

# The Colchester foundries.

August 2018

## Joseph Wallis

The foundry at the west end of the High Street was built by Joseph Wallis C1792 on land owned by the Winnock Charity as an adjunct to his ironmongery business and under various owners it remained in operation until 1920. His home was at no 5 North Hill which has most attractive cast iron balconies and a foliated tie plate dated to 1809. His most celebrated work are the set of cast iron columns from 1819 that support the colonnade of the Essex Fire Office in the High Street. The iron clad wall plate would also have



been cast by his foundry. His was also responsible for the very beautiful castings of the Royal Coat of Arms to be found in some churches in the area as well as the Castle Museum. He died in 1827.



Castle Museum ,Royal Coat of Arms

Essex & Suffolk Fire Office ,High Street Colchester.

## Richard Coleman

The Richard Coleman foundry was started at the Hythe in 1807 although he already had retail premises in Wyre Street and a warehouse. As iron and coal came by river to the Hythe it was cheaper and easier to build there and Wallis also built a foundry nearby in 1810. Coleman cast the railings for All Saints Church at the Hythe and his surviving other works include St Martin church gates, his own foundry gates in the Museum collection and those at Spring House, Lexden.



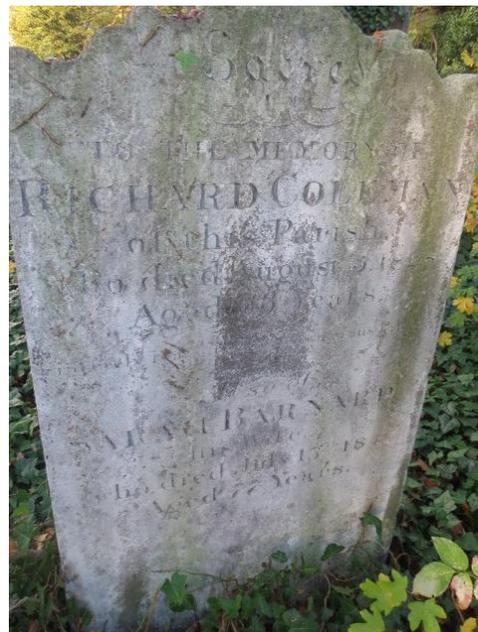
All Saints church yard



Spring House ,Lexden.



St Martin's churchyard  
Church.



Richard Coleman's grave at All Saints

Richard Coleman I died in 1828 and his son also Richard II formed a partnership with Joseph Wallis's son Charles and extended the High Street premises after closing the Hythe foundries. By 1834 the partnership had dissolved and Richard Coleman had opened a new site in St John's Street which came to be called the Abbeygate Works from a former maltings. He was very involved in the local construction industry and erected several iron bridges, the best known of which is the North bridge erected in 1843 in North Station Road. He also built the gas works in Coggeshall and four iron columns for All Saints Church as well as making agricultural implements which he exhibited at Agricultural shows like many of his competitors.

He was bankrupted in 1846 probably due to his building business but was able to resume trade in the Castle Bailey in 1847. He ceased operating in Colchester in 1848 when he took over a Chelmsford foundry. His son, Richard III took over the Castle Bailey while the Wyre Street premises became a warehouse and his cousin George established himself as an ironmonger and brazier nearby.

Other Coleman survivors are tieplates, railings, pillars and lamp standards.



North Bridge plaque.



Remaining building from the Coleman foundry.



North Bridge with cast rails and pier plates and built by Coleman in 1843.



