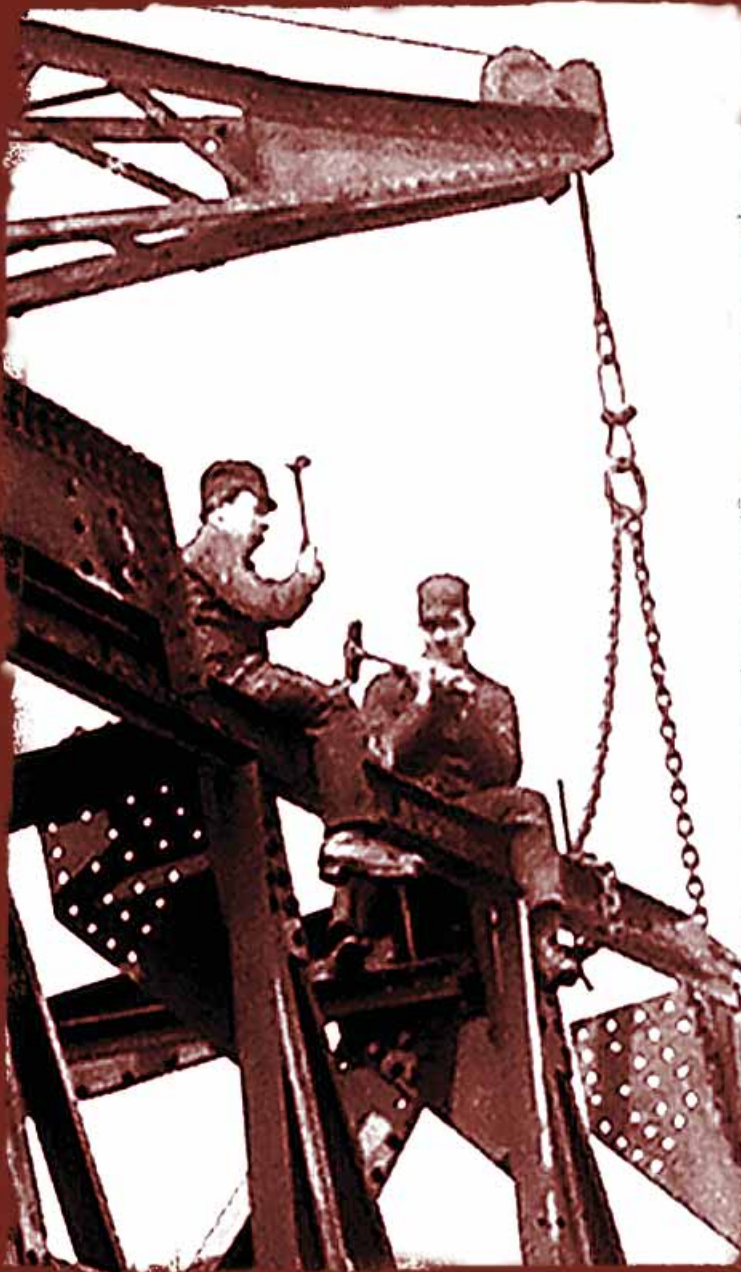


Orientation & Interpretation Signing Strategy

# NORTH & SOUTH QUEENSFERRY



**AUGUST 2015**







with

**The Forth Bridges Forum**

# **North and South Queensferry**

## **Orientation & Interpretation Signing Strategy**

DRAFT FINAL REPORT

**The Paul Hogarth Company**

with

**Elsbeth Wills Research**

**August 2015**







# North & South Queensferry

## Orientation and Interpretation Signing Strategy

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## **1.0 BACKGROUND AND METHODOLOGY**

### **1.1 Introduction**

North and South Queensferry have many of the ingredients of successful tourist towns: long and varied histories, visible reminders of their past, harbours, strong and lively communities, attractive waterfronts and of course, exceptional views of the Forth Bridge, Forth Road Bridge and the new Queensferry Crossing. In the recent past, this potential has been constrained by a number of factors including urban decay, derelict land and varying economic fortunes as well as being overshadowed by other parts of their respective Council areas of Edinburgh and Fife.

In the last twenty years however, the face of these Queensferry towns, has changed significantly. In South Queensferry in particular change has been dramatic with major new commercial developments including a Tesco food store, a hotel, restaurants, and offices being introduced at Ferrymuir, along with new housing expansion. A major street improvement scheme was completed in the late 1990s and following on from this, many properties in the High Street, Hopetoun Road and the Hawes Landing areas have either been restored or repaired and brought back into new commercial uses. There is some local concern that the top of the town has become divorced from the historic core. In North Queensferry the changes have, up until now, been more modest with smaller scale public realm improvements and much more limited development, although the opening of Deep Sea World in April 1993 has had a significant impact on the town over the past 20 plus years.

Visitors continue to be a major factor in both towns' economies and activity, drawn by exceptional views of the bridges and access to the water. This attraction will increase with the new Queensferry Crossing and even more significantly with the inscription of the Forth Bridge as a World Heritage Site. UNESCO confirmed this accolade on the iconic Victorian structure in July 2015 the bridge's 125th year, making it Scotland's sixth World Heritage Site.

The Forth itself is a busy shipping channel, and provides a range of water sport activities which are accessed from both towns via their harbours and marinas. Cruise liners also berth in the Firth at Rosyth and east of the Forth Bridge at Hound Point, with visitors ferried to various attractions north and south of the Forth. During 2015 over 30 cruise liners will berth in Rosyth and a further 13 at Hound Point.

The planned introduction of new Forth Bridge Experiences by Network Rail, offering a Visitor Centre and hoist to a bridge top platform on the North Queensferry end and a walk the bridge experience at South Queensferry, will further boost visitor interest in the structure and its associated settlements and bring thousands of additional tourists into the area throughout the year.

Both Fife Council and the City of Edinburgh Council recognise the importance of visitors to the local economies of North and South Queensferry, both now and in the future. In support of these significant changes and linking into the many planned developments, they recognise the need to develop and implement a quality pedestrian orientation and interpretative system in order to help guide the visitor around the towns both in practical terms, and as a way of enhancing the appreciation of their histories and vitality. The Paul Hogarth Company Limited was, therefore, appointed by a group of stakeholder organisations led by Queensferry Ambition and including Fife Council (Economic Development), City of Edinburgh Council (Economic Development and West Edinburgh Partnership) and other key members of the Forth Bridges Forum (including Transport Scotland and Network Rail) to undertake the necessary research and design of an appropriate system.

### **1.2 Aims and Objectives**

The overall aim of the study is to develop a comprehensive, yet flexible strategy and design for pedestrian directional and interpretative signing in North and South Queensferry. Part of the strategy is to produce a high quality design theme appropriate to the character and heritage of these towns and to celebrate their connection with the Forth Bridge World Heritage Site. Specific aims are to develop an appropriate sign system in terms of content and location, and to produce sign designs that are practical, robust and cost-effective.





### 1.3 Methodology

The approach that the team adopted was in line with the requirements of the brief and based on the original signing strategy produced for South Queensferry in 1999. The outputs that flow from it are based on the approach outlined in the brief and subsequent proposal, summarised into the following main aspects of work: -

- Review the 1999 South Queensferry Strategy and update and extend to embrace both settlements and their communities linked by the Forth Bridge and Forth Road Bridge.
- Review and potentially adopt the existing sign hardware to accommodate the orientation/information and interpretation boards and consider the setting/fixings of proposed sign locations in both settlements.
- Research and produce content for interpretation opportunities in North and South Queensferry.
- Design all aspects of the Orientation and the Interpretation boards (One completed exemplar for each town to be produced).
- Design of directional signing and links to existing path networks.
- Design for proposed new Gateway Signs at North Queensferry and consider proposed locations.
- Prepare budget costs for the system.

### 1.4 Consultations

As part of the strategy it was considered necessary to consult with appropriate Council representatives, Historic Scotland, and local community groups as representatives of the general public. At this stage, our consultation has therefore focused on the following organisations, departments and groups: -

- Fife Council - Economic Development (Client representatives)
- City of Edinburgh Council - Economic Development (Client representatives)
- Transport Scotland (Client representatives)
- Network Rail (Client representatives)
- Amey - formerly Forth Estuary Transport Authority (FETA)
- Queensferry Crossing Joint Venture
- Historic Scotland (in context of World Heritage Site and Conservation Areas)
- Queensferry Ambition (Client representatives)
- Queensferry History Group
- North Queensferry Heritage Trust
- North Queensferry Community Council
- Queensferry Community Council
- Local Businesses and individuals
- Deep Sea World
- Group of naval historians





## 2.0 THE SIGNING STRATEGY

### 2.1 Review of the Queensferry Signing and Interpretation Strategy 1999

In April 1999 The Paul Hogarth Company completed the design and implementation report for an integrated signing and interpretation project in South Queensferry. This work followed on from an earlier pedestrian sign strategy and aimed to develop a series of high quality themed orientation, information and interpretation panels that would provide exploration interest for visitors and assist in retaining them in the town for longer.

Part of the proposed signing system was implemented in 2000, and in the main involved 6 panels within the town centre from the Hawes to the Binks and 3 new welcome to Queensferry signs on the main entrances to the town. These are in good condition considering the length of time they have been in place. The lectern board at the harbour has faded much more due to its facing towards the sky but new technologies in board printing will ensure better colour fastness. A slight adjustment was also proposed to the interpretation panel in the Museum car park as visitors tend not to spot it. Local people commented that the orientation/interpretation panels have proved very popular with visitors over the years both in terms of content and design and require only minor amendments to update them.

At that time (2000) only part of the proposed strategy was implemented, with all locations outwith the areas of The Binks, High Street and Hawes being deferred for budget reasons. This partial completion of the overall Strategy does mean that important visitor audiences captured at the higher land destinations such as Ferrymuir and the Forth Bridges Contact and Education Centre at the south end of the Forth Road Bridge are not engaged in the orientation and interpretation system, and therefore many are unaware of the attractive environment and places of interest on offer in the town centre.

Also, with the significance of the World Heritage designation of the Forth Bridge and Forth Bridge Experiences there will be even greater requirement for orientation/interpretation at Dalmeny and North Queensferry Stations. These would provide an excellent opportunity to offer visits to the Bridge from Edinburgh stopping at either Dalmeny or North Queensferry with Bridge and or Town Trail options from these arrival locations. It may also offer options to have return ferry trips or perhaps even a walk or cycle over the Forth Road Bridge to get a different view of the rail bridge. This updated Orientation and Interpretation Plan addresses these potential visitor options.

#### 2.1.1 Extending the Signing Strategy

In the context of the potential World Heritage status of the Forth Bridge and through consultation with the communities of North and South Queensferry it is proposed that the Orientation and Interpretation Signing design and implementation project be extended to embrace both settlements. This offers significant potential to restore the close links and shared stories between the two communities which were partly severed with the building of the Road Bridge, linked by the World Heritage Site. In this regard it is recommended that an orientation and information sign should be considered at each of the following locations:-

##### North Queensferry

- North Queensferry Station (*Brock Street*)
- Mount Hooly Crescent (Viewpoint)
- War Memorial Garden
- Town Pier (*Existing NQHT lectern retained meantime*)
- Albert Hotel (*behind Albert Hotel*)
- Battery Road • Mount Hooly Crescent (Viewpoint)
- Railway Pier
- FB Experience (*branded per Bridge Experience*)

##### South Queensferry

- Dalmeny Station (*Station Road*)
- Hawes Pier (*Existing to be re-installed*)
- Sealscraig (*Existing - West Hawes*)
- Stoneycroft Viewpoint
- Hawthorn Bank
- Harbour (*Existing*)
- Binks Car Park (*Existing*)
- Bellstane (*Existing*)
- Vat Run
- Port Edgar
- Forth Bridges - Contact and Information Centre
- FB Experience (*branded per Bridge Experience*)

The level of change that has taken place at many of the South Queensferry locations in the past 10-15 years, including the World Heritage Site status of the Forth Bridge (potentially with access experiences) and the new Queensferry Crossing and means that considerably more visitors will stop off in the area. It will also mean that, in the context of the new Queensferry Crossing, road signing will become crucially important to the potential for intercepting and guiding visitors to the places of interest north and south of the Forth.

### 2.1.2 The Queensferry Crossing

Visitors travelling across the existing road bridge currently have reasonably good visual connection with both North and South Queensferry (better for South Queensferry on the south bound carriageway). This assists in encouraging tourists/visitors to consider a detour into these historic towns, where the local businesses and the information/interpretation can then work together to retain them and subsequently benefit the daytime and evening economies. With the completion of the new Queensferry Crossing all private vehicles will be moved upstream to the new bridge with only public transport crossing the existing bridge. A reduction of 93% of all vehicles.

For travellers on the Queensferry Crossing upstream of the existing bridge there will not be the same degree of visual connection with the settlements, especially given the wind barriers which will impede views. It is therefore more than possible that this will have a detrimental impact on passing visitor trade into the towns. This means that the towns will have to rely heavily on signing with appropriate brown tourist signs identifying visitor interest, historic or otherwise.

In this regard it will be important that an appropriately comprehensive signing strategy is incorporated into the new crossing and associated road network to continue to capture this passing trade. Coupled with a completion of the existing visitor signing strategy, there is an excellent opportunity to benefit from the Queensferry Crossing.

Given the distance from the proposed new roundabout on the A904 Builaeon Road to the Contact and Information Centre at the exiting Forth Road Bridge and other existing/potential car parks for the Town Centre, the concerns that Queensferry Ambition (in relation to South Queensferry) and associated businesses have with regards to potential lost passing tourist trade is quite justified. While this will be somewhat compensated for by the new status of the Forth Bridge World Heritage Site, passing visitor trade remains an important element of the Queensferry economies.

Transport Scotland have completed the traffic signing proposals for the new motorway network, which currently include brown signing for tourist destinations that are Visit Scotland accredited. At this stage, following consultation with City of Edinburgh Council and VisitScotland, the following destination are to be retained:

#### South of the Forth

- House of the Binns
- Inchcolm Abbey Ferry
- Hopetoun House
- Union Canal
- Forth Valley Tourist Route

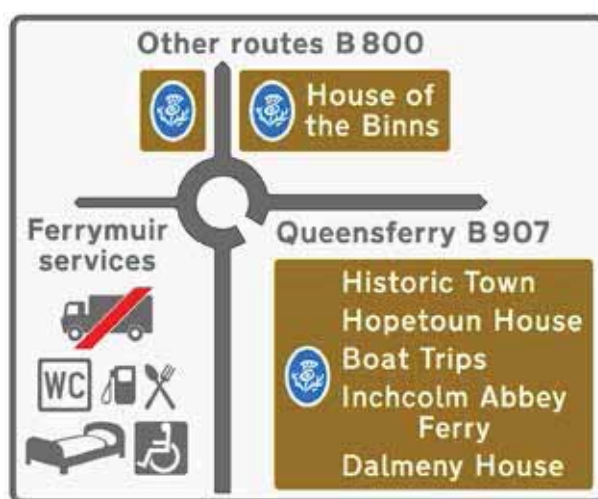
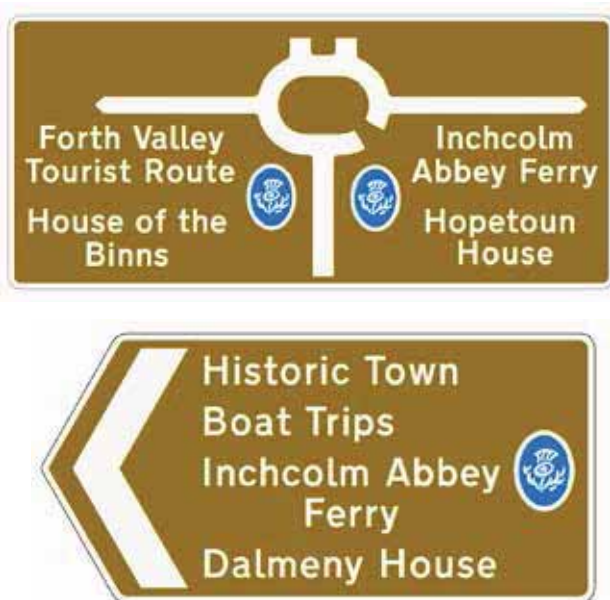
#### North of the Forth

- Dunfermline Palace and Abbey
- Abbot House
- Deep Sea World
- Fife Coastal Tourist Route
- Forth Bridges

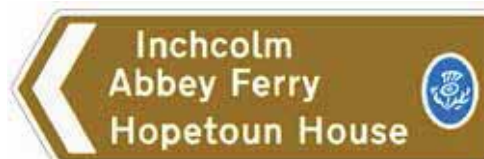
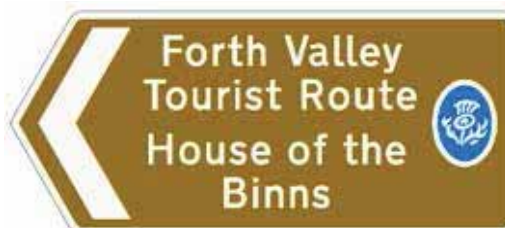
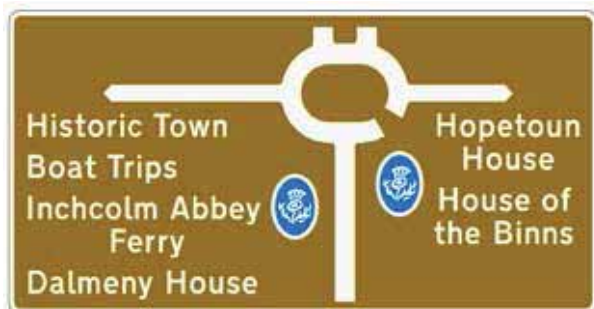
We were originally advised that the following were to be removed from brown tourist signs but with the exception of **Visitor Attractions** they are currently still included on the proposed signs:

- Dalmeny House
- Historic Town
- Boat Trips
- Visitor Attractions

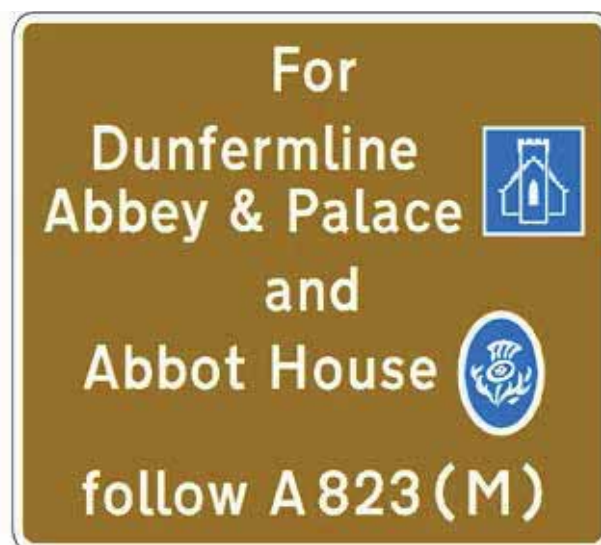
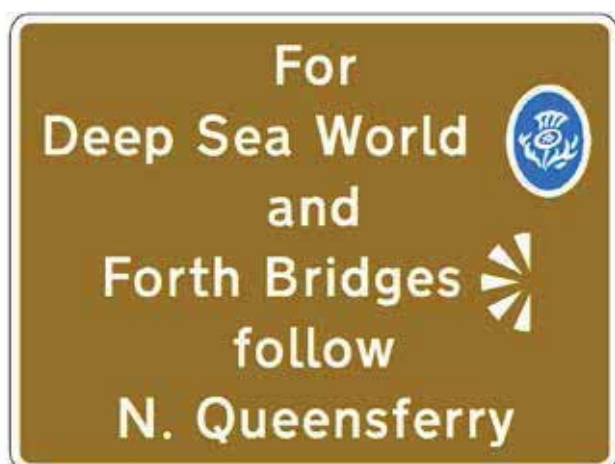
Examples of proposed brown tourist signs south of the Forth







Examples of proposed brown tourist signs south of the Forth



It is noted that at this stage, despite the Forth Bridge inscription as a World Heritage Site, there is no contingency reference to it other than on south approaches where 'Forth Bridges' will be signed. This would appear to be an oversight in relation to such a prestigious accreditation on the north bound approaches from Edinburgh and along the M90 link from the M8/M9. In time, the proposed Forth Bridge Experiences (North and South), offering access to the World Heritage Site, are likely to become major attractions and will seek Visit Scotland accreditations and introduction to brown tourist signs on the motorway network. At this stage it is not clear if any contingency space has been considered within the new road signing.

## **2.2 The Proposed Signing Strategy**

### **2.2.1 A Pedestrian Signing System for North and South Queensferry - The Concept**

Having been successfully directed into towns (and where possible) to arrival car parking areas, the Orientation and Information signing should initially encourage the visitor to start walking. It should also provide basic 'You are Here' information, items of visitor interest in either the immediate or general locale, an indication of how to get there and, if appropriate, a 'Where to go Next' element.

In the Queensferry Signing Strategy (1999) it was a conscious decision to limit or omit all requirements for directional signing from points of arrival, particularly when Dalmeny Station and other southern locations were removed from the system for budget purposes. In a new and extended system however, both in North and South Queensferry, it is clear that directional pedestrian signing will be vitally important to the success of the system, to ensure that at points of arrival visitors can be orientated and well guided to the most popular destinations within the towns. This should also be future proofed to ensure that any new destinations at current planning stages, such as the Forth Bridge Experience can be introduced to the system. Depending on progress of the Network Rail project, this might fit with future timescales for the signing project.

Having arrived at an orientation/information point visitors should receive all the necessary information to introduce the area, negotiate the area and whet their appetite to find out more. This is where consistency of design must be effectively utilised to create visitor belief in a job being done for them.

This effectively establishes a subtle branding closely associated with the World Heritage Site

The North and South Queensferry Signing Strategy, consulted upon and discussed in detail with the client group, has addressed all the above issues and as part of a thorough assessment on the ground aims to minimise where possible the number of directional sign locations. However given the significantly changed circumstances in South Queensferry, and with the introduction of North Queensferry, it is clear that a number of route decision points will exist for visitors looking to find their way from each of the respective Stations down to the town centres and to or between particular attractions. With this objective in mind, we would seek to only use directional finger posts where destinations are not visible and within the core of the conservation areas avoid introduction of any directional signs, preferring to rely on the proposed orientation and interpretation sign locations to guide visitors.

To further reduce the number of signs it is also proposed to combine requirements for Orientation (map) and Information onto one panel at selected locations, and giving the other side of the panel over to Interpretation. The design mechanism for achieving the combined system is described in more detail in Section 3.0 - The Design

The above considerations have also led us to use the signing system itself as the principal vehicle for interpretation. Using town maps, the visitors can not only identify specific sights, but plan a route round the town using the signs as points of interest on the way.

Each interpretation board would take one or more specific themes from the town's history, its people or even present day life. The location for the board is reflected in one of the stories on the board which relates to something that the visitor can see in the immediate environment, such as the foreshore (Albert Hotel, NQ) or the history of the Museum building (SQ). This approach also allows sites outside the area to be highlighted, such as stories about the bridges. Using the schematic map, each interpretation board could mark all the local points of interest, relating to the stories interpreted.

The possible content of each board has been researched using published material, press cuttings, web searches and consultation with experts with the assistance of local people, including the North Queensferry Heritage Trust and Queensferry History Group, whose contribution cannot be overstated.

In order to generate the sense of this being a democratic process, an attempt has been made to unearth stories from members of the public through the local history groups. This proved very successful in the original strategy for South Queensferry and in particular uncovered some interesting images. In addition to creating a sense of 'by the people, for the people', this move is designed to counter potential criticism of outsiders imposing their ideas on the community for the sole benefit of tourists.

The proposed Sign Locations for the Strategy are outlined on the attached Plans at the end of this section and listed in the following tables. Some of the possible stories to be featured on the boards at each of these locations are subsequently outlined in section 4.4, while the new proposed board for 'Port Edgar' and the 'Albert Hotel' have been researched and written to a draft copy stage and incorporated in the design exemplar, section 3.2.3.

TABLE 1 – SIGN LOCATIONS

## South Queensferry

	Site	New/ Refurbish	Description of Location	Required Work
<b>Existing Gateway Signs</b>				
1	Bo'ness Road	Refurbish	To be relocated to corner of new road access	Clean down and repaint and reinstall in new location
2	Kirkliston Road/Scotstoun	Refurbish	Retain in existing location	Clean down and repaint
3	Hawes Brae	Refurbish	To be relocated to more open site at top of Hawes Brae	Clean down and repaint and reinstall in new location
<b>Existing Orientation &amp; Interpretation Signs</b>				
4	Hawes	Refurbish	Retain in existing location	Clean down and repaint hardware and install new orientation & Interpretation boards
5	Sealscraig	Refurbish	Retain in existing location	Clean down and repaint hardware and install new boards
6	Museum	Refurbish	Relocate locally to be more visible	Clean down and repaint hardware and install new boards
7	Binks	Refurbish	Retain in existing location	Clean down and repaint hardware and install new boards
8	Bellstane	Refurbish	Retain in existing location	Clean down and repaint hardware and install new boards
<b>Existing/Proposed Interpretation Signs</b>				
9	Stoneycroft - Bridge Viewpoint	New	Proposed new viewpoint (lectern style) at east end of Stoneycroft Rd - FB Viewpoint	Clear existing scrub trees and shrubs and establish hard landscape sitting area with sign
10	Harbour	New	Previously existing sign been removed but to be re-installed in existing location	Install New wall mounted hardware and new Interpretation Boards
<b>Proposed Orientation &amp; Interpretation Signs</b>				
11	Dalmeny Station	New	On Station Road adjacent to Former Station Masters Office	Installed new O&I hardware and boards with new hard landscape finishes
14	Hawthorn Bank	New	At site of proposed Community Garden	Possible wall mounted board on NE corner of existing wall
12	Vat Run	New	On land close by the Forth Road Bridge. Possible small car park	Installed in appropriate soft landscape location to interpret the FRB and Area
13	Port Edgar	New	At new Car Park or at appropriate site overlooking the marina	Installed in site to be agreed with the owners/operators
<b>Proposed Directional Signs - Finger Posts and wall/pole mounted low signs</b>				<b><u>Destinations on sign</u></b>
15	Dalmeny Station/Bus Stop (Station Rd)	New	End of path leading to Jacob's Ladder and Hawes Pier	Forth Bridge Experience; Hawes Pier; Town Centre
16	Intersection of Cycle Path & New Path/Bridge at FB Experience	New	On path at intersection with cycleway	Station; Hawes Pier; Town Centre
17	Cyclepath & link to Jacobs Ladder/ FB Experience	New	On path at intersection with cycleway	Station; Hawes Pier; Forth Bridge Experience
18	Hawes Brae/Bottom of Jacobs Ladder	New	At new access to Jacob's Ladder	Station; Hawes Pier; Forth Bridge Experience; Town Centre
19	Station Road	New	Access to Ferry Glen	Town Centre; Station; Forth Bridge Experience; Hawes Pier
20	Cycle path by Ferry Glen link to Station Road	New	At junction of Cycle Path and route to Station Road through Ferry Glen	Station; Forth Bridge Experience; Town Centre, Museum, Hawes Pier
21	Hawes/Sealscraig path to Stoneycroft	New	At bottom of path link up to Stoneycroft and Back Braes	Hawes Pier; Forth Bridge Experience; Station; Back Braes; Town Centre; Museum
22	Cycle path link to Stoneycroft and Town Centre	New	At junction of Cycle Path and route to Stoneycroft	Town Centre; Station; Forth Bridge Experience; Hawes Pier
23	End of Stoneycroft Road	New	at end of path linking to Cyclepath	Town Centre; Station; Forth Bridge Experience; Hawes Pier
24	Path above Stoneycroft Road	New	at intersection of paths top of steps to Stoneycroft Road	Town Centre; Hawes Pier
25	Stoneycroft Road	New	On wall at bottom of steps to cyclepath	Town Centre; Station; Forth Bridge Experience
26	Stoneycroft Road	New	On wall leading to Hawthorn Bank	Town Centre; Museum; Station; Forth Bridge Experience
27	Cycleway link to Stoneycroft Road	New	On wall linking to Stoneycroft Road	Town Centre; Hawes Pier
28	End of Cycle Path at Scotmid Car Park	New	Replace existing sign at end of path, clear vegetation and hard landscape	Town Centre; Museum; Station; Forth Bridge Experience; Hawes Pier
29	Shore Road/Hopetoun Road	New	At road junction	Town Centre; Forth Road Bridge Walk; Port Edgar; Bridges Contact and Education Centre!
30	Plewland Croft	New	At entrance to Plewland Croft	Town Centre; Forth Road Bridge Walk; Port Edgar; Bridges Contact and Education Centre!
31	Stewart Terrace/Hopetoun Road	New	At path route to Forth Road Bridge	Town Centre; Forth Road Bridge Walk; Port Edgar; Bridges Contact and Education Centre!
32	Port Edgar/Shore Road	New	Close to Port Edgar Entrance	Town Centre; Port Edgar
33	Forth Road Bridge	New	Top of Service Road from Stewart Terrace	Town Centre; Forth Road Bridge Walk; Bridges Contact and Education Centre!
34	Forth Road Bridge	New	Top of Service Road from Stewart Terrace	Town Centre; Forth Road Bridge Walk; Bridges Contact and Education Centre!
35	Contact & Education Centre	New	Path link from Car Park	Forth Road Bridge Walk; Town Centre; Bridges Contact and Education Centre!



