

WORLD HERITAGE UK TECHNICAL WORKSHOP, EDINBURGH

The Forth Bridge

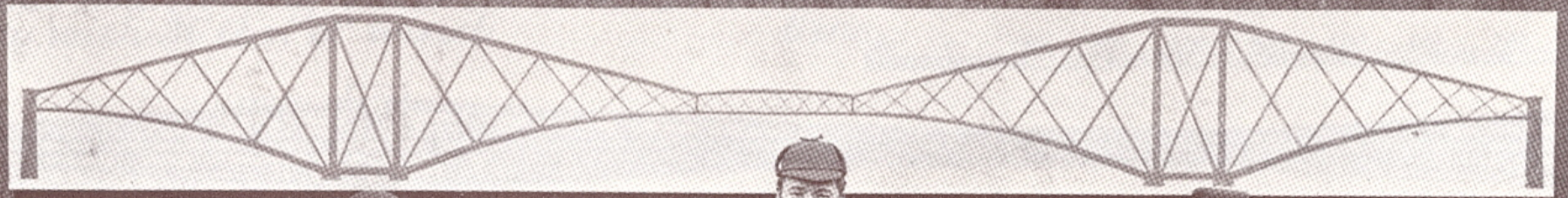


Miles Oglethorpe, HES, Tuesday 26th January 2016

photograph: Peter Devlin, 5 July 2015

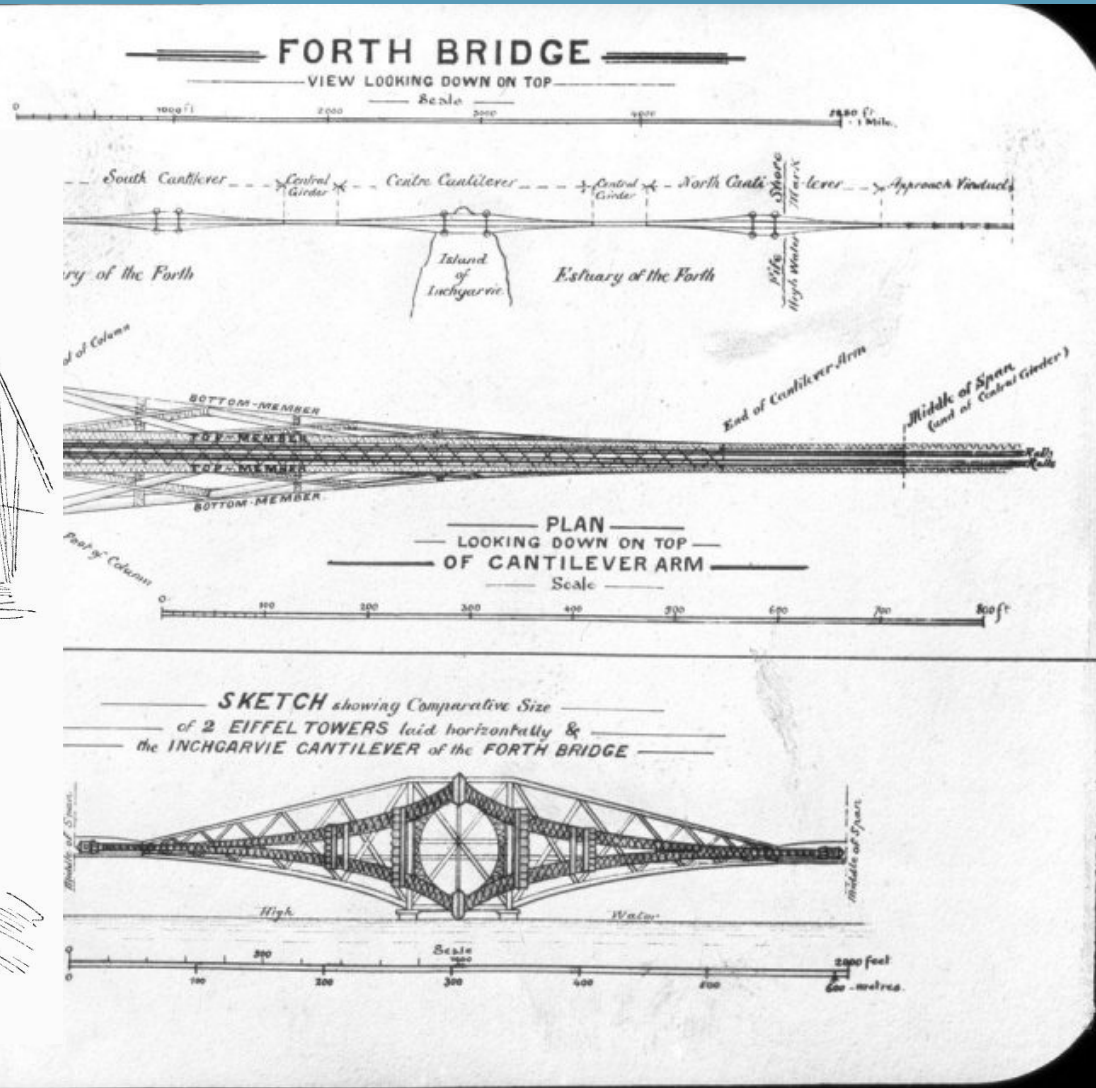
Demonstrating the Cantilever

Kaichi Watanabe, c.1887



Engineering Wonder, Major event, widely reported

Contemporary reports from *Engineering*, *Punch* magazine...



No.	Description	Height	No.	Description	Height	No.	Description	Height	No.	Description	Height
1	St. Peter's Basilica, Rome	424	11	St. Mark's Basilica, Venice	100	21	St. Mark's Basilica, Venice	100	31	St. Mark's Basilica, Venice	100
2	St. Peter's Basilica, Rome	424	12	St. Mark's Basilica, Venice	100	22	St. Mark's Basilica, Venice	100	32	St. Mark's Basilica, Venice	100
3	St. Peter's Basilica, Rome	424	13	St. Mark's Basilica, Venice	100	23	St. Mark's Basilica, Venice	100	33	St. Mark's Basilica, Venice	100
4	St. Peter's Basilica, Rome	424	14	St. Mark's Basilica, Venice	100	24	St. Mark's Basilica, Venice	100	34	St. Mark's Basilica, Venice	100
5	St. Peter's Basilica, Rome	424	15	St. Mark's Basilica, Venice	100	25	St. Mark's Basilica, Venice	100	35	St. Mark's Basilica, Venice	100
6	St. Peter's Basilica, Rome	424	16	St. Mark's Basilica, Venice	100	26	St. Mark's Basilica, Venice	100	36	St. Mark's Basilica, Venice	100
7	St. Peter's Basilica, Rome	424	17	St. Mark's Basilica, Venice	100	27	St. Mark's Basilica, Venice	100	37	St. Mark's Basilica, Venice	100
8	St. Peter's Basilica, Rome	424	18	St. Mark's Basilica, Venice	100	28	St. Mark's Basilica, Venice	100	38	St. Mark's Basilica, Venice	100
9	St. Peter's Basilica, Rome	424	19	St. Mark's Basilica, Venice	100	29	St. Mark's Basilica, Venice	100	39	St. Mark's Basilica, Venice	100
10	St. Peter's Basilica, Rome	424	20	St. Mark's Basilica, Venice	100	30	St. Mark's Basilica, Venice	100	40	St. Mark's Basilica, Venice	100

THE FORTH BRIDGE: widely quoted statistics

Example of a Ralston's postcard



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THE FORTH BRIDGE

W. RALSTON LTD.
GLASGOW

THE LABOUR OF 5000 MEN (NIGHT AND DAY) FOR 7 YEARS
OPENED MARCH 4th 1890

COST OVER £3,000,000

Total Length $1\frac{1}{2}$ miles including Approach Viaducts - Two Central Spans 1710 ft. each
Highest Part Above Sea Level at High Tide 361 ft. - Depth Below Sea Level 91 ft.
54,000 Tons of Steel