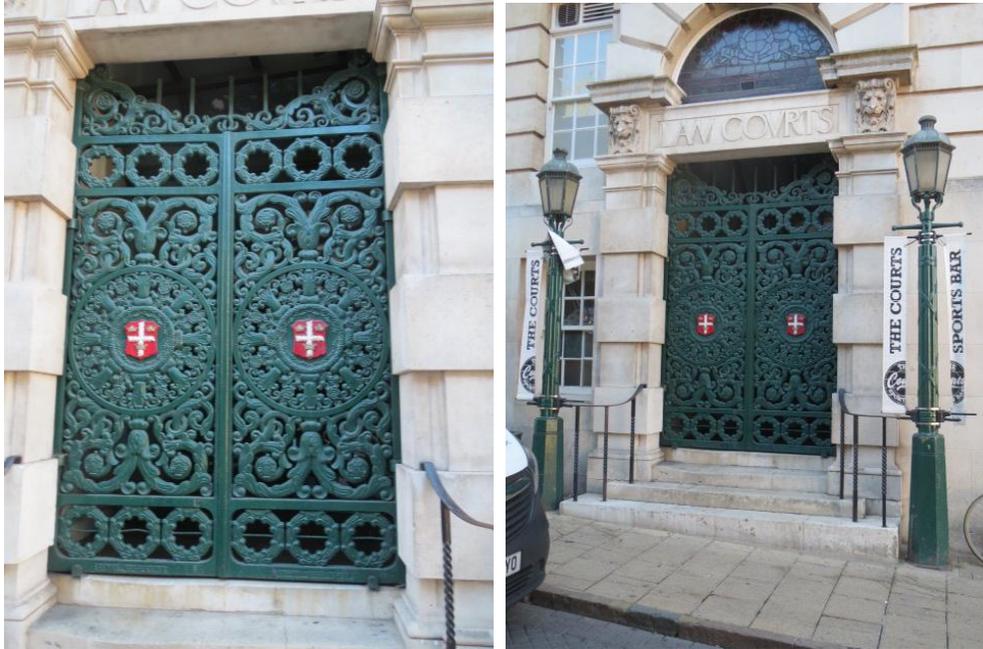
The Scheragate Hotel ,previously The Coleman home. The other buildings were a retail shop and a warehouse for iron. The Abbeygate Street terrace built for the foundry management, above.

In the meantime Charles Wallis has continued trading in the High Street until his death in 1849 when the foundry and retail premises were taken over by Thomas Catchpool ,a local ironmonger and jobbing engineer.

## William Dearn

The William Dearn foundry. The earliest mention is in 1811 and it was being used by a William Dearn , an Irish ex army officer and now a nail maker. By 1827 his works have become known as the St Botolph's Works and were used as a foundry from 1836 ( and possibly from 1833). He died in 1859 when his son also called William, took over the business and called it an iron foundry. Examples of their work include the splendid gates to the Magistrates Court at the Stock

Well Street entrance of the Town Hall. These were originally in the previous Town Hall and were re-used here. The other gates from that Hall are still in the Council's safe keeping. Other items include the gates to Nayland Church and railings and gates at 205 Lexden Road, Lexden. They also produced fire grates and drain covers.



The Magistrates Court gates, Stockwell Street.



205 Lexden Road, Lexden.

William Dearn II continued to run the business after his father's death , with a workforce of four men and a boy, until his own death in 1866. However ,due to bankruptcy ,the premises were sold over his head in September 1860 for £1610 ,to Joseph Blomfield, a Colchester ironmonger in nearby St Botolph's Street .

Among other things, Blomfield sold Wheeler & Wilson sewing machines. When the patent on these expired he was approached by Thomas Mayhew Bear ,an engineer from Sudbury, to form a partnership to manufacture sewing machines themselves. They formed the Britannia Sewing Machine Co which was so successful that when William Dearn II died they sold all their foundry stock, patterns and goodwill to Davey, Paxman & Davey who had recently set up in business.

Despite great success the Britannia Sewing Machine Co. faced great competition by 1880 from the American Singer Sewing Machine Co. and turned to the manufacture of other products ,mainly machine tools and oil engines.

# Thomas Catchpool

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After the death of Charles Wallis, the High Street foundry was taken over by Thomas Catchpool, a local ironmonger and jobbing engineer in 1849. He had strong links with the local farming industry and ran the foundry with his son. In 1851 James Paxman aged 19 joined the company and was appointed to be Managing Engineer by 1851. He subsequently became the Foreman ,or works manager until he left in 1865 to start his own company in partnership with the Davey Brothers.