## North Queensferry

	Site	New /Refurbish	Description of Location	Required Work
<b>Proposed Gateway Signs</b>				
1	Ferryhills Road	New	To be located at site of existing town entrance sign	Remove existing sign and replace with new gateway sign
2	B981 Hope View	New	Just before the existing sign (south side of road)	located before sign and pedestrian path link to Ferry Road. Clear trees and open canopy
<b>Proposed Orientation &amp; Interpretation Signs</b>				
3	North Queensferry Station	New	Located in proposed new public arrival space on exit from northbound platform	Area need considerable landscape improvement to become a more welcoming space for the sign
4	Mount Hooly Crescent / The Brae	New	Located at point of best panorama of Forth Bridge, FRB and Queensferry	Fell self seeded sycamore trees and dersign seating/viewing location in existing open space
5	War Memorial Garden		Located on the wall adjacent to the position of the existing sign	limited requirement for work except to remove the existing sign and make good surfaces
6	Railway Pier	New	Located on east leg of pier with views over village to Forth Bridge.	Create new sitting area with O&I sign. Retain some soft landscape and improve pedestrian route from car park
7	Old Pier	New	Retain existing interpretation point meantime	This location has a recent interpretation panel installed. Futurereplacement sign should be part of new system
8	Albert Hotel	New	In existing space behind Albert Hotel	Remove old redundant signing adjacent to Bus Shelter and introduce new O&I sign
9	Battery Road	New	Proposed wall mounted Interpretation panel	Install New wall mounted hardware and new Interpretation Board on wall at wide pavement area
<b>Proposed Directional Signs - Finger Posts, wall mounted and low pole mounted.</b>				<b>Destinations on sign</b>
10	Ferryhills Road / access to Station CP	New	Opposite road junction with view to removing signs from lamppost	Town Centre; Deep Sea World; Forth Bridge Experience; Fife Coastal Path; Station
11	Ferryhills Road by Mount Hooly Crescent	New	Replacement of existing sign at location a few metres away from telegraph pole	Town Centre; Deep Sea World; Forth Bridge Experience; Fife Coastal Path; Station
12	Main Street/Old Kirk Road	New	Opposite road junction	Deep Sea World; Forth Bridge Experience; Old Pier, Forth Road Bridge Walk
13	Old Post Office Lane / Helen Place	New	Wall and existing sign mounted	"Leading to Main Street" and "Leading to Battery Road"
14	Main Street / Ferry Road junction	New	Wall mounted sign at junction	Town Centre; Deep Sea World; Forth Bridge Experience; Railway Pier; Forth Road Bridge Walk
15	Access to Railway Pier	New	Finger post on Ferry Road	Town Centre; Deep Sea World; Forth Bridge Experience; Railway Pier; Forth Road Bridge Walk
16	Ferry Road/ Ferry Barns Court	New	On verge opposite junction	Town Centre; Deep Sea World; Forth Bridge Experience; FRB Walk; Ferry Hills (Beamer Rock)
17	Ferry Barns Court / Footpath route	New	small low level sign in verge of path	FRB Walk; Ferry Hills (Beamer Rock)
18	Ferry Barns Court / Footpath route	New	small low level sign on path	FRB Walk; Ferry Hills (Beamer Rock)
19	B981 - close to village gateway and path link	New	Pedestrian sign linking via existing pedestrian path to Town Centre	Town Centre; Deep Sea World; Forth Bridge Experience; FRB Walk; Ferry Hills (Beamer Rock)
20	bottom of steps from Forth Road Bridge	New	2nr small signs directing to Forth Road Bridge and Town Centre	FRB Walk; Ferry Hills (Beamer Rock)
21	Top of steps north of FRB and stepsto Ferryhills	New	Wall mounted sign adjacent to War Memorial	FRB Walk; Ferry Hills (Beamer Rock)
22	Queensferry Hotel steps to FRB underpass	New	On wall at steps up to Mount Hooly Crescent VP	Town Centre; Deep Sea World; Forth Bridge Experience; FRB Walk; Ferry Hills (Beamer Rock)

### 2.2.2 Arrival and Gathering Points

Regarding the concept of identifying 'arrival and gathering points' at South Queensferry, we have included Dalmeny Station, Forth Bridges - Contact and Information Centre, Port Edgar, Hawes Car Park and Binks Car Park. These locations, along with the potential future development of a small car park at the Vat Run area immediately below and east of the Forth Road Bridge, would all be suitable as visitor car parks, although the Hawes and Binks are clearly the most desirable in terms of proximity to the town centre. At North Queensferry there would be a presumption against the introduction of any additional car parking over and above what currently exists on street or at Deep Sea World. All future requirements for visitor car parking associated with the Forth Bridge are likely to be established at an out of town location with a dedicated shuttle bus system operating to the town and to the proposed Forth Bridge Experience. Signing from North Queensferry Station to the town centre, the visitor attractions of Deep Sea World and the proposed Forth Bridge Experience will be necessary and should be implemented as part of a family of signs, directional, orientation/information and interpretation.

Within the core area of the towns, the orientation and interpretation signs both create and justify a sense of this being a significant location, as well as helping retain visitors in the town. The longer they stay, the more likely they are to spend money, thereby boosting the local economy. They also create the impression to visitors that these are cared for communities with a strong pride in place.

Information at the Stations and at other more peripheral sites, such as the Contact and Information Centre in South Queensferry, should 'whet' the Visitors appetite sufficiently to encourage them into the core area of the Towns. Care must be taken when providing information at these sites, not to encourage visitors back into their cars and off to neighbouring attractions such as Hopetoun House or Dunfermline Palace and Abbey. An emphasis on what North and South Queensferry has to offer must be portrayed at these sites.

### **2.2.3 Phasing**

While these sites are clearly important to the overall Signing Strategy, they will be subject to negotiations with each of the respective landowners, and therefore to a phased implementation. Costs may also influence the need for phasing.

At some sites, environmental improvements and site works also require to be undertaken in order to make the installation of high quality orientation/information points worthwhile. Environmental improvement works will require to be fully considered and detailed to form part of required approvals, including planning applications.

There are a few key locations where specific works will be required to present a high quality public realm and landscape improvement to best present specific orientation/interpretation sites or viewpoints. In some cases this may include an opportunity for visitors to sit and rest and take in the quality of some of the best views, which will be identified on the town maps (orientation boards) and directed to by finger post or wall mounted/low level directional signs.

Particular locations that offer an excellent visitor orientation and interpretation or viewpoint opportunity, but require more significant landscape intervention to improve the location are:

#### **North Queensferry**

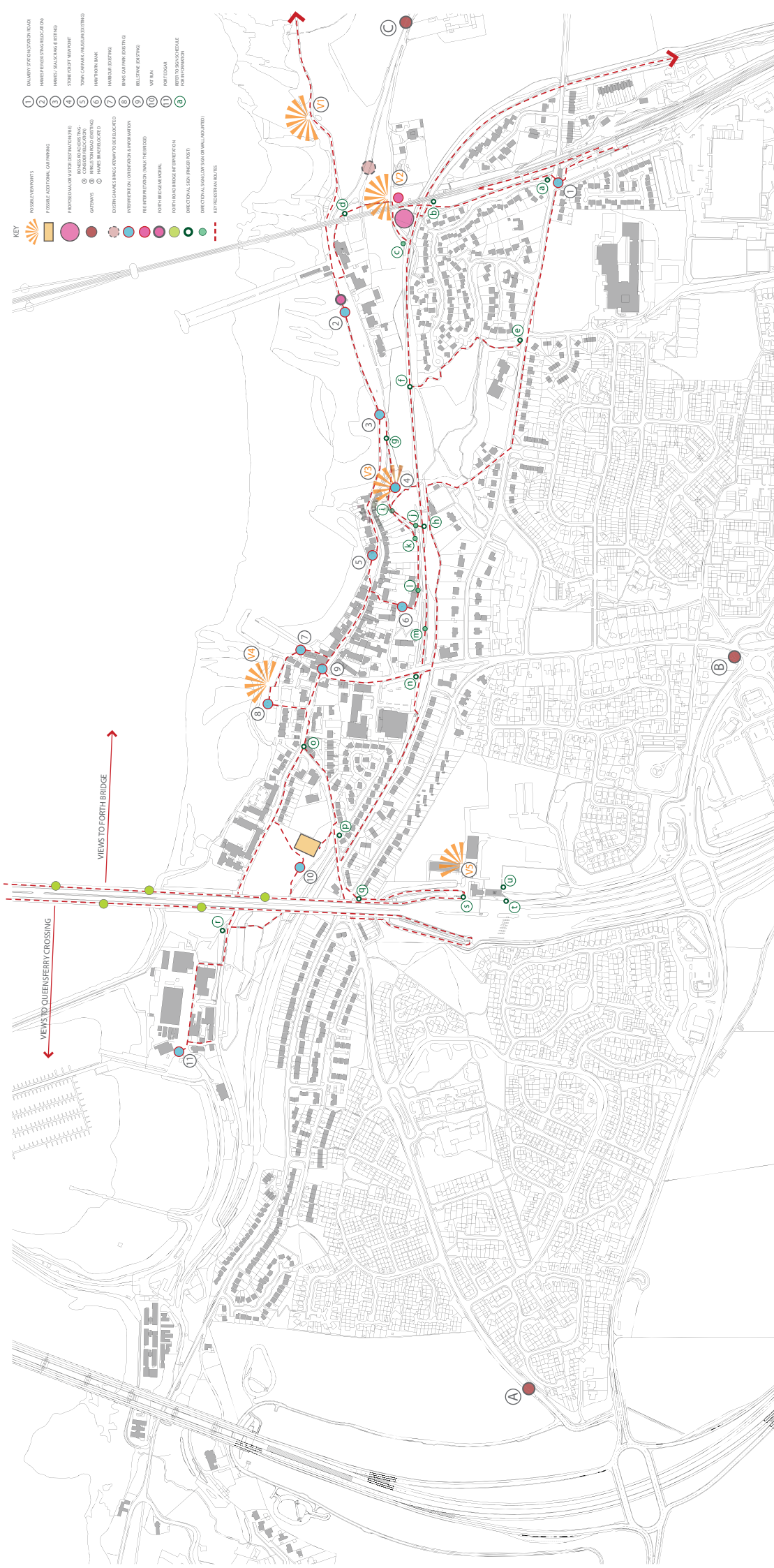
- North Queensferry Station (*Brock Street*)
- Mount Hooly Crescent (O & I & Bridges Viewpoint)
- Railway Pier (O & I & Viewpoint)
- Fife Coastal Path (*East of Carlingnose Quarry*)

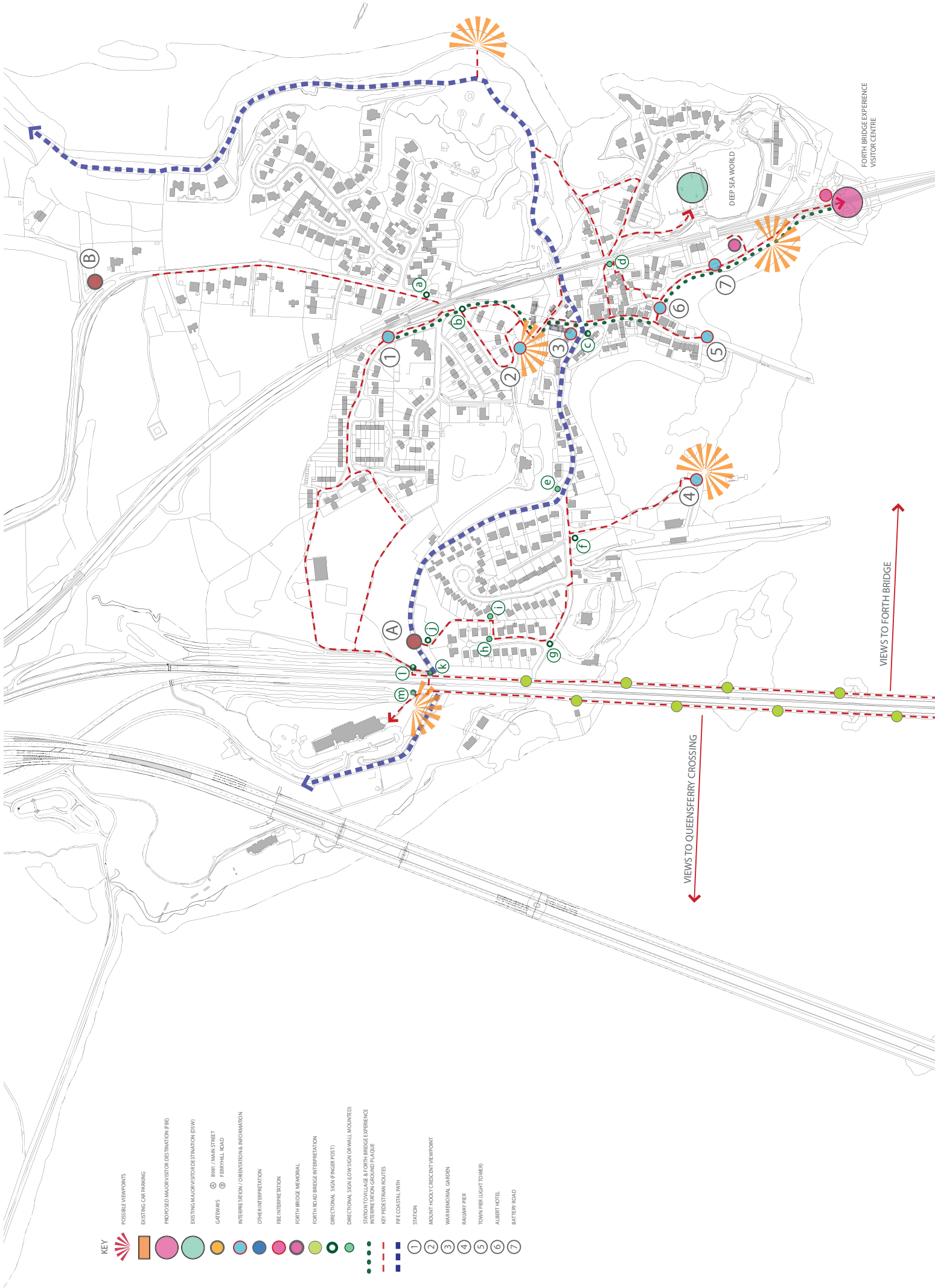
#### **South Queensferry**

- Dalmeny Station (*Station Road*)
- Stoneycroft Viewpoint (Interpretation & Viewpoint)
- John Muir Way (*between Long Craig Pier & Hawes*)









KEY

- POSSIBLE VIEWPOINTS
- EXISTING CAR PARKING
- PROPOSED MAJOR VISITOR DESTINATION (F&E)
- EXISTING MAJOR VISITOR DESTINATION (DSW)
- GATEWAYS
- INTERPRETATION / ORIENTATION & INFORMATION
- OTHER INTERPRETATION
- FIRE INTERPRETATION
- FORTH BRIDGE MEMORIAL
- FORTH ROAD BRIDGE INTERPRETATION
- DIRECTIONAL SIGN (FINGER POST)
- DIRECTIONAL SIGN (LOW SIGN ON WALL MOUNTED)
- STATION TO VILLAGE, & FORTH BRIDGE EXPERIENCE
- INTERPRETATION GROUND PLAQUE
- KEY PEDESTRIAN ROUTES
- FIRE COASTAL PATH
- STATION
- MOUNT HOOD CRESCENT VIEWPOINT
- WAR MEMORIAL GARDEN
- RAILWAY PIER
- TOWN PIER (LIGHT TOWER)
- ALBERT HOTEL
- BATTERY ROAD

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### 3.0 THE DESIGN

Despite being relatively small core areas, North and South Queensferry are important historic locations within both Fife and Edinburgh's heritage and tourism product. The design solutions for the various elements of the sign system must reflect something of the unique character of these places.

The design concept must cater for a public which increasingly engages with imagery and rather than text. Their attention span is limited especially within an external environment and are unlikely to be engaged by line drawings and screeds of dry, historical facts.

In addition, it is vitally important that the sign system continues to take design references from the iconic Forth Bridge and seeks to establish a branding for the signs that is instantly recognisable in the context of the World Heritage Site. Where possible branding should be inherent within the design style, materials, detailing and colour and where possible avoid the desire to introduce unnecessary logos to associated orientation and interpretation boards.

#### 3.1 The Hardware

After considering the possibility of a completely new design with the client group and consultees it was unanimously agreed that the existing system which has been operating in South Queensferry for 15 years should be retained. It has been very successful, it is well used by visitors and in design terms, due to its references to the Forth Bridge, is as relevant now as when it was first designed in 1999. It is, therefore, recommended that the following family of preferred designs is adopted, now referred to as the 'Sign Hardware'.

With subtle echoes of the Railway Bridge, the contemporary design is given a vertical bias, allowing it to be relatively unobtrusive in an urban environment. While the content of metal plates and rivets creates a connection with the Victorian engineering, it is felt that the colour should be changed to be precisely that of the Bridge.

The robust, galvanised and painted-forged metal structure featuring laminated steel and large dome headed rivets, is designed to be virtually vandal-proof and to minimise on maintenance requirements. This has been proven to be the case with the existing South Queensferry system which has required virtually no maintenance in the last 15 years.

The structure is proposed to be painted with a high quality paint specification utilising a paint system by Craig and Rose who supplied the "Red Oxide" colour paint to the Forth Bridge for 100 years (1889 - 1998). The colour chosen by the Design Team and approved by the client group, local communities and Council's Streetscape Group is the same "Red Oxide" colour used on the Bridge today.

#### 3.2 Orientation/Information and Interpretation Boards

Since the average visitor wants to know a little about a lot, the primary objective should be to 'whet their appetite' for more.

We also recommend that foreign language translations be avoided, purely on the basis that they tend to overload signs with ever smaller copy that none of the target audience is inclined to read. Current interpretive thinking has moved away from multiple languages which severely limit the content and confuse the reader's eye to the use of simple, accessible language which overseas tourists with a limited degree of understanding of English can make some sense of especially when backed by content rich images. If multiple language provision is considered to be important, there are a number of technology options to deliver it such as QR codes or an accompanying multi-lingual app. The purpose of these signs is also to provide a 'You are Here' information point to help orientate a visitor and also to provide a flavour of what there is to see and do in the Queensferries.





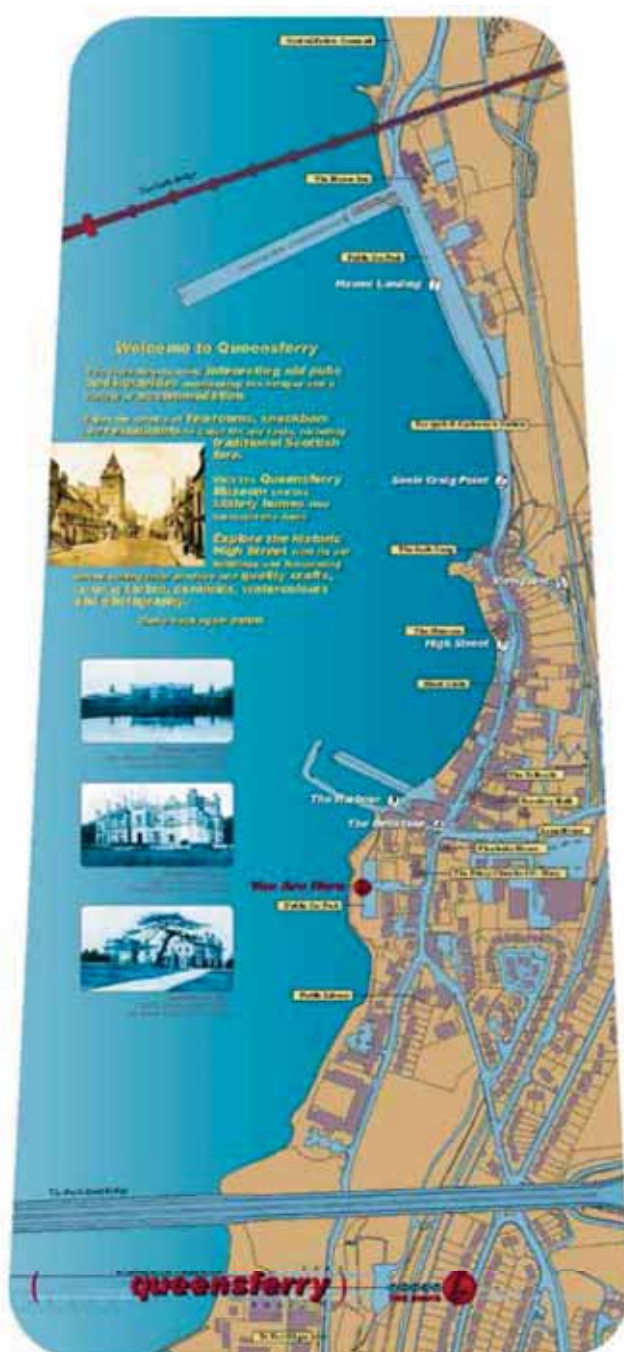
### 3.2.1 The Orientation/Information Board Map

#### South Queensferry

The linear nature of the town, with the Forth always to your north side and two distinctive bridges for landmarks at either end, makes it relatively easy for a visitor to negotiate, allowing the system map to merely reinforce that which visitors instinctively recognise. Nevertheless, the final design should still be simple, with easily understood features that relate to what the visitor can actually see from any given sign position. The map would be orientated east-west on the portrait format board with the Forth to the north and on the visitor's left or right. This linear aspect of the town allows the map to be inverted depending on which end of the town the sign is situated, and whether you enter the system from the west e.g. Port Edgar or from the east at the Hawes Car Park.

The new extended system of signs will require the map for the town to be appropriately scaled and adjusted to extend further south to locations above the escarpment including Dalmeny Station and the Contact and Education Centre at the Forth Road Bridge.

An opportunity exists on the orientation panels to introduce some of the more significant tourist attractions in the local areas, including Forth Bridges Experience (north and south), Hopetoun House and Deep Sea World.



Original South Queensferry Map



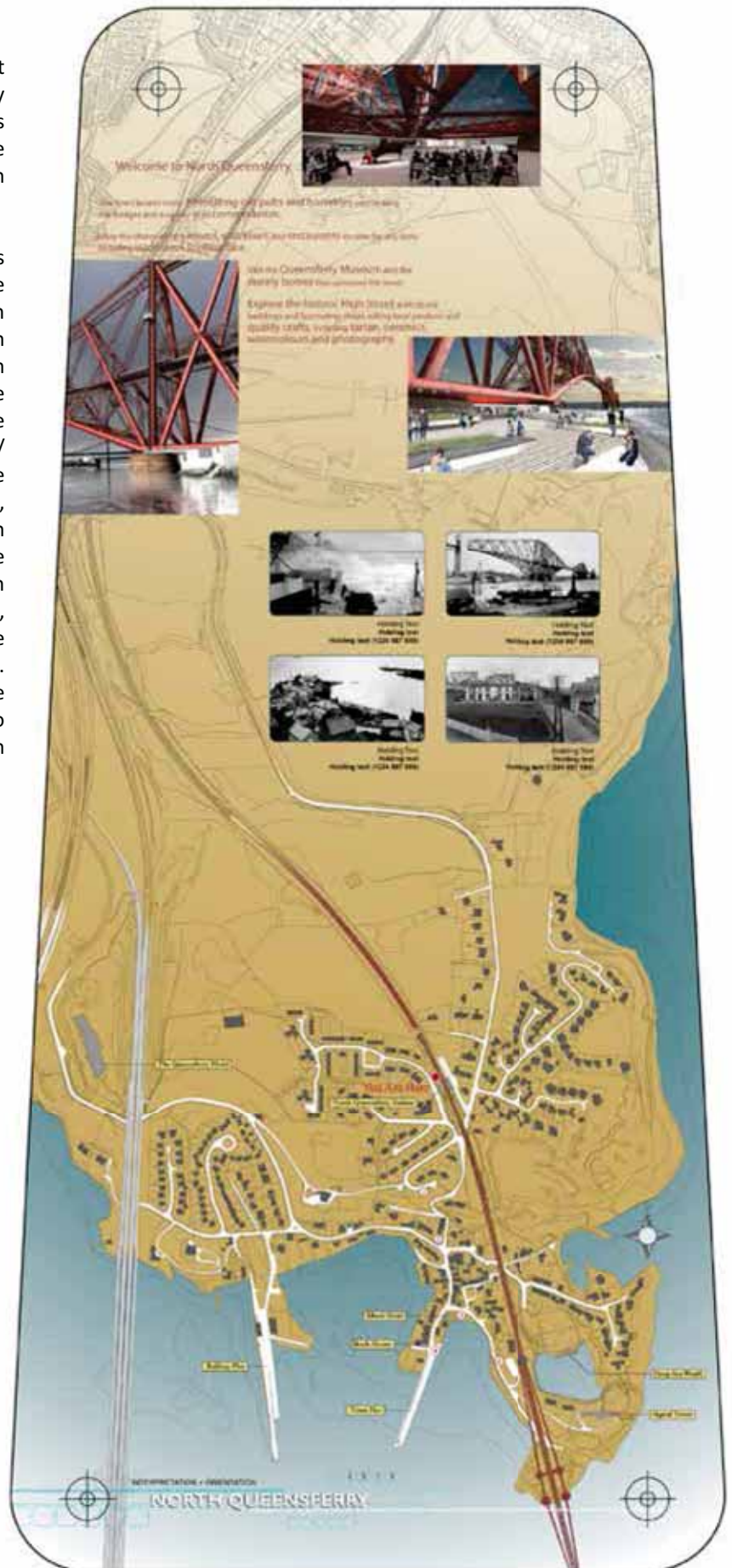
Draft of proposed South Queensferry Map

### North Queensferry

North Queensferry is a smaller settlement than South Queensferry and is substantially contained between the two existing bridges with the core being closer to one of the three main structures (north tower) of the Forth Bridge.

On the north side of the Forth the bridges are closer together with both landing on the Ferryhills promontory and constraining much of the historic settlement onto the south facing slopes between the structures. With the town's close association with the Bridge and Station the spine of Main Street and the steep brae to Ferryhill Road are on a North/South orientation. Although the two distinctive bridges still act as landmarks at either end, the map will be designed on this north-south orientation for the portrait format boards. The map will be consistent in design style to South Queensferry and with reference to the Bridge, as in South Queensferry, will merely reinforce that which visitors instinctively recognise. Again the design of the map will include (delete space) easily understood features that relate to what the visitor can actually see from any given sign position.

In North Queensferry there will be no need to invert the map in east and west locations although the side of the hardware on which the map is located may change from north to south in different locations. For example, at the Station and the Brae it would be located on the north side facing visitors arriving and moving from the Station whereas at Railway Pier, Battery Road and Albert Hotel it would be located on the south side.





### **3.2.2 Design and Content of Orientation/Information Boards**

We have chosen Port Edgar (South Queensferry) and Albert Hotel (North Queensferry) as the design examples to demonstrate the proposals for both orientation/information, in order to portray the map, style of information design and copy writing to be used on these panels.

The Boards within the Centres will primarily focus on what the Conservation Areas have to offer, with high quality images of the immediate locale and photographs adjacent to the map depicting the services available, such as the museum (SQ), Deep Sea World (NQ) shops, pubs and restaurants. Depending on the timescale of the implementation they would also reference the Forth Bridge Experience facilities.

At particular sites within the communities, it may be possible to introduce information about other attractions within easy striking distance of South or North Queensferry, say 4-5 miles. This would include Lothian attractions such as Hopetoun House, Inchcolm Island, House of Binns, Dalmeny House and Fife attractions such as Deep Sea World, Dunfermline Palace & Abbey and Abbot House. If any of these commercially run visitor attractions wish to be included on particular boards within the system (to be controlled by design and location) then a one off sponsorship payment for the life expectancy of the board would be appropriate. It will be for the respective Council's and sponsors of this sign system to consider whether this is appropriate considering the desire to retain visitors in the Queensferries.

Each map panel would have the same text simply suggesting to the visitor some of the things that they might do in the locality in order to encourage them to spend more time in the area. Examples of information along with the map on the orientation/information panel at North Queensferry might include:

- Welcome to North Queensferry.
- Explore the village with its hidden corners, old houses and inns.
- Stroll down the Town Pier and the Railway Pier.
- Climb the world's smallest working light tower.
- Join the Fife Coastal Path.
- Visit Deep Sea World, Scotland's national aquarium.
- Get up, close and personal with the famous World Heritage Bridge.
- Wait for a train in the restored Victorian station and heritage centre.
- Go wild at Carlingnose Point nature reserve.
- Come back again soon.

### **3.2.3 Design and Content of Interpretative Boards - 'Port Edgar' and 'Albert Hotel'**

The chosen examples of 'Port Edgar' and 'Albert Hotel' demonstrate our proposals for Interpretation points, including the style of design, type of images and copy writing to be used on that panel (see examples).

This wealth of content for both North and South Queensferry has also allowed for the use of a series of bullet point statements, either to summarise a point from a story used on another board or to highlight an additional point of interest which does not merit the full treatment or to introduce a telling quotation.

A list of possible "one-liners" which can be drawn on during implementation is included in Appendices 2 and 4 to this report.

The overall scale of the finished board need not be the "last word" on how this could be progressed, but it does give an accurate sense of colour, style and content.

The following text represents draft final copy for the two locations referred to above - 'Port Edgar' and 'Albert Hotel' locations.

#### **"PORT EDGAR" - Location of Board: Port Edgar**

##### **Headline: *From destroyers to dinghies***

Water sports enthusiasts, rather than railway ferry passengers or midshipmen, frequent the harbour. The marina retains many buildings – piers, barracks blocks and the officers' mess – from Port Edgar's time as a naval base.

##### ***Learning the ropes***

The navy arrived in 1891 when the cadet training ship HMS Caledonia moored offshore. For the 800 boys on the rundown, ex-sailing ship, the 15 hour-day started at 5am with the command 'Clean ship'.



### Full berth

Port Edgar was commissioned in 1917 as HMS Columbine, a torpedo boat destroyer base for up to 6000 seamen. Given a favourable tide, it took only 90 minutes to berth 66 destroyers within the harbour's five 'pens' or jetties.

### Sweeping the seas

During the Second World War, as HMS Lochinvar, Port Edgar was the navy's main minesweeping training base. Over 4000 officers and 13,000 men learned the latest mine warfare techniques on the Forth. In 1943 Port Edgar was renamed HMS Hopetoun when its role changed to preparing landing craft crews for D-Day. After the War as HMS Lochinvar, it returned to training men in mine warfare. The base closed in 1975.

### Which knife do I use?

An outbreak of scarlet fever on HMS Caledonia in 1892 resulted in a temporary hospital being erected at Butlaw, the navy's first toehold on land. A permanent hospital opened in 1905. During the First World War it treated wounded sailors, notably after the Battle of Jutland.

In 1955 Butlaw reopened as HMS Temeraire, a college to train promising ratings as officers. The syllabus included naval etiquette for dining in the Officers' Mess. Trainees called it the knife, fork and spoon course.