6,500,000 Rivets

ENGINEERS - Sir John Fowler and Sir Benjamin Baker

CONTRACTOR - Sir William Arrol

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July - December 2012

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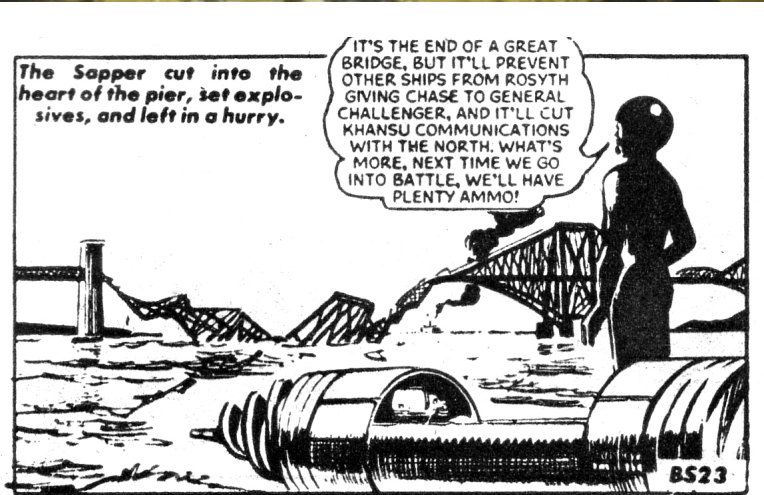




STARBLAZER

SPACE FICTION ADVENTURE IN PICTURES No. 101

18p



By 3183 Earth was an empty, barren planet. But when the invaders came, four men still thought it worthwhile to defend this

FORGOTTEN WORLD

SP



CIN FreakingNews.com

Written by Pierre Boulle, based on his novel

Produced by SAM SPIEGEL, Directed by DAVID LEAN

A COLUMBIA RELEASE

Color

**DEMAND FOR IRN-BRU IS GOING TO BE
A WEE BIT HEAVIER THIS YEAR**



A good place to make a political point:
UK General Election, May 2015



Historic Environment Scotland
Àrainneachd Eachdraidheil Alba



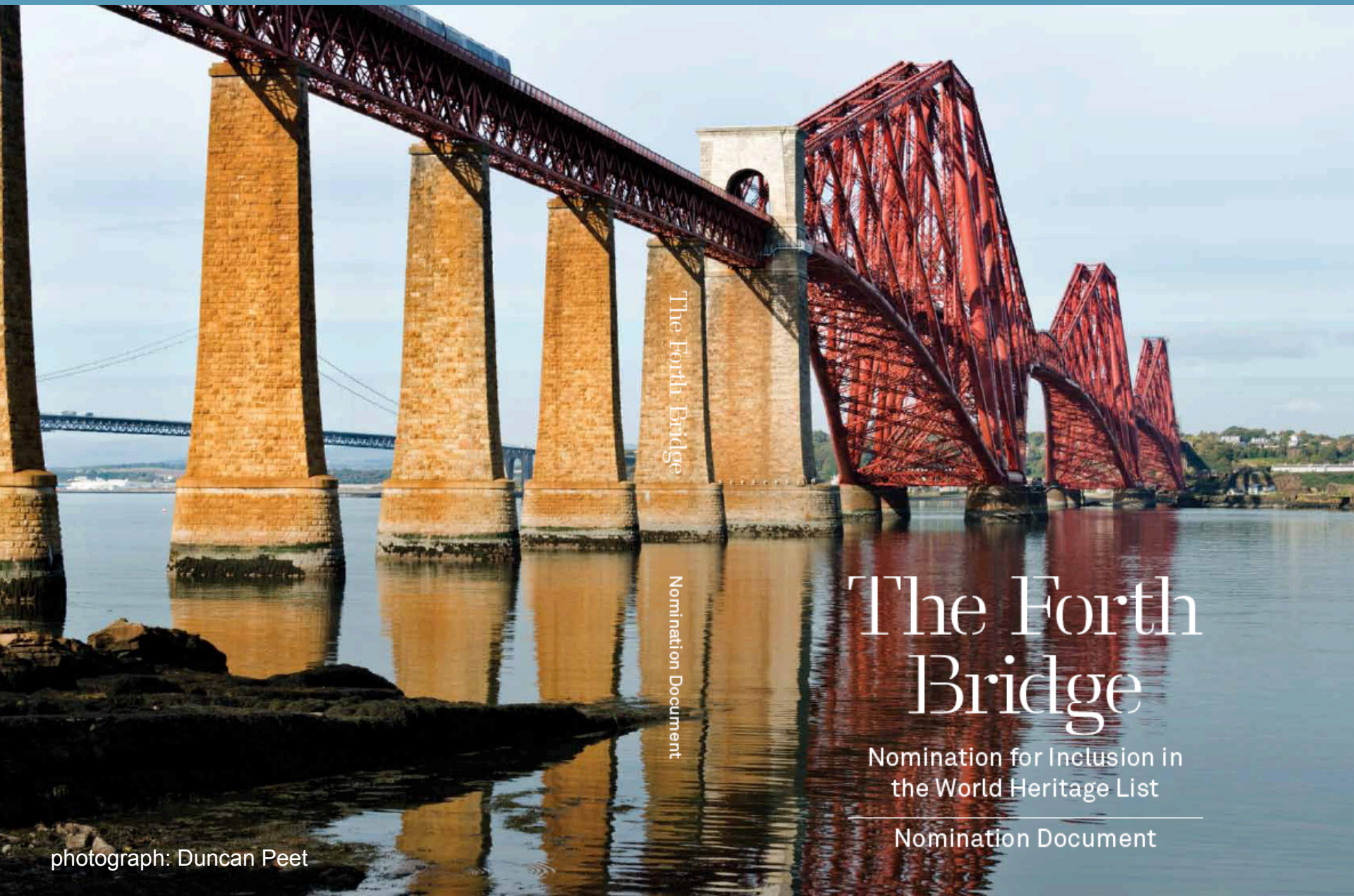
The Forth Bridge, viewed from the Hawes Pier, Queensferry, May 2015

The nomination team at Historic Scotland receives the dossier from the printers, January 2014



The Nomination Document

Completed and submitted to UNESCO, January 2014



The Forth Bridge

Nomination Document

The Forth Bridge

Nomination for Inclusion in
the World Heritage List

Nomination Document

photograph: Duncan Peet

Celebrating the submission of the Nomination

20 January 2014



ICOMOS Technical Evaluation Mission

October 2014



ICOMOS Technical Evaluation Mission

October 2014



Session 39, UNESCO World Heritage Committee

Sunday 5th July 2015, former West German Parliament, Bonn



Session 39, UNESCO World Heritage Committee

The UK Permanent Delegation's view of the chamber



Session 39, UNESCO World Heritage Committee

Members of the World Heritage Committee at work...



Le pont du Forth



Vue du pont du Forth depuis South Queensferry

Brève description

Ce pont ferroviaire enjambant l'estuaire du fleuve Forth, en Écosse, est le plus long pont cantilever à travées multiples du monde. Ouvert en 1890, il fonctionne encore aujourd'hui et reste un important pont ferroviaire pour le transport des passagers et des marchandises. Cette structure de grande envergure, longue de plus de 2,5 km, a été élaborée et réalisée grâce à des principes de conception et des méthodes de construction de pointe du génie civil. Son esthétique industrielle caractéristique résulte de la présentation franche et dépouillée de ses éléments structurels. Le pont du Forth, novateur dans son concept, son style, ses matériaux et son envergure, marque une étape importante dans l'histoire de la construction des ponts.

Catégorie de bien

En termes de catégories de biens culturels, telles qu'elles sont définies à l'article premier de la Convention du patrimoine mondial de 1972, il s'agit d'un *monument*.





39th Meeting of UNESCO's World Heritage Committee, Bonn, Germany, 5th July 2015



United Nations
Educational, Scientific and
Cultural Organization



The Forth Bridge
inscribed on the World
Heritage List in 2015



A Team Job: Impossible without key partners Worked through the Forth Bridges Forum, run by Transport Scotland



Local authorities



Network Rail



Transport Scotland



Historic Scotland



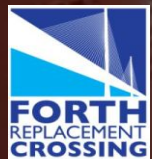
Visit Scotland



Forth Estuary Transport Authority



Forth Replacement Crossing



Local Community Councils

The Management Plan

Completed and submitted to UNESCO, January 2014



The Forth Bridge

Management Plan

The Forth Bridge

Nomination for Inclusion in
the World Heritage List

Management Plan

photograph: Duncan Peet

The Management Plan

The Signatories representing the main partners



The Gresley A4 Pacific steam locomotive (built in 1937) 'Union of South Africa' travelling north over the Fife tower of the Forth Bridge, 2013, April 2013. © Crown Copyright reproduced courtesy of Historic Scotland. www.historicscotlandimages.gov.uk, Duncan Peet, dprfb_210413_031

Foreword

Many would argue that the World Heritage listing of the Forth Bridge is long overdue, and others mistakenly believe that it is already a World Heritage Site. Add to this the fact that the bridge will in 2015 see its 125th birthday, and that it is in as good condition as it has ever been after a massive restoration project, and it becomes clear that this is an excellent time to be putting forward a nomination for World Heritage inscription.