In 1858 his son ,also Thomas Catchpool went into partnership with Henry Thompson. After 1872 the foundry traded as Catchpool,Stannard & Stanford. As the Colchester standard pattern lamp post did not appear until after 1874 , it is possible that when the name Stanford appears it is an abbreviation of the longer name.

We are lucky enough to have a good collection in the area of very fine railings and gates by Catchpool & Thompson.



Thomas Catchpool & Son railings at the Camp Folley South., the border with the Infantry Barracks



Camp Folley South.



Cresseners, Church Lane Lexden with Catchpool & Son railings.



The Society of Friends Graveyard in Roman Road. Catchpool & Son cast iron gates.



The Catchpool & Thompson cast iron water tank from Essex Hall in the Castle Park Rangers Area.



10 Burlington Road ,Catchpool & Thompson railings (previously in Alexander Road)



Ardleigh Cemetery railings and gate by Catchpool & Thompson.



Brook House , near Bures St Mary with very ornate cast railings by Catchpool & Thompson.

The Muniment Room at the Colchester Castle with doors and frame by Catchpool & Thompson



124-126 North Station Road ,railings ,posts and gate by Catchpool .



## Davey ,Paxman & Davey

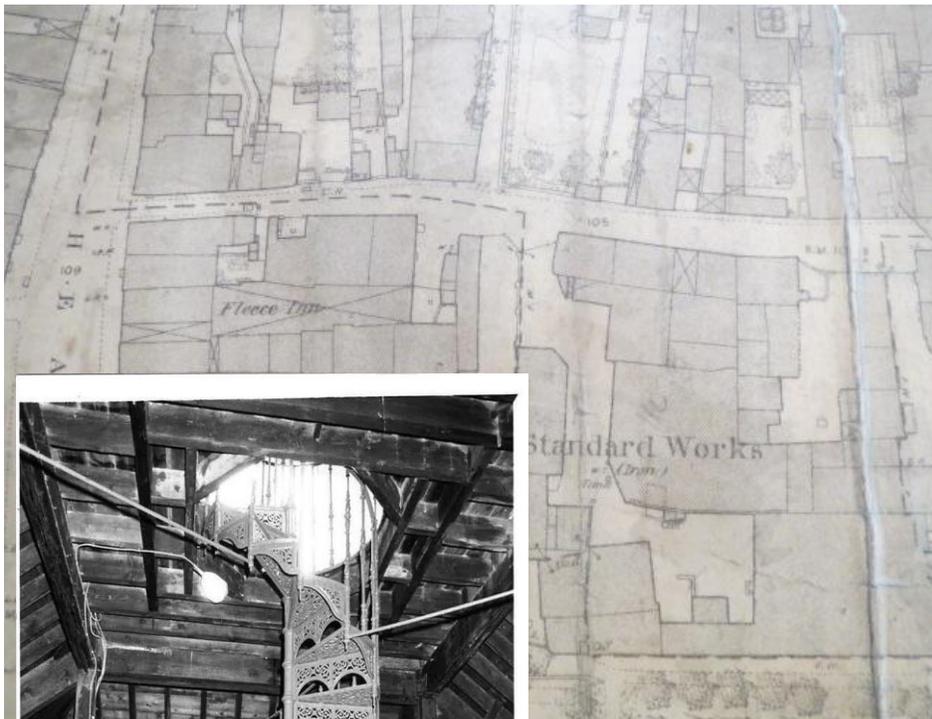
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The company was founded in 1865 by Charles Davey , James Noah Paxman and Henry Davey and they operated from premises in Culver Street known as the Standard Iron Works. In 1871 Thomas John Balls joined the partnership which then became known as Davey, Paxman & Co. By 1876 the company had expanded so much that it needed to move to a new site at Port Lane

which became known as the Standard Iron Works where the company remains to this day



The only pieces of domestic iron work by Paxmans that Andrew Phillips has identified are the gates and railings at 21 Portland Road.



