following year.(22) One author has made the unsubstantiated claim that he once referred to the Coalbrookdale Bedminster

Bridge as 'wonderful'.(19) It is also fascinating to speculate on whether any of the trowmen from Shropshire convicted for robbing the Custom House in Bristol during the Bristol Riots(23) were amongst those fought off by Brunel! Two of Brunel's major projects in Bristol did, however, have Coalbrookdale connections.

Firstly Clifton Suspension Bridge, completed after Brunel's death, was originally to have been built by the winner of a competition, the judge of which was Thomas Telford. Telford had been an early advocate of iron bridge construction, having designed one for Buildwas, made of Coalbrookdale ironwork, in 1796 following the flood already referred to. Later he built iron canal aqueducts and many iron bridges in all parts of the country. His work in the Bristol area had been limited to road surveys in the 1820s - he described New Passage as 'one of the most forbidding places at which an important ferry was ever established'(24) - and he had also commented on proposals to improve the River Avon at Bath. It was not local knowledge that caused him to be chosen as the Clifton judge, however, but his expertise as a bridge-builder, particularly that gained from work on the Menai Suspension Bridge. The full story of Clifton Suspension Bridge has been told elsewhere.(25) Telford was reputedly so angry at his failure in the second competition that he destroyed much of his correspondence relating to the subject,(26) but it is worth remembering that his often-ridiculed design was originally approved, and might well have been built if money had been available immediately.

Secondly, the *ss Great Britain*, launched in Bristol in 1843, is made of Coalbrookdale iron. The evidence for this comes from an article dating from 1871: 'The whole of the iron of . . . the *Great Britain* was made by the Coalbrookdale Company in Shropshire.'(27) The decision to build the vessel of iron, rather than wood, had been taken in 1838, but it is not known who suggested the use of Coalbrookdale iron in preference to any other, or whether the company tendered competitively, though they would have been known to the builders for some years, having provided cabin stoves for her predecessor the *Great Western*. It might be thought curious that accounts written in Shropshire of the Coalbrookdale Company and its achievements during the nineteenth century do not list the *Great Britain* as one of them,(28) though this may simply be because the ship would have left the area as 'iron' rather than as a finished product.

The accuracy of the 1871 article is not all that it might be, since it states that the *Richard Cobden*, another vessel made of Coalbrookdale iron was 'built in Bristol in 1844, in the same year, and by the same parties who built the *Great Britain* screw steamer'. The *Richard Cobden* was indeed designed by eminent Bristolian and colleague of Brunel, Thomas Guppy,(29) but she was built in Liverpool, being launched there by none other than the wife of Abraham Darby IV in July 1844.(30) A third iron vessel, the *John Bright*, is thought to have been of Coalbrookdale iron, and, since she was owned by the Darbys this seems probable. Farr was unable to discover who built her, but recorded her launch in Bristol in 1846.(31)

From the 1840s onwards, and spurred on by successes at the Exhibitions of 1851 and 1862, the Coalbrookdale Co concentrated increasingly on decorative castings and ornate architectural ironwork. Bearing in mind the huge quantities of their products which had passed through Bristol previously, it is perhaps surprising that there are so few examples of this in the city.(32) One exception is a garishly re-painted drinking fountain in St Nicholas Street, but none of the elegant verandahs of Clifton has yet been positively identified as Coalbrookdale, and several notable examples of street furniture - such as the urinal at Horfield and the fountains by the Suspension bridge and at Shirehampton - are by the 'rival' Scottish firm of Macfarlanes.