With this in mind, we, the lead organisations within the Forth Bridges Forum, are delighted to be able to take forward this World Heritage nomination. There is, in addition, the added excitement of the neighbouring Forth Road Bridge reaching its 50th anniversary in 2014, and the prospect of the completion of the new Queensferry Crossing in 2016. Three consecutive years from 2014 to 2016 will therefore celebrate major engineering achievements spanning three centuries, and the aspiration is that World Heritage inscription in 2015 will provide a major focus within this celebratory festival period, providing a solid foundation for the future conservation and promotion of the Forth Bridge.

There is no doubt that the Forth Bridge is hugely important for Fife, the City of Edinburgh, Scotland, and for the UK, both as a major piece of operational transport infrastructure, and as an icon of a great industrial age. The bridge has now been operating for 124 years, a fact which demonstrates beyond doubt the success of its design, which was born in the most difficult circumstances - the aftermath of the Tay Bridge disaster. It is also a testament to the quality of the maintenance regimes and staff of the various railway companies and contractors that have cared for the bridge over the last twelve and half decades. The fact is, especially following the most recent period

of investment and restoration, the bridge is in remarkably good condition, and with the help of this Management Plan, should remain so for many decades to come.

Whilst potential inscription of the Forth Bridge will not itself impact on its operational function as an essential part of the UK's mainline rail network, it is likely to have a significant effect upon the areas adjacent to each end of the bridge, and potentially on the region, Scotland and the UK more generally. The bridge is already a tourist attraction in its own right, and the publicity generated by potential inscription as a World Heritage Site has the potential to attract many more visitors and create challenges and opportunities for the adjacent communities in Fife, Edinburgh and the Lothians. This Management Plan will therefore seek to identify ways in which the benefits of inscription can be maximised beyond the management and care for the bridge itself, whilst also considering ways of minimising or preventing some of the problems that might ensue as a consequence of an increase in visitors to the area. It will also look beyond the regional confines of the bridge and its setting, and consider wider benefits that may ensue, not least in the context of education and skills, and in the promotion of engineering amongst our younger generations in particular.

This Management Plan is being implemented with the assistance of many partner organisations and local people. It is encouraging that the nomination has received such strong support from the public and all the member organisations of the Forth Bridge World Heritage Steering Group, and we very much look forward to working together over the next six years to ensure both the successful management of the Forth Bridge itself, and the impact of inscription more broadly, should the nomination be successful.



David Higgins
David Higgins
Chief Executive,
Network Rail



David Middleton
David Middleton
Chief Executive,
Transport Scotland



I. N. Walford
Ian Walford
Chief Executive,
Historic Scotland



Steve Grimmond
Steve Grimmond
Chief Executive,
Fife Council



Sue Bruce
Sue Bruce
Chief Executive,
City of Edinburgh Council



Malcolm Roughhead
Malcolm Roughhead
Chief Executive,
Visit Scotland



 Clydesdale Bank

£5



Forth Bridge



Clydesdale Bank
Five Pounds Sterling

Clydesdale Bank PLC promise to pay to the Bearer on demand
Five Pounds Sterling at their office here
By order of the Board of Directors



BRIDGE
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£5

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6
2
5
4
9

The Forth Bridge
UNESCO World Heritage Site Nomination

FB
1 262549

David Thorburn
Chief Executive
Glasgow 13th February 2015



Sir William Arrol (1839-1913)

£5



Section 6 – Monitoring

Monitoring the State of Conservation

In accordance with Article 29 of the World Heritage Convention, the Department for Culture, Media and Sport, must on behalf of the United Kingdom Government produce periodic reports on the legislative and administrative provisions and state of conservation of the World Heritage Site. They will be undertaken within the six-year time scale of the World Heritage Convention periodic reporting exercise and guided by best practice. The results will be used to assess the implementation of the Strategic Action Plans detailed in Section 7 of the Management Plan.

Opposite: The south suspension span, with restoration work nearing completion in July 2011
(© Crown Copyright reproduced courtesy of Historic Scotland.
www.historicscotlandimages.gov.uk, Miles Ogilthorpe, DSC_6886)

6.a Key Indicators for Measuring State of Conservation

Key indicators are established in the Management Plan for measuring quantitatively and qualitatively the state of conservation of the Forth Bridge.

A principal means of achieving this will be via Network Rail's CARRS (Civil Asset Register and electronic Reporting System system), which is tailored to the maintenance and monitoring needs of the Forth Bridge. In addition, the company has an asset management plan which is currently under full review, in line with Network Rail's Strategic Major Structures Policy (programmed for 2013/2014). This will include annual care and maintenance budget statements along with assessment for the need for theoretical major works based on the expected serviceable lifespan of the new protective coating systems recently applied to the bridge as part of the restoration project.

CARRS was developed as a structures asset management system to operate at a national level, allowing Network Rail to replace the multiple local systems previously in operation throughout the network, thus having a single view of the national structures asset portfolio. The CARRS system is a work flow system which holds records in a

common format (file/folder) providing the ability to schedule and receive updates of examination reports electronically into a supporting document management system and also allow for the electronic sign off of reports that will generate work items which can be exported to the people and organisations responsible for carrying out the work.

The Management Plan

The need to demonstrate that we are looking after the Bridge



50 Microns dft	Acrylic Urethane Top Coat
400 Microns dft	Glass-flake epoxy Main Coat
50 Microns dft	Epoxy zinc phosphate blast primer
12-20,000 Microns dft	Steelwork (Surface prepared To Swedish Standard Sa 2½)

Top: While it was possible to spray paint many of the surfaces, many parts of the Forth Bridge required final hand painting, July 2009. (© Courtesy of Balfour Beatty)

Below: The new Epoxy glass-flake coating system that has been applied to the bridge, replacing the original paint, which contained lead. (© Courtesy of Duncan Sooman, Scot Rail)

Opposite: An abseiler carrying out maintenance work beneath the permanent way within the north approach viaduct of the Forth Bridge, August 2012. (© Crown Copyright, reproduced courtesy of Historic Scotland. www.historicscotlandimages.gov.uk/Miles/Oglethorpe_DSC_7864)

Historically the Forth Bridge had been the principal path for coal trains serving the large thermal power station at Longannet, but the re-opening of the Stirling-Alloa-Kinross railway line has greatly reduced this load. At its height, the overall freight traffic amounted to some 6,000 freight train journeys per annum, each outward train being up to 1,400 tonnes in weight – but very much less coming back because they usually returned empty. However, the bridge remains an important freight route (e.g. for pipes and cement) and can be called on at any time as the only diversionary route to again service Longannet. Meanwhile, the reduction in freight

train numbers has freed capacity to permit an increase in the numbers of passenger train paths across the bridge.

In summary, general wear and tear has little significant impact on the bridge. Regular maintenance of the railway itself, along with a routine care and maintenance regime for the structure addresses any items of general wear and tear. Replacement of worn components is generally limited to the rails themselves and to the embedded timber baulks on which they sit. The timbers in the troughs absorb some of the impact energy of the trains and spread the load.

Conservation Measures

The property is protected through the planning system by its designation as a Category 'A' Listed building. The draft Management Plan identifies actions to further protect and enhance the condition of the historic fabric, many of which will be achieved through the Partnership Management Agreement.

One such measure is for example, the recent removal by Network Rail of some unsightly cable troughs from the south face of the South Jubilee Tower, which has returned this granite elevation to its original clear view. A Conservation Management Plan (CMP), will help to build on the achievements of the recent restoration works.



Table collated from information in the Network Rail CARRS report (and see 6.a Monitoring)

South Arches 3 Span Masonry Arch Viaduct

Constructed in granite. Arches noted to be in good overall condition with no notable defects reported for many years. Widespread leaching and efflorescence reported in addition to vegetation ingress issues.

North Approach Viaduct

Constructed in early steel, metallic 5-spans viaduct, coated in old 5-coat Alkyd system throughout between 1983 and 1997. Oldest and therefore poorest paint on the bridge but still serviceable. Envisage need to commence repainting in approximately 5 years' time. Systematic attention required regarding contact points during annual maintenance contract. Minor non-urgent steelwork repairs envisaged to be carried out along with contact points. As this travels over dry land in Fife, and is relatively easily accessed, this part has what is now the oldest paint. So it is early in the programme for attention.

North Tower, Constructed of Granite

Twin barrel arch over the running lines. Internal Spiral Staircase in relatively poor condition, though non-essential. Maintenance of stairs to be program med in within the next 5 years. No repainting envisaged within next 15 years. Systematic attention to contact points.