The Culver Street Standard Works.



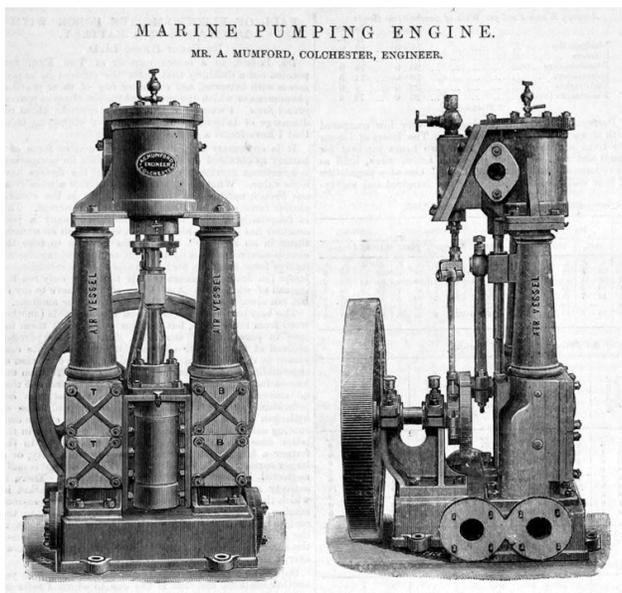
## A G Mumford

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Arthur George Mumford had originally shared the Culver Street works with Davey, Paxman & Davey from 1872 but when they moved to Port Lane in 1876/77 he took over the whole site and flourished as a manufacturer of marine engines and pumps as well as general foundry work until 1933. They were

famous the world over for their “ Donkey Engine “. Surviving lamp posts bearing their name are the second most numerous. Apart from lamp posts, bollards and drains the most important survivor of Mumford’s foundry is their work for the “Jumbo” water tower. The tank was made in Newcastle but they made the spiral staircase and much other fine castings.

The spiral staircase at the Jumbo water tower



Mumford Pump 1886.



Mumford workers above, assembling pumps.

**E**ngines for Yachts, Tugs, or  
LAUNCHES.  
The following Engines are in STOCK, and in WORK,  
and can be delivered promptly :—  
4 in. diam. by 4 in. stroke, single cylinder.  
4 in. „ by 5 in. „ double cyl., Admiralty pattern  
4½ in. „ by 5 in. „ „ „ „ „  
6½ in. „ by 6 in. „ „ „ „ „  
8 in. „ by 10 in. „ „ „ „ „

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**C**ompound Surface - Conden-  
SING ENGINES.  
4 in. and 7 in. diam. by 5 in. stroke, Admiralty pattern.  
6½ in. „ 8½ in. „ by 6 in. „  
7 in. „ 14 in. „ by 8 in. „  
8½ in. „ 15 in. „ by 10 in. „  
11 in. „ 22 in. „ by 16 in. „  
All the above are of the very best material and work-  
manship, nicely finished.  
Full particulars and prices on application.  
**A. G. Mumford, Culver Street,**  
COLCHESTER. 6964

Advert from December 1889.



Culver Street with the Mumford foundry in the background. Fleece Hotel to the right .

The foundry is now the site of the Culver Square shopping precinct and Debenhams store.

## Asten and Bennell

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Bennell worked in the High Street foundry until 1870 when he set up his own foundry in Greenstead Road which he operated until 1899. Apart from casting the standard lamp posts and drain ,manhole and inspection covers there are some very ornate cast iron gates and railings that survive.



These very ornate gates, posts and railings are at 223 – 237 Greenstead Road



These equally impressive castings are at 1 – 9 Lucas Road



## Bunting and Seabrook ironmongers.

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The only surviving piece of ironwork relating to this company are the very nice railings at St Peter's Church on North Hill. This would have been amongst the most prestigious of sites in the town.





## Stanford & Co

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Ernest Stanford joined Catchpool & Thompson in 1880 and the company incorporated his name .