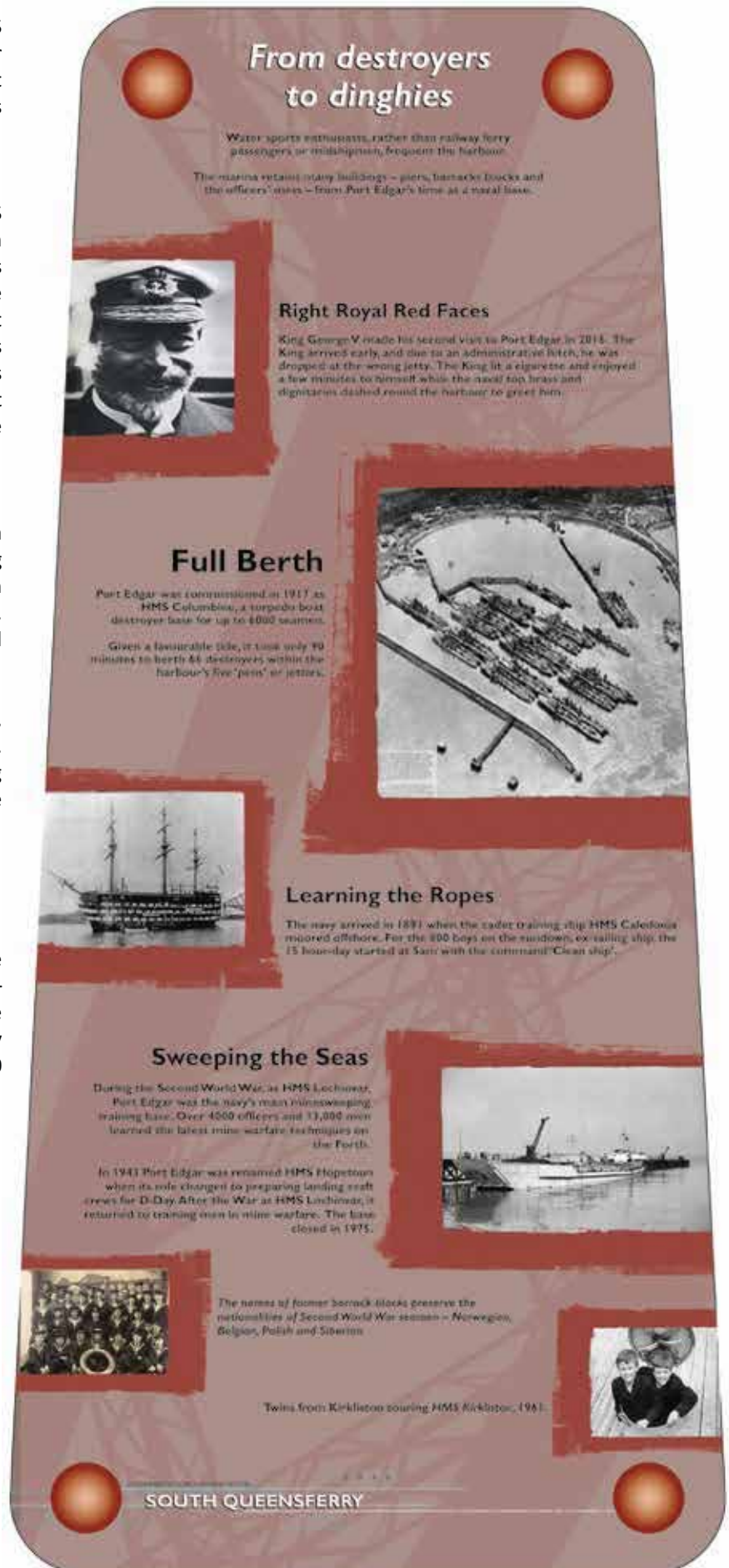
Additional stories if needed

### 198 ... 199

The names of barrack blocks preserve the nationalities of Second World War seamen – Norwegian, Belgian, Polish and Siberian. The Russians were notorious for counting every single nut and bolt in a standard box of 200 much to the naval storeman's frustration.

### Shore leave

Although Port Edgar had its own social facilities including a NAAFI shop and the Flotilla Club for dancing and bowls, Queensferry's bars, cinemas and chip shops were also a favourite port of call. The men were paid fortnightly. On payday, the tills of the town's traders rang non-stop. By the beginning of the second week, known as 'the blank week' the tills were silent. Norwegian sailors had the best reputation, their commander paying for any damage the next morning.



### ***Right royal red faces***

King George V made his second visit to Port Edgar in 1916. The King arrived early and due to an administrative hitch, he was dropped at the wrong jetty. The King lit a cigarette and enjoyed a few minutes to himself while the naval top brass and dignitaries dashed round the harbour to greet him.

### ***Children's story***

Image of twins visiting HMS Lochinvar

### ***Incidentals – one or more***

The Royal Navy treats its land bases as ships like HMS Lochinvar.

Edgar recalls Edgar the Ethling who embarked with his sister the future royal wife, Saint and Queen of Queensferry.

### ***Metalwork***

Funnel or outline of battleship

### ***"TITLE" - Location of Board: By the bus stop behind Albert Hotel***

Headline: ***Cooks, cadgers and coachmen***

The village has catered for travellers ever since Queen Margaret endowed a hostel, staff being instructed to 'wait upon the pilgrims with great care'.

### ***Landings***

The village originally hugged the coast, ferries tying up along the foreshore depending on space, wind and tide. Fishermen competed with ferrymen for moorings. After the Town Pier became the main ferry point in the 18th century, the village centre gradually moved 90 degrees to run up the hill. The rail ferry, the Bridge, the quarries and military operations added piers, jetties, cranes and wharves to the shoreline.

### ***Living on the job***

The influx of Bridge workers swamped the village. The contractor built wooden dormitory huts near here, with a canteen, reading room and shop. The hotels also housed Bridge workers, one being known as Nestlé's Milk Building because it advertised the product on its roof. At the end of a shift, many workers headed for the nearest pub, an extra constable being drafted in to deal with troublemakers. There were concerns that 'rowdies will come from the other side to North Queensferry to get drink, and the place will be made quite intolerable for quiet people living there.'

### ***'An elegant and commodious inn'***

In the 19th century 13 outlets sold spirits to serve the ferry traffic and several inns had stabling for horses. The Albert Hotel was so close to the water that drinkers could take a dip at the back. Author Ian Banks called in for his weekly pint. The Ferrybridge Hotel took advantage of rail passengers passing overhead to use its roof as an advertising hoarding.

### ***A din of traffic***

By the 1830s the centre of North Queensferry was very noisy and smelly given the dung from coach horses and cows waiting to cross. The first mail coach of the day sounded its bugle at 4am. A century later cars queuing for the ferry resulted in jams throughout the village.

### ***Incidentals***

Fishermen landed their catch from Cadger's Slip behind the Albert Hotel: a cadger was a travelling fish salesman.

'Owing to the influx of visitors, prices for stabling accommodation in the hotels, as also for refreshments for man and beast were rather dear.'  
*Edinburgh Evening News, commenting on the opening of the Bridge, 4th March 1890*

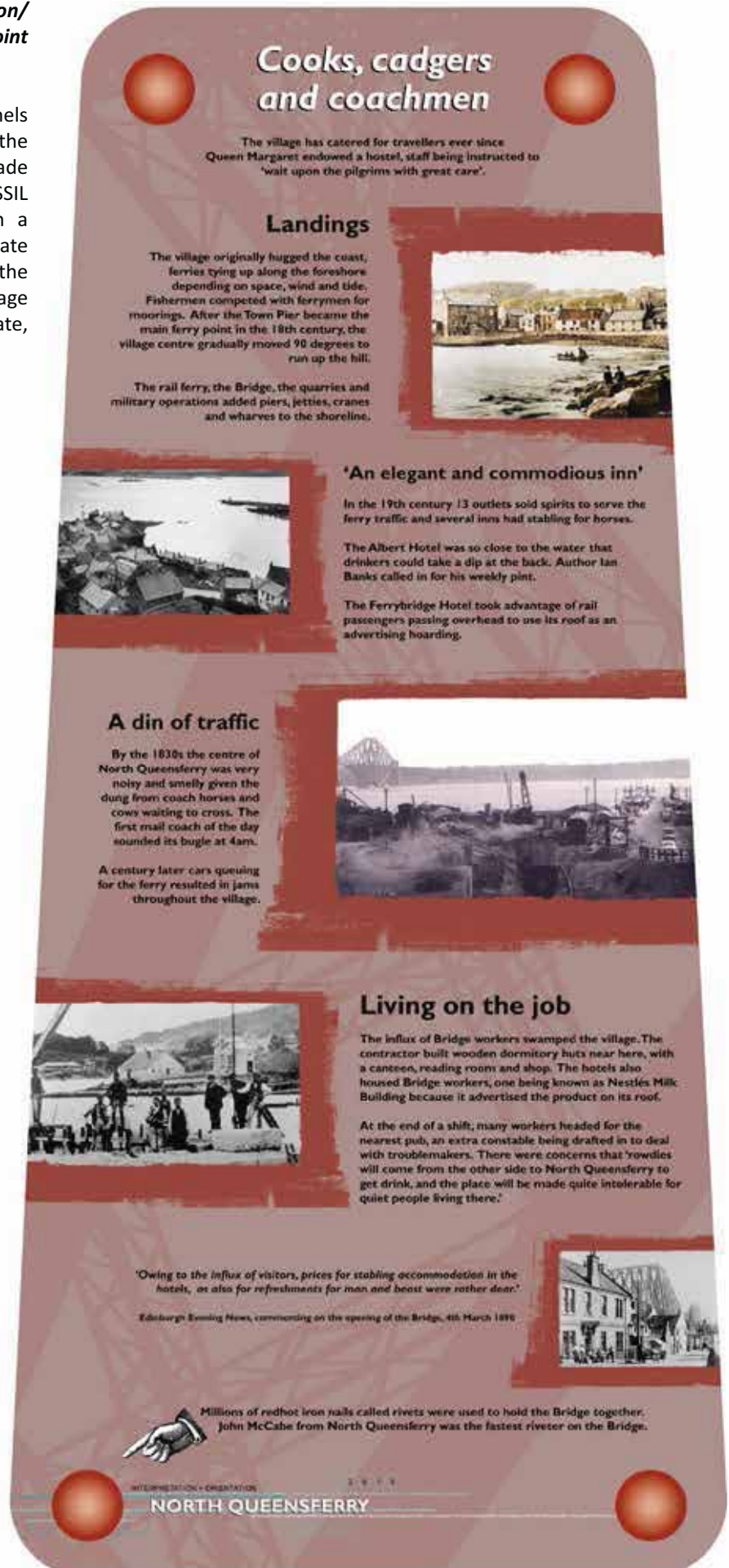
John McCabe from North Queensferry was the fastest riveter on the Bridge.

A sundial of 1778 on the White House in Main Street provided a handy time check for travellers.

### 3.2.4 Manufacture of Orientation/Information, Interpretation and Viewpoint boards

It is proposed to have all graphic panels manufactured by FOSSIL Industries as it is the most durable graphic panel material made and is guaranteed for 10 full years. FOSSIL combines advanced graphic imaging with a proven durability of High Pressure Laminate (HPL). Using extreme heat and pressure, the final product is a permanent fusion of image and HPL that will never delaminate, separate, crack or peel.

FOSSIL CHPL (Custom High Pressure Laminate) signs and murals are impervious to moisture, and are extremely resistant to UV rays, scratching, impact, cigarette burns and graffiti. Stains can usually be removed by an application of soap and water or baking soda or dilute bleach followed by rinsing with water. Spray paint, lacquer, and crayon graffiti can be easily removed with paint thinner, lacquer thinner, or similar solvents, without any damage to the boards.







*Existing Orientation & Interpretation Sign 2000 - 2015*



*Proposed refurbished Orientation & Interpretation Sign 2015*

*Proposed O&I Sign in space east of Albert Hotel*



### 3.3 Directional Signs

#### 3.3.1 Finger Posts

Fingers Posts have been designed to reflect the style, materials and colour of both Orientation/Interpretation hardware and also the existing gateway signs which are installed in South Queensferry.

If manufactured in mild steel and galvanised they would be fabricated from five 100mm x 20mm laminated steel plates making a 100x100 square section pole and utilising large dome headed rivets as detail at 4 points along the pole. Through further detailed assessment this could perhaps be slimmed down to 75-80mm square post.

An alternative and more economic option would be to cast them in aluminium which would be much lighter to install although potentially easier damaged. All manufacturing options can be explored further at detailed design stage. We have utilised an aluminium casting for cost purposes

The sign fingers would be approximately 750mm long cast from aluminium with a simple rounded end. They would also be painted in the Forth Bridge "Red Oxide" colour which would further emphasise the overall branding of the system in relation to the World Heritage Site. The lettering would echo that used on the gateway signs (see illustrations).



*Fingerpost on Cyclepath, South Queensferry*





### 3.3.2 Wall Mounted

Within the core areas of the settlements there will occasionally be a need to assist and guide visitors to find particular destinations, places of interest and viewpoint close to the Town Centres. Where appropriate, and to avoid the introduction of a finger post, consideration will be given to the use of wall mounted signs which can be fixed to buildings or walls. These would guide people from the High Street in South Queensferry or Main Street in North Queensferry via lanes and pends, to destinations such as Hawthorn Bank (SQ), Stoneycroft viewpoint (SQ) or Deep Sea World (NQ) which are destinations that are hidden away from the main thoroughfares

Wall signs would be manufactured in cast metal, probably aluminium, and designed to match the existing street name signs although again, as part of the consistent system of signs, they should be finished in the Bridge red (see illustrations). If a wall mounted sign cannot be achieved, then a possible alternative would be a cast sign on posts or perhaps a bollard incorporating simply the destination e.g. "Viewpoint" and an arrow.



Wall and low post mounted directional signs



Example of wall mounted "leading to".... directional signs





*North Queensferry War Memorial Garden showing Existing Signing*



*North Queensferry War Memorial Garden showing Proposed wall mounted interpretation panel*



### 3.4 The Gateway Signs

Whilst retaining the original heraldic device traditionally associated with the towns, the proposed gateway sign also seeks to echo the principal design themes of the overall system. In this respect the support pole for the 3-D coat of arms is the key relating element, featuring both the domed rivets and laminated steel plates finished in the Bridge red as part of the family of signs (see illustration).

The height for the main body of the gateway sign, at 2.5 metres to the underside of the scroll incorporating the name, will be sufficiently high to be beyond the reach of any would-be vandal. The lettering would be typeface - Bembo and would be laser cut from steel plate and fixed 20-25mm off the scroll.

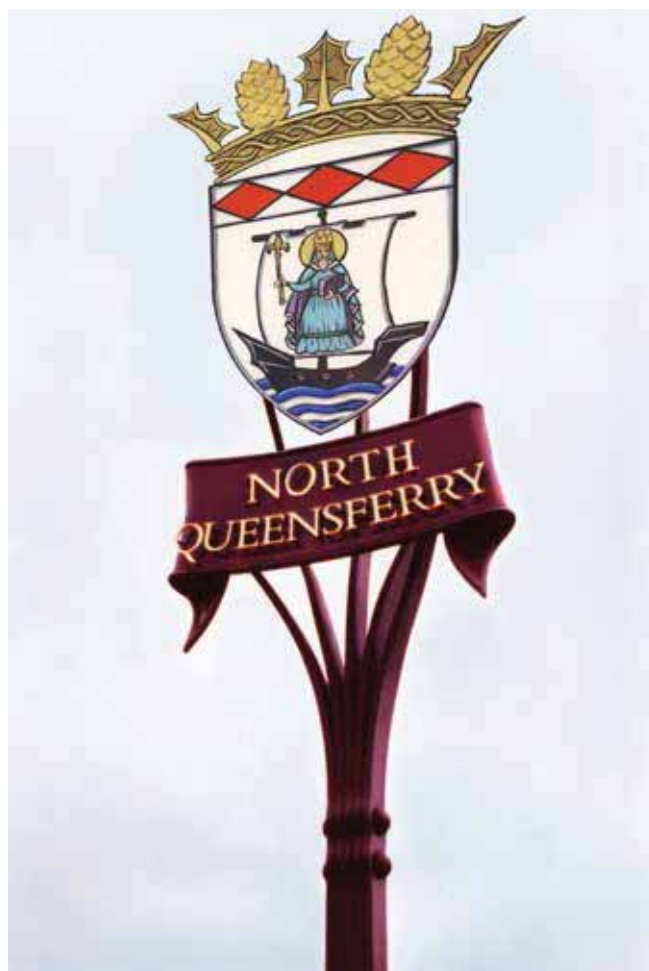
The coat of arms will be painted to the advised specification of Lord Lyon King of Arms who will require to provide copyright to the Community Councils for the use of the arms design and colours. This approval is currently in place for South Queensferry and we are aware that NQHT have also sought approval for the use of the North Queensferry Coat of Arms.

The location for the gateway signs is shown on the overall Strategy Map for each settlement and in more detail on the Appended A4 maps which are an Ordnance Survey extracts.

The Coat of Arms for North Queensferry, while not quite as ornate as South Queensferry, is generally similar in terms of content with the central feature being Queen Margaret and a sailing ship. It is proposed to manufacture two gateway signs for North Queensferry based on the design for South Queensferry and install these at appropriate locations at:



*Existing South Queensferry Gateway Signs to be refurbished*



*Proposed North Queensferry Gateway Signs*

### 3.5 Forth Bridge Viewpoint Signs

In support of the World Heritage Status conferred on the Forth Bridge, it is proposed to identify 5 of the potentially best local viewpoints in and around each of the Queensferries. The locations may also include good views of the other two bridges however the principal objective of the viewpoints will be to celebrate the World Heritage Inscription of the Forth Bridge.

At each of the viewpoints unless an interpretation board is already proposed (e.g. South Queensferry Harbour) then consideration will be given to the introduction of a small lectern style viewpoint board which will provide one or two other dedicated Bridge stories or incidentals (see example illustration). This would be the recognisable marker that would immediately confirm the viewpoint to a visitor.

Although subject to further consideration and approval with Councils the following locations are recommended:

#### South Queensferry

- John Muir Way (*between Long Craig Pier and Hawes*)
- Stoneycroft (*includes Interpretation*)
- Contact and Information Centre (*Forth Road Bridge*)
- Forth Bridge Experience ('Walk the bridge experience')
- Binks, Harbour or High Street Space (*Boathouse Restaurant*)

#### North Queensferry

- Fife Coastal Path (*East of Carlingnose Quarry*)
- Railway Pier
- The Queensferry Hotel viewpoint or on Forth Road Bridge
- Mount Hooly Crescent (*Above Ferryhills Road - Brae*)
- Ferryhills (*Proposed Beamer Light location*)

While it is not intended that there is any significant interpretation signing at most of the 10 identified Forth Bridge viewpoints there is a requirement to appropriately identify the viewpoint by some form of designed marker and perhaps a simple sitting area that is instantly recognised as the viewpoint. This may be a combination of design of the location (space), the seating, the surfacing and of course the marker which will be the principal means of identifying a location. In presenting particular viewpoints it will be important that they are of a landscape quality commensurate of the World Heritage Site.



*Proposed single pedestal lectern for viewpoint board.  
Style proposed for Stoneycroft, South Queensferry and  
Mount Hooly Crescent, North Queensferry*



*Example of a wall mounted viewpoint interpretation board  
at South Queensferry Harbour  
It is proposed to wall mount the interpretation panel at  
Battery Road in North Queensferry*





THE FORTH B

Q. N. E. BED PLAT

Nº 125, JULY 9, 1

## 4.0 TELLING THE STORIES OF THE QUEENSFERRIES

Interpretation is essentially about telling stories that will engage and inspire their audiences and motivate them to explore further. The Queensferries have a wealth of stories to tell, some shared and some distinctive to one community.

### 4.1 Existing Interpretation

The only major visitor attraction within the two communities is Deep Sea World, which draws over 200,000 visitors a year. Given the nature of the experience and its visitor markets its impact on the village is limited largely to practicalities such as increased traffic volumes. The major attractions around South Queensferry – Hopetoun House and Dalmeny House – are sufficiently distant to be destinations in their own right, although there is the potential to strengthen their ties with the town. For both Queensferries these attractions relate to the historic development of the community: without the major industry of quarrying, for example, there would be no Deep Sea World and South Queensferry is bounded by great country estates.

This section briefly reviews the existing and planned attractions and other interpretation within the two communities.

#### 4.1.1 Visitor attractions

Both communities have a range of visitor attractions which feature one or more element of their heritage. These include:

##### South Queensferry

- The Queensferry Museum – the artefacts displayed within the small, Council curated museum such as the Burry Man's costume and the Forth Bridge display have significant synergy with some of the stories told on existing and proposed interpretation panels.
- The Priory Church – Grade A listed building and former Carmelite church.
- The Forth Bridge Contact and Information Centre – housed within office space the Centre offers superb views of the bridges and an exhibition of models and graphics relating to the construction of the Queensferry Crossing. It has attracted 14,000 visitors from school pupils to international engineering experts since 2013.

##### North Queensferry

- North Queensferry Station – a small display on the history of the station and café has recently been opened by the North Queensferry Heritage Trust (NQHT) 150,000 people use the station a year.
- The Light Tower – displays the history of the world's smallest light tower managed by NQHT and attracting around 4000 visitors a year.
- Deep Sea World – this major commercial attraction includes a graphics display in a corridor by NQHT relating to past plans for crossing the Forth and panels around the entrance on local wildlife.

#### 4.1.2 Interpretation panels

##### South Queensferry

- The existing suite of six interpretation panels in the town centre.
- Boards featuring wildlife at Ferry Glen and Echline Community Woodland.

##### North Queensferry

- A suite of interpretation panels within the historic core was designed and installed Fife Enterprise in the early 1990s without community consultation. Locations include the Albert Hotel, the Braes, the Queensferry Hotel and Deep Sea World car park. These are badly weathered, the design is outdated and the content is somewhat random. It is recommended that they are removed.
- A series of numbered plaques on individual historic buildings installed by Fife Enterprise at the same time as the interpretation panels. The numbering does not relate to the current NQHT town trail. As these plaques are inconspicuous and their removal would incur costs it is recommended that they are retained.
- An interpretation panel at the Pier Head installed by NQHT. It is content rich and tells much of the story of the historic core of the village as well as the ferry crossing. Although its design is very different from the signs proposed in this strategy, it is recommended that it is retained as a one-off as it has been relatively recently installed.
- Interpretation panels about the Fife Coastal Path in Deep Sea World car park and West Shore.
- Recently installed plaques beside the historic wells.

#### 4.1.3 Other interpretation

- NQHT and the Queensferry History Group (QHG) have dedicated websites, which cover aspects of the communities' histories in varying degrees of detail.
- NQHT runs a series of guided walks in summer. A commercial operator gives guided tours of South Queensferry and Ferrie Scarie, a community initiative, runs ghost tours.

- NQHT has produced a leaflet providing a heritage walk round the village. QHG sells Walking the Ferry, which was developed in support of the existing interpretation panels and provides more detail on the stories and highlights additional places of interest.
- NQHT sells a three CD pack of old photographs of the village.

## **4.2 Planned Interpretation**

The following are at various stages of planning

### **4.2.1 Visitor attractions**

#### South Queensferry

- The creation of an arts centre in the grounds of the Priory Church.
- Network Rail's Walk the Bridge experience.
- The Forth Bridge Contact and Information Centre Proposals have been mooted to turn the exhibition space into a major visitor attraction on the road bridges.

#### North Queensferry

- Network Rail's Forth Bridge Experience

### **4.2.2 Other interpretation**

#### South Queensferry

- None known.

#### North Queensferry

- Creation of artworks of slate visible from trains passing through North Queensferry station – the theme is likely to be bridge related – NQHT
- Development of a trail and interpretation of the site of the Battle of Inverkeithing – NQHT.
- Renewal of the exhibition within Deep Sea World – again the theme is likely to be bridge-related – NQHT.
- Development of a wildlife trail and installation of stonework associated with the Beamer Rock light – NQHT.
- Development of ten Forth Bridge Viewpoints which will not include interpretation around North Queensferry linking to existing and proposed path networks to create a viewpoint trail - Fife Council.
- New boards at the entrances to the village highlighting the Fife Coastal Path - Fife Coast and Countryside Trust.

## **4.3 Interpretive approach**

The aims of the new interpretation are:

- To draw visitors into and hold them in the communities.
- To help visitors to interpret what they are seeing in the immediate vicinity.
- To give visitors the wider context to what they are experiencing and to stimulate their imagination about what views might have looked like in the past such as the drama of the Forth during both World Wars.
- To whet visitors' appetite to explore for themselves by engaging their curiosity.
- To suggest self-guided tours by leading visitors from board to board by means of the map.
- To acknowledge the communities' strong sense of place by presenting their story in a way that allows local people to take ownership.

Because of the visibility of much of the Queensferries, especially the Bridges from more than one location, there is considerable flexibility in the choice of what story to tell where. The final choice of information for each board, therefore, can in many cases be made at implementation stage when the written material is married to the best images.

For general guidance, each board should cover;

- One or two stories relating to buildings or views immediately visible from the location of the board.
- At least one story on one of the bridges or the ferries on the grounds that visitors will expect this.
- One story or quotation building on the communities' strong local history and individual character.
- One story of direct appeal to children, placed at a child's reading height.

The audience for interpretation is very wide for both Queensferries, ranging from overseas tourists for whom English may not be their first language, to families with young children and local people, many of whom have limited knowledge of their community's history. Language needs to be simple and engaging: a well-chosen image can be as effective as 1000 words. The existing interpretation aimed to have at least one story or object hidden in the framework designed to appeal specifically for children and we recommend that this approach is continued.



The proven newspaper practice of headlines, sub-heads and body copy to draw visitors into each story was adopted for the South Queensferry boards. Each board contained up to five stories to appeal to different audiences plus quotations or one-line teasers to break up text. We propose that the same style is adopted for the proposed system.

One element that has changed dramatically over the last fifteen years is the recommended word length. The copy for the original Queensferry boards runs to around 500 words whereas now the good practice, recommended length is 250 in the light of research based on reader's attention span. As the design of the boards and their housing is based on the former word length we suggest that a compromise is adopted of 300-350 words. The text of existing boards in South Queensferry can be adjusted to meet modern standards, allowing stories to breathe without leaving too much empty space. The decision as to what stories to leave out should be taken in consultation with Queensferry History Group. The extension of the system especially to Stoneycroft and Hawthorn Bank also allows stories to be moved around from existing to new interpretation boards.

#### 4.4 Key themes and storylines

The two communities have a largely shared story to tell with varying degrees of emphasis.

- For nearly a millennium they have been the crossing point for the Forth estuary.
- They have experienced the impact of the building and operation of three bridges.
- They have been key to British defences in two World Wars.
- Their focus has changed from being fishing and trading ports, through holiday resorts to major tourist destinations owing to the presence of the iconic Railway Bridge.

Each community also has its own story to tell – its characters, its particular role within the above broad storylines, the historic structures which have survived, its specific industries from quarrying to whisky distilling.

Having such a strong, shared story helps reinforce the links between the two communities. The complementarity of their contributions far outweighs the risk of duplication in telling the same story twice.

The following table indicates how the stories may be divided among the chosen locations. These should be reviewed before the full design is implemented for South Queensferry as, given additional boards, some stories may be better told at the new rather than at the existing locations.

Appendices 1-4 contain a description of each of the stories, from which final copy will be drawn and checked during implementation. Appendix 5 details some of the new sources used.

<u>Location</u>	<u>Title</u>	<u>Topic</u>	<u>Rationale</u>
<u>South Queensferry - Existing</u>			
Hawes	Bricks and Brickies	Accommodating the bridge construction workers.	Engineers' house still exists.
	Traveller's Tales	Hawes Inn as staging post.	Sunday travellers.
	Drunk on Duty	Accidents on the Bridge.	Site beside garden of Hawes Inn
	Riveting Royal	Opening of Rail Bridge by future Edward VII.	Bridge.
	The Castle That Never Was	Adam's design for Barnbogle.	Barnbogle on walk through Estate.
	Burial at Sea	Undertakers and the ferries.	Hawes Pier.
Sealscraig	Two Saints and a Ferry	Explanation of name, Queensferry.	Suggests visit to Binks
	Birds of Passage	Birdlife of Hound Point. Migrants.	Visit in spring and autumn
	Far from Enchanted	Churchill and the suffragettes.	Relates to site
	Sunk by a Spell	Black Castle and witches.	Black Castle across the road
	Smuggler's Tunnel	Legend of a tunnel between Black Castle and the sea.	Black Castle. Appeal to children
	Human Cantilever	Demonstration of cantilever principle.	Bridge story.
	On the Doorstep	Rock quarried for old buildings.	Opportunity to highlight old houses in High Street.
	Seal Spotting	Sea life on foreshore.	Visible from site.
	Paddle Cruisers	Birdlife on shore.	Visible from site and elsewhere.