North Queensferry, Internal Viaduct

All elements coated in glass-flake epoxy system with exception of bays 5 and 6 North. North Queensferry internal viaduct. Glass-flake systems applied during 1997 to 2011. Alkyd System applied 1996/ 1997. Repainting may be expected to Alkyd system areas within 5 to 10 years. No repainting of glass-flake system envisaged within 10 years. Systematic attention required to contact points during annual maintenance contract. Minor non-urgent steelwork repairs envisaged to be carried out along with contact points.

North Queensferry Pier and Cantilever

All elements coated in glass-flake epoxy system except Fife North 'C' Bracings, glass-flake systems applied during 1997 to 2011. Alkyd system applied 1996/ 1997. No repainting envisaged to glass-flake areas for 10 to 15 years. Possible need to repaint areas of Alkyd coatings areas within 5 to 10 years. Systematic attention required to contact points during annual maintenance contract. Minor non-urgent steelwork repairs envisaged to be carried out along with contact points.

North Suspended Span

Soffit coated in 1996 with old 5 coat Alkyd system and we could expect to have to repaint within 5 to 10 years. Structure above base of wind fence coated in epoxy glass-flake system 2004 to 2010. No repainting of this area expected in next 15 years. Systematic attention required to contact points during annual maintenance contract. Minor non-urgent steelwork repairs envisaged to be carried out along with contact points. Some attention may be required to the old gantry system - now locked off at end of span.

Inchgarvie Internal Viaduct

All Elements coated in epoxy glass-flake main coat system between 2005 and 2011. No repainting envisaged within the next 15 years. Systematic attention required to contact points during annual maintenance contract. Minor non-urgent steelwork repairs envisaged to be carried out along with contact points.

Inchgarvie Tower and Cantilevers

No expectation to repaint within 15 years. Systematic attention required to contact points during annual maintenance contract. Minor non-urgent steelwork repairs envisaged to be carried out along with contact points.

South Suspended Span

Structure above base of wind fence coated in epoxy glass-flake system 2003 to 2008. Soffit coated in 1996 with 'old' 5 coat Alkyd system and we could expect to have to repaint within 5 to 10 years. Attention also may be required to the old gantry system - now locked off at end of span. Systematic attention required to contact points during annual maintenance contract. Minor non-urgent steelwork repairs envisaged to be carried out along with contact points.

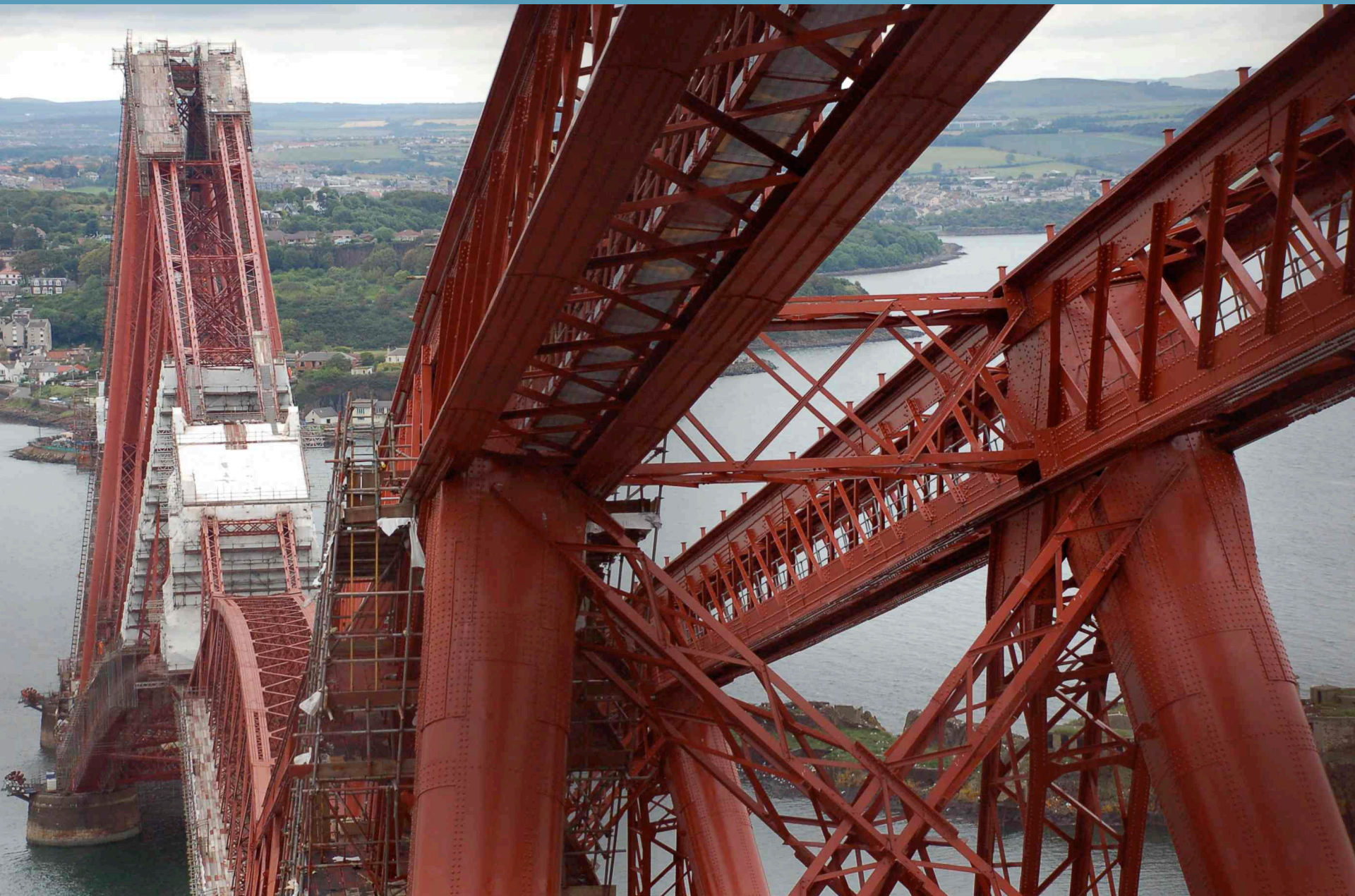


Ian Heigh of Network Rail, who managed the restoration of the Forth Bridge



Biggest Restoration Job in the World?