By 1882 the name had become Stanford & Co and were still trading from the High Street foundry site. In 1896 Ernest Stanford died and it became in the charge of C.M.Stanford until 1910 when Ivan Stanford took over. The firm closed in 1924.

The firm had continued the Catchpool trade with the farming industry and came to specialize in agricultural equipment . It grew into a small manufacturing company and by 1890 was exporting to home and foreign markets and had also diversified into marine and engine repairs.

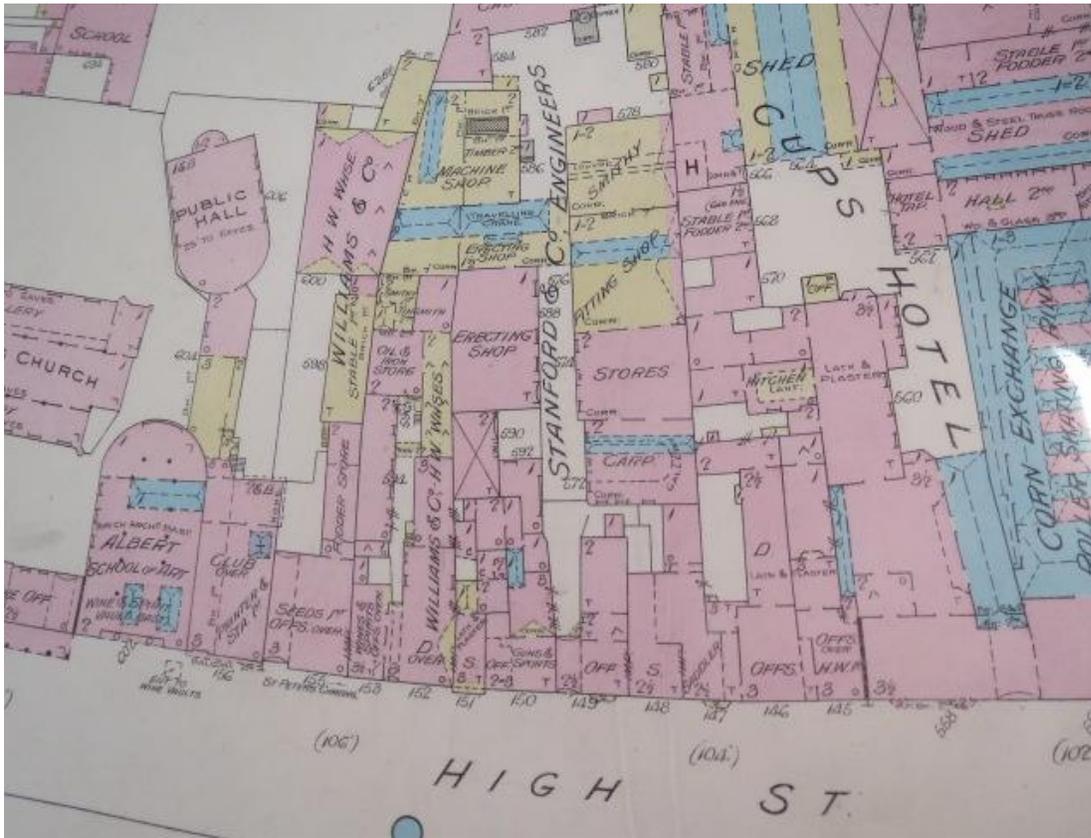




Stanford & Co cast iron gates at 107 Maldon Road



Stanford & Co cast iron gates at 137 Winnock Road.



The Stanford & Co works at the High Street in 1909.



# STANFORD & CO., Colchester.

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CLEAN  
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Vetch,  
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and other  
Seeds are  
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**No Broken Seed, Good Straw & Cavings, Chaff Bagged Direct.**

**VERY LITTLE STEAM POWER REQUIRED.**

*Testimonials from Leading Machine Owners.      Prices and Full Particulars on Application.*

Advert dated Jan 1906.

## H & G Joslin Ironmongers High Street

In 1892 they provided the regular Castle park gates and railings.