<b><u>Location</u></b>	<b><u>Title</u></b>	<b><u>Topic</u></b>	<b><u>Rationale</u></b>
Sealsraig ...cont	Wartime Memories Home Far from Home	Wartime experiences Royal Navy House	House closeby
Car Park	The Fortieth Step Ten of the Best Olaf's Christmas Tree Seeing Red Royal Approval World's First Electric Paddle Steamers Always on Sundays The Loony Dook The Burry Man	Filming of the Thirty Nine Steps The local whipping post HQ of the Norwegian navy in WW2 Painting the Forth Bridge Queen Victoria crossing the Forth  The Ferries Licensing laws New Year Bathing Legend of the Burry Man	Bridge Story Can be seen in Museum Based in the District Offices Seen from site. Bridge story Bridge  Highlights facilities in the town Swimming pool under car park Costume in Museum. Appeal to children
Harbour Head	The Last Drop  Lucky Throw  Silver Darlings Protestant Tide The Hound of the Roseberys A Tradition of Energy	The whisky industry  Throwing coins from trains crossing the Bridge Queensferry as a fishing town The Covenanters in Queensferry The Rosebery Crusader ghost Shale oil and Hound Point	Site of first distillery behind Stags  Shore to right of harbour  Harbour Houses round the harbour View towards Hound Point Tankers visible from harbour
Binks	Ferry Landing A Tale of Two James False Hit  The Forth Tunnel Ticket to Ride	History of the ferries Carmelite Priory Inchgarvie and German propaganda History of the Road Bridge The bridge as a roller coaster	Landing visible at low tide Behind the car park Bridge and war  Visible from site Children, story of the bridge
Bellstane	Ferry Fair Up the Greasy Pole Christ is my Hope Monkey's Revenge Tolbooth Ticker Cleaning up the Town  Whisky Galore Like Painting the Forth Bridge  The Bellstane Bird	The annual fair, Burry Man Fun of the Ferry Fair Plewlands House The Loan House murder The town clock, Tolbooth The Rosebery's and the water supply The Loan distillery fire Myth that Forth Bridge is continuously painted The story behind the carving	High St Still held today Seen from Square Close to square Visible from site Wellheads in High Street  View to the Loan Visible from site  Children story. Visible from location

**South Queensferry – New**

Port Edgar	Full Berth Operation ZZ Right Royal Red Faces Mutiny Hunt and kill 199 & Still Counting Hams and Mickey Mouses Learning the ropes Edgar of Port Edgar Sweeping the sea  Shore Leave Train ferry From Destroyers to Dinghies Queensferry's industrial estate A Garden City Remove the gun A toe on the land	HMS Columbine Surrender of the German fleet King's visit to Port Edgar 1916 1919 naval mutiny HMS Lochinvar International presence –WW2 Post-War history HMS Caledonia Story of first crossing Minesweeper training base – WW2 Naval personnel's leisure time Crossing by train before the Bridge Reuse of the naval base Port Edgar and early industry Mothballing the naval base Hospital during WW2 Butlaw Hospital	Destroyer pens still visible Port Edgar involved Visitors can see the piers Port Edgar involved Surviving buildings Barrack buildings Breakwaters Estuary close to Port Edgar View to Queen's Crossing Piers still survive  Pointer to Queensferry facilities Fragments of rail head survive Surviving naval buildings Fishing General Barrack blocks Site close to Port Edgar
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<u>Location</u>	<u>Title</u>	<u>Topic</u>	<u>Rationale</u>
Port Edgar	Sheelagh	Private yacht as hospital	Moored off Port Edgar
...cont	Perfect teeth	Treatment of German WW2 bombing pilot	Link to Rail Bridge
	HMS Temeraire	Naval training school 1950s	Link to Priory Church
Stoneycroft Viewpoint	Overlooked Ship Ahoy	Layout of the town Unusual ships on the Forth.	Visible from site Inverkeithing and Rosyth visible from site
	Moby's Misadventure	The whale, Moby, being trapped in the Forth. Deep Sea World	Deep Sea World visible from site
	Iona of the East	Inchcolm	Visible from site
	Bird's Eye View	What to see on Fife shore	View
	Blow the Bridge Down	Original plans for Forth Bridge Tay Bridge disaster - wind gauges on Inchgarvie	Visible from site
	Guarding the Forth	The guardships	Moored offshore
	Safety First	Painting the Forth Rail Bridge	Visible from site
	Whisky Train	Port Edgar railway	Pointer to walk
	Fair Trade	Queensferry as a trading port	Houses and harbour visible
Hawthorn Bank	Ferry Saint	St Margaret and the first crossing	General context
	Making Their Mark	National Covenant	Signed in graveyard
	'I am safe'	Post office during WW2	PO now Bank on foreshore
	Skeletons and Sea Captains	Church and graveyard	Close to site
	Run out of bread	17th century open air services	Close to site
	Never on Sunday	Punishment at the church door	Close to site
	Wild Women or Witches	The Queensferry witch trials	Refs to other buildings
	The fatal fever	Origins of naval hospital	Burials in Churchyard
	Red Sails in the Sunset	Queensferry's trading links	Sea captains' houses
The VAT Run	Unofficial crossings	Ratings crossing the Bridge under construction	Under Road Bridge
	Royal Reunion	Queen's visits to Road Bridge	Under Road Bridge
	A Long Time Coming	Planning the Road Bridge	Under Road Bridge
	A Second Muckle Bridge	Facts about the construction of the Road Bridge	Under Road Bridge
	Changing the landscape	The impact of the Road Bridge on its surroundings	View
	Naming the crossing	Public vote to choose the name	View
	Showing her age	Reason for building third crossing	View
	As High as 48 London Buses	Design of the Queensferry Crossing	View
	Scrubbed Clean	Queensferry's soap works	Close to location Ref to High St
	Came Off in his Hand	Forth Bridge centenary celebrations	Royal ship moored offshore
Dalmeny	'A mere toy'	Opening of Forth Bridge	On the platform
	Change of Name	Originally Forth Bridge Station	General
	Defending the Bridge	Forth Bridge battery	Fragments survive
	Oh We do Like to be	1930s holiday camp	Holiday started at Dalmeny
	Beside the Seaside		
	Balloon Jotters	Barrage balloons	One site near station
	Next stop - Queensferry Halt	The Port Edgar line	Background
	Whisky Trains	VAT 69 distillery	Ref to railway walk
	What's That Smell	Story of apron being set on fire by shrapnel	Dalmeny Station
<u>North Queensferry</u>			
Battery Rd	Paving the streets of London	Quarrying	Remains of quarrying visible
	Digging out the landscape	The impact of quarrying	Deep Sea World
	Cementing the Bridge	Quarries & Bridge Construction	Bridge pier visible



<b>Location</b>	<b>Title</b>	<b>Topic</b>	<b>Rationale</b>
Battery Rd ...cont	It's raining rust	Threatened closure of Rail Bridge	Bridge
	Netting the enemy	Submarine nets – WW1	Bridge
	U-21 spotted off	U-21 and Pathfinder disaster	Bridge
	North Queensferry		
	The Grand Fleet	Movements during WW1 (good image)	View to the Forth
	Cowards	Bridge workers and Battle of Jutland aftermath	Bridge
	Sailing to surrender	Mustering of the Grand Fleet before German surrender	Bridge
	Admiral of the Russian Empire	Samuel Greig	Parents lived in Battery Road
	One foggy night	Reason for Inchgarvie lighthouse	View to Inchgarvie
	Facing the wrong way	Early batteries & Battle of Inverkeithing	Refs to Inchgarvie, Ferryhills
	American invasion	John Paul Jones and decision to site battery at Castlehill	Close to location
	Battering the enemy	Coastguard Battery during WW1	Close to site
	Danger from the air	Coastguard Battery during WW2	Close to site
	Danger – balloon	Barrage balloon sites	Bridge, Carlingnose
Albert Hotel	Pilots, signallers & coastguards	History of coastguard station	Close to site
	Staying in touch	Communication during Bridge construction	Bridge
	Remembering the Briggers	N Queensferry death and injuries	Briggers memorial
	Reach for the Bridge	Story of Matchbox Cottage	Close to site
	Monsters of the deep	Whaling Deep Sea World	
	Sailing by	1851 description of craft on the Forth	View
	Landings	Landings on the foreshore	Close to Cadger's Slip
	The Huts	Briggers' accommodation	Close to site – play park
	Say, where can we get a meal?	GIs in North Queensferry	Main Street
	The fastest riveter on Bridge	North Queensferry man held the record	Bridge
	Thirsty Briggers in town	Drunkenness and lawlessness of Briggers	Main Street
	Catering for the pilgrims	Early hospitality	Chapel in Chapel Place
	'An elegant and commodious inn'	Hotels and pubs catering for travellers	Albert and Ferrybridge Hotels
	The carriage trade	Carriage and mail traffic	Main Street
War Memorial	Defying time	Story of famous mail coach driver	Main Street
	Best beer	17th century brewing	Main Street
	Royal crossings	Kings and Queens who passed through	Main Street
	Cows crossing	Animals going down the Brae to cross to the major cattle markets	The Brae and Ferryhill
	Remembering the dead	The War Memorial	The War Memorial
	'Kick ye doon a' Brae'	History of school	Old School House
	Who's she fighting?	The village wells	Wells on the Brae
	Scotland's second last duel	Story of the duel	Ferryhills
	View from the summit	The history of the Brae and the view from Ferryhill	The Brae and Ferryhill
	Delivering the groceries	Shopping for residents at the top of the Brae	The Brae
NQ Station	Carry your clubs, sir	Golf at North Queensferry	Station and Ferryhills
	It's raining sovereigns	Throwing coins from passing trains	Station
	The first train on the Bridge		
	Where's the station?	History of Dalmeny station	Station
	Next stop, Inverkeithing	The challenge of building the North approach	Bridge
	Accident on the line	Fatalities during the building of the Northern approach	Bridge
	Bouncing back	Ice Age geology	Landscape

<b>Location</b>	<b>Title</b>	<b>Topic</b>	<b>Rationale</b>
NQ Station	Reporting for duty	Carlingnose barracks	Adjacent to station
....cont	Celebrating the centenary	Union of South Africa steamed though the station	Station and Bridge
Railway Pier	The railway ferry	The railway ferry and history of the pier	Railway Pier
	Too rough for ladies	First royal visit to the Bridge	Bridge
	The royal riveter	Official opening of the Bridge	Railway pier and Bridge
	All change	Impact of the bridge on North Queensferry	Ferries at Railway Pier
	Fancy an ice cream?	The kiosk on the Railway Pier	Railway Pier
	Spotting subs	Kite balloons in WW1	Close to site
	Ferry terminal	Transfer of ferries from Town Pier	Railway Pier
	The Ferry Regattas	Sailing competitions on the Forth	Ref to Main St/Battery Rd

Note: some of the stories relating to the second two Bridges could also be used at North Queensferry.

#### 4.5 Other interpretive ideas

During the course of this project a number of interpretive ideas have emerged which are outside the brief but may merit consideration. These include:

##### 1) *The Road Bridge walkway*

In order to encourage cyclists and walkers and to make the most of the views of the other bridges, plaques could be introduced at intervals on the seaward side of the walkway conveying dramatic or quirky factlets about the bridges.



##### 2) *Ships that have sailed up or down the Forth*

One of the most remarkable stories is the sheer variety of shipping that have sailed to or past the Queensferries over the centuries. This could form the basis for the Road Bridge walkway interpretation using, for example, line drawings based on the style adopted by the Royal Navy for identification. Examples of the vessels which have made the journey include:

- Roman galleys.
- Viking long ships.
- The ship that carried Margaret and Edgar across the Forth in 1068.
- James IV's warship Great Michael, launched at Newhaven in 1511 – the largest vessel afloat at the time.
- 18th century fishing fleets.
- Work boats taking Briggers out to the Bridge 1880s.

- The hulk Hougomont which served as a cement store, accommodation for Forth Bridge divers and an isolation hospital during a smallpox epidemic in 1886.
- The battlecruiser fleet sailing from Rosyth to take part in the Battle of Jutland in 1916.
- HMS Crescent, the first warship to enter the main dock at Rosyth - 1916.
- HMS Cardiff leading surrendered German battle cruisers up the Forth to moor off Inchkeith and Port Edgar - 1918.
- The Queen Margaret, the world's first electric paddle steamer and Forth Ferry – 1934.
- Cunard White Star's Majestic – 'the world's largest ship' – sold to the Admiralty in 1936 for use as a stationary cadet training ship in Rosyth. Her masts and funnels had to be shortened to pass under the Forth Bridge.
- As Captain of HMS Bronnington, a Rosyth based mine hunter, Prince Charles steered the ship under the Bridge on several occasions in the 1970s.
- The royal yacht Britannia moored off Port Laing in 1954.
- The last ferry to cross, the Queen Margaret, decked in bunting for the Queen's visit – 1964.
- HMS Yarmouth nicknamed 'the Crazy Y' sailing past on its way to its Rosyth base at the end of the Falklands War in July 1982.
- The Tall Ships race mustering beside the Bridge in 1995.
- Moby the sperm whale swimming upstream in 1997 never to return.
- Support boats while workers abseiled from the Bridge during its restoration 2000s.
- The QE2 moored offshore on her farewell voyage round the UK in 2007.
- Aircraft carrier HMS Queen Elizabeth, the Royal Navy's largest ever ship 2016.

### 3) Leading visitors to the Forth Bridge Experience

Rail Visitors to the two communities face a rather long and not entirely engaging walk. A way of increasing their anticipation would be to use quotations set within the landscaping as paving or on street furniture. There are many examples to choose from: these are just a few.

'The long stride over space ... the longest distance between supports yet covered by mechanical means.'

*Illustrated London News, 1889*

'A romantic chapter of a fairy tale of science.'

*Benjamin Baker, designer of the Forth Rail Bridge*

'The old rail bridge's hollow metal bones looked the colour of dried blood.'

*Start of Iain Bank's novel The Bridge (1986)*

'I now declare the Forth Bridge open'.

*Edward, Prince of Wales' speech mid-Bridge was abandoned because of a howling gale.*

"The men were aye brave and cheery and the muckle brig went up with a song.'

*Attributed to a Brigger*





Another approach would be to adopt markers within the route using symbols of the trades and other jobs associated with the building of the Forth Railway Bridge which can be easily identified. They include:

ambulance drivers, bricklayers, cooks, concrete mixers and crane drivers; design engineers, draughtsmen, divers and demolition gangs; electricians, fitters, foremen and gangers; hauders-on, inspectors, insurance clerks and joiners; key workers, leading hands, metal testers and navvies; overseers, painters, pattern cutters and platers; quarriers, riveters, rivet catchers, surveyors, storekeepers and stonebreakers; template cutters and tunnellers, unloaders and valuers; wages clerks, watchmen, watermen and yard workers.



#### **4) A joint leaflet between the two heritage groups**

The production of a joint leaflet between the two heritage groups featuring walks around the two communities in a printed, pocket format which can also be distributed in pdf format by appropriate websites.

#### **5) Best Views**

Extend the current Fife Council initiative to develop 10-12 markers, highlighting the best views of the bridges within and around the two communities. These can be presented as photo opportunities with a trail map distributed by local businesses and attractions. There is also PR potential such as a competition to find the best view of the Bridge and seeking nominations from the public.

#### **6) World Wars and the Forth Estuary**

Given the recent interest in the World Wars and the Forth estuary being one of the most defended parts of Britain in WW1, there is the potential to create a driving route with interpretation which would also include Rosyth, Blackness, Grangemouth and several of the Fife and East Lothian coastal villages. Similar trails have already been developed around the Cromarty Firth and Loch Ewe.





## 5.0 MANAGEMENT OF THE SYSTEM

### 5.1 Management and Maintenance

When the sign system for the Queensferry is implemented and extended, to include additional locations such as the Stations and in South Queensferry, Port Edgar, Contact and Education Centre, Vat Run, Hawthorn Bank and Stoneycroft, it will be essential to ensure that the Signing Strategy and the approved Design is adhered to. This will ensure that it becomes the main visitor information system for the towns and promotes the World Heritage status of the Forth Bridge.

Signing systems which are implemented in phases, which can often be over a number of years (as now recommended for South Queensferry), will always be prone to problems of inconsistency, possibly as a result of changes in personnel within organisations, or simply due to lack of consultation - the old 'left hand not knowing what the right hand's doing'. Another problem will be the possible introduction of competing systems of signs, perhaps prepared and installed by different local groups. However, with the success of the initial signing in South Queensferry, it is expected that the refurbishment of Phase 1 with redesign of boards and expansion of the system to include North Queensferry and other parts of South Queensferry, will become the principal Orientation and Interpretation signing for the towns and the Forth Bridge World Heritage Site.

The respective Council Planning Authorities will clearly have a major role to play in the assessment and approval of signing elements within the Queensferry. Close liaison with the Local Authorities, and regular reference to this revised Strategy should, secure the integrity of the proposed sign system.

It is appreciated that presently within each Council's departments, there are different signing roles, e.g. roads signing and interpretative signing, and each often being considered and installed by different Departments. Future decisions on what signing should be incorporated within the towns and its appropriateness to the place and the World Heritage status of the Forth Bridge must be considered carefully to avoid the ad-hoc introduction of signing clutter. This would detract from the proposed primary sign system and also from visitor's enjoyment of the towns and views of the bridges.

#### 5.1.1 Maintenance Regimes

##### Long Term Maintenance

The sign hardware has been designed to be very robust and of low maintenance, with a high paint specification (minimum of 15 years, subject to no severe vandalism). The current system in South Queensferry has lasted very well in the past 15 years and with minimal maintenance being required.

The boards are proposed to be manufactured in a high pressure laminate which is a higher specification material than the existing system in South Queensferry and as it has structural strength and can have rounded edges it will be no longer necessary to introduce the rubber surrounds to boards. With regards to potential problems of vandalism by graffiti, the board can be treated with an anti-graffiti coating. Where cases of severe vandalism take place we recommend that the damaged board be completely replaced.

Directional sign plaques manufactured in cast metal would have a minimum life expectancy of 15-20 years subject to vandalism. These signs, as with street name signs will require little or no maintenance.

##### Routine Maintenance

It is expected that the respective Councils will be responsible for routine repairs and maintenance of the signing system. Other than possible minor repairs, which cannot be foreseen, and paint touch-up, due to any minor vandalism, we believe the most important maintenance requirement will be to occasionally wash down the signs. This has been an issue for signs such as the Hawes Brae gateway sign, where the heavy shading below the trees have resulted in algae growth on the sign. It is therefore proposed that this sign is cleaned down and repainted and relocated to a more open environment away from the shading. All sign locations should be reviewed for appropriateness of location in terms of visibility, avoidance of street clutter and maintenance requirements.

We recommend that as a minimum, the hardware including the gateway signs, directional and orientation/interpretation signs are washed down with warm soapy water in April prior to the tourist season and the orientation/information and interpretative boards be washed down monthly throughout the summer season from April to September inclusive.



## 5.2 Sponsorship from Commercial Attractions

Given the current absence of any central tourist information point within the Queensferry to market its attractions and guide the visitors, the system itself will have to fulfil this role. The system has been designed to provide enough flexibility to add any new attractions as they come on stream, especially on the map. There is the potential to offset the cost of adding new information by charging any new attraction operators, though guidelines will need to be laid down to ensure that the impact of the system is not diluted.

Whether or not to include the likes of Hopetoun House, Dalmeny Estate, House of Binns, Blackness Castle or Deep Sea World in the system, highlights the difficulties of distinguishing between tourist attraction and commercial entity.

In line with this revised and updated Strategy we feel there is an opportunity to allow larger visitor attractions within a radius of 4-5 miles of the towns to be given the opportunity to be included in parts of the sign system. As indicated in section 2.2.2 it will be important not to include this information at the point where people may have arrived by car, e.g. at the Hawes car park, Binks car park, Forth Road Bridge (Contact and Education Centre). At these sites the emphasis would be on the Queensferry information, whetting the appetite to visit the Town Centres.

It is therefore recommended that if any of the above attractions wanted to be included on the system, they would be incorporated onto the Orientation/information Boards at sites where visitors were already out and away from their mode of transport including:-

### South Queensferry

Harbour  
Bellstane  
Museum

### North Queensferry

Ferryhills Road (The Brae)  
Albert Hotel  
Battery Road

We recommend that the quantity of information and overall design would be controlled by the designers appointed by the client group and their representatives, albeit through consultation with the appropriate marketing people within the interested attraction. Logos for the attractions would not be permitted unless they could be discreetly incorporated into the images. Any cost to be levied for inclusion in the system would require setting by the client, but would be based on a lump sum Sponsorship Payment for the life of the board (say 10 years), and relate to the quantity of coverage and the cost of board manufacture and installation.

## 5.3 Marketing the System

As part of the marketing and promotion of the initial phase of signing in South Queensferry, the local History Group supported by local sponsorship, redesigned and republished their visitor guide book. The A5 booklet was designed in the same style as the interpretation boards providing an opportunity to provide a readily available supplement to the sign system and which in turn was a subliminal advertisement for the booklet, to the obvious benefit of both projects. It also provided a revenue stream for the Queensferry History Group.

In the context of the World Heritage Site and a more comprehensive signing system in both towns, consideration should be given to the design and printing of a similar but perhaps smaller and more manageable booklet (A6) that could provide a map with routes linking the Interpretation/discovery points. If kept very simple with limited advertisement and having a direct design link with the sign system and the Forth Bridge, these could be printed and offered either free or for a small charge to visitors and made available at participating shops and outlets in the towns. A small outlet poster would advertise their availability at participating outlets and this could encourage incidental trade within shops, pubs and cafes.

The branding of the booklets would be consistent for both towns and would become a keep-sake for visitors to the towns and Forth Bridge. It is likely that a separate booklet for each town would work best but an option might be the design of a back to back covering both settlements.

A poster incorporating one or two of the interpretation 'stories' could be produced for distribution, not only within the Queensferry, but at key locations in Edinburgh and Fife.

Another option would be the creation of a set of beer mats with a Forth Bridge 'story' on one side and the other side used either to promote the individual establishment or the Queensferry generally.



## 6.0 MANUFACTURE & INSTALLATION COSTS

The following budget Cost Plan has been prepared on the basis of updated costs supplied by P Johnson & Company at Ratho Byres Forge who manufactured the gateway signs and the sign hardware for the double sided Orientation and Interpretation signs. This will ensure that there is a consistency of quality in these key elements of furniture in South and North Queensferry.

The introduction of a limited number of directional signs will be important to help guide visitors from the Stations at Dalmeny and North Queensferry into the town centres and to key attractions. This however introduces furniture that if manufactured in forged steel will potentially become cost prohibitive with forged metal costing up to 3.5 to 4 times more than cast aluminium. At this stage we propose that cast aluminium is utilised and that samples should be obtained to ensure that similar quality of detailing can be achieved. Costs have been obtained from Leander Architectural who we have previous knowledge in providing high quality castings.

The following table also utilises a more sophisticated and significantly more robust material for the orientation and interpretation panels. While the existing panels in South Queensferry have lasted very well (15 years old) we would suggest changing them to a Fossil Industries manufactured boards. Fossil boards are extremely robust and will withstand most forms of vandalism including burning and also have very good colour fastness which will be particularly important for lectern boards which face the sunlight and therefore are more prone to fading.

### 6.1 Budget Cost Plan

Based on cost from P Johnston, Leander Architectural and Fossil Industries and with additional costs for installation and site works we present the following budget cost plan for the project.

#### South Queensferry

1. Remove, refurbish, repaint and re-install 3 nr Gateway Signs	£ 5,600.00
2. Refurbish, repaint and renew boards of double sided Orientation and Interpretation signs	£ 6,950.00
3. Proposed double sided and lectern orientation and interpretation points	£ 25,360.00
4. Directional Signing (Finger poles, wall mounted signs, low level signs and "leading to.." signs	£ 29,310.00
5. Landscape improvements, including creation of sitting areas at key viewpoints (Stoneycroft)	£ 10,000.00
6. Preliminaries and Contingencies 10%	£ 7,700.00
	<b>£ 84,420.00</b>

#### North Queensferry

1. Gateway Signs	£ 14,800.00
2. Proposed double sided and lectern orientation and interpretation points	£ 23,880.00
3. Directional Signing (Finger poles, wall mounted signs, low level signs and "leading to.." signs	£ 16,020.00
4. Landscape improvements, including creation of sitting areas at key viewpoints (Stoneycroft)	£ 20,000.00
5. Preliminaries and Contingencies 10%	£ 7,500.00
	<b>£ 82,200.00</b>

A more detailed breakdown of the costs (excluding preliminaries and contingencies) is provided in Appendix 6 of this report.

*The above budget costs exclude the following:*

- Professional Fees (Design and implementation)
- Signs associated with Proposed Forth Bridge Experience
- Original photography
- Image copyright costs
- Planning Application Fees
- VAT







## 7.0 NEXT STEPS

Assuming the design study proposals are approved, the obvious next steps, as outlined in the cost section of this report, would be to develop the detailed design for the system of signs, requiring the following work to be undertaken.

1. Preparation of final copy for interpretation panels in consultation with local communities
2. Commission any original photography required.
3. Detail design and final artwork for all the orientation (map) and interpretative boards.
4. Detailed design, final scheduling of finger sign, manufacture and installation
5. Design sign locations/sites
6. Submit Planning Applications and obtain all approvals
7. Manufacture “hardware” to accommodate orientation/ information and interpretation boards.
8. Detailed Design and Manufacture North Queensferry gateway signs
9. Arrange printing and manufacture of the orientation/ information boards.
10. Arrange printing and manufacture of the interpretation boards.
11. Detailed Design and Manufacture North Queensferry gateway signs
12. Arrange and supervise the installations.

### Other future option

13. Prepare design and artwork for supporting literature and marketing information







# APPENDIX 1

## Content for South Queensferry Interpretation

The following suggests the content for the refurbished/new boards from which a final selection can be made for the production of final texts. Given that the physical boards will be replaced, before implementation the stories featured on existing boards should be reviewed to allow for minor adjustments: a few existing stories may better be positioned on the boards added at new locations.

### HAWES PIER

#### *Bricks and Brickies*

The brick house near Hawes Inn, the Engineers House, served as the offices and living quarters of the engineers working on the Rail Bridge. During its building, the town saw a huge influx, not only of the workforce of 4600 but of tourists who came to watch the “eighth wonder of the world” rising from the river bed. A terrace of brick houses - the Brickies - was built in 1883 on the high promontory between Hawes and the town to provide more modest accommodation for some of the workers .

#### *Traveller's Tales*

Heading north in the 18th century was slow and uncomfortable. Stage coaches covered the nine miles from the capital to Queensferry jolting along the ruts of muddy un-surfaced roads. Horses had to be changed or refreshed at regular intervals. For a century from 1765, the Hawes Inn was a staging post for Aberdeen and Inverness. Conditions if not cost improved somewhat when the route became Scotland's first turnpike road.

Once on the ferry, the traveller's problems were far from over. If wind and tide were against it, the ferry could take several hours. Complaints about the service or lack of it were legion: the ferrymen were often drunk and rude, and overcharged passengers. The service became so poor that in 1809 an Act of Parliament was passed to regulate it.

#### *Drunk on Duty*

While the Bridge was under construction, an accident ward was set up beside the garden of the Hawes Inn to cope with casualties. In 1887, the Bridge's engineer Sir Benjamin Baker, reported “Many dead and injured men have been carried there who would have escaped had it not been for the whisky of the Hawes Inn.”

At least 73 people died and over five hundred were injured in the space of six years.

#### *Riveting Royal*

The Forth Rail Bridge was officially opened by the Prince of Wales on 4th March, 1890. He travelled out into the middle of the bridge on the Royal train, lowered himself onto the track and hammered in the last of the 6.5 million rivets. The rivet was to have been solid gold but owing to lack of money it was only gilded.

#### *The Castle that Never Was*

To the east of the Rail Bridge is the estate of the Rosebery family. They lived in the modest 17th century Barnbogle Castle on the shore. In 1774, seeking to win a wife, the 3rd Earl commissioned Robert Adam to design a replacement. If built, Adam's grandiose triangular castle with its own harbour would have been his most spectacular building ever. His disregard for cost , however, led to his plans being abandoned.

When a wave crashed through the dining room window, the family retreated inland building the present Dalmeny House in 1817, one of the earliest Tudor revival houses in Scotland. They planned to demolish Barnbogle but the river authorities persuaded them to retain it because of its importance as a landmark from the sea. Rebuilt in 1881, it served as a summer house and study for the famous Victorian Prime Minister.

#### *Burial at Sea*

The ferries charged different rates for hearses depending on whether their coffins were full or empty. The more unscrupulous undertakers did not screw down the coffin lids to suggest that they were empty even if they contained a corpse. Thus they avoided having to pay the higher charge. It is not recorded whether any of the ferry crew was brave enough to double check.

#### *Two Saints and a Ferry*

Queensferry takes its name from Queen Margaret (1047-93). She was born in Hungary, the daughter of an exiled Saxon lord and a Hungarian princess. The young Margaret, was returning home to Hungary when a great gale swept her ship far off course. It ran aground in the Forth. Taking refuge in St Margaret's Bay on the north shore, news of her plight was sent to Malcolm Canmore who sent envoys to investigate. They reported back on the unusual size of the ship, her wealth and beauty. Malcolm came to see for himself, brought Margaret back to his palace at Dunfermline and persuaded her to marry him despite her



ambition to be a nun.

Margaret set herself the task of converting Malcolm and his nobles from the Celtic to the Roman Catholic Church and established a number of pilgrimage shrines including St Andrews and Iona which she restored after the ravages of the Vikings. To encourage pilgrims to visit St Andrews, she provided a free ferry across the Forth. Margaret and Malcolm are buried in Dunfermline Abbey: they founded a priory there near their castle. Margaret became Scotland's only royal Saint, canonised by Pope Innocent 1V in 1249.

### ***Birds of Passage***

Great flocks of migrating birds rise higher in the sky as they fly along the Forth and over the Bridges, in spring and autumn. The best vantage is around Hound Point where four different species of skua may be spotted in season, sometimes harassing Sandwich terns to give up their catch. Skeins of Brent, pink-footed and Barnacle geese fly over in V formations to and from their winter feeding grounds.

Sea birds are abundant - kittiwakes, fulmars, gannets and guillemots while cormorants hang out their wings to dry on the rocks of Inchgarvie. Rare visitors include Leach's petrel, Cory's shearwater, osprey, phalaropes and Caspian tern.

### ***Far from enchanted*** (New Story)

On 29th August, 1912 Winston Churchill as First Lord of the Admiralty alighted at Hawes pier to be met by a group of suffragettes with a megaphone which they tried to hide in a brown paper bag. One young woman accosted him but he refused to be drawn into conversation. After a meeting in Edinburgh he returned to spend the evening dining on the yacht Enchantress.

## **SEALSCRAIG**

### ***Sunk by a Spell***

Built in 1626, Black Castle is the oldest surviving house in Queensferry. The stone pediment above the dormer windows carries the date and the initials WL and MS for William Lawrie, skipper and his wife, Marion Speddie. His ship and crew were lost at sea through witchcraft. Marion Stein, Lawrie's maid is said to have paid a beggar woman to cast a spell to sink the ship. Both were burned to death as witches for their crime.

### ***Smuggler's Tunnel***

Black Castle was the headquarters of the local smuggling trade. There are rumours of secret passages running from it under the High Street to the shore where boats smuggled in goods from England and Europe. Kegs of brandy and other loot were rolled along the tunnel.

### ***The Human Cantilever***

The giant Meccano set of the Forth Rail Bridge is designed on the principle of the cantilever. Two enormous projecting arms are supported by a girder to complete the span. In a lecture to the Royal Institution in 1887, two of the Bridge's engineers formed a human model of the bridge with a young Japanese engineering student, Kaichi Watanabe, acting as the girder in the middle.