View in 2011 looking north from the Queensferry tower



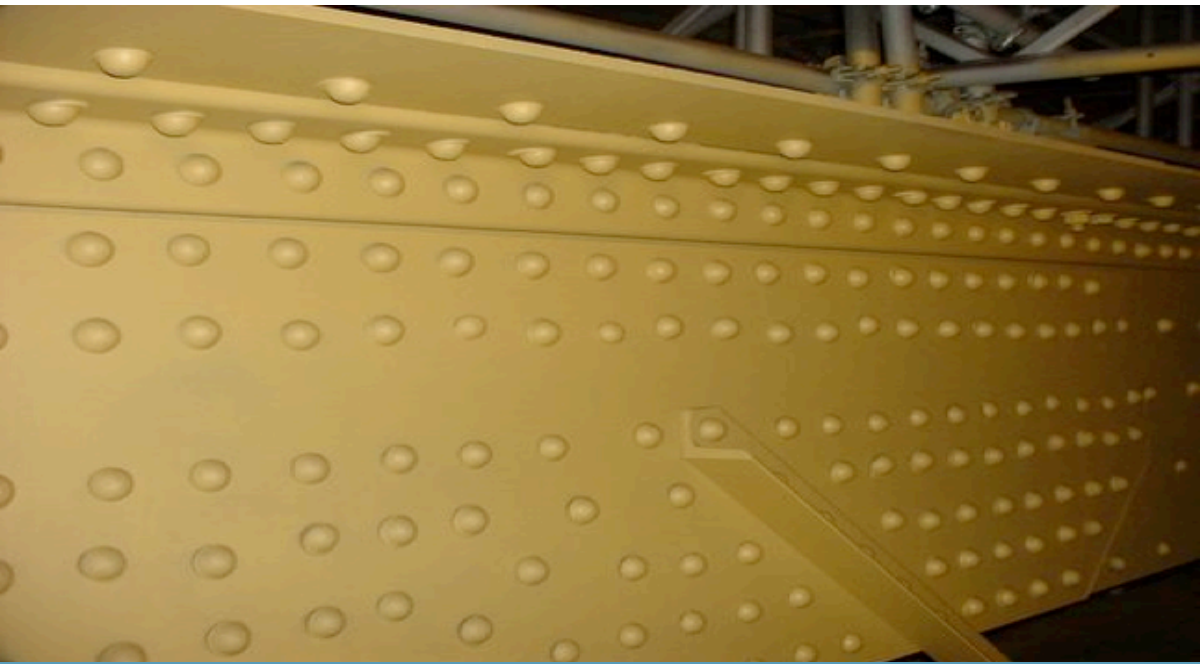
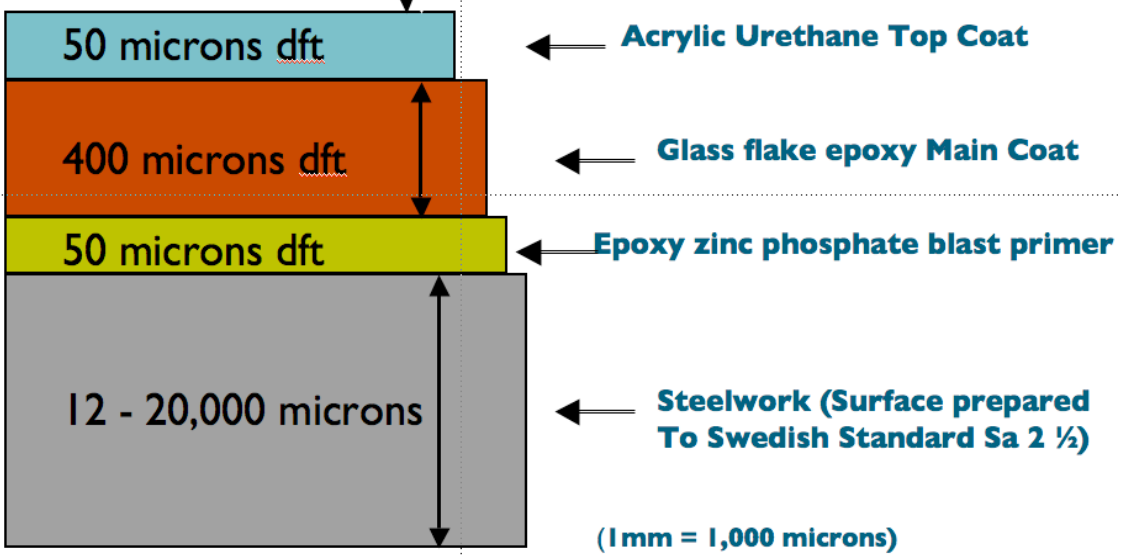
Scaffolding & Encapsulation

Images from Network Rail, Balfour Beatty & Edinburgh Photographic Society



Balfour Beatty

Network Rail



The new paint system requires the application of three layers of paint (images: Duncan Sooman)

Awards for Restoration Project

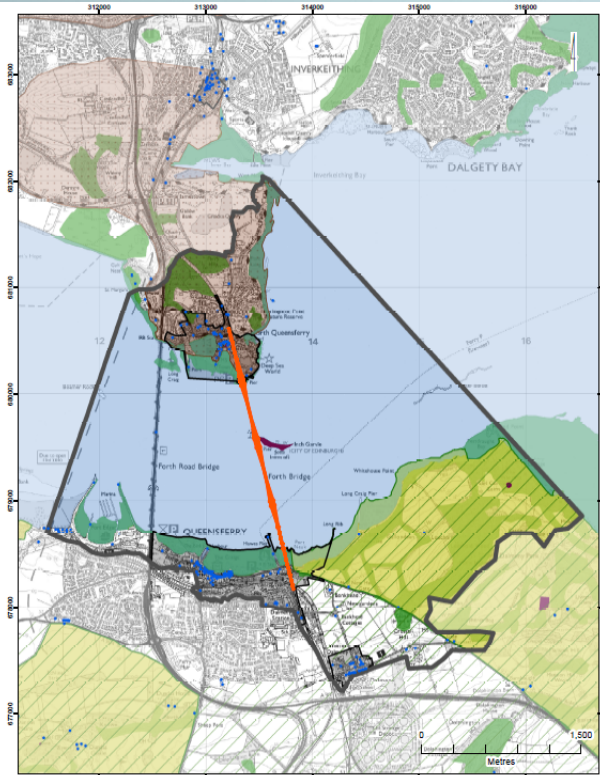
National Railway Heritage and Saltire Engineering Awards, 2012



Representatives of the teams who worked and continue to work on the Bridge

Managing the Setting

Bufferless Buffer Zone and Viewpoints



Title: The Forth Bridge Bridgehead Zone

Scale: 1:30,000 @ A4

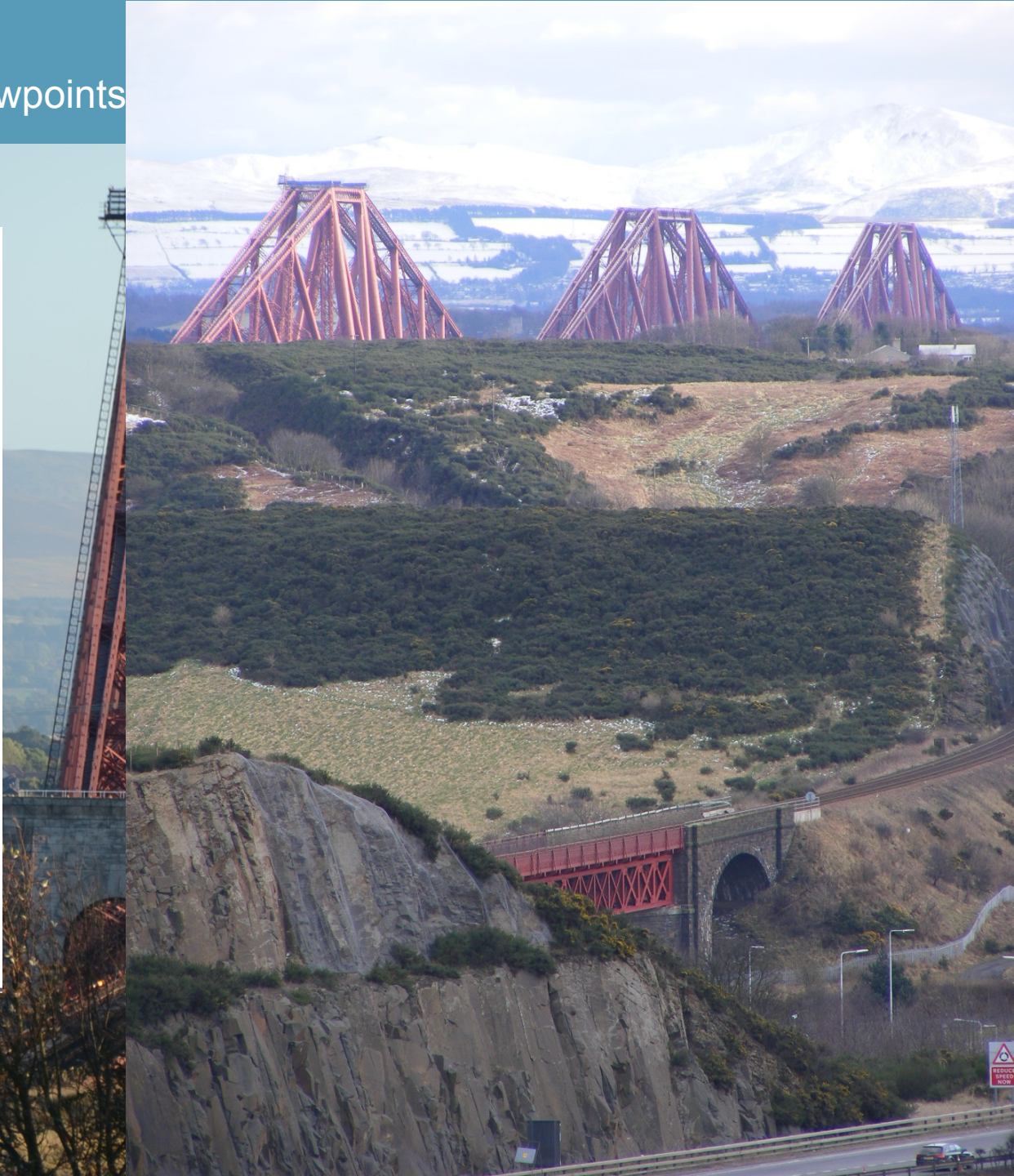
Projection: British National Grid

Key:

- Nominated Property
- Inventory Battlefield
- Conservation Area
- Dantons and Designed Landscape
- Listed Building
- Scheduled Monument
- Natural Heritage Protected Sites
- Marine Planning Area

HISTORIC SCOTLAND
ALBA ADSMHOR

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James Rebanks advises the nomination process

Assessing the potential economic gain



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The Forth Bridge

THE FULL SHOPPING LIST OF POTENTIAL BENEFITS

Potential national benefits

- Positive PR for Scotland PLC – Raises international status of a Scottish icon – a ‘must see’ attraction
- An opportunity to showcase Scottish design and engineering – Year of Design
- Adds value to Scottish heritage portfolio – one more reason to come to Scotland, see multiple WHSs
- Potential for spotlight on Scottish design and creativity – we did this and we’re doing other great things, come see!

