**ADDENDUM**

Since preparing the original paper, certain further information has come to light, including:

* The initial cost of the construction was found as to £6500 from the Improvement Commissioners and £2500 from the Exeter Turnpike Trust.
* In addition to considering whether the bridge should be made of cast iron or possibly a suspension bridge, one further scheme was considered, namely the construction of retaining walls parallel to the then existing road and to fill in between them with rubble. Needless to say, this proposal was not accepted.
* In July 1836 the balance of the retention monies, amounting to £300, was paid to Russell & Brown and the Commissioners of Improvement made this ‘handsome statement’: *This Committee cannot conclude this transaction …without expressing its entire approbation of the excellence of both the materials and works which have been executed … and for the highly honourable manner in which the whole business has been conducted …’*
* In 1891 traction engines were forbidden and in 1907 a five ton restriction was imposed. In 1976 the weight restriction became 3 tons. These weight restrictions, imposed by succeeding highways committees, were to ensure that the strong but brittle cast iron had not fractured. It is certainly the view of the current highway authority that the bridge has many more years of useful life. The responsibility for the maintenance of the bridge being formerly with the Exeter City Council, it is now the responsibility of the Devon County Council, for the whole structure, including the ironwork.

The writer wishes to thank most sincerely the assistance given by Mr Jeremy Allen, Engineer (Bridges & Structures), with the Devon County Council for providing the additional information set out above.

END