### ***On the Doorstep***

The rocks on the Seals Craig foreshore were once quarried for building material. Many of the older houses in the town, with their date stones and crowsteps were built of stone from the quarries. Shortage of space between the cliffs and the shore led to the unusual solution of building terraces of houses opening on to a street which also formed the roof of the buildings below.

### ***Seal Spotting***

Within living memory, seals used to bask on the rocks of Seals Craig: hence its name. Grey and harbour seals still cruise the Forth and hang out to dry on the islands. They can sometimes be spotted off Port Edgar. Occasionally, dolphins and Minke whales are tempted into inshore waters round Queensferry by shoals of fish. Deep Sea World, the blue building under the white cottages across the water occasionally nurses injured seals.

### ***Paddle Cruisers***

The Queensferry shoreline offers rich pickings for birds. Turnstones do as their name suggests looking for morsels of food on the underside of pebbles. Waders like the red legged oyster catcher use their long beaks to pick food out of shells as they stride about in the shallows, their feet spread out to stop them sinking into the mud. In early summer, nurseries of eider duck chicks are supervised by their mothers while the more spectacular black and white males swim offshore. Black headed and herring gulls poke among the seaweed or sit on the railings waiting for a titbit from a tourist.

### ***Wartime Memories***

Bombs falling and gunfire from boats often drove local people for cover to their Anderson shelters. The local school was closed

and children were evacuated to nearby towns for a time. Many local people billeted troops from the local bases in their homes. Being a child in wartime was an exciting and sometimes frightening experience. "I would not leave the house without my helmet on and my siren suit zipped up, just like Winston Churchill."

### ***Home far from Home*** (New Story)

Royal Navy House was 'home' to generations of seafarers. It was originally built in red brick as a residence for the chief engineer during the construction of the Bridge. It served as a seamen's home and leisure centre for the boys and staff of HMS Caledonia from 1895- 1906. With the increased naval presence in the Forth, Royal Navy House reopened in 1910. By 1914, an annual report noted that 'the overcrowding in the public rooms became so great that orderliness and comfort could, with difficulty, be maintained.'

During the First World War a coffee room and two dormitories were added with funds raised by donations. Soldiers billeted around Queensferry made use of the facilities and wounded sailors also convalesced here. The navy set up a dressing station for the wounded landing at South Queensferry after the Battle of Jutland, 1916. A hundred seamen from the wrecked destroyer Success were lodged and boarded for a week.

The large coffee room doubled up as a drill hall in bad weather, a concert and reading room and a place for divine service on Sundays. In 1916 the Scotsman reported on the role of the House 'to induce sobriety and discipline'.

### ***Shore leave*** – additional information (New Story)

During the mid 20th century, the town had seven hotels. Being classed as a hotel rather than a public house meant that, according to Scots law, the landlord could serve 'bona fide' travellers' on Sundays. The ferries were packed with people from Edinburgh taking a trip to prove that they were genuine travellers, rather than just out to enjoy themselves.

## **MUSEUM (Car Park)**

### ***The Fortieth Step***

In 1937, Alfred Hitchcock, the master of suspense, filmed "The Thirty Nine Steps", the novel by John Buchan. The hero Richard Hannay, wrongly suspected of murder is cornered by his pursuers on a train crossing the Forth. In desperation, he pulls the communication cord, leaps out on the track. In a dramatic new twist to Buchan's tale, Hitchcock's Hannay makes his escape by swinging up into the high girders.

### ***Ten of the Best***

Queensferry was a Royal Burgh with its own Council and courts from 1636-1975. The Burgh Court had its own way of quelling the high spirits of local youth. Offenders would be bent over the whipping block, their arms secured by leather thongs to prevent escape, until they had received the right number of lashes of the birch for which they had been sentenced. The whipping block can be seen in the Queensferry Museum.

### ***Olaf's Christmas Tree***

The building opened as the Viewforth Temperance Hotel in 1900. From 1945 to 1975 when Queensferry became part of Edinburgh, the ground floor was the Council Chambers of the Royal Burgh of Queensferry. The Provost received important visitors including Queen Elizabeth II, President Krushchev, the President of Sudan and King Olav of Norway (1962) in his room on the first floor.

King Olaf made a roof top speech from his old HQ where as Prince Olav he had commanded the Norwegian navy in exile: the Norwegian Royal Yacht was moored for a time at Port Edgar. The King also viewed a mini-fleet review of 22 ships from the decks of HMS Brinkley moored off Beamer Rock.

The Shetland Bus was masterminded here. Sailing from Shetland, fishing boats carried secret agents to Norway and brought back refugees. While stationed in Queensferry, the future King Olaf of Norway was sent a Norwegian tree each Christmas to remind him of home.

### ***Seeing Red***

The Forth Rail Bridge has given its name to a colour - Forth Bridge red - the maroon shade with which the Bridge has been painted for over a century. The original recipe has been replaced by a tough marine coating, designed for protecting oil rigs against the extremes of weather, waves and salt in the North Sea.

### ***Royal Approval***

The Trustees of the Queen's Passage replaced sailing ships with steam ferries in 1821. 21 years later in 1842, Queen Victoria made the crossing in "William Adam". "The Queen expressed the greatest satisfaction with all the arrangements made on

board the steamer”

### ***The World's First Electric Paddle Steamers***

The Forth ferries., ‘Queen Margaret’ and ‘King Robert the Bruce’ introduced in the 1930s were the world’s first electric paddle steamers, built by the pioneering shipbuilders, Denny Brothers, on the Clyde .They were so successful that ‘Mary Queen of Scots’ was built to the same design in the late 1940s. The last ferry, again to be built by Denny, was the ‘Sir William Wallace’. The four ships provided a 20 minute service with 15 minutes at rush hour In their last years, the ferries were carrying 2 million passengers and 900,000 vehicles a year.

### ***Always on Sunday***

Of the eight watering holes in the town during the mid 20th century, seven were classed as hotels rather than pubs. This allowed them to benefit from the obscure Scottish licensing laws which decreed that a hotel but not a pub could serve “bona fide travellers” on a Sunday. The ferries did some of their best trade on the Lord’s day as people took a ferry trip to demonstrate that they were genuine travellers rather than just on an evening out.

### ***The Loony Dook***

In the 1930s Queensferry had its own heated swimming pool, now buried under the car park. Swimmers now are made of sterner stuff. Every New Year’s morning, over 800 ‘loonies’ take a dip in the icy waters of the Forth at midday to give them time to recover from Hogmanay. After their brief immersion, the survivors of the Loony Dook which raises money for charity retire to a local hostelry for soup and a warming drink accompanied by a pipe band.

### ***The Burry Man***

The Burry Man is unique. His origins are lost in the mists of time. Some people think that he is a fertility symbol bringing fruitfulness to the surrounding farms while others believe that he was washed up naked on the shore after a shipwreck and covered himself in burrs to hide his embarrassment. His nearest equivalent in folklore is the Green Man.

He may take his name from the Burgh of Queensferry although it is much more likely that burry is a reference to the thousands of sticky burrs from the burdock plant with which he is covered head to foot. During the week of the Ferry Fair, local people gather burrs from the surrounding countryside and from the slopes of the shale bings at Dalmeny and the Newton. On the Friday, they construct his elaborate costume.

Clad in white long-johns and wearing gloves and a thick balaclava helmet, the burry man stands with arms outstretched while the townspeople cover him with burs. Donning a floral head-dress and carrying a flower decked staff in each hand, he walks the streets with the right of claiming a kiss from every girl he passes.

Last year’s Burry Man’s costume is in the Queensferry Museum on your right.

### ***Burry Man or burr in metalwork***

## **THE HARBOUR**

### ***The Last Drop***

From 1828, the town had its own distillery - the Glenforth originally located in the open space behind the Stag’s Head Hotel on the way to the harbour. Tradition has it that local people shovelled up the mash, the residue of grain left after the first stage of distilling - which was dumped on the foreshore and put it through their mangles to squeeze out any remaining alcohol. This mangle blend was then “exchanged” in local pubs.

### ***Lucky Throw***

It is said to be lucky to throw a coin into the Forth when crossing the Rail Bridge A summer pastime for generations of local children was to search the shore for coins washed up by the tide. The loss of an unexpected source of pocket money was a consequence of the design of modern trains with windows which no longer open.

### ***Silver Darlings***

In the 19th century, the harbour was the busiest place in town. Huge shoals of herring, known as silver darlings for the wealth they brought with them , visited Scottish waters in the boom years. Queensferry was famous for its sprats - young herring known locally as garvies - which were salted and exported to Scandinavia and the Netherlands.

In the herring season, Queensferry’s population was swollen by an influx of travelling fisher women to gut and salt the fish and of carters to take away the full barrels. The locals felt that these hard living visitors lowered the morals of the town.



***Protestant Tide***

In the 17th century, the Covenanters were persecuted for their refusal to accept the State religion. They hid in the attics and cellars of the houses round the harbour and in the lanes between the High Street waiting for a Protestant tide. When the tide was high enough, they embarked on one of the town's fleet of sailing ships heading across the North Sea to the more tolerant Low Countries.

***The Hound of the Rosebery's***

Hound Point commemorates a legend. Sir Roger de Mowbray, the original owner of Barnbogle Castle, on the shore to the east of the Forth Rail Bridge, went on Crusade with his faithful hunting dog. Both were slain. On dark winter nights when gales blow, the dog is said to return to haunt Hound Point below the Castle. It howls as it tries to find its master, occasionally it is accompanied by a white clad Saracen warrior: if he is seen, it is said there will be a death in the family which owns Barnbogle and Dalmeny House - the Roseberys.

***A Tradition of Energy***

Hound Point is the offshore terminal which feeds processed North Sea oil which is piped from BP's Grangemouth refinery to waiting tankers in the Forth via a set of underground storage tanks at Dalmeny. These are discreetly hidden by the remains of a shale oil bing. Dalmeny is on the eastern edge of a giant shale field exploited as a source of oil in the second half of the 19th century by the Scot James "Paraffin" Young, father of the world petrochemical industry.

**THE BINKS*****Ferry Landing***

Ferries have plied the Forth for 900 years. In the Middle Ages, the monks of Dunfermline Abbey operated a free ferry for pilgrims travelling to shrines in Fife. For centuries, there were a number of landings because of the vagaries of wind, current and tide including Port Edgar, Hawes and the Binks. At low tide, ledges or Binks of natural rock can still be seen cut to form a straight edge and partly surfaced with dressed stone. These are the remnants of one of the ferry landings.

***A Tale of Two James***

St Mary's Episcopal Church, Queensferry's oldest building, was founded as a Carmelite priory in 1441 by James Dundas, a local laird. His ancestor George Dundas who fought with Robert the Bruce supported a religious house here for a century before

On claiming the right to a landing opposite his castle, his son, James de Dundas was excommunicated by the Abbot of Dunfermline. He pleaded for mercy literally at the feet of the Abbot as he sat on the rocks by the contested landing.

The monks may have provided accommodation for the thousands of pilgrims making their way across the Forth to the shrine at St Andrews.

James laid down one condition of his benefaction: that prayers were said for himself, his wife, their ancestors and successors. This tradition is still maintained on the Feast of St Mary in July and on All Soul's Day, 1st November.

A later James is buried in the family vault in the Dundas Aisle. He was born father-less. Six months before he was born, his father, the captain of the East India Company sailing ship 'Winterton', died when his ship ran aground on Madagascar. James made sure history did not repeat itself by fathering eleven children.

***False Hit***

During the Second World War, the Germans repeatedly tried to bomb the Rail Bridge to break transport links to the North of Scotland and as a propaganda coup to destroy a great British landmark and supply line. There is a legend that in desperation, they took an out of focus picture of the Rail Bridge and printed it upside down in German newspapers. They claimed that the outline of Inchgarvie, the island on which the foundation for the central span of the bridge rests was dust and smoke billowing up after the bridge had taken a direct hit.

***The Forth Tunnel***

For two centuries, how to cross the Forth other than by sea has taxed people's ingenuity. A road crossing by tunnel was first proposed as early as 1740 and in 1805, this suggestion was elaborated by having two tunnels, "one for comers and one for goers". Lord Hopetoun objected on the grounds that it was too close to his grand Adam mansion. Thirteen years later, the front runner was a chain suspension bridge. Technological difficulties, local objections and the advent of rail held back progress on a road crossing until 1929, when ferry users mounted a campaign for a solution to the overcrowded ferries. The campaign led to the present 1.5 mile long Forth Road Bridge opened in 1964..

***Ticket to Ride***

Generations of grandparents have tried to persuade children that the trains go up and over the spans of the Bridge like a giant

roller coaster. Parties of local people have climbed to the top of the spans, 110 metres above the Forth.

### ***Train climbing bridge span in metalwork.***

#### ***Air attack*** (New Story)

The Germans may have wrongly believed that HMS Hood, the pride of the Royal Navy, was in the Forth. At first local people thought that the air raid siren was a training exercise and so many were on the streets to witness the action. The Provost is reported as remarking 'By gosh, that sounds like bombing'. Several casualties were brought to the Hawes Pier where ambulances shuttled to and from Butlaw all afternoon.

A train was crossing the Bridge as the bombs fell. 'There was a waterspout as high as the Bridge.' The train only stopped briefly but the Bridge painters and maintenance men fled from the scaffolding for shelter.

## **BELLSTANE**

### ***Ferry Fair***

Every August, Queensferry goes to its own fair in a week long celebration. The climax is the appearance of the Burry Man and on the Saturday, the crowning of the Ferry Queen, dressed in white and chosen from a local primary school. The High Street becomes a running track for the married women's race while athletes also pound the boundaries of the town.

### ***Up the Greasy Pole***

Until 1989, one highlight of the Ferry Fair was a race to climb a greasy pole, looking back to the days when the town was dominated not by the Bridges but by the tall masts of sailing ships. The first up the greasy pole released a bag of flour tied to the top to prove their victory. The prize was often a ham or a pair of boots, valued necessities in times when money was short.

### ***Christ is My Hope***

Plewlands House was built in the 17th century by the town's wealthiest merchant, Samuel Wilson who made his fortune by importing timber from the Baltic and wine from Bordeaux. A true entrepreneur, he may have chosen the site for his house outside the Burgh boundary in order to avoid paying local taxes. Mindful that even wealthy men are mortal, he embellished his front door with a lintel celebrating his marriage to Anna Ponton inscribed *Spes Mea Christus* (Christ is my hope) SW AP 1641.

### ***Monkey Revenge***

In the early 19th century, Loan House (on the left up the hill), was occupied by RN Commander Anthony Kingscote who had brought a pet monkey back from one of his many trips to the Tropics. The large and sometimes vicious monkey was kept on a chain in the kitchen where it was often tormented by the young maid. One night the monkey took its revenge. It escaped up to the attic where the young maid slept and tore out her throat. Needless to say it was condemned to death.

Ever since surprisingly the monkey rather than the maid has haunted Loan House. It has been seen running up the stairs and in the attics even in recent years. The cleaners will only do the attics in pairs.

### ***Tolbooth Ticker***

The High Street is dominated by the Jubilee Clock on the top of the early 18th century Tolbooth tower. The Clock was erected to commemorate Queen Victoria's Golden Jubilee in 1887. The oldest part of the Tolbooth dates back to the 16th/early 17th centuries. It served as customs office, court, prison and council chamber. Merchandise was weighed and measured in the basement.

### ***Cleaning up the Town***

The local aristocrats, the Roseberys who still have their family seat at nearby Dalmeny, were occasional benefactors to the town. A plaque on the wall at the foot of the Tolbooth tower thanks John Rosebery, Provost in 1817, for giving the town the adjacent well, the most westerly of three well heads, and a bleaching green. A cast iron "Passagia Reginae" in the wall of East Terrace marks the easterly most of three outlets for the water supply. The large cupboard to the right may have been a store for night soil, the contents of ash privies which performed a necessary function in the days before modern plumbing.

Adjacent to the Tolbooth is Rosebery Hall, the centre of the town's community life for many years. The Hall was erected in memory of his wife, the daughter of Baron Meyer de Rothschild, by the 5th Earl of Rosebery in 1894.

Whisky Galore

In the 19th century, the Glenforth distillery moved from the harbour to a new stone building up the Loan. During the night of 24th April, 1949, disaster struck. The distillery was destroyed by fire. At the height of the inferno, a heady mixture of whisky from burst casks and bottles blended with ash and water from the fire hoses ran down the Loan into Bellstane Square. A few

locals were unwise enough to drink this unique hot toddy and ended up in hospital attached to a stomach pump. ***It's Like Painting the Forth Bridge***

Painting the Forth Bridge was a popular way of describing a never ending task. From end to end, the work took five to seven years but areas exposed to wind and sea spray were painted more regularly. The colour of the paint was called Forth Bridge Red.

The saying is even less true since the Bridge's recent, ten year restoration. More than 1500 people applied 240,000 litres of a tough marine coating used to protect offshore oil rigs. The coating is expected to last at least 20 years.

### ***The Bellstane Bird***

The natives of Queensferry are sometimes called Bellstane Birds - a carving of the bird perched on a bell is set in the wall in the square at the foot of the Loan. Is the bird an owl and why? No-one knows. The bell may represent a bell rung to alert people to the start of the market. The name however predates the establishment of a market nearby. (In 1642, the Burgh Council decreed that a market should be established near the Bellstane). Another suggestion is that it means the stone with a white stripe on it and that it may have been a marker on higher ground to guide boats into the harbour.

### ***Bell and/or bird in metalwork***

## **PORT EDGAR**

### ***Full Berth***

Port Edgar was commissioned in 1917 as HMS Columbine, a torpedo boat destroyer base serving up to 6,000 seamen during the latter stages of the First World War.

Given a favourable tide, it took only 90 minutes to berth 66 destroyers within the harbour's five 'pens' or jetties. As well as fuelling and repair facilities, HMS Columbine was equipped with the most modern technology including one of Britain's first automatic telephone exchanges.

### ***Operation Zz***

Operation ZZ was the code name given to moving the German High Seas Fleet into the Forth after their surrender on 21st November 1918. Destroyers from Port Edgar formed part of the fleet of 350 Allied warships which escorted the 75 German vessels to anchor off Inchkeith island as they prepared to sail to Orkney and internment in Scapa Flow. Eight months later, the German crews deliberately sank their battleships rather than have them fall into British hands.

### ***Right Royal Red Faces***

King George V made his second visit to Port Edgar in 1916. The King arrived early and due to an administrative hitch, his launch dropped him at A Pen rather than E Pen, the jetty at the other end of the harbour. Finding himself on his own, the King lit a cigarette and enjoyed a few minutes to himself while the naval top brass and dignitaries dashed round the harbour to greet him.

### ***Mutiny***

Port Edgar was the scene of a mutiny in October, 1919, less than a year after the end of the First World War. Around a hundred men of the 1st Destroyer Flotilla refused to sail.

Bound for active service in the Baltic against the Russian Bolsheviks, they mutinied in protest at their terms of service and cuts in home leave. The mutineers were disciplined: in wartime their fate could have been the firing squad.

### ***Hunt and Kill***

During the Second World War, as HMS Lochinvar, Port Edgar was the navy's main base for minesweeping training where 4,000 officers and 13,000 men were taught the latest mine warfare techniques.

In late 1943, Port Edgar was renamed HMS Hopetoun when it took on a new role as a Combined Operation Training Centre. It prepared landing craft crews for D-Day when the Allies invaded Normandy. The operation involved the largest ever known movement of troops.

### ***199 and Still Counting***

During the Second World War, men of many different nationalities trained in minesweeping at Port Edgar, including seventy trawler skippers and mates from the Falkland Islands. Their presence is remembered in the names of the barrack blocks – Norwegian Block, Belgian Block, Polish Block and Siberian Block.



The Russians who were based here towards the end of the War were notorious for checking supplies down to the last nut and bolt, much to the annoyance of the storekeepers as each box contained 200 bolts.

### ***Hams and Mickey Mouses***

HMS Lochinvar continued to train thousands of men in mine warfare its future secured by its wartime reputation. Minehunters and minesweepers - Algerines, Mickey Mouses and the Ley and Ham Classes - were berthed in the harbour pens. In the 1960s Ton Class hunters and sweepers and fishery protection vessels, the 'fish boats', joined them.

HMS Lochinvar's white ensign was lowered for the last time in 1975 when the minesweepers and fishery protection fleet moved across the Forth to Rosyth Naval Base.

### ***Learning The Ropes***

Queensferry's naval links stretch back over 150 years when ships guarding the fleet were anchored offshore and customs cutters policed the Forth against smuggling. In the late 19th century, visitors often lined the shore to view the might of visiting navies, a lucky few being invited aboard by the Admiral.

From 1891 the training cadet ship HMS Caledonia was berthed offshore to the west of the Rail Bridge. Its presence covered the period of the navy's transfer from sail to steam. Life was Spartan for the 800 boys, who came from as far South as Liverpool, and 190 officers on board this run down, former man of war and flagship. The interior was unheated. An awning over the upper deck provided some shelter against the weather but at the expense of rendering the interior pitch black. The boys were awakened at 5am for a fifteen hour day of training including literally learning the ropes. The top deck was used for sail training, gunnery and recreation; the middle two decks were used for seamanship training; the bottom decks housed 16 bed dormitories and other accommodation. The diet, prepared by three cooks, was very basic – bread, tea, cocoa, fresh meat, potatoes and a weekly issue of pea soup, raisins and flour. HMS Caledonia was taken out of service in 1906.

### ***Edgar of Port Edgar***

The Edgar of Port Edgar was the Saxon nobleman, Edgar the Ethling, who had to abandon his claim to the English crown to William the Conqueror in 1066. He travelled with his sister, the future Queen Margaret, on her fateful journey to escape from England after the Battle of Hastings. Edgar, the great nephew of Edward the Confessor was preferred by many people to William the Conqueror as king and so by 1068, escape was the only option. He is also commemorated in the local place name Echline. His sister was to become royal wife, Saint and the Queen of Queensferry. The public chose to remember her and her ferry by naming the second road bridge, the Queen's Crossing.

### ***Sweeping the Seas***

During the Second World War it served as a minesweeper training base employing over 6000 at its peak and training 4000 officers and 13,000 men. Landing craft crews practised in readiness for D-Day. From 1942-44, it was also the home of the exiled Norwegian Naval Command.

### ***Shore leave***

Although Port Edgar had its own social facilities including shopping at the NAAFI and dancing or bowls at the Flotilla Club, Queensferry's hostels and cinemas were also a favourite port of call. The men were paid fortnightly. On payday, the tills of local bars rang non-stop. By the beginning of the second week, known as 'the blank week' the tills were silent.

Like other naval personnel the Norwegians celebrated their shore leave in the local pubs, cinemas and chip shops. They were very well behaved. If there was any damage, their commander paid up the next morning.

### ***Train Ferry***

In 1870 the harbour with its rail link was extended to ferry train travellers across the Forth. A 1300 ft breakwater and a 400 ft long timber jetty were built. Passengers had to change from rail to ferry at the harbour and then make the crossing which could be rough. They then alighted at North Queensferry's Railway Pier to continue their journey by train. Twenty years later, it became redundant with the opening of the Forth Rail Bridge

### ***From Destroyers to Dinghies***

Today yachtsmen rather than naval ratings enjoy the amenities of Queensferry and the facilities of Port Edgar marina, home to Scotland's largest sailing school. Opened in 1978, the marina retains many of the former naval sheds and barracks with the officers' mess now the clubhouse for the Port Edgar Yacht Club.

### ***Queensferry's industrial estate***

Before the railway and the navy arrived, Port Edgar was Queensferry's industrial heartland as well as an occasional ferry landing point. John Rennie upgraded the harbour in the 1800s. Industrial activity included a soap works (1770), a lime kiln and a slaughterhouse (19th century). To the west 30 fishermen caught conger eels, skate, salmon, flounders and mussels in the 19th century.

**Quotation**

In 1893 'The Lords of the Admiralty have for some time been discussing the question whether it will be desirable to move the fine old ship (HMS Caledonia) to some other seaport where her presence will be more appreciated.' Only 300 of the 800 boys on board were Scottish.

**A garden city**

In the late 1920s the Admiralty proposed closing Port Edgar as surplus to requirements. This caused uproar in Queensferry not only because of the impact on the local economy but because the sailors were popular in the town. Many ideas were proposed for the redundant base including creating a Garden City with allotments where fruit and vegetables could be grown for export. When the Admiralty tried to auction the site, there were no takers and the base was put on a care and maintenance basis until shortly before the Second World War.

**Remove the gun**

Mothballed during the 1930s, Port Edgar renewed its naval role as war approached. In 1938 it was decided to convert the barrack blocks into a 200 bed hospital. During the Second World War there was an average of 4000 admissions a year. The German propagandist reported that unless the adjacent ack ack gun was removed the hospital would be bombed despite the red cross on the roof: the gun was removed next day. The hospital closed in 1950.

*Note— some of the stories relating to Butlaw could be relocated to the VAT Run as the hospital lay between the two locations.*

**A toe on the land**

An outbreak of scarlet fever on board HMS Caledonia in 1892 stirred the Royal Navy into action. A temporary isolation hospital of galvanised iron was quickly erected and an adjacent plot was turned into a sports field for the 'lads', known to locals as the Caley Park. The hospital was the navy's first foothold on land.

In 1905 the navy built a permanent hospital at Lower Butlaw which later expanded on both sides of the road as The Royal Naval Hospital South Queensferry. When the Guard Ship and HMS Caledonia were withdrawn in 1906, the Admiralty offered the Royal Naval Sick Quarters at Butlaw to Edinburgh Royal Infirmary as a sanatorium at a 'peppercorn rent' provided that it could be taken back at short notice.

In 1914 'Her Majesty the Queen and Princess Christian have accepted a fully equipped base hospital and given it to the Navy for the reception of sick and wounded naval officers and men.' It was funded by an anonymous gift and was said to be going to be staffed from the London Hospital. The Queen Mary And Princess Christian Emergency Naval Hospital was located just to the south-west of Port Edgar. It had four, sixteen bedded wards, an operating theatre, X-ray facilities and an ambulance depot. Operating throughout the First World War, casualties were landed here from the Battle of Jutland. Queen Mary visited the hospital in November 1918. It was moved to occupy the Port Edgar barracks early in the Second World War.

**Sheelah**

Lady Beattie, wife of the Commander of the battle cruiser fleet based at Rosyth and daughter of the founder of the US department store Marshall Field, kitted out her private yacht Sheelah as a hospital ship. One of the first patients in September 1914 was the badly injured Captain of HMS Pathfinder, the first ship to be sunk by a torpedo from a submarine. The only patient on board, he was under the charge of Sir Alfred Fripp the King's surgeon, a second surgeon and two nurses from Park Lane, London.

**Perfect teeth**

On 18th October, 1939 after the bombing attack on the Forth, the German leading pilot Hermut Pohle suffered a fractured skull and an injured mouth. He was treated at Butlaw where he was visited by George Pinkerton, the pilot who shot him down. Three of his teeth had been knocked out of alignment and a clamp was fitted round them which was tightened every second day. Forty years later he still had the teeth, perfectly aligned.

**HMS Temeraire**

In 1955 a new use was found for the old hospital buildings at Butlaw when part of a naval training college was transferred from Dartmouth and the site was renamed HMS Temeraire. The site trained ratings to become officers. Around 35 trainees would spend 18 months at the college. Trainees from the Australian, New Zealand and Canadian navies also attended. Among the courses taught was naval etiquette, known as the knife, fork and spoon course. The college worshipped in the Priory Church: in 1940 it returned to Dartmouth.

## **STONY CROFT - VIEWPOINT**

### ***Overlooked***

Not many towns with a population of ten thousand are viewed from above by several million travellers a year as they thunder overhead. From this vantage point, Queensferry shows the classic layout of a small Scottish burgh. The High Street with its Tolbooth and terraces runs parallel to the shore. Narrow lanes run down to the harbour and to the back lands or burgage where once the towns people kept livestock and grew vegetables.

### ***Making their Mark***

In the foreground is the former parish church built in 1635. It was one of only twelve churches in Scotland where the minister was appointed directly by the burgh. This meant an additional tax burden for the townspeople. These were troubled times. Local people signed their own copy of the National Covenant, a reaffirmation of Protestant religion as a protest against King Charles I's attempts to bring the Scottish Church into line with the Church of England with its bishops and rituals. The National Covenant was signed by 83 local people, 22 of whom made their mark as they could not write.

### ***Ship Ahoy***

Some remarkable ships have sailed up the Forth to Queensferry. In the first half of the 20th century, luxury liners and naval frigates limped up the Forth to their final resting place, one of the world's largest ship breaking yards at Inverkeithing. One escaped. The ***Majestic*** for many years the world's largest passenger liner was steaming up the river, her three funnels specially shortened to clear the Rail Bridge when she was commandeered as a naval training school anchored off Rosyth. The QE2, the world's most luxurious liner, has sailed under the Bridge several times. In 1995, she led the procession of Tall Ships to the start of their race across the North Sea.

### ***Moby's Misfortune***

One of the most extraordinary visitors to pass Queensferry was Moby, a giant 15.25 metre long, 13 tonne sperm whale. He was the first whale to be beached in the Forth since 1769.

In 1997 Moby lost his way while swimming from his Arctic feeding grounds to the warm waters of the Azores. Frenzied attempts were made in vain to head him back out of the Forth. A horseshoe of eight boats including a pilot boat from the Hound Point oil terminal tried in vain to drive him back downstream. Maintenance work stopped on the Rail Bridge and the Road Bridge controller was ready to put a 30mph speed limit on drivers, in an effort to reduce noise.

Sadly, Moby became beached on mud a few miles up river and despite rescue attempts by marine experts from Deep Sea World, Scotland's national aquarium, he died. A post mortem showed that his stomach was empty, he had a bone disease and that his flippers showed signs of battle. No-one knows why he died. It took experts at the Royal Museum in Edinburgh four weeks to clean his bones in a huge vat of water and washing powder.

### ***The Iona of the East***

Inchcolm the island to the east of the Forth Bridge is the Iona of the East. The monastery and Abbey were built by King Alexander I in thanksgiving after a very rough crossing when his ship was grounded on the island. There he was looked after by a hermit whose tiny stone cell still exists. The church, chapterhouse and covered cloisters can be visited. The island was heavily fortified during the First and Second World Wars. In summer, there are regular cruises and occasional wedding parties heading to Inchcolm from Hawes Pier, sometimes accompanied by seals.