Potential regional benefits

- Raise (international) profile of a regional cultural asset – Why should inward investors take Fife seriously? Liveability/culture.
- Adds value to the Edinburgh cultural offer – cultural tourism etc. – Showcase Edinburgh to China, India etc.
- Can become an excellent satellite attraction from Edinburgh – Stay longer, there’s more to see and do.
- A gateway to the rest of Scotland (North) - have you thought about leaving Edinburgh and travelling North?
- Raise profile of Fife – for tourism, for relocation and for tourism
- Potential to develop packages/itineraries to translate interest in bridge into wider regional experiences
- Potential to develop a package of WHSs in and around Edinburgh for international market
- A focus for the region as a centre of engineering and design – selling the region to others with this interest.

Potential local benefits

- Potential to raise profile of area relative to Edinburgh – not peripheral but critical
- Potential for tourism growth in South and North Queensferry – Make the whole tourism product ready for the opportunity
- Potential for developing the bridge as a visitor attraction - climb the bridge, hear its stories, adrenalin experiences etc.
- Potential for translating car driver eyeballs into £££ - major visitor centre off main road linked to town (cars contained)
- Potential for increasing footfall on trains from Edinburgh – the best day trip from Edinburgh (foot passengers) – new services?
- Potential for increasing cruise visitor footfall – WH ‘sells’ for cruise ship passengers – gear up for footfall
- New focus for conservation fundraising – Lottery etc.
- New opportunities for socio-economic investment – E.g. EU trans-national projects with other WH partners
- New focus for community heritage projects – the story of the communities needs to be part of this WH
- New focus for infrastructure developments in communities – car parking etc.
- Potential to market these communities and businesses to wider world
- Cultural glue for Forth communities – use the bridge to tell the story of the Forth through the ages
- Potential for major education benefits – school/college/FE focus on bridge and links to other WHSs
- Opportunities for private businesses to translate and make accessible the OUV narrative – tours etc. – entrepreneurs be ready!
- Boost to civic pride – “this thing in our community is as important and special as the pyramids”



THE WORLD FAMOUS FORTH BRIDGE

SCOTLAND FOR YOUR HOLIDAYS

Services and fares from

BRITISH RAILWAYS

stations, offices and agencies

Managing the local Impact of World Heritage

Maximising the benefits and minimising negative impact





Local engagement
Very successful photog



Public Consultation Process

Public meetings and publicity campaigns



I HAVE FALLEN IN LOVE WITH THE FORTH BRIDGE

Strapping girders,
lusty arches:
the span of my ambition,
shore to shore
you link me with the old bones,
the new ways,
the true trains that take me
down the path of all my loves.
You lift up your wide arms
to take in the tide,
roll with the shaking wind
that whistles in the rushes
of the wild banks.
You thrill me with your size,
your strong embrace;
you roar with achievement,
you make me proud:
I could hug you.
Let me take the Queensferry train,
slide through you to freedom.

The pipes play
and the kilts sway
to greet us.
You are the opening,
the gap we streak through
to the woolly wilds
of Auld Reekie
and Bonnie Old Dundee;
to the sea of workers' blood,
the red rust of the past that clings
and hugs the bones of dead engineers.
In the Albert Hotel,
tucked up, I hear you moan in the darkness.
Naked,
I pull back the curtains
and see you floodlit
in all your entrancing glory.
Shine on, shine
you crazy bridge....

KEITH ARMSTRONG

The Forth Bridge's 125th Birthday Cake

4th March 2015





Waldschlösschen Bridge, River Elbe, Dresden, Germany







Jeane Freeman 8



Patrick Harvie 15



Gordon MacIntyre-Kemp 18

FRIDAY OCTOBER 9, 2015

THE NATIONAL

THE NEWSPAPER THAT SUPPORTS AN INDEPENDENT SCOTLAND

50p



Sheku Bayoh family watch CCTV video of his final moments

Page 2



DWP ignores MPs' request to answer concerns over suicides

Page 5

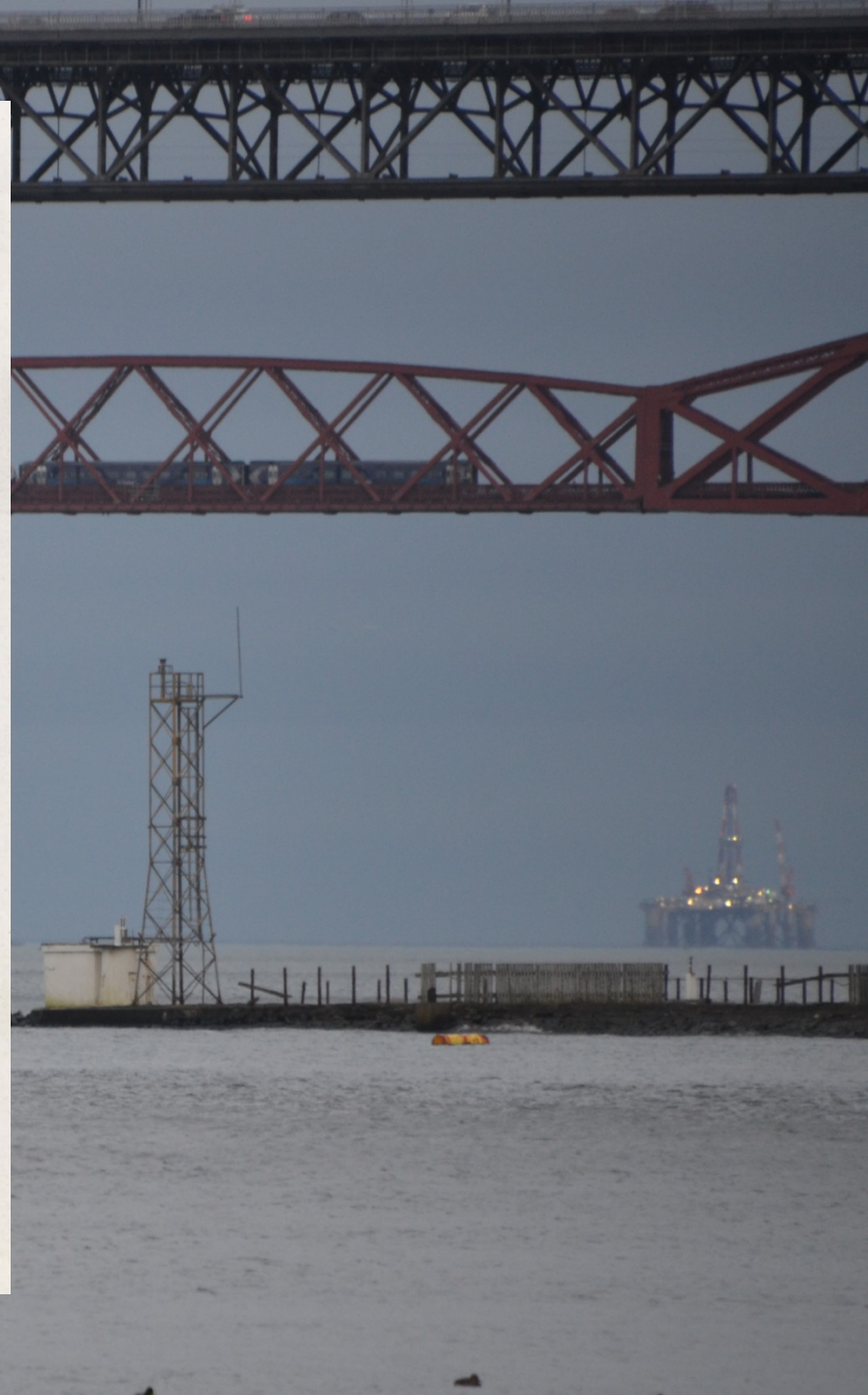
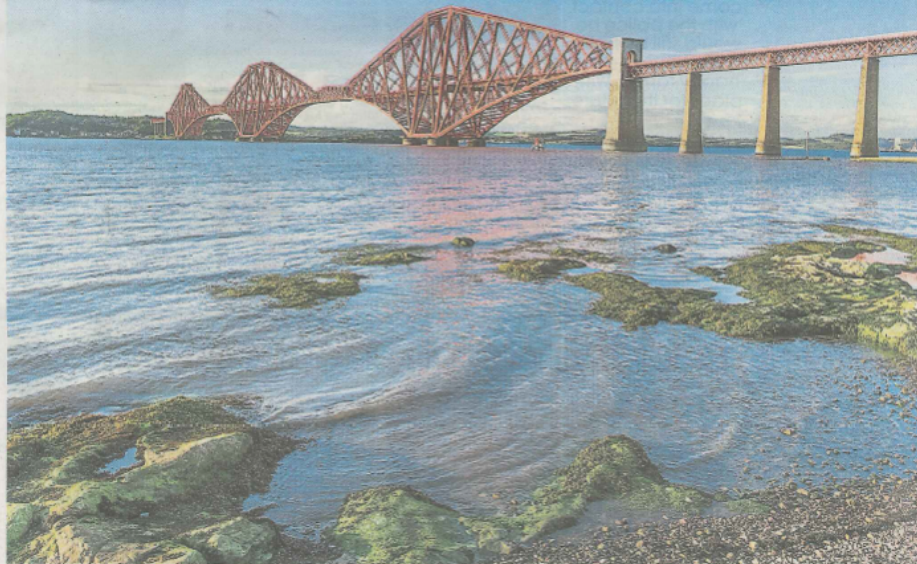