Coalbrookdale drinking fountain in St Nicholas Street, Bristol 1

The Shropshire iron industry was in fairly rapid decline as the century wore on (33) and, despite hopes that Coalbrookdale would be connected to one of the major railway routes,(34) this happened later rather than sooner: river traffic was lost, and the area stagnated. Despite being given prominent mention in their elaborate catalogue of 1875, the Coalbrookdale Company finally closed their Bristol warehouse at 25, The Quay in about 1886,(35) though it is not known how much longer their office at 82, Castle Street survived. The latter became Garlicks menswear shop.(36)

One or two of the firms from Shropshire who were in the ascendancy as the Coalbrookdale Company declined made small, but relatively insignificant, appearances in the city. Maw & Co, ceramic tile manufacturers from Jackfield, mounted an elaborate display at the Bristol Industrial & Fine Art Exhibition in 1893, and had an agent named Bessell at 60, Broad Quay: much later, in the 1930s, the other well-known Shropshire tile manufacturer Craven Dunnill & Co were to provide tiles for the extensions to Temple Meads Station, most of which are still there. The Lilleshall Company of Oakengates supplied the triple-expansion water pumping engine which survives at Chelvey Pumping Station.(37) Although there are records of cast iron kitchen ranges being supplied (by rail) to Bristol ironmongers well into the 1920s, it could be said that Coalbrookdale's final fling in the city of Bristol was the pro-

vision of the statue of Colston, unveiled on 15 November, 1895. Bearing in mind the Richard Reynolds connection, it is perhaps appropriate that the company should have provided the effigy of another of the city's great philanthropists.

These, then, are just some of the more obvious links which demonstrate that the affairs of Bristol and Coalbrookdale were closely connected for two centuries. They are not the only connections, by any means; many less direct ones - such as those with Humphrey Davy's Pneumatic Institute - are coming to light, notably in the continuing researches of Hugh Torrens. Similarly, a widening of the geographical area studied to encompass Bristol's hinterland would allow many more to be mentioned - the canal bridges at Bath, for example,(38) the bridge at Bridgwater, or the Darby involvement in the Brendon Hills iron mines via their Ebbw Vale activities.

Both Coalbrookdale and the old port area of Bristol could be said to have gone through a period of dormancy in the present century, though a new interest in the industrial heritage has revived the fortunes of both. Some of the old links have been re-forged with the return of the *ss Great Britain*, the largest surviving example of Coalbrookdale ironwork, to her building place, and a small piece of her hull now rests in the Museum of Iron in Coalbrookdale. The *Spry* the last surviving Severn trow - registered in Bristol, once owned by George Nurse of Bristol, and a regular visitor to Avonmouth even when only a dumb barge - has been saved from destruction by the Ironbridge Gorge Museum Trust, and is currently undergoing restoration. The houses, once lived in by the Darbys and by Richard Reynolds, and so often frequented by the Goldneys and other distinguished visitors, are currently being restored to their former splendour. In an age when Bristol's links with other places are symbolised by High Speed Trains and motorways which rush north, south, east and west, these will remind us that for 200 years there was a link north west to Coalbrookdale which rivalled all these in importance.