### ***Bird's Eye View***

Across the Forth from left to right are Ben Lomond and Ben Ledi, visible on exceptionally clear days, Rosyth Castle on the tip of the promontory and the former Rosyth Royal Naval Dockyard, the only one of its kind in Scotland. Behind Dunfermline is framed by the Ochil Hills. Beside the Forth Bridge is North Queensferry and Deep Sea World.

### ***Blow The Bridge Down***

The Forth Bridge Company was formed in 1873, appointing Thomas Bouch as bridge designer. It was originally planned to take the railway across the Forth by a viaduct bridge like the Tay Bridge. When the high girders collapsed during a near hurricane as a train was crossing the Tay in 1879 with 75 people killed, the planners sacked Bouch and thought again. They came up with the revolutionary cantilevered design which made the Forth Bridge the 'eighth wonder of the world' and now a UNESCO world heritage site.

Between 1880 and 1882 when construction commenced, Sir Benjamin Baker, the civil engineer in charge of the bridge design who was knighted for his success conducted wind trials installing wind pressure gauges on the shore at the point where the bridge would be built and on Inchgarvie. These experiments convinced him that the 25 kg (56lbs) per square foot imposed on bridge designers after the Tay Bridge disaster was "considerably in excess of anything likely to be realised."



### ***Guarding the Forth***

From 1856 the British coast was divided into eleven districts, each of which was patrolled by a guard ship, usually an out-dated naval vessel. One guard ship was stationed off South Queensferry. Its role was to inspect the coastguard stations and to train crew. Over the years, Queensferry had three guard ships – HMS Lord Warden, an iron clad, the worst roller in the fleet; HMS Devastation, the first mastless battleship and HMS Edinburgh, the first warship equipped with breech loading rifles. At the start of the Bridge construction, the Captain of HMS Lord Warden wrote to the Scotsman that ‘this quiet and once popular little watering-place is fast being turned into a rowdy and disreputable hovel’ thanks in part to the roaring trade being done by the 23 licensed premises.

### ***Safety First***

At first, painters of the Forth Rail Bridge thought nothing of shinning up the girders, rope in one hand and paint pot in the other. Some may have gained experience through clambering up the masts of sailing ships. Now abseiling is one technique used to paint those difficult to reach joints. Access to the high girders is gained by lift. An aerial bothy suspended below the track saves people painting or repairing the Bridge from having to return to base until the end of a shift.

### ***Fair Trade***

Masts have graced Queensferry’s skyline for centuries. Some of the fine 17-19th century houses lining the High Street were built by ship masters and sea captains. Their vessels including the ***Katherine***, the ***James***, the ***Helen*** and the ***George***, were chartered by Edinburgh merchants trading in timber, wine, saltfish and coal. The ships set sail for Northern Europe and as early as the end of the 17th century, the American colonies.

### ***St Margaret in the metalwork.***

## **HAWTHORN BANK**

### ***Ferry Saint***

Queensferry takes its name from Queen Margaret (1047-93), Scotland’s only royal saint. She provided a free ferry across the Forth for pilgrims to St Andrews. She features on the former burgh coat of arms, first registered around 1673. She hovers above a wooden ship with a book as a symbol of learning on one hand and a sceptre for regality, topped by a fleur de lys for purity in the other.

The young Hungarian noblewoman was brought up at the English court but had to flee after the Norman Conquest. Swept far off course in a gale, her ship ran aground in the Forth. Messengers reported back to King Malcolm III at Dunfermline, who had offered her sanctuary. Margaret was wealthy, beautiful and sailed in an unusually large ship. He came to investigate for himself, fell in love with Margaret and married her.

### ***Making their Mark***

In the foreground is the former parish church built in 1635. It was one of only twelve churches in Scotland where the minister was appointed directly by the burgh. This meant an additional tax burden for the townspeople. These were troubled times. Local people signed their own copy of the National Covenant, a reaffirmation of Protestant religion as a protest against King Charles I’s attempts to bring the Scottish Church into line with the Church of England with its bishops and rituals. The National Covenant was signed by 83 local people, 22 of whom made their mark as they could not write.

### ***‘I am safe’***

Emily Borrowman was a sorting clerk and telegraphist at the Post Office, which was located on the shoreward side of the High Street near here during the First World War. With thousands of sailors on shore leave, posting letters and postcards home and sending telegrams to reassure families that they were safe, this was a very busy Post Office. After the Battle of Jutland, an exceptionally long queue formed. Quick-witted Emily took the money and personal details from each sailor, dismissed the queue and then spent hours sending relatives the standard message ‘I am safe.’

### ***Skeletons and sea captains***

The Vennel Kirk was built in 1633 and retains its bell tower and original 17th century bell. Made in Holland, the bell was gifted by David Jonking, a Dutchman who was a merchant in Edinburgh. The church was converted into a house in 1999. The graveyard tells the history of the town in stone – its sea captains, merchants and even a butcher. Several tombs are carved with the symbols of their trades. Some bodies lie far from home including a naval officer of SMS Deutschland, Franz Mallolewski, who died here in 1894. Their tombs are a roll call of ships in the Forth - HMS. Iron Duke, HMS. Caledonia, HMS Favourite Reserve, HMS. Devastation and HMS Lord Warden.

### ***Run out of bread***

In the late 17th century people came from neighbouring towns to take part in open air church services known as 'sacramental preachings' which went on for days. Before the arrival of the railway the Back Braes formed a natural amphitheatre. Worshippers sitting in rows on the slopes and the Minister preached beside an old yew tree, which still survives. So popular were these gatherings that on occasion not enough bread could be obtained to feed the crowd.

### ***Never On Sunday***

In 1635 the Kirk Session ruled that anyone sailing a boat past the ferry on a Sunday morning was to be fined. If they offended again, they were made to stand at the church door dressed in sack and confess their sins in front of the congregation. Anyone selling drink during divine service or otherwise not in church was also liable for punishment.

### ***Wild Women or Witches?***

In the troubled 1640s, when war and plague were rife in Scotland, thirteen women were hunted down by the fanatical Queensferry minister, Ephraim Melville, and the Kirk elders. They were tried for crimes which amounted to little more than swearing or breaking the Sabbath. Eight women were burned on Ferrymuir the town moor, for witchcraft, the cost of their execution being borne by their families. The fate of the other five women is unknown.

In Queensferry, you can still see the graveyard round Melville's church, his home - Black Castle and the Tolbooth where the supposed witches were imprisoned in the 'thieves' hole', a 17th century Death Row.

### ***The fatal fever***

An outbreak of scarlet fever on board the training ship HMS Caledonia in 1892 resulted in the opening of a naval hospital at Butlaw which nursed many injured sailors during the First World War. The fatalities of the outbreak are commemorated in the Vennel Churchyard.

The fever outbreak galvanised the Royal Navy into action. Plans for sick quarters had been discussed for years: In April 1891, for example, Admiral Fairfax, accompanied by Captain Hope of Bridge Castle, and Mr F. E. Phillips, factor to the Earl of Hopetoun, picked out a site for a hospital and recreation park at Butlaw for the lads of the proposed training ship for the Forth.

### ***Red Sails in the Sunset***

Masts have graced Queensferry's foreshore for centuries. Some of the fine 17-19th century houses lining the High Street were built by ship masters and sea captains. Their vessels - the Katherine, the James, the Helen and the George - were often chartered by Edinburgh merchants trading in timber, wine, saltfish and coal. The ships set sail for destinations in Northern Europe and even, at the end of the 17th century, to the American colonies.

To weigh them down on their return journey, it is said that the ships would carry red roof tiles as ballast. These pantiles can still be seen today on the roofs of some of the houses in the town.

## **THE VAT RUN (Under the Forth Road Bridge)**

### ***Unofficial crossings***

Among the people who crossed before the Road Bridge was officially opened were naval ratings from Port Edgar. Having missed the last ferry after a night out in Fife, they crossed by means of the wires strung between the towers. A hundred feet over the Forth they soon sobered up.

### ***Royal reunion***

When opening the Road Bridge on 4th September, 1964 the Queen unveiled a memorial. She returned on 4th July 2014 to unveil a plaque dedicated to the people who had maintained the bridge over the last 50 years. She then crossed the bridge to name the Royal Navy's aircraft carrier, HMS Queen Elizabeth. Surviving members of the original guard of honour from the Cameronians joined the ceremony.

### ***A long time coming***

A road crossing of the Forth by tunnel was suggested as early as 1740. A road bridge was first seriously proposed in the mid 1920s. Trial borings were carried out in 1928 under the supervision of civil engineer Wulstan Atkins. Three plans were put forward and debated in Parliament in 1934. The routes were east of the Forth Bridge, from Hopetoun to Rosyth and Port Edgar to North Queensferry. One plan proposed a suspension bridge with three towers, the middle one resting on Beamer Island. Work finally started in 1958.

### ***'A Second Muckle Brig'***

Note: A range of factlets about the Road Bridge to select from:

- When it opened in 1964 the Forth Road Bridge was the longest suspension bridge outside the USA and the 4th longest in the world.

- A thousand miles north of New York it was the most northerly long-span suspension bridge ever built.
- Taking its inspiration from San Francisco's Golden Gate Bridge, the bridge took six years to build.
- Seven men died during its construction, although only two on the bridge itself.
- In 1958 work on the 1.5 mile Bridge started from each shore. Five years later, the two ends met within an inch.
- The cement for building the Road Bridge was stored in Hopetoun Wood. This resulted in alkaline grassland which produces unusual flowers for the area.
- Laying the foundations on the south side involved digging 100 ft below the seabed through layers of silt, gravel, boulder clay and rock.
- Long Craig Island on which a tower of the Road Bridge rests has Scotland's only colony of roseate terns.
- The Bridge used 39,000 tonnes of steel.
- The Bridge is suspended by giant steel cables, each cable being made up of 11,618 wires of under 5mm in diameter.
- Each of the four cable anchorages resists a pull of 14,000 tons.
- Cables are anchored 80ft underground after travelling through tunnels at a 30 degree slope.
- Each tower rises 514 ft above the Forth, higher than the London Eye.
- The Bridge's main span of 1005 metres is the tenth longest in the world.
- The cables are made up of 49280 km of wire, enough to go round the world one and a quarter times.
- Spinning the cables took nine months.
- Computers predicted that when the two steel structures carrying the roadway met the gap would be 0.37 inches: in fact it was only 0.25 inches.
- The bridge deck is 1.8 km long. It is suspended from the cables by 768 wire steel hanger ropes.
- During the final three years of construction, a quarter of available time was lost owing to rain, wind and snow.
- On a visit the Minister of State was stranded for an hour on the open lift on the North tower owing to high winds.
- Workers suffered from vertigo and seasickness due to the sway of the unsupported towers.
- A crowd of 100,000 people watched the opening by the Queen on 4th September, 1964 attended by 16000 invited guests.
- During the opening a haar descended reducing visibility to 50 feet. Two of the naval escort vessels collided and a third bounced off
- Beamer Rock.
- 29,000 vehicles crossed in the first five hours of opening with tailbacks stretching seven miles.
- At first it cost half a crown to cross the Bridge: the tolls were abolished in 2008.
- The Bridge celebrated its 50th birthday with thousands of torch-bearers forming a kilometre-long river of fire across the bridge.
- The Bridge was designed for an annual traffic flow of 11 million vehicles. In 2014 the Bridge carried over 24 million vehicles, From 2016 only buses, taxis, cyclists and walkers will use it to reduce the load on its wires which have suffered from corrosion.
- On 4th September, 1964 the Queen opened 'the guid crossing'. She took the last official ferry across the Forth and made the first official crossing of the road bridge.

### ***Changing the landscape***

The building of the Road Bridge changed the landscape of Queensferry in unexpected ways. The Pond, created from the quarry which had provided the stone for the Port Edgar breakwater, was filled in and the four giant fuel tanks that served the naval base at Port Edgar were demolished. On the north side Ferrybarns Farm was demolished.

### ***Naming the Crossing***

In 2013 the public chose a name for the third of the Forth's five bridges. There were over 7000 suggestions and 35,000 votes. The winner with over 12,000 votes was The Queensferry Crossing: other names shortlisted were Caledonia Bridge, St Margaret's Crossing, the Firth of Forth Crossing and Saltire Crossing.

### ***Showing her age***

Half a century after it opened in 1964 the Road Bridge was showing signs of age. It was carrying volumes of traffic much higher than it was designed to do.. In 2004 inspections of the main cable found corrosion had resulted in a loss of strength of between eight and ten per cent. It was declared no longer viable as the main crossing of the Forth. Options considered included suspension and cable-stayed bridges and different types of tunnel in a variety of locations. In 2007 the preferred option of a cable-stayed bridge west of the Road Bridge was announced. A year later the Scottish Government decided to retain the existing Bridge as a dedicated public transport route.



### ***As high as 48 London buses***

Few if any places in the world have three bridge crossings so close to each other and of such iconic status. After appraising 65 options and five potential crossing locations, the third bridge was launched in 2007. Construction started in 2011 with a scheduled completion date of the end of 2016.

The Queensferry Crossing is 207 metres (683ft) above high tide, 50 metres (25%) higher than the Forth Road Bridge. Its construction involved pouring 150,000 tonnes of concrete, nearly the same as used for the London Olympic park and athletes' village and equivalent to six football pitches. It contains 30,000 tonnes of steel, equivalent to 75 Boeing 747s or twice the weight of the world's largest passenger ship. The 23,000 million miles of cabling would nearly stretch around the planet. It took 10 million man hours to build. One of Europe's largest floating cranes lifted the road deck segments.

### ***Scrubbed Clean***

Queensferry was known for 'the best brown soap in Scotland'. Scotland's earliest soap works was established here around 1770 and soon four factories existed, including one at Port Edgar, each employed 30-40 men.

Tallow or whale blubber and seaweed ash were boiled together to make the soap. The chemical waste was tipped on to the earth track that was Queensferry High Street along with the contents of rubbish middens, chamber pots and refuse from the slaughterhouse. It is said that you could smell Queensferry before you could see it.

### ***Came off in his hand***

In September 1990 Prince Edward pulled the lever to switch on the floodlights on the Forth Bridge as part of its centenary celebrations. He was on board P and O's St Clair moored between the bridges. The lever is said to have come off in his hand.

## **DALMENY STATION**

### ***'A mere toy'***

A special train carrying Directors and invited guests left Waverley Station in two portions, the second including the Royal carriages. Sir John Fowler, Mr. Benjamin Baker, Mr. William Arrol, Mr. Phillips were among the welcoming party waiting at Forth Bridge Station. The Royal party arrived from Dalmeny where they had been staying. The Royal Train then steamed very slowly across the Bridge so that the Prince could study the detail. As seen from the shore, the long train of large saloon carriages is said to have looked like 'a mere toy as it passed through the stupendous framework of tubes and girders.' (Nature 6th March, 1890)

### ***Change of name***

The station was opened as Forth Bridge Station on 5th March 1890 but less than two months later changed its name to Dalmeny Station.

### ***Defending the Bridge***

Nine blockhouses linked by a barbed wire entanglement protected the Dalmeny Battery and the southern approach to the Forth Bridge during the First World War. The Dalmeny Park battery fired shots in an attempt to hit the bombers during the first air raid in 1939.

### ***Oh we do like to be beside the seaside***

In the 1930s families were marched the two miles from the station to the Nissen huts of the mothballed Port Edgar naval base which had been turned into a holiday camp. At a time of high unemployment, families, mainly from the industrial West of Scotland, were offered a fortnight's holiday. The huts were painted green and local people joined in the entertainment including concerts and singing competitions. There were sports and a deep water tank at the entrance to the site became an impromptu swimming pool. The camp was relatively self-sufficient growing its own vegetables and keeping hens. In 1933 thanks to a Glasgow children's charity the camp expanded to take in part of Butlaw hospital: it catered for 200 girls and 12 staff.

When one woman staying at the Camp gave birth, the children were told that the Butlaw fairy had delivered the child. The children were so fascinated that it was arranged that the Butlaw fairy, in the guise of a girl dressed as a ballerina and accompanied by a violinist, would appear every week in the wood.

In the late 1930s refugees from Czechoslovakia were housed in the camp until it was decided to reopen the Port Edgar base.

### ***Balloon Jotters***

During the Second World War huge, teardrop-shaped barrage balloons filled with hydrogen, protected the Forth Bridge from attack by enemy aircraft. Barrage Balloon 929 Squadron was based at Queensferry. The balloons were moored in Burgess Park and Port Edgar's west breakwater and tied to barges in the Forth. Local children covered their school books with material from damaged balloons.

**Next Stop – Queensferry Halt!**

Around 1866 a branch from the main Glasgow-Edinburgh line was built between Ratho and Dalmeny where the station above the Hawes Inn was known as New Halls. Passengers from the ferries faced a steep climb to continue their journey to the capital. The line was extended to Port Edgar in 1878 with a station in South Queensferry although plans to make Port Edgar a coaling port were never realised. In 1878 the rail ferry crossing opened between Port Edgar and North Queensferry. Passengers transferred to the 'Thane of Fife' to cross the Forth before resuming their journey by train to Inverkeithing and Dunfermline. The 19 mile journey from Edinburgh to Dunfermline took an hour and a half and involved two changes. With the opening of the Rail Bridge in 1890, Dalmeny Station replaced Queensferry Halt and the Port Edgar train ferry ceased running. The North British continued to use the Port Edgar railhead as a sleeper creosoting yard.

**Whisky trains**

Although passenger trains ceased to run in 1929, whisky trains rattled along the line to and from the VAT 69 whisky bottling and blending plant in Queensferry until 1966. The former track along the top of the cliffs overlooking the Bridges is now a pleasant shortcut into town.

**What's that smell?**

During the German air attack at the start of the Second World War, a woman standing at Dalmeny Station had her apron set on fire when a piece of red hot shell splinter landed in her apron pocket.

**Additional one-liners**

King George IV, the first monarch to visit Scotland for 150 years, left from S Queensferry at the end of his tour in 1822. He stayed at Hopetoun House

The Queensferry Passage Act of 1809 exempted ferrymen from being press-ganged into the navy.

After an evening's drinking in South Queensferry, one sailor in the 1920s found a stranger in his berth at Port Edgar, to be told by the occupant that he was on the wrong ship.

The Romans were the first to name the crossing, calling it 'Freti Transitus'.

Queensferry has over 80 listed buildings, four of which are A listed, the top rating.

'When the ladies go for a swim, the gentlemen willingly move off to a greater distance, so that no misunderstanding can occur.'  
Wallace Fyffe, 1851

In the early 18th century, cattle, sheep and horses grazed in the Vennel Churchyard. If caught the Burgh Council confiscated them until their owners paid a fine.

I Want To Shhhign On – 17 year old Tommy Connery, Edinburgh milkman and future 007, signed on at HMS Lochinvar for seven years active service in the navy.

Within living memory, seals basked on the Seals Craig rocks. Grey and harbour seals still cruise the Forth and dry themselves on the islands.







# APPENDIX 2

## “One Liners” for South Queensferry

### The Bridges

- “PORTLAND PLACE MURDER TRACED TO SCOTLAND - Exciting incident on the Forth Bridge.”
- The newspaper headline that betrayed Richard Hannay.
- Concourse Edgar and Keithing Avenue - Iain Banks, the contemporary Scots novelist, turned the Rail Bridge into a city of the future.
- Matthew McBain was the river pilot who brought the first steamer safely under the Bridge in 1890. There is 46 metres of clearance for shipping at high tide.
- The Forth Rail Bridge was floodlit for the first time in 1990 as part of the centenary celebrations.
- A huge digital clock suspended from one of the girders on the Rail Bridge gave a countdown to the Millennium.
- What's 1.75 miles long, 110 metres high, cost £3 million and stands on foundations 28 metres below high tide mark?
- The Forth Rail Bridge was constructed of Siemens-Martin steel, at its time the strongest in the world.
- If there are workers on the Rail Bridge, a safety boat, moored at North Queensferry patrols the Forth.
- “It will last for ever if you look after it”  
Sir William Arrol, Forth Rail Bridge Contractor.
- The towers of the Road Bridge are 152 metres high and its central span is a 1,000 metres long.
- It took seven long years to build the Forth Rail Bridge.
- Queensferry's bridges mark the line when the Forth estuary becomes the Firth of Forth.
- The Rail Bridge pioneered cantilever design.
- Whinstone from the Battery Quarry, now the site of Deep Sea World, North Queensferry, was used to build the London Underground as well as the foundations of the Rail Bridge.
- The Forth Rail Bridge is a Peace Blossom, one of 800 world symbols of the quest for personal peace and international harmony.
- 51,000 tons of steel towering above.
- Locals consider the best view of the bridges is from Stony Croft Viewpoint behind the High Street - Follow the Viewpoint signs.
- Eighth wonder of the world
- The world's longest bridge of its time.
- The supreme achievement of 19th century engineering.
- The Muckle Brig
- Scotland's Eiffel Tower
- Fifty seven people died and over five hundred were injured in building the Rail Bridge.
- The construction workers on the Road Bridge hoped for fair weather. If they were rained off the Bridge they were put on half pay.
- “One for comers and one for goers.”  
Description of proposed tunnel under the Forth, 1805
- At its opening, the Forth Road Bridge was the fourth largest suspension bridge in the world.
- In the early 1960s, the town shook as heavy lorries headed up the Loan laden with materials for building the Road Bridge.
- At the Forth Road Bridge opening ceremony, the VIPs drank whisky while the workers were served pundy made from the dregs of beer.

### Others

- The clock on top of the Tolbooth commemorates Queen Victoria's Golden Jubilee of 1887. Its erection caused much local controversy.
- Introduced into ferry service in the 1930s, 'Queen Margaret' and 'King Robert the Bruce' were the world's first electric paddle steamers.
- Hawes Pier, with the contemporary lighthouse at its head, was built by the famous Scottish engineer and canal builder, John Rennie, who also designed Waterloo Bridge in London.
- In the 1960s, the ferries carried 2 million passengers and 900,000 vehicles a year.
- Hawes is one end of Scotland's first turnpike road.
- Queensferry takes its name from Queen Margaret (1047-93), Scotland's only royal Saint.
- Adam designed, Hopetoun House, is Scotland's largest stately home.

- The car park was once the roof of Queensferry's swimming pool.
- Queensferry was a royal burgh with its own Council and courts from 1636-1975.
- The natives of Queensferry are sometimes called Bellstane Birds
- James V of Scotland lost all his silver cutlery when he crossed the Forth at the Binks.
- R L Stevenson wrote part of Kidnapped in Room 13 of the Hawes Inn.
- Port Edgar is Scotland's largest sailing school.
- "It's a shame it died. It's huge and it smells a bit."..... *Six year old reporter on the death of Moby the whale*
- The aristocracy travelled by private train from Hopetoun House to Edinburgh.
- "It was a fairly built burgh, the houses of good stone, many slated. It put me to shame for foul tatters."..... *Robert Louis Stevenson*
- The Royal Navy regards even land bases as ships. Port Edgar has been HMS Caledonia, HMS Columbine, HMS Lochinvar and HMS Hopetoun.
- William Sanderson asked his friends to decide which of many whisky blends stored in numbered vats they liked best. They nominated VAT 69, bottled in Queensferry for many years.
- Wellington's campaign chair at Waterloo can be found at Dalmeny House along with the UK's finest collection of Napoleon memorabilia.
- A great Victorian Prime Minister, Lord Rosebery, attended to affairs of State in Queensferry.
- Lord Primrose's snowdrops are Queensferry's first sign of Spring.
- The Queensferry Museum was built as the Viewcraig Temperance Hotel at the turn of the 20th century. It faced strong competition from Queensferry's many licensed premises.
- From 1886 to 1919, the wooden Galloway's pier, the setting off point for Galloway's pleasure steamers jutted into the Forth from the north west corner of the harbour.
- The Gote of Gote Lane is a gutter or drain.
- The Queen's Arms in the High Street shows the town crest with St Margaret and her ship on its sign.
- Inland from Queensferry are two of Scotland's finest Norman churches, Dalmeny and Abercorn.
- Destroyers from Port Edgar escorted the surrendered German High Seas Fleet in 1918.
- Queensferry is landlocked by three great country estates - Hopetoun, Dundas and Dalmeny.
- Cobbles are an invention of the 1990s in Queensferry. For centuries, the High Street was a dirt track before being surfaced with tarmac.
- The Yanks are coming! The US naval fleet visited Queensferry after the War bringing stockings and candy for the local girls.
- The elegant Victorian shop fronts in the High Street are a reminder of the days when the town delivered essentials and luxuries to the surrounding country houses.
- The goldcrest, Britain's smallest bird, lives in the woodlands round Queensferry.
- There were horse fairs on the Binks as late as the early 20th century.
- The tidal waters of the Forth are 60 miles long.
- Queensferry was the first place in Scotland to establish a soap making industry.

## Interpretation Boards - Children's Stories

### **HAWES**

#### ***Riveting Royal***

The Forth Rail Bridge was officially opened by the Prince of Wales on 4th March, 1890. He travelled out into the middle of the bridge on the Royal train, lowered himself onto the track and hammered in the last of the 6.5 million rivets. The rivet was to have been solid gold but owing to lack of money it was only gilded.

### **SEALSCRAIG**

#### ***Smuggler's Tunnel***

Black Castle was the headquarters of the local smuggling trade. There are rumours of secret passages running from it under the High Street to the shore where boats smuggled in goods from England and Europe. Kegs of brandy and other loot were rolled along the tunnel.

### **MUSEUM (Car Park)**

#### ***The Burry Man***

There's no-one quite like the Burry Man. Where he came from is a mystery. Each August local people cover him top to toe with sticky burrs from the countryside nearby. Wearing flowers on his head, he parades the streets of Queensferry. His long johns stop the burrs prickling his skin. He has the right to kiss every girl he passes. See his amazing costume in the Queensferry

Museum.

## **HARBOUR**

### ***Lucky Throw***

It is said to be lucky to throw a coin into the Forth when crossing the Rail Bridge. A summer pastime for generations of local children was to search the shore for coins washed up by the tide. The loss of an unexpected source of pocket money was a consequence of the design of modern trains with windows which no longer open.

## **BINKS**

### ***Ticket to Ride***

Generations of grandparents have tried to persuade children that the trains go up and over the spans of the Bridge like a giant roller coaster. Local people have climbed to the top of the spans, 110 metres above the Forth.

## **BELLSTANE**

### ***Bellstane Birds***

The natives of Queensferry are sometimes called Bellstane Birds - a carving of the bird perched on a bell is set in the wall of the house at the seaward end of the square. Is the bird an owl and if so why? No-one knows. The bell may represent a bell rung to alert people to the start of the market. The name however predates the establishment of a market nearby. (In 1642, the Burgh Council decreed that a market should be established near the Bellstane). Another suggestion is that it means the stone with a white stripe on it and that it may have been a marker on higher ground to guide boats into the harbour.

## **PORT EDGAR**

### ***Balloon Books***

To warn of enemy raids, barges with balloons were moored in the Forth and there were also balloon sites in the fields round Port Edgar during the Second World War. Children used to cover their school books with scraps of material from damaged balloons.





# APPENDIX 3

## Final Copy for existing South Queensferry Orientation and Interpretation Boards

As part of the the updating and expansion of the signing system in South Queensferry it is proposed to refurbish the existing signs to include removal of existing boards, prepare metalwork, paint in “Bridge Red” and fix new orientation and interpretation panels

### HAWES

#### ***Safety First***

Building the Rail Bridge took its toll in human life. At least 73 men died and over five hundred were injured in seven years. This was a good safety record for the time.

Workers were provided with caps, thick woollen jackets and waterproof suits. This gave them some protection from the weather but not from the danger of tools and building materials falling on them from above.

An accident ward was set up beside the garden of the Hawes Inn. According to the Bridge engineer, Sir Benjamin Baker, “Many would have escaped had it not been for the whisky of the Hawes Inn.”

The souvenir menu of the lunch held in the giant engineers’ model loft at Queensferry after the opening ceremony was decorated with the words “All reap at last the actions they have sown.”

Guests at the opening ceremony lunch held in the giant engineers’ model loft at Queensferry included a M. Eiffel from Paris.

#### ***A Rough Ride***

18th century travellers must have welcomed the sight of the Hawes Inn at the end of their bumpy nine mile journey from Edinburgh by stagecoach. The unsurfaced roads were often muddy and full of ruts. At Hawes, travellers still had to face the ferry crossing which could take several hours if the wind or tide was against them - many were seasick.

#### ***There were other hazards.***

“One unfortunate party were driven down the Hawes Brae at so fast a pace that horses, carriage and passengers went right off the pier into the water and none of them came out alive.”

*William Westhofen, 1890*

#### ***No Room at the Inn***

As well as the thousands of visitors who came to see the “Eighth Wonder of the World” being built, the town’s population more than doubled. Terraces of brick houses - the Brickies – were built on the high ground west of Hawes for some of the 4,600 bridge workers while the Engineers’ House near Hawes Inn provided offices and living quarters for the managers.

#### ***Novel Inn***

Sir Walter Scott described the Hawes Inn in his novel *The Antiquary*, which also gave its name to a brand of whisky once bottled in the town. R L Stevenson wrote part of *Kidnapped* in Room 13 of the Inn. In *The Bridge*, Iain Banks imagined the Rail Bridge as a city of the future, with streets called Concourse Edgar and Keithing Avenue.

#### ***Queens Crossing***

The Queen Margaret made her final crossing to Hawes Pier, bringing Queen Elizabeth II back from Fife after she opened the Forth Road Bridge on 4th September, 1964. The ferry, the world’s first electric paddle steamer, was one of a fleet of four which in the early 1960s carried two million passengers and 900,000 vehicles a year across the Forth.

Over a century before, in 1842, a steam ferry, the *William Adam* took Queen Victoria across the Forth. She expressed “the greatest satisfaction with all the arrangements made on board.”

#### ***Final Journey***

The ferries charged different prices for hearses depending on whether the coffins they carried were full or empty. The lids of coffins with a body inside were usually screwed down.

To avoid the higher charge, some undertakers left the lids unscrewed even when the coffin contained a corpse. It is not recorded whether ferry crews were brave enough to double check.

#### ***Lucky Throw***

It was said to be lucky to throw a penny into the Forth when crossing by train. Local children used to search the shore for coins

washed up by the tide.