New poll finds Labour 'dying on its feet' in Scotland

Page 2

Don't frack with us

People power: SNP extend moratorium to UCG after pressure from members



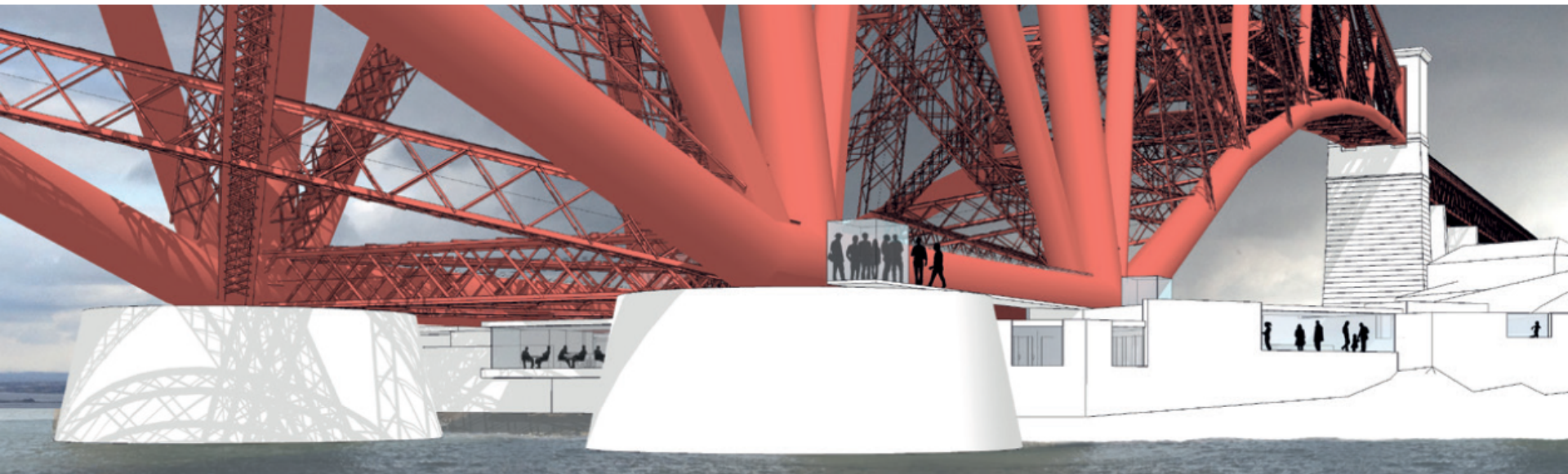


COMMUNITY UPDATE

NORTH QUEENSFERRY • PUBLISHED BY NETWORK RAIL • MARCH 2015



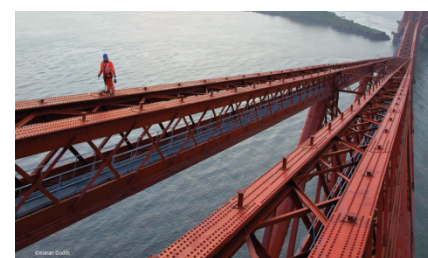
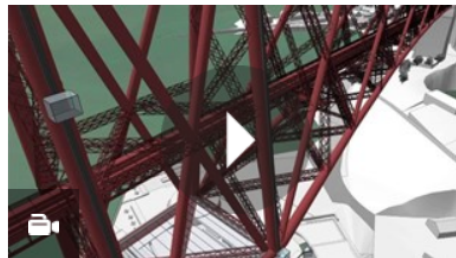
THE FORTH BRIDGE EXPERIENCE

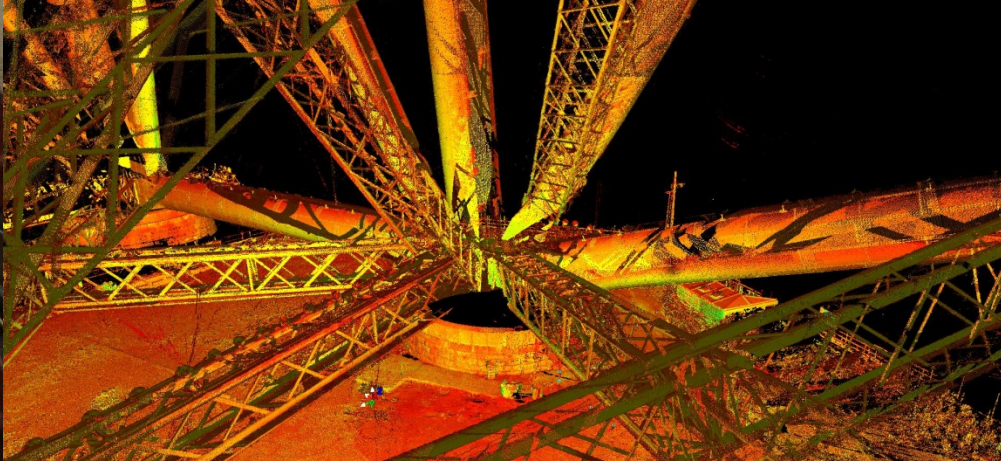
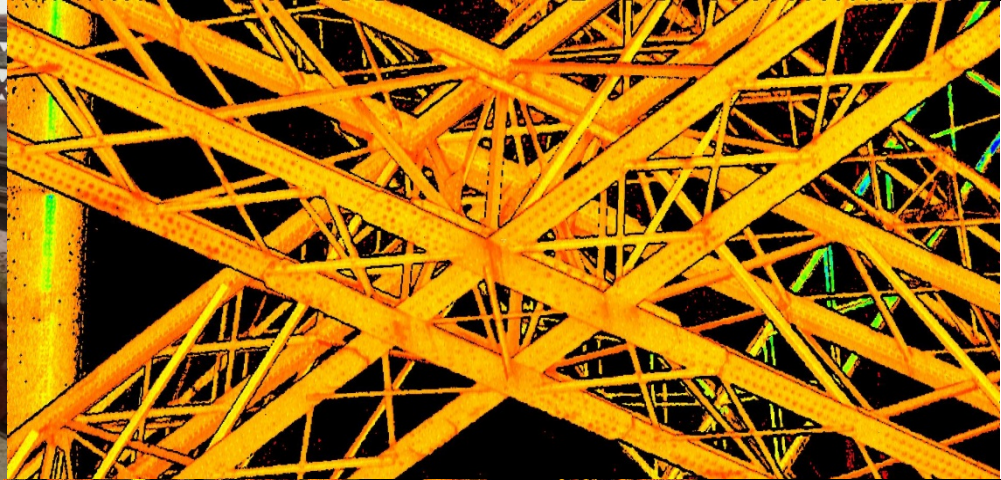
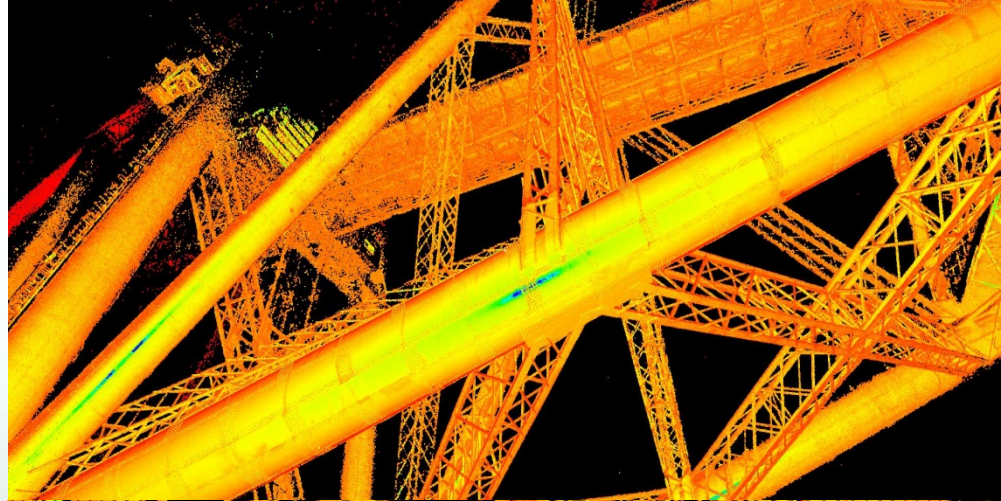