References

- 1 Letter from G Perry of Coalbrookdale 15 June 1758, which appeared in *The Gentleman's Magazine* 1758. Quoted in full in 'Severn Navigation and the Trow', by Grahame Farr in *The Mariner's Mirror* vol 32 no 2 April 1946, which also contains much other useful information.
- 2 See 'Severn Survey' in News and Views, *BIAS Journal* 17
- 3 The story of Abraham Darby I has been fully told in Raistrick, A. *Dynasty of Ironfounders* (1953), Day, Joan *Bristol Brass: a history of the industry* (1973) and Trinder, Barrie *The Darbys of Coalbrookdale* (1974).
- 4 Patent no 380 of 1707
- 5 The writings of Hannah Rose, mentioned in Raistrick and Day (ibid).
- 6 eg Invention and Discovery by R & C Temple (1892) talks of Darby and the shepherd-boy, and includes a totally fictitious illustration of the scene.
- 7 'A brief history of Coalbrookdale' by W H Lloyd of Gobowen in *Wellington Journal & Shrewsbury News* 20 September 1924 p9.
- 8 Day, Joan (ibid)
- 9 Stembridge, P K Goldney: a house and a family. Various editions.
- 10 W G Norris, Coalbrookdale Works Manager 1866-1897, in Appendix IV to 'The Newcomen Engine' by Henry Davey. *Trans Instn Mech Engrs* Oct 1903 pp 655-704.
- 11 Latimer *The Annals of Bristol: Nineteenth century* p 70. Similar accounts in George Pryce's *A popular history of Bristol* (1861) and elsewhere.
- 12 *Fragments to the memory of the late Richard Reynolds Esq the philanthropist* (1817) p 123.
- 13 References to Wesley's Journal are from *Wesley his own biographer: selections from the Journals of the Rev John Wesley* 1890.
- 14 References from *The Life of the Rev John W de la Flechere* by Joseph Benson, 1822.
- 15 Cossons, N & Trinder, B *The Iron Bridge: symbol of the Industrial Revolution* (1979)
- 16 *The Edinburgh Encyclopaedia* 1830 article under 'Bridge' and plate XCIV. Hutton, Charles 'Tracts on mathematical and philosophical subjects' 1812 vol I, tract VI 'History of iron bridges'.
- 17 Latimer (ibid) 19thC p 27.
- 18 *Bristol Gazette* 22 March 1855.
- 19 'Old Bristol no 79: first Bedminster Bridge' *Western Daily Press* 21 April 1930.
- 20 A detailed account of the operation appears in *The Engineer* 29 Feb 1884 p161.
- 21 Brunel Letter Book 1 1832-1839 pp 202-3. Brunel Colln. Bristol University Library.
- 22 Brunel's book of 'Facts'. Brunel Colln. Bristol University Library.
- 23 Alderman Jones's Notebook. Shropshire Records Office SRO 1649/1.
- 24 Information from Telford Collection, Ironbridge Gorge Museum Trust.
- 25 Body, Geoffrey *Clifton Suspension Bridge: an illustrated history*.
- 26 Penfold, Alistair E *Thomas Telford: 'Colossus of Roads'* 1981.
- 27 'On the *Richard Cobden* iron sailing ship' by John Grantham. *Trans Instn Naval Architects* April 1871.
- 28 Article on Coalbrookdale Co in *Art Union Jnl* in August 1846, 3 years after launch, might have been expected to mention it, for example, or A history of the *Horsehay Works* by W Norris in 1876.
- 29 Obituary of Guppy in *Instn Civ Eng Proc* vol LXIX 1881-2 part III.
- 30 *Liverpool Mercury* 19 July 1844.
- 31 Farr, Grahame Bristol shipbuilding in the nineteenth century.
- 32 I am grateful to Julian Lea-Jones and the Temple Local History Group for information on the distribution of Coalbrookdale ironworks in Bristol.
- 33 Discussed at some length in Trinder, Barrie *Industrial Revolution in Shropshire* (1981).
- 34 R Stephenson's evidence to Select Committee on the Oxford, Worcester & Wolverhampton Railway Bill 19 May 1845,
- 35 Torrens, H S *Men of iron: the history of the McArthur Group* (1985).
- 36 Information from Reece Winstone.
- 37 See article by Peter Skinner in *BIAS JOURNAL* 12.
- 38 Torrens, Hugh *The evolution of a family firm: Stothert and Pitt of Bath* (1978).

Acknowledgements

I am particularly grateful to the following people for help in preparing this article - Betty Bridg of Avon County Reference Library, Mike Griffiths of the PBA, Nicholas Guppy Esq., Andy King of Bristol City Museum, Julian Lea-Jones and the Temple Local History Group, Mr Maby of Bristol University Library, Miss E Organ of City of Liverpool Libraries, Jill Sweetnam of Merseyside Maritime Museum and Reece Winstone.

Bristol – Coalbrookdale

John Powell would appreciate any further information on Coalbrookdale ironwork which survives in the BIAS area, particularly in Bristol. He can be contacted at The Library, Ironbridge Gorge Museum Trust, Ironbridge, Telford, Shropshire TF8 7AW. Tel 095-245-3522

In the following article on the same theme by Peggy Stembridge, we acknowledge the use of the Goldney portrait and crest from her booklet Goldney: a house and family. The Tower photograph is by John Powell and The Gates illustration from a catalogue in Ironbridge Gorge Museum Trust Library.

Statue of Edward Colston, cast by the Coalbrookdale Company.