### ***One liners***

“PORTLAND PLACE MURDER TRACED TO SCOTLAND - Exciting incident on the Forth Bridge.”

*The newspaper headline that betrayed Richard Hannay.*

### ***Captions***

This wooden raft, 21 metres in diameter, was used to measure the contours of the rock surrounding the two south piers of the bridge on Inchgarvie island.

The view from Queensferry was about to change dramatically as preparations to build the Rail Bridge began in 1883.

## **SEALS CRAIG**

### ***Shore Leave***

The presence of a major naval base at nearby Port Edgar and regular visits from foreign fleets explains why a town as small as Queensferry once had eight policemen and two cinemas.

During the mid 20th century, the town had seven hotels. Being classed as a hotel rather than a public house meant that, according to Scots law, the landlord could serve ‘bona fide travellers’ on Sundays. The ferries were packed with people taking a ferry trip to prove that they were genuine travellers, rather than just out to enjoy themselves.

### ***Burst Boiler?***

Enormous lorry loads used to squeeze their way through the narrow High Street.

The largest of all were those carrying material for the building of the Forth Road Bridge, which used 232,257 square metres of metal.

### ***Human Cantilever***

The Forth Rail Bridge is designed on the principle of the cantilever. In a lecture to the Royal Institution in 1887, two Bridge engineers formed a human model of the bridge with a young Japanese engineering student, Kaichi Watanabe, acting as the girder in the middle.

### ***Upstairs Downstairs***

Many older houses, with their carved lintels and crowstep gables, were built of stone quarried from the foreshore. The problem of a shortage of building land between the cliffs and the shore led to an unusual solution. The front doors of the terraced houses opened on to a pavement above the level of the street. The pavement also formed the roof of the cellars below.

### ***The Mowbray Hound***

Sir Roger de Mowbray built his Barnbogle Castle on the shore to the east of the Rail Bridge. As the knight boarded ship to go on Crusade, his faithful hound howled so mournfully that he took it with him. They were killed in battle fighting the Saracens.

On wild winter nights, it is said that the dog haunts Hound Point below the Castle accompanied by a Saracen. If the warrior sounds his bugle, it is said there will be a death in the Rosebery family, the later owners of the castle.

### ***The Castle that Never Was***

Hoping to win a wife, the 3rd Earl of Rosebery commissioned Robert Adam to design a castle to replace Barnbogle in 1774. Adam’s plans were bigger than Earl’s budget and his grand design was never built, the 4th Earl building the present Dalmeny House, the earliest example of Tudor Gothic style in Scotland, in 1814.

The family lived in Barnbogle Castle until, one day, a wave crashed through the dining room window. They decided to build their new home, Dalmeny House, inland.

Rebuilt in 1881, Barnbogle Castle was used as a summerhouse by Lord Rosebery, the Victorian Prime Minister.

### ***Banquets for the Birds***

Birds like the rich mud of the Queensferry shore. Turnstones look for food under pebbles. The red legged oyster catchers use their long beaks to split open sea shells. They spread their feet out to stop them sinking into the mud.

In early summer, the brown mother eider ducks teach their chicks to dive for food while the black and white fathers swim offshore. Herring gulls and black headed gulls poke among the seaweed or sit on the railings hoping for a titbit.



## MUSEUM CAR PARK

### *Sunk by a Spell*

Built in 1626, Black Castle is the oldest surviving house in Queensferry. The initials above the dormer windows - WL and MS, for William Lawrie, skipper and his wife, Marion Speddie - tell a story.

When William's ship and crew were lost at sea, his servant, Marion Stein, was accused of having paid a beggar woman to cast a spell to sink the ship. Both women were tried as witches and burned to death.

### *Suspending Disbelief*

For two centuries, people came up with ideas to how to cross the Forth other than by sea. A road crossing by tunnel was suggested as early as 1740. In 1806, "a number of noblemen and gentlemen of the first respectability and scientific character" put forward a plan for two tunnels, "one for comers and one for goers". An 1818 design for a chain bridge used so little metal that "on a dull day, it would hardly have been visible and after a heavy gale, probably no longer to be seen on a clear day either."

### *39 Steps*

John Buchan's spy thriller, the Thirty Nine Steps, has been made into three classic films, starring Kenneth More, Robert Powell and Robert Donat as Buchan's dashing hero, Richard Hannay.

Wrongly suspected of murder, Hannay is cornered by his pursuers on a train crossing the Forth. In desperation, he pulls the communication cord and leaps out on to the track. In 1937, the film director, Alfred Hitchcock gave the plot an extra twist by having Hannay escape by swinging up into the girders of the bridge.

### *Ten of the Best*

Queensferry Burgh Court had ways of dealing with high spirits. Young offenders were bent over a whipping stool to receive their punishment where it hurt. Their arms were secured by leather thongs to prevent escape. See the whipping stool in the Queensferry Museum.

### *Whistle Blower*

Buses used to drive along the High Street to turn at Bellstane Square. The conductor would whistle to the driver to let him know that it was safe to reverse the bus out of Bellstane Square into the Loan until one day a local parrot started to copy his tune.

### *The Burry Man*

There's no-one quite like the Burry Man - where he came from is a mystery. Is he a local version of the legendary Green Man? Did he come from the sea covering himself with burrs to hide his naked body? Is there a link between his burrs and the scales of a merman?

Each August, local people cover the Burry Man from top to toe with sticky burrs from the countryside. Wearing flowers on his head and long underpants to stop the burrs pricking his skin, he parades through the streets, stopping for a nip of whisky in every pub. It is unlucky not to cross his palm with silver. See his (delete – amazing) costume in the Queensferry Museum.

### *Caption*

David Hinton in the doorway of his family's shop in the early 1900s.

## HARBOUR

### *Protestant Tide*

In the 17th century, the Covenanters rebelled in protest at the introduction of bishops to the Presbyterian church by King Charles I. Hunted down by the King's men, they hid in the attics and cellars of the houses round the harbour, waiting for a 'Protestant tide'.

At high tide, they embarked on one of the town's fleet of sailing ships heading across the North Sea to the more tolerant Low Countries where they could freely practise their faith.

### *Island Fortress*

Inchgarvie has been an island fortress since 832AD when Angus King of the Picts killed the Anglian king, Athelstan in battle. He set his enemy's head on a spear here as a warning to others to keep out of his territory. Over the centuries, the island has

served as a look-out point for pirates, a fort and a state prison before being used as a giant stepping-stone for the Forth Bridge.

### ***Silver Darlings***

In the mid 19th century, the harbour was the busiest place in town. Queensferry was famous for its young herring, known locally as garvies, which were salted and exported to Scandinavia and the Netherlands. Inchgarvie, the island under the Rail Bridge, takes its name from the fish that swam round it and brought wealth to the town.

### ***The Last Drop***

King George IV was one of the brands of whisky bottled in Queensferry in the 1950s. Glenforth, the town's first distillery was built in 1828 behind the harbour, during the reign of George IV.

The mash, the grain left after the first stage of distilling, used to be dumped on the shore. Local people collected it and put it through their mangles to squeeze out any remaining alcohol. This mangle blend was "exchanged" on street corners and up dark alleyways.

### ***Roll Out the Barrels***

Whisky was not the only product to be stored in barrels in Queensferry. In the herring season, fisher women came to town to gut, salt and pack the fish while carters removed the full barrels. Locals felt that these hard-living visitors lowered the morals of the town.

In the 18th century, smugglers moved the barrels. Boats brought in kegs of contraband brandy which were rolled along secret tunnels from the shore to Black Castle

### ***Riveting Royal***

The Prince of Wales opened the Forth (delete Railway) Bridge on 4th March, 1890. He travelled out to the middle of the bridge on the Royal train, lowered himself onto the track and hammered in the last of the 6.5 million rivets used in the building of the Bridge. The Prince's rivet was meant to be solid gold but owing to lack of money, it was only gilded. No-one confessed this to the Prince!

### ***Within An Inch of His Life***

In September 1888, one daring brigger made the first unofficial crossing of the Forth Rail Bridge. He balanced on a ladder placed between the jibs of the cranes working on the cantilevers, 61 metres above the sea. A month later, the niece of the Marchioness of Tweeddale was the first person to walk across the bridge: her aunt later drove the first railway engine over the Bridge.

### ***Captions***

In 1963, the two ends of the 1½ mile Forth Road Bridge met within an inch. When completed, it was the longest suspension bridge in Europe.

"It will last for ever if you look after it"

*Sir William Arrol, Forth (delete Rail) Bridge contractor*

## **BELLSTANE**

### ***Christ is my hope***

Samuel Wilson, Queensferry's richest merchant, built Plewlands House in 1641. He made his fortune importing timber from the Baltic and wine from Bordeaux. He chose to build his house outside the Burgh boundary to avoid paying local taxes.

Mindful that even wealthy men are mortal, he expressed his faith and recorded his marriage to Anna Ponton over his front door - Spes Mea Christus SW AP 1641. Look out for other old houses in Queensferry with these marriage lintels.

### ***Fire Water***

On 24th April, 1949, flames lit the night sky as the local distillery was destroyed by fire.

At the height of the inferno, a heady mixture of whisky from burst casks and bottles, blended with ash and water from fire hoses, ran down the Loan into Bellstane Square. A few locals were unwise enough to drink this unique hot toddy. They woke up in hospital on the end of a stomach pump.

### ***Bellstane Birds***

The Bellstane Bird perches on a bell on the wall of the house at the bottom of Bellstane Square. People living at this end of town are known as Bellstane Birds and the town's football team also adopted the name.

The name Bellstane is a mystery. It may refer to the stone on which rested the bell rung to tell local people that the market was about to start. The word Bellstane also means a stone with a white stripe on it. Perhaps there was a stone marker here to help sailors guide their boats safely into the harbour.

### ***Cleaning up the Town***

In 1817 the local aristocratic family, Rosebery of Dalmeny, paid for Queensferry's wellheads and a bleaching green. A plaque on the Tolbooth tower records the town's gratitude

The inset in the wall of East Terrace, "Passagia Reginae" marks one of the outlets for the water supply. The large cupboard beside it may have been a store for night soil, the contents of ash privies which performed a necessary function in the days before modern plumbing.

### ***Up the Greasy Pole***

Every August Queensferry goes to the fair. The climax of the week long Ferry Fair is the appearance of the Burry Man and the crowning of the Ferry Queen. The High Street becomes a running track. The winner of the men's race was presented with a pair of boots. During the Ferry Fair procession, the boots swung from the town crest on a pole carried by the town crier, "Killiecrankie" Willie Lamond.

Until 1989 there was a competition to climb a greasy pole. The first man to reach the top released a bag of flour to prove his victory. The prize was a ham much valued in times when money was short.

### ***The Monkey's Revenge***

In the early 19th century, RN Commander Anthony Kingscote lived in Loan House on the left up the hill. He had brought a pet monkey back from his travels in Africa and kept it on a chain in the kitchen. The young kitchen maid used to tease the bad tempered beast.

One night the monkey took its revenge. It escaped to the attic and tore out the maid's throat as she slept. The monkey has haunted Loan House ever since and some people are still afraid to go into the attics on their own.

### ***Captions***

Ann Johnson in the lead in the married women's race.

James 'Pin' McLucas, scrap merchant outside Plewlands House.

## **BINKS**

### ***Air Attack***

At the start of the Second World War in 1939, the Forth (delete Rail) Bridge experienced the first enemy bombing raid on the UK. The bombers' target was HMS Hood, the pride of the Royal Navy, which the Germans incorrectly believed to be at Rosyth naval dockyard. The Edinburgh squadron of the RAF intercepted the German planes, shooting some down and forcing the rest to turn back. A bomb damaged the bows of the battleship HMS Southampton, splinters also hitting HMS Mohawk and HMS Edinburgh. There were thirty five naval casualties.

Time and time again, the Germans tried to destroy the Bridge, a vital link in the movement of troops and goods. Destroying such a famous landmark would also boost morale in Germany. Reputedly, a German newspaper printed this aerial photograph of the Bridge upside down, claiming that the outline of Inchgarvie island was a cloud of dust and smoke from a bomb which had made a direct hit on the Bridge.

### ***It's Like Painting the Forth Bridge***

Painting the Forth Bridge was a popular way of describing a never ending task. Painting the (delete actual) Bridge from end to end took five to seven years but areas exposed to wind and sea spray were painted more regularly. The colour of the paint was called Forth Bridge Red.

The saying is even less true since the Bridge's recent, ten year restoration. More than 1500 people applied 240,000 litres of a tough marine coating used to protect offshore oil rigs. The coating is expected to last at least 20 years.

Delete - It took a head for heights to work 150 metres above the sea. Painters used to climb up the girders, a rope in one hand and a paint pot in the other.



### ***The Binks***

Ferries have plied the Forth for over 900 years ever since Queen Margaret (1047-93) provided a free crossing for people on pilgrimage to the shrine she had established at St Andrews to Scotland's patron saint. Margaret became Scotland's only royal Saint in 1249. In the Middle Ages, the monks of Dunfermline Abbey continued the tradition of providing a free ferry for pilgrims, travelling to the shrines of St Margaret in Dunfermline Abbey and St Andrew.

For centuries, there were a number of landings from Port Edgar to Hawes to cope with different tides, currents and winds. At very low tide, ledges or 'binks' of rock can still be seen. They were cut to form a straight edge and partly surfaced with dressed stone to make a ferry landing.

### ***Two James***

St Mary's (Episcopal) Church, Queensferry's oldest building, was endowed as a Carmelite priory in 1441 by James Dundas, a local laird.

A later James Dundas is buried in the family vault in the church. Six months before James was born, his father, captain of the East India Company's sailing ship Winterton, died when his ship ran aground on Madagascar. Brought up fatherless, young James made sure that history did not repeat itself by fathering eleven children.

### ***Ticket to Ride***

Were these three children teased by their grandparents into believing that trains go up and over the spans of the Bridge like a giant roller coaster? Many children were.

### ***Captions***

Did enemy planes mistake the island of Inchmickery for a battleship as they flew up the Forth towards the Bridge?

If a naval ship sails under the Rail Bridge when a train is crossing, the navigator has to buy the officers a drink. If two trains are crossing, drinks for the whole crew are on the Captain.

Narrow escape! In 1939, a bomb splinter burned a hole in the apron pocket of a woman at Dalmeny Station. (Note – this now forms a story at Dalmeny Station)

### **TEXT FOR MAP**

Welcome to Queensferry.

Explore the High Street with its fascinating old houses, inns and shops.

Discover hidden corners and unexpected views in the lanes off the High Street.

Enjoy a drink or a meal with a view of the Bridges.

Visit the Queensferry Museum and the country houses that surround the town.

Take home tartan, crafts or local produce.

Come back again soon.

### **BRIDGE NAMES**

Scotland's Eiffel Tower

"A romantic chapter from a fairytale of science"

The Muckle Brig

The Big Girder

The Eighth Wonder of the World

"A dog to build"

"Queensferry's mountain of metal."

Hereyerefurwhauryergaun Bridge

# APPENDIX 4

## Stories for North Queensferry Boards

The following suggests the content for the new boards from which a final selection can be made for the production of final texts.

**BATTERY ROAD** – (On wall viewing out over Foreshore and Forth)

### *Paving the streets of London*

For centuries quarrying was North Queensferry's major employer after manning and servicing the ferries: by the 1930s it was the main employer.

Hard quartz dolerite outcrops have pushed through the bedrock of sandstone laid down 400 million years ago on Inchgarvie and the North Queensferry peninsula. Also known as whinstone, the outcrops have been quarried since the 18th century. In the 1760s there were at least two quarries one of which employed 145 men largely from Inverkeithing. Twenty years later there were complaints of the debris of small loose stones left after the blocks were transported for canal building.

The whinstone was used as slabs, setts and kerbs for pavements and harbours. Over the years stone from the quarry was used for the piers of the Forth Bridge, Leith docks and the Forth and Clyde Canal and was exported all over Europe.

By 1854 North Queensferry had seven quarries. At the start of the 20th century the three main quarries were Carlingnose, Battery and Ferrytoll all with their associated tramways, cranes and piers. There was a large dump of quarry waste, known as the Stourie Bing. Quarry workers were housed in Forthview Terrace, known also as Brunton's Buildings after a quarry owner or as Bug Row.

### *Digging out the landscape*

Quarrying changed the shape of North Queensferry. St James Bay, known as the Wee Sea, was once much larger until filled in with quarry waste. Much of the promontory on which the coastguard cottages stand was also quarried. Deep Sea World was created out of the crater of the Battery Quarry in 1990. Opened in 1784, the quarry closed in 1924 when flooding by seawater made it no longer economical.

### *Cementing the bridge*

The quarries were busy during the construction of the Bridge, creating noise and dust. Whinstone blocks for the Bridge were obtained either by quarrying in the open or from the excavations for the Bridge piers. For the viaduct and cantilever end piers, a hard freestone or extra large whinstone blocks were shipped out to where the men were working. Local whinstone was exclusively used for concrete for the Bridge including the caissons. There were stone breakers and crushers to charge the broken stone into barges or iron skips for transport to the Bridge sites. In total 64, 315 cubic yards of concrete were used in building the Bridge.

### *Quotation*

'Landed at North-Ferry near which are the great granite quarries which help to supply the streets of London with paving stones; many ships then waiting near to take their lading.'

*Thomas Pennant, A Tour in Scotland, 1769*

### *It's raining rust*

By the 1990s residents of North Queensferry complained of lumps of rust raining on their houses and cars and alarmist headlines suggested that the Bridge would have to be closed for good.

### *Netting the enemy*

During the First World War the Forth was protected by four lines of defences with anti-submarine and anti-destroyer booms and nets. The innermost line of defence was provided by submarine nets below the spans of the Bridge. The nets were provided with gates for ships to pass through, controlled by lights on the Bridge. 'We were very thrilled by the submarine nets which we were told stretched right across under the Forth Bridge.' (The composer Sir Edward Elgar visited South Queensferry in March 1915).

### *U-21 spotted off North Queensferry*

In September 1914 submarine U-21 had reached the Bridge before heading back out to sea: guards from the Carlingnose Battery fired when they spotted her periscope. Three days later she sank the light cruiser HMS Pathfinder off Eyemouth earning HMS Pathfinder the dubious distinction of being the first British naval vessel to be torpedoed by a submarine.

### ***The Grand Fleet***

Part of the Grand Fleet lay off North Queensferry on several occasions during the First World War. From 1915 the battle cruiser fleet moved from Scapa Flow to Rosyth, with their attendant cruisers and destroyers. Crowds lined the North Queensferry shore to watch the action. In April 1918 it was decided to move the whole of the Grand Fleet from Scapa Flow on Orkney to the Forth. Many battleships moored above and below the Bridge at buoys or at anchor.

### ***Cowards***

The battle cruisers sailed out in 1916 to take on the might of the German Navy at the Battle of Jutland. They limped back carrying the dead and wounded to Butlaw naval hospital at Port Edgar. Although the battle was not decisive, the German navy never went on the attack again.

As ships returning from the Battle of Jutland limped under the Forth Bridge, junior midshipman Bill Fell on HMS Warsprite recalled how the railway people leaned over the bridge 'To our dismay they shouted "Cowards, cowards, you ran away." They chucked lumps of coal at us.'

### ***Sailing to surrender***

During Operation ZZ a hundred and fifty battleships anchored on both sides of the Bridge before heading out to accept the German surrender off the Isle of May and escorting the German fleet back into the Forth on 21st November, 1918. They sailed out under the middle arch of the Bridge in a stately procession. HMS Cardiff led over 300 warships down the Forth in a procession 19 miles long to accept the surrender and escort 75 German vessels to an anchorage off Inchkeith. Some moored at Port Edgar. Three days later the Germans left for internment in Scapa Flow on Orkney. Eight months later, the German crews deliberately scuttled their battleships rather than have them fall into British hands.

'The horrid Forth like a great ditch full of thick fog'

*Rear Admiral David Beatty, Commander of the Grand Fleet, 1918*

### ***Admiral of the Russian Empire***

Samuel Greig's parents lived in Battery Road although Samuel was brought up in Inverkeithing. He rose to be an Admiral under Catherine the Great and is said to have commissioned stone from the Queensferry quarries for improvements to the Fort after being appointed Governor of Kronstadt, the seat of the Russian navy,

Note: This story is told in Inverkeithing so not very relevant to Queensferry.

### ***One foggy night***

The changing pattern of lights on the Bridge piers could be a hazard to shipping, especially on dark nights if the Briggers were not working. One foggy evening the captain of a tug towing a barque down river mistook the pier for Inchgarvie and headed straight for North Queensferry which was obscured by mist. He spotted his error in time to back out his boat and slip the tow rope but the barque continued on its way and crashed into the jetty, doing considerable damage to both. Thereafter a lighthouse was erected on Inchgarvie, its flash every five seconds being visible for 12 miles up and down river. Standing on a brick pier, the only element of the original bridge ever built, ironically the lighthouse can be seen as a lasting memorial to Thomas Bouch.

### ***Facing the wrong way***

There have been defences here since at least the early 16th century when a garrison was posted on Inchgarvie. A battery was established on the mainland with 17 guns in an unsuccessful attempt to stop Cromwell's army crossing the Forth in 1651. The guns were trained on the sea and 1700 of Cromwell's troops marched round the Battery and took it from behind. They defeated the Scots at the Battle of Inverkeithing fought on the Ferryhills, effectively ending Scots resistance to Cromwell.

### ***American invasion***

The appearance of the Scots born John Paul Jones in the Forth in 1779 with the aim of distracting the British during the American War of Independence resulted in the decision to have a permanent battery on Castlehill with eight twelve pounder guns manned by an NCO and four gunners.

### ***Battering the enemy***

The War Office bought land to improve defences from the end of the 19th century. New defences were built at Carlingnose and Coastguard batteries where 2 twelve pounder guns were installed. The defences were batteries of guns in concrete emplacements with magazines below and perimeters of barbed wire, trenches and pill boxes. Carlingnose had two six inch coastal defence guns with a range of 14-24,000 yards while the Coastguard battery had two 12 pounders with a range of 10,000 yards designed against torpedo boat action. Carlingnose was part of a system of command from Elie to North Berwick, which was treated as a fortress while Coastguard battery fired independently. Carlingnose was dismantled at the end of the First World War although Royal Engineers continued to use the barracks while dismantling offshore structures.



***Danger from the air***

During the Second World War the Engineers continued to use the barracks but the Carlingnose and Coastguard gun sites were converted into anti-enemy aircraft defences with guns and searchlights operated by the Royal Artillery. The submarine mining station was situated just NE of Carlingnose Battery. An observation post for controlling the minefield approaches, a D-shaped bolt ring for a gun and the remains of a pier for handling the mines survive. The interior of Barrack Hill was made into a munitions store. There was an influx of English soldiers, Irish labourers and Poles some of whom stayed on and married local girls. Carlingnose barracks closed in 1957.

***Danger - balloon***

Barrage balloons were part of coastal air defences during the Second World War. Until the end of 1943 there were three barrage balloon sites - Carlingnose Quarry, Ferrybarns and Ferry Toll roundabout. One burning balloon attached itself to a coach of a northbound passenger train on the Bridge in 1940 and the next year an 85 mph gale blew a balloon over the cliff to land 75 ft below on the beach. The balloonist baled out with seconds to spare.

***Pilots, signallers and coastguards***

On the site of Castlehill is the former block of the Royal Navy Signal Station Married Quarters. The cottages were built in 1882-3 by the Forth Bridge Railway Co to replace the coastguard station whose site had been taken over by the railway bridge. The Coast Guard Station consisted of an officer's house, five cottages and a Watch House. The present signal station tower was erected around 1917. The coastguard station was wound up by the end of WW1 and the cottages were used to accommodate the Forth River Pilots.

***Staying in touch***

During the building of the Bridge telephone communications were set up between offices, workshops, stores and the three main construction sites – Queensferry, Inchgarvie and North Queensferry – by running a cable under the Forth.

***Remembering the Briggers***

Close by in 2012 the community erected a memorial to the 73 Briggers known to have died during the construction of the Bridge. There is an identical memorial near the Hawes pier at South Queensferry. One of the first deaths occurred in 1884 as the groundwork for building the Bridge gathered pace. In July a middle aged, unmarried labourer, Robert Adamson, was crushed between two railway wagons at North Queensferry, dying from 'Compression of Thoracic Viscera & Shock'. Injuries were commonplace. On 8th September 1884 an unnamed 14 year old living in North Queensferry fell from a scaffold, fracturing his thigh.

***Reach for the Bridge***

Around 1900 law abiding villager Willie Clark had one enemy, police constable Alex Pottie. For reasons unknown they hated each other. Willie acquired a narrow piece of land and built a tall narrow house on it, known as Matchbox Cottage, simply to spoil the view of the river from the police station. A friend of both parties employed in maintaining the Bridge shouted down as he watched the house being built: 'Keep at it Wull, ye'll soon be able to pass me up my piece box.'

***Monsters of the deep***

Whales have always been occasional visitors to the Forth. King Malcolm 1V granted to the monks of Dunfermline any stranded 'crespeis' (whale or dolphin) except for the tongues which he reserved for himself as a delicacy.

After a whale was sighted off North Queensferry in 1843, the boatmen stuck several harpoons in its side and struggled with it for an hour, the lashing of the whale's tail causing plumes of water to rise into the air. Eventually it died of exhaustion and loss of blood and the boatmen towed it to shore. Another whale survived for over a month feeding on sprats (garvies) despite being fired on by cannon from a nearby man-of-war.

**FORESHORE BEHIND THE ALBERT HOTEL*****Sailing by***

In 1851 Wallace Fyffe recalled the craft on the Forth: 'the gay passenger steamer rattling up; the huge merchantman tacking across the Firth; the eerie drone of the Ferry passage boat, resounding for miles along the drowsy shore.'

***Landings***

The village originally hugged the shore along the King's Way from the landing at the top of South Bay towards Dunfermline. Medieval travellers landed at a number of places on the foreshore depending on the tide and weather, having to scramble over the rocks to dry land.

With ferries increasingly landing at the Town Pier, the axis of the village shifted up what became Main Street. Fishermen landed

their catch from Cadger's Slip behind the Albert Hotel: a cadger was a travelling fish salesman. On days when fish was landed, cadgers' carts stretched the length of Main Street. Having picked up their fish, the cadgers raced out of the village to be first to bring fish to the nearby towns. By the early 20th century the fish trade had largely died out. The village was now served by fish wives, one travelling from Cockenzie in East Lothian by train with her basket strapped on her back and secured by a strap across her forehead.

There are several piers, jetties and wharves on the foreshore, associated with military operations and quarrying. There were two piers at Battery Point accessible at low water. As part of Rennie's improvements the East pier was repaired and the West pier was built. The remains of the piers can be seen on either side of the Bridge. During the building of the Bridge the old battery slip, the ancient landing-place for the ferry was covered by timber staging for the cranes that handled materials. It also served for landing the Briggers, and for mooring barges and steamboats.

### ***The Huts***

The influx of men building the Bridge posed a challenge for a small village: at its peak the Bridge workforce was 4500 strong. Briggers found lodgings in the village or in its larger industrial neighbours Inverkeithing and Dunfermline where some Briggers were also long term residents. Wooden dormitories known as the Huts were erected near here to accommodate workers: amenities included a canteen, a dining room, reading rooms and a store selling boots, clothing, food and groceries. After a serious outbreak of scarlet fever in the autumn of 1887, the sanitary inspector recommended that a cleaner was employed and that overcrowding in both lodging houses and the Huts was addressed. Tancred-Arrol appointed doctors to provide medical care for the Briggers and their families. In a twelve month period Dr Menzies made 3,480 calls in North Queensferry and Inverkeithing.

### ***Quotation***

'Owing to the influx of visitors, prices for stabling accommodation in the hotels, as also for refreshments for man and beast were rather dear.'

*Edinburgh Evening News on the opening of the Bridge, 4th March 1890*

### ***Say, where can we get a meal?***

During the Second World War Allied troops stationed around Edinburgh regularly visited the Forth Bridge while on leave. They crossed to North Queensferry to get the best view but were often found wandering the streets looking for a meal when the WVS canteen was closed. In 1942 the North Queensferry branch of the WVS offered hospitality to the men in their homes on Sunday afternoons as part of pre-booked tours organised by the Victoria League Club in Edinburgh.

### ***The fastest riveter on the Bridge***

Legendary John McCabe from North Queensferry was the fastest riveter on the Bridge. While waiting for his team to catch up he would slip down a rope for a pint at the Hawes Inn.

### ***Thirsty Briggers in town***

An extra constable was drafted into the village to cope with the increase in troublemakers during the building of the Bridge. When police constable Dixon tried to prevent two drunk Briggers from boarding the workmen's boat, he was rewarded with a blow to the face. A holder-on and a labourer set upon a fellow worker, battering his head with a stone. The victim, engineer John Grey, bore 'marks of severe handling' and ended up in hospital in Dunfermline.

The canteen which sold alcohol came under criticism during the trial of riveter James Trainer for hitting the boatman at the end of the pier. Trainer had crossed the Forth to escape the restrictions on serving drink at the South Queensferry canteen. He pled guilty confessing that he had purchased half a gallon of beer and some rum and was too drunk to recall the incident. The Procurator-Fiscal considered that 'North Queensferry was bad enough on Sundays with the drunken Bridge workers who were resident in the village without the contingents that sometimes arrived from the South side.'

After the South Queensferry magistrates revoked the licences of local hotels to sell drink on Sundays because of rowdiness the exodus north was not confined to the works' canteen. Sheriff Gillespie forecast: 'Rowdies will come from the other side to North Queensferry to get drink, and the place will be made quite intolerable for quiet people living there.'

### ***Catering for the Pilgrims***

Queensferry has catered for travellers from earliest times. Queen Margaret endowed a pilgrims' hostel with staff to 'wait upon the pilgrims with great care.' In the Middle Ages, most people were employed either manning the ferries or offering pilgrims food and shelter. Pilgrims visited the chapel dedicated to James, the patron saint of travellers, which King Robert II granted to the monks of Dunfermline Abbey around 1320. At the time it would have stood on the seashore. The surviving fragment in Chapel Place is the village's only medieval building.

***'An elegant and commodious inn'***

In the 19th century there were 13 places selling spirits in the village to serve the ferry trade.