N. QUEENSFERRY VISITOR CENTRE &
LIFT ACCESS PROPOSAL

FULL PROPOSAL TOUR

S. QUEENSFERRY BRIDGE WALK
PROPOSAL







photograph: Chris McGregor



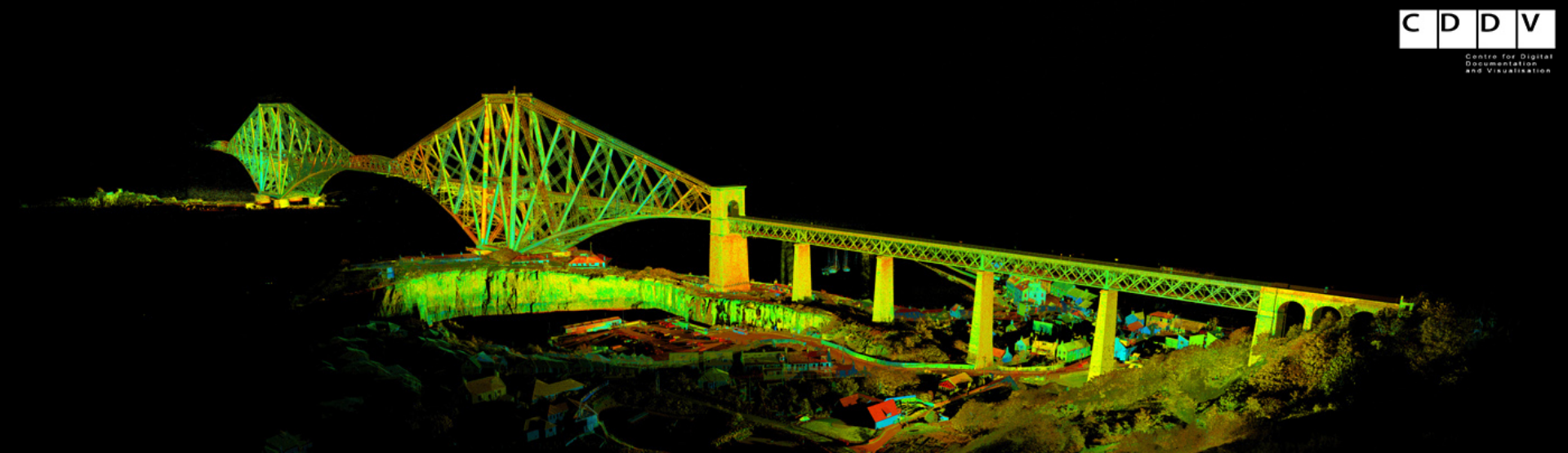
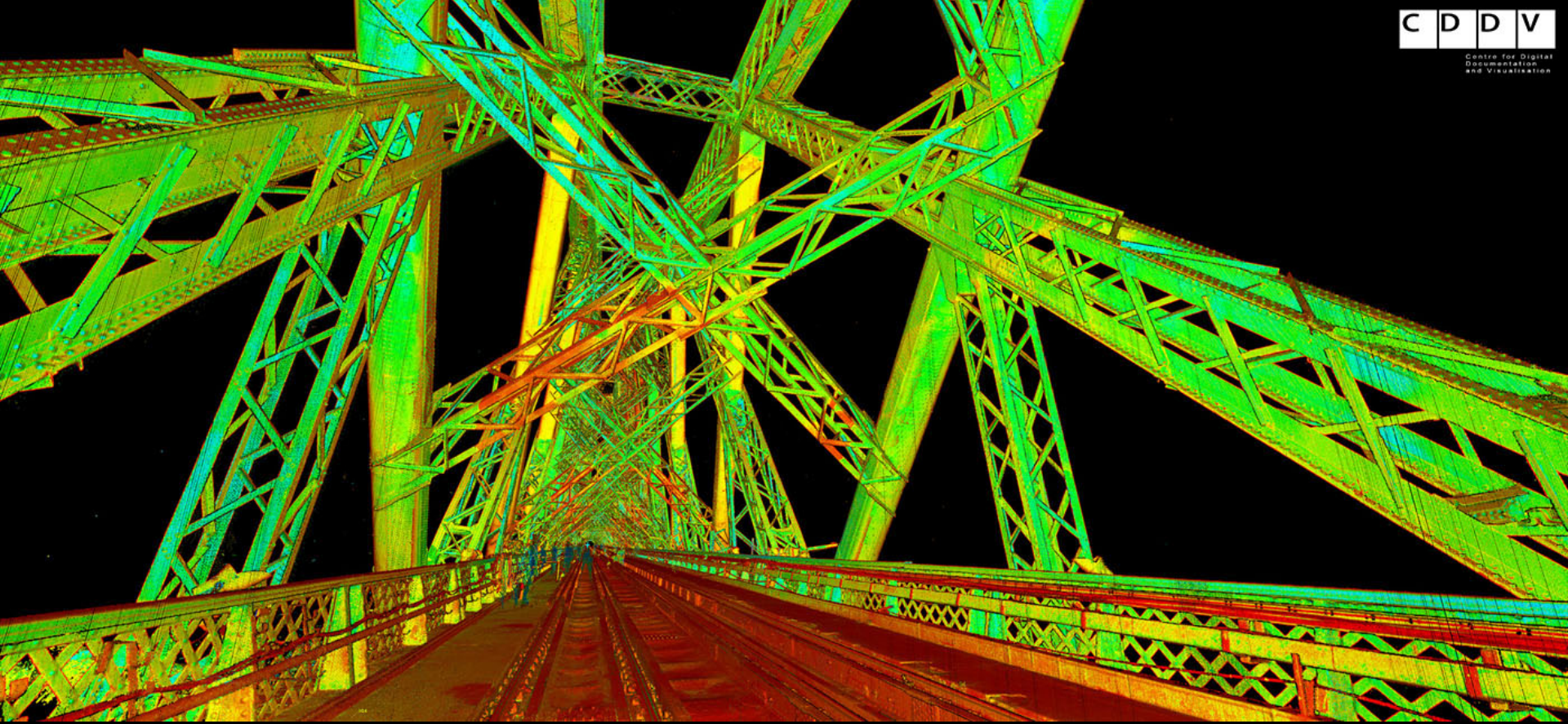
photograph: Chris McGregor



photograph: Chris McGregor



photograph: Chris McGregor



Forth Bridges Forum website

Creation of dedicated Forth Bridge pages



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CONSULTATION QUESTIONNAIRE...

The Forth Bridge

Welcome

The Forth Bridge is a Scottish icon that is recognised the world over.

World Heritage Consultation

The Forth Bridges Forum is helping to prepare the nomination of the Forth Bridge for inclusion in the World Heritage List. The work will draw on information gathered from the consultation now taking place, due to end on Sunday 11th August 2013. The nomination is due to be submitted to UNESCO early in 2014. It will then be scrutinised and evaluated by UNESCO over an 18-month period. A decision by UNESCO on whether to inscribe the Forth Bridge as a World Heritage Site is expected in 2015. You can find background on the Forth Bridge and links to the consultation on this site.



ICOMOS Technical Evaluation Mission

Records held by Network Rail & National Archives of Scotland



Documentation of Construction (1882-1890)

Rail Collections in the National Records of Scotland



photograph: Evelyn Carey (NRS)

THE FORTH BRIDGE



United Nations
Educational, Scientific and
Cultural Organization

• **The Forth Bridge**
• inscribed on the World
• Heritage List in 2015



photograph: Duncan Peet

I am having a high old time at
the Forth Bridge