Opened in 1824 the Albert Hotel was Mitchell's Inn until a brief visit from Queen Victoria and Prince Albert in 1842. It was so close to the water that drinkers could take a swim out the back. It was built on the site of the Hope Tavern. More recently it was the favourite haunt of writer Ian Banks who called in once a week for a pint. He lived in the village. He may have found inspiration for his 1986 novel *The Bridge* imagining the Bridge as a futuristic city.

Opposite, the Black Cat Inn is now a private house. Built in 1693, it displays the initials of its original owners – Thomas Peastie and Bessie Creech - on a lintel above a first floor window.

The Ferrybridge Hotel opened as Bishop's Hotel, It was called the Roxburgh Hotel in the mid 19th century when run by the daughter of a ferry boat skipper. After the opening of the Bridge, the opportunity was taken to advertise 'old mother marmalade' on the roof to be observed by passengers travelling overhead.

***The carriage trade***

By the 1830s the centre of North Queensferry was very noisy and smelly given the amount of dung from horses and animals awaiting transport. Mail coaches also passed through the village – 'the Royal Mail' from London to Aberdeen, the Defiance to Dundee and the Coburg to Perth. The first mail coach of the day with its four horses sounded its bugle at 4am as it passed through. Fifty post horses were permanently stabled in the village. The Albert Inn had large stables for carriage horses on the other side of the road. Local boys used to steal lifts on the back of the carriages. The Brae was so steep and tortuous that some passengers left their carriages at the top and walked down.

***Defying time***

One of the best known coachmen was Captain Barclay whose Edinburgh-Aberdeen coach Defiance ran through the village from 1829-49. He was so punctual that one could set one's watch by the time of his arrival. He was known as 'the celebrated pedestrian' as he had once walked 1000 miles in 1000 hours to win a bet of 1000 guineas. He boasted that 'She'll be in Aberdeen by 7.10 if naethin' happens tae Aberdeen.'

***Best beer***

In 1669 the brewers of North Queensferry were allowed to charge more for their beer than the rate set by the local court on the grounds that gentlemen and travellers would refuse to drink the beer of the quality that they could produce for the lower price.

***Royal crossings***

The first royal crossing may have ended in mid Forth. There is a tradition that the severed head of Athelstane King of Northumbria was displayed on a pike, after his defeat by the Pictish king Aengus MacFergus in 832 AD.

King Alexander III 'would neither be deterred by stress of weather nor yield to the persuasion of his nobles, but straightaway hurried along the road to Queensferry, in order to visit his bride, Yoleta, whom shortly before he had brought from over the sea' from France. (Chronicle of Lanercost) In his haste to be with her his horse stumbled and threw him over the cliff at Kinghorn in 1286.

Kings crossed on their way to their palace at Falkland. Mary of Guise crossed in 1538 after her marriage to James V in St Andrews. Her luggage included chests of bedding and clothing, a table and a chair.

Mary Queen of Scots crossed on her way to imprisonment in Lochleven Castle in 1567 and again the next year when she escaped.

James VI gave Anne of Denmark the Queensferry Crossing as a wedding present.

In 1651 Charles II visited the batteries on Inchgarvie and North Queensferry. Although Cromwell had driven him out of England he was crowned King of Scots at Scone in January 1651.

Queen Victoria and Prince Albert passed through in 1842 during their first tour of Scotland. A red carpet was laid on the Town Pier and triumphal arches were erected in the village.

In 1964 the Queen and the Duke of Edinburgh visited the ferries on the pier in the last days of their operation.



## **MOUNT HOOLY CRESCENT - Viewpoint**

### ***View from the summit***

Two roads led away from the shore: the flatter New Road taking traffic from the ferry and the steeper Old Road up the Brae to the station and the Ferryhills summit. A string of villas was built on the Old Road from 1890. Until demolished in 1973 the Village Institute dominated the view at the foot of the Brae. In the 1950s the panorama from the Ferryhills summit included a couple of quarries, a paper mill, a ship-breaking yard, an aircraft carrier or armed cruiser on the Forth and steam from an express tackling the gradient to the Bridge.

### ***Delivering the groceries***

In the 1950s the young Stocks son pedalled a heavy bicycle laden with groceries up the Brae to the villas. The bicycle had a painted sign 'J Stocks, licensed grocer' fixed below the crossbar. Council house tenants either queued in the street for the weekly Co-op van or toiled up the hill with shopping bags.

## **WAR MEMORIAL GARDEN**

### ***Cows crossing***

During the 18th century cows and sheep were driven from many parts of Scotland to the Falkirk Trysts (cattle markets). Some crossed on the ferries. The night before crossing the cows were put to graze on the Ferryhills. They were then driven down the Brae and along Main Street to board the ferries at the Town Pier making the streets a quagmire of dung. Some cows got detached from the herd or fell into the water, having to be driven back up the beach for a second attempt at boarding. The piers were reserved for the ferries alone during the cattle fairs, much to the complaint of fishermen and merchants.

### ***Remembering the dead***

From Lieutenant William Aikman to James Watson, a fireman in the Merchant Navy, 38 names are listed on the war memorial, made of Carlingnose stone, at the foot of the Brae. Names include Australians and Canadians. The stone trough used to stand beside Waterloo well to water the horses. The Memorial was moved to its present site when the Parish Church was demolished in 1968.

### ***'Kick ye doon a' Brae'***

Under the name of the North Queensferry Sailors' Society, sailors, probably the ferrymen, set up a fund to care for widows and orphans of their members and pay for a school master. In 1827 funds were raised by public subscription to build a school and school master's house half way up the Brae. One of the early schoolmasters was a colourful character. Having had the lower part of one leg amputated he walked with a wooden stump which he took off to use as a dibble when planting his garden. He paid a boy to go down to the village to fetch him a bowl of porridge every morning. He threatened boys: 'If ye dinna behave yersels, Ill gie ye a guff a' lug and kick ye doon a' Brae.' School children were given a day off for the opening of the Bridge.

### ***Who's she fighting?***

The village had several wells, two of which - The Waterloo Well and the Jubilee Well - are on the Brae. The oldest is Willie's Well on the shore close to the medieval communal washing green: it is said that anyone who drinks its waters will always return to the Ferry. It was said of anyone who was reluctant to leave the village that 'Ye maun hae drunk oot o' Willie's Well.'

Dated 1816 the Waterloo Well at the bottom of the Brae was reconstructed from an existing well to commemorate the Battle of Waterloo. Used mainly for watering horses and washing coaches, it was also the chief supply of water into the village prior to the introduction of Glensherup water from the Ochils, piped-in from 1883. Directly behind is the pump for the 1883 water supply. The steam engines used during the construction of the Bridge also interrupted supply.

The plaque and stone casing covering an earlier well, known as the Lion's Head Cistern, were probably erected after 1822 when there was the need to 'raise the walls and put a lock on the well.' The figures of the foreign sailor and the local woman fighting are a reference to the days when during droughts the women of the village tried to drive off crews of vessels in the Firth of Forth who sought to replenish their water stores from an already scanty local supply. Another interpretation is that the man is the water man who regulated the flow of water from the water house further up the hill. Half way up the Brae the Jubilee Well celebrates Victoria's sixty years on the throne.

*Note: As the wells have recently been interpreted we should simply introduce them as a story.*

### ***Scotland's second last duel***

In 1824 Captain William Gourlay and Mr Westall accompanied by a second and surgeon crossed to North Queensferry and climbed up the Brae to conduct a duel in the Ferry Hills. They had fallen out over an unpaid bet at the Doncaster races. Words like 'swindler' and 'liar' had been exchanged in the Bull Inn and Gourlay broke a poker over Westall's head. Gourlay was killed in what was Scotland's second last duel. His body rested in Mount Hooly under a Union Jack until his wife claimed it for burial at Inverkeithing.

## RAILWAY STATION

### *Wish you were here*

By the 1880s North Queensferry was 'a favourite summer resort for sea-bathing'. It was a quiet spot, its public facilities running to little more than a post office, coastguard station, Free Church and public school. In the previous half century the population had fallen by nearly a fifth to 360.

The air was so fresh that Sir James Young Simpson, advocate of the use of chloroform in childbirth, recommended patients to the resort. The arrival of the railway resulted in a gradual influx of tourists, day trippers, golfers and commuters.

By the early 20th century the village offered visitors a golf course, sea bathing, accommodation to let and the chance to watch the famous regattas. Before the building of the Railway Pier, the Inner Bay had a clean, sandy beach but the Pier altered tidal currents resulting in a build-up of sludge. As late as the 1950s Port Laing beach was thronged on sunny weekends and the ice cream kiosk did a brisk trade.

### *Carry your clubs, Sir*

The Dunfermline Golf Club leased land at Ferryhills in 1890 after finding that 'there was a charm in the views of the winding of the Forth – the very air seemed to be impregnated with the game.' Two years later the nine hole golf course was doubled to 18 holes. In 1892 the Edinburgh Evening News reviewed the course, extolling its views as well as its play. 'There is not a hole on the course from which magnificent view may not be had from the May Isle to Ben Lomond. The murmur of the sea is ever heard, and from the shipyards at Inverkeithing the busy rattle of the riveters' hammer is subdued by distance. Ships are lying at anchor, steamers continually passing up and down, whilst occasionally the quaint songs of the sailors are wafted up from the bay below. 'The putting green was so good that it 'would tempt the cracks from St Andrews'. In 1894 legendary golfer Old Tom Morris reconfigured the course.

The original wooden hut was soon replaced by a proper clubhouse which had originally served as the exhibitors' club house at the Edinburgh International Exhibition of 1890. The Club moved again in 1929 to Torrie outside Dunfermline. The North Queensferry course reopened as the Ferryhills Golf Club, attracting a membership of around 400 from Queensferry and Edinburgh. Golfers could purchase special excursion rail tickets and the 5.17pm golfers' special ran daily from Waverley Station. Caddies waited on the platform looking for custom. US and Royal Navy officers in port played golf both with other ships and with the locals.

### *It's raining sovereigns*

It was lucky to throw pennies when crossing the Bridge. American troop trains were very profitable as the men threw half crowns and sovereigns rather than pennies. Americans on leave wandered round the village looking in vain for somewhere to spend their money, offering half crowns to passing children. Morning rolls were also thrown from trains, being delivered to the village from Fife bakeries.

### *The first train on the bridge*

On 21st January, 1890 a strong gale blew as side by side two trains entered the Bridge from the south. This was the first time that the Bridge had felt the weight of what it was designed to carry. These were no ordinary trains, each consisting of two locomotives, fifty wagons weighing over 13 tons and another engine at the rear. The engineers had already anxiously studied their rules and breathed a sigh of relief. The amount of movement of columns and cantilevers could be measured in inches, well within the Board of Trade's requirements.

### *Where's the station?*

The one thing that the community overlooked was that the Bridge would result in the closure of their local railway station. Residents were up in arms, expressing 'surprise and indignation' at a public meeting. It meant a two mile walk to Inverkeithing to board the trains that people could see passing above their heads. Four months later their protests resulted in a new station at North Queensferry, albeit a steep walk from the village, served by a dozen trains on weekdays and four on Sundays. Originally there were buildings on both sides of the track. Ladies had a separate waiting room with a coal fire.

### *Next stop Inverkeithing*

Building the three km long North Approach Railway from the end of the Bridge to Inverkeithing was an immense construction project. A deep cutting had to be made through the Ferry Hills. Eighty feet deep diggings were started at both ends. The whinstone was liable to crumble and fall and so a roof with air vents had to be created over the tracks and the central section had to be tunnelled rather than dug out. The next challenge was to carry the line over boggy ground formed from an extinct volcano. The 70 ft hole had to be filled with waste from the Jubilee quarry. The track then passed over the 65 ft high Jamestown Viaduct and through a tunnel to Inverkeithing.

### ***Accident on the line***

One of the most significant causes of accidents during the construction of the Bridge was the building of the approach railways especially the tunnel between North Queensferry and Inverkeithing. During 1889 reports regularly appeared in the local press - 'Right foot badly crushed by a wagon'; 'right leg severely fractured by a fall of earth'; 'somewhat seriously injured by a stone falling upon him while engaged in a cutting'; 'crushed against the side of the cutting by a wagon'. Labourer Thomas Young of North Queensferry had two toes sliced off by a falling stone. Michael Kelly lost a leg when a stone crushed it during tunnelling operations.

Four men died mining the tunnel between Inverkeithing and North Queensferry. David Thomson and William Howie, who took over a day to die from severe abdominal injuries. died within three weeks of each other. Carter John Millar endured an hour of agony from a fractured skull and ribs after he fell in front of three wagons loaded with stone: miner Thomas Conroy fractured his skull after falling from scaffolding. Their names are on the Briggers memorial.

### ***Bouncing back***

The station is situated at the top of a raised beach. When the ice melted after the last Ice Age, sea levels rose. The headland on which the village stands would have looked like an island in the Forth. Relieved of the weight of ice, the land bounced back leaving former beaches high and dry above the former level of the sea.

### ***Celebrating the Centenary***

A Gresley A4 Pacific class steam engine pulled a train across the Bridge to mark its centenary in 1990, running from Edinburgh Waverley to Inverkeithing. At the time it was called Osprey for political reasons but has since reverted to its original name of Union of South Africa. It was built in 1937 to the design of Edinburgh-born Sir Nigel Gresley, arguably the most famous of engine designers. The mural of the Bridge was painted with the help of local school children as part of the centenary celebrations. The centenary was billed as 'the world's largest birthday party'. A hundred people were chosen by ballot to walk across the Bridge. The celebrations ended with a fireworks display.

### ***Reporting for duty***

Soldiers arriving at the station did not have far to march. The guardhouse at the entrance to Carlingnose Barracks was virtually next door.

### **THE RAILWAY PIER**

'A hundred years ago, travelling North,  
You had to take a ferry to cross the Forth.'  
*Traditional rhyme*

### ***The Railway Ferry***

The North British Railway took over the ferry crossing in 1867. A train ferry service involving passengers having to change their mode of transport twice was eventually launched between North Queensferry and Port Edgar in 1878. The service did little to endear itself. The vessels' light draughts, dictated by the shallow water round the piers, meant that twenty minutes of misery was guaranteed in anything more than a stiff breeze.

A branch line connecting to Inverkeithing and Dunfermline opened in 1878 from the Railway pier, which may have been designed by Thomas Bouch, passing through a tunnel under the Ferry Hills. In 1887 there were five trains a day running from Edinburgh to Dunfermline. The station consisted of a single platform and signal box but a waiting room and a grand restaurant with views of the Bridge soon opened. With the opening of the Bridge the branch closed although it was occasionally used by goods trains until 1954. The ferry service transferred largely to the Railway Pier leaving the Town Pier to the fishermen. In the late 1940s and 1950s White's shipbreaking yard operated on the site of the station east of the pier. The pier was extended in 1955 to allow two ferries to load or unload simultaneously. Boats now float on the site of the railway goods yard.

### ***Too rough for ladies***

The first royals to inspect the bridge were the Prince and Princess of Wales on 24th August, 1884. Two hundred Briggers standing on top of one of the caissons cheered as the royal party crossed the Forth to the boom of a gun salute from HMS Lord Warden, festooned with bunting for the occasion. The ground in North Queensferry was deemed to be too rough for the ladies to disembark but the Prince enthusiastically climbed to the top of one of the piers. 'The assembled crowd cheered again and again, and these demonstrations of loyalty and good feeling His Royal Highness frequently acknowledged by lifting his hat.'

### ***The royal riveter***

The day of the opening of the Bridge on 4th March, 1890 was grey with a hazy sky and blustery showers. In North Queensferry 'the few flags which had been erected in some half-a-dozen places by a few loyal citizens fluttered bravely on their slender staffs against the force of the gale.' Still it was a more loyal display than South Queensferry which only boasted a single Union Jack.



For those waiting at North Queensferry there were alarms and excursions. Detachments of volunteers lined the platform of the station and the approaches to the pier. Hearing the distant rumble of a train around 11am, the crowd rushed towards the station. Fifteen carriages later there was no sign of the royal saloon car. This was an unscheduled, special train carrying directors, MPs and Provosts. At 11.30 am HMS Devastation fired a 21 gun salute and soon the royal train came into view, travelling so slowly that the few who had remained under the Bridge paid no heed to it. The train stopped twice on the bridge, once for the rivet driving ceremony and once for the Prince formally to open the bridge. Because of the gale the latter ceremony, from a wooden platform at the end of the southern approach viaduct, had to be curtailed. Belching smoke and steam enveloped the royal party until the offending engine was removed. Clutching his hat and abandoning his prepared speech, the Prince simply shouted: 'Ladies and gentlemen I now declare the Forth Bridge open.' and retreated into his carriage.

Twenty minutes later the Prince of Wales in a brown overcoat, his son the future George V and the Duke of Edinburgh, who had travelled from Russia for the occasion, left the train. Having crossed the Bridge it travelled down the rail ferry branch. The royal party walked down the jetty and embarked on the Dolphin, by now pitching and tossing alarmingly. The band struck up the National Anthem. The royal party spent half an hour surveying the Bridge from the sea on the Dolphin. The Edinburgh trainload of dignitaries returned on the steamer William Muir about 10 or 15 minutes later than the Royal party or remained in the station until the royals disembarked. The crowd dispersed as the wind reached gale force and the heavens opened.

'By ten o'clock the adjoining roads were covered with pleasure seekers on foot, on bicycles, and in crowded brakes. One busy shopkeeper declared that ' "this was a red letter day in the history o' the Ferry." '

*Edinburgh Evening News, 4 March 1890.*

### **All change**

Some villagers did not welcome the arrival of the railway. People now left the village to do their shopping. The Railway Pier had spoiled the West Beach for swimming as an eddy brought in mud or 'slink' which covered the sand.

In 1890 little remained to remind residents of the construction of the Bridge other than the Bridge itself and its impact on their view. After a few weeks they became accustomed to the noise of the trains, which averaged 140 a day, and could forecast the weather by the different way the sound carried depending on the strength and direction of the wind. Both during the building of the bridge and thereafter there were complaints about smuts on washing hung out to dry.

In the early 20th century ferry business declined, the timetabled service being supplemented by sightseeing trips. In the 1920s the ferry Dundee could carry nearly 1000 passengers but only ten cars. Complaints continued. In 1932 Sir Thomas Erskine complained to Fife Council that 'Boats go when they like and stop when they like and the Railway Company charge what they like.'

Fancy an ice cream?

Locals often referred to the Railway Pier as Ferryboat Pier. In the 1950s the Kersley kiosk sold ice cream, cigarettes and postcards to waiting passengers. To celebrate the Queen's coronation Andy Kersley carved a head and shoulders statue of her made out of 'lava substances' washed up on the shore.

### **Spotting subs**

There was a balloon Air Station beside the cutting from the main line to the Railway Pier during the First World War. Admiral Beattie, based in Rosyth, sent men up in balloons to look for German submarines. If the balloon was shot at – the released hydrogen caused a thunder and lightning effect – the men were supplied with parachutes to escape. In 1917 the facility was transferred from the Royal Flying Corps to the Royal Naval Air Service. The kite balloons, inflated on site, were towed out by lighter to the warships and attached to the quarterdeck by a single line. Used by battleships, battlecruisers and cruisers from 1916, they improved the range at which submarines and mines could be sighted. The two man crew could go up to 2000 ft in a basket below the balloon. Airsickness was a major problem. The men communicated with the ship by telephone. As official war artist Sir John Lavery painted a dramatic scene of the Air Station at North Queensferry.

### **Ferry terminal**

After the train ferry service opened, most ferries transferred here from the Town Pier. The Railway Pier saw the introduction of the world's first electric paddle steamers – 'Queen Margaret' and 'King Robert the Bruce' – introduced in the 1930s. They were built and operated by the pioneering shipbuilders, Denny Brothers, on the Clyde. They were so successful that 'Mary Queen of Scots' was built to the same design in the late 1940s. The last ferry, again to be built by Denny, was the 'Sir William Wallace'. The four ships provided a 20 minute service with 15 minutes at rush hour. In a typical year just before the opening of the Road Bridge in 1964, the ferries made 40,000 crossings a year, carrying 1.25 million passengers, 600,000 cars and 200,000 commercial vehicles.

### **The Ferry Regattas**

Sailing regattas were held on the Forth every year from the late 19th century with keen rivalry between the two communities. There were races for sailing boats, gigs and jolly boats. Huge crowds turned out to watch. The North Queensferry team were

often Scottish champions. . Yachtsmen noted that the annual North Queensferry Regatta had added 'and Forth Bridge' to its title in 1888.

Other events included a duck race for swimmers using ducks with clipped wings; removing the flag hanging from a greasy pole without falling in the water and a barrel race using half barrels, which tended to spin out of control, and oars. Main Street was lined with sweetie and gingerbread stalls and the pubs did a roaring trade. A rowing club was established in 1897 in the old Briggers' canteen opposite the Albert Hotel. Boats were stored in the basement and hall above was also used for dances and socials.

### ***One-liners***

Long Craig, an island to the west of the Railway Pier provides one of the supports for the Road Bridge.

A sundial of 1778 on the White House in Main Street provided a handy time check for travellers running late for the ferry.

Carlingnose may take its name from the fact that its appearance reminded sailors of an old witch: carlin is Norse for an old woman.

'The long stride over space ... the longest distance between supports yet covered by mechanical means.'

*Illustrated London News,*

1889

Work on the Bridge started in 1884 with the building of four granite piers at North Queensferry.

A pigeon released during the royal opening ceremony of the Bridge was blown down river towards the capital.

QE2, the world's most luxurious liner, has sailed under the Bridge several times. In 1995, she led the procession of Tall Ships to the start of their race across the North Sea.

In 1669 four ferries plied the Forth – the Yesterfriggit, the Burgane, the Isobel and the new 'burgane yawl'.

The early ferries had flat bottoms to make landing easier. The ferrymen were reluctant to provide gangplanks for horses.

During the world wars, sentries were posted on the road to Inverkeithing. People had to account for their business before being allowed through.

Salmon were once plentiful in the Forth. Some managed to enter the caissons during the building of the Bridge.

A History of HMS Caledonia produced by the Rosyth Training Establishment

# APPENDIX 5

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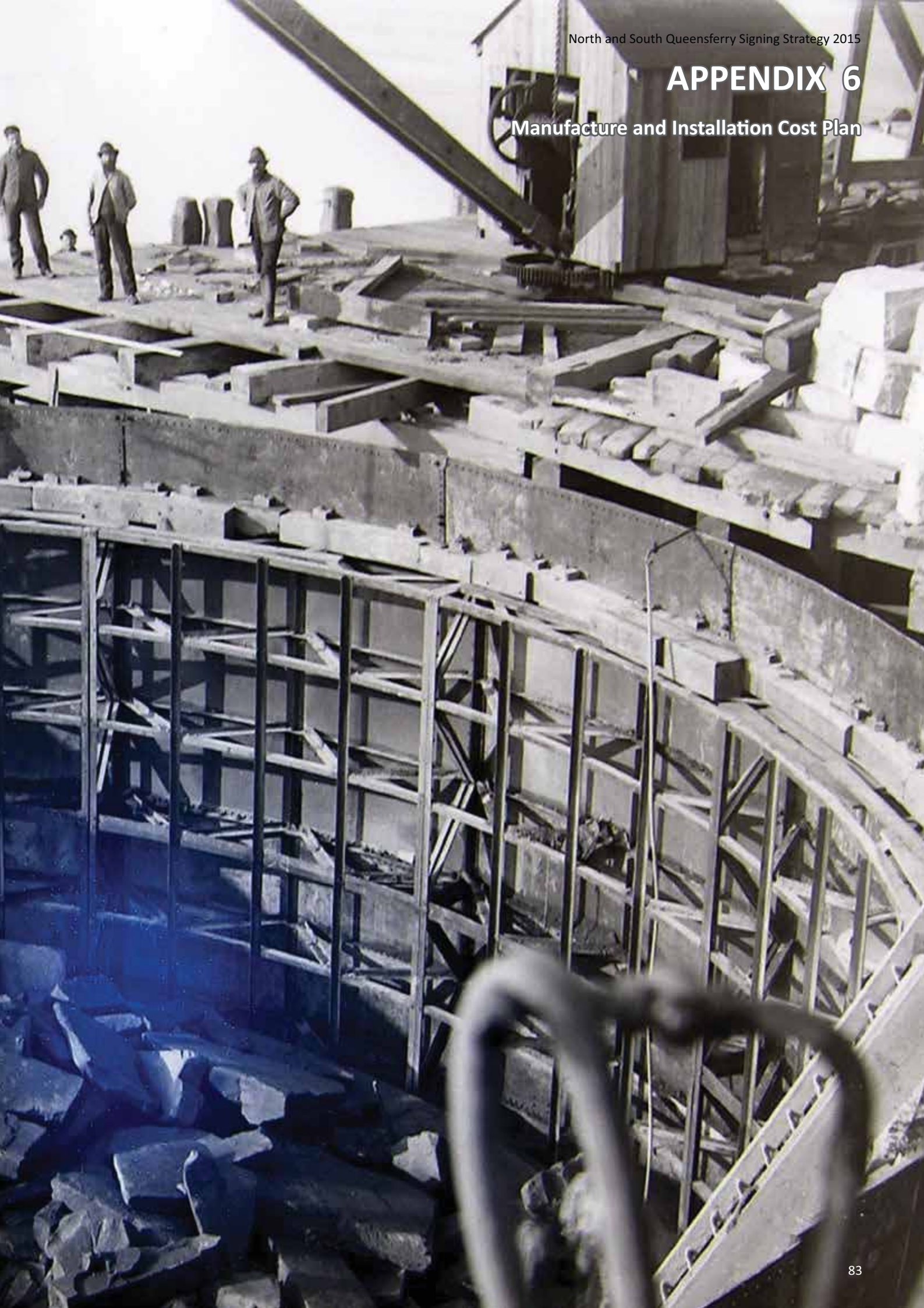
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## APPENDIX 6

### Manufacture and Installation Cost Plan



## South Queensferry - Budget Cost Plan

Site		New/ Refurbish/ map location	Hardware Cost	Orientation /Interpretation board cost	Site Installation Cost	Site improvements/ landscape	TOTALS	Notes
<b>Existing Gateway Signs</b>								
1	Bo'ness Road	Refurb A	£1,000.00	£0.00	£400.00	£0.00		Removed for refurb and reinstalled on existing foundation
2	Kirkliston Road/Scotstoun	Refurb B	£1,000.00	£0.00	£800.00	£0.00		Removed for refurb and reinstalled on new foundation in new location
3	Hawes Brae	Refurb C	£1,000.00	£0.00	£900.00	£500.00		Removed for refurb and reinstalled on new foundation in new location
<b>Sub Total</b>			£3,000.00	£0.00	£2,100.00	£500.00	<b>£5,600.00</b>	
<b>Existing Orientation &amp; Interpretation Signs</b>								
4	Hawes	Refurb 2	£400.00	£840.00	£150.00	£0.00		Cleaned and painted insitu. New boards (2 nr) installed insitu.
5	Sealscraig	Refurb 3	£400.00	£840.00	£150.00	£0.00		Cleaned and painted insitu. New boards (2 nr) installed insitu.
6	Museum	Refurb 5	£400.00	£840.00	£150.00	£0.00		Cleaned and painted insitu. New boards (2 nr) installed insitu.
7	Binks	Refurb 8	£400.00	£840.00	£150.00	£0.00		Cleaned and painted insitu. New boards (2 nr) installed insitu.
8	Bellstane	Refurb 9	£400.00	£840.00	£150.00	£0.00		Cleaned and painted insitu. New boards (2 nr) installed insitu.
<b>Sub Total</b>			£2,000.00	£4,200.00	£750.00	£0.00	<b>£6,950.00</b>	
<b>Existing/Proposed Interpretation Signs</b>								
9	Stoneycroft	New 4	£2,000.00	£420.00	£300.00	£6,000.00		lectern style viewpoint board
10	Harbour	New 7	£1,000.00	£420.00	£200.00	£0.00		Bracket arrangement for installation on harbour wall
<b>Sub Total</b>			£3,000.00	£840.00	£500.00	£6,000.00	<b>£10,340.00</b>	
<b>Proposed Orientation &amp; Interpretation Signs</b>								
11	Dalmeny Station	New 1	£4,200.00	£840.00	£500.00	£2,500.00		double sided orientation and interpretation sign
12	Hawthorn Bank	New 6	£4,200.00	£420.00	£300.00	£500.00		single sided wall mounted interpretation board
13	Vat Run	New 10	£4,200.00	£420.00	£400.00	£500.00		lectern style interpretation board
14	Port Edgar	New 11	£4,200.00	£840.00	£500.00	£0.00		double sided orientation and interpretation sign
<b>Sub Total</b>			£16,800.00	£2,520.00	£1,700.00	£3,500.00	<b>£24,520.00</b>	
<b>Proposed Finger Post Directional Signs</b>				<i>fingers</i>				
15	Dalmeny Station/Bus Stop (Station Rd)	New a	£1,100.00	£480.00	£300.00			Finger post with 4 directions
16	Intersection of Cycle Path & New Path/Bridge at FB	New b	£1,100.00	£360.00	£300.00			Finger post with 3 directions
17	Low level directional sign	New c	£0.00	£300.00	£100.00			low level on 2 poles
18	Hawes Brae/Bottom of Jacobs Ladder	New d	£1,100.00	£480.00	£300.00			Finger post with 4 directions
19	Station Road	New e	£1,100.00	£480.00	£300.00			Finger post with 4 directions
20	Cyclepath by Ferry Glen	New f	£1,100.00	£480.00	£300.00			Finger post with 4 directions
21	Hawes/Sealscraig path to Stoneycroft	New g	£1,100.00	£600.00	£300.00			Finger post with 5 directions
22	Cyclepath link to stoneycroft	New h	£1,100.00	£480.00	£300.00			Finger post with 4 directions
23	End of Stoneycroft Road	New i	£0.00	£300.00	£100.00			low level on 2 poles
24	Stoneycroft path link to Hawes Pier & Town Centre	New j	£0.00	£300.00	£100.00			low level on 2 poles
25	Stoneycroft path link to Hawes Pier & Town Centre	New k	£0.00	£250.00	£100.00			wall mounted
26	Stoneycroft path link to Hawes Pier & Town Centre	New l	£0.00	£250.00	£100.00			wall mounted
27	Stoneycroft path link to Hawes Pier & Town Centre	New m		£250.00	£100.00			wall mounted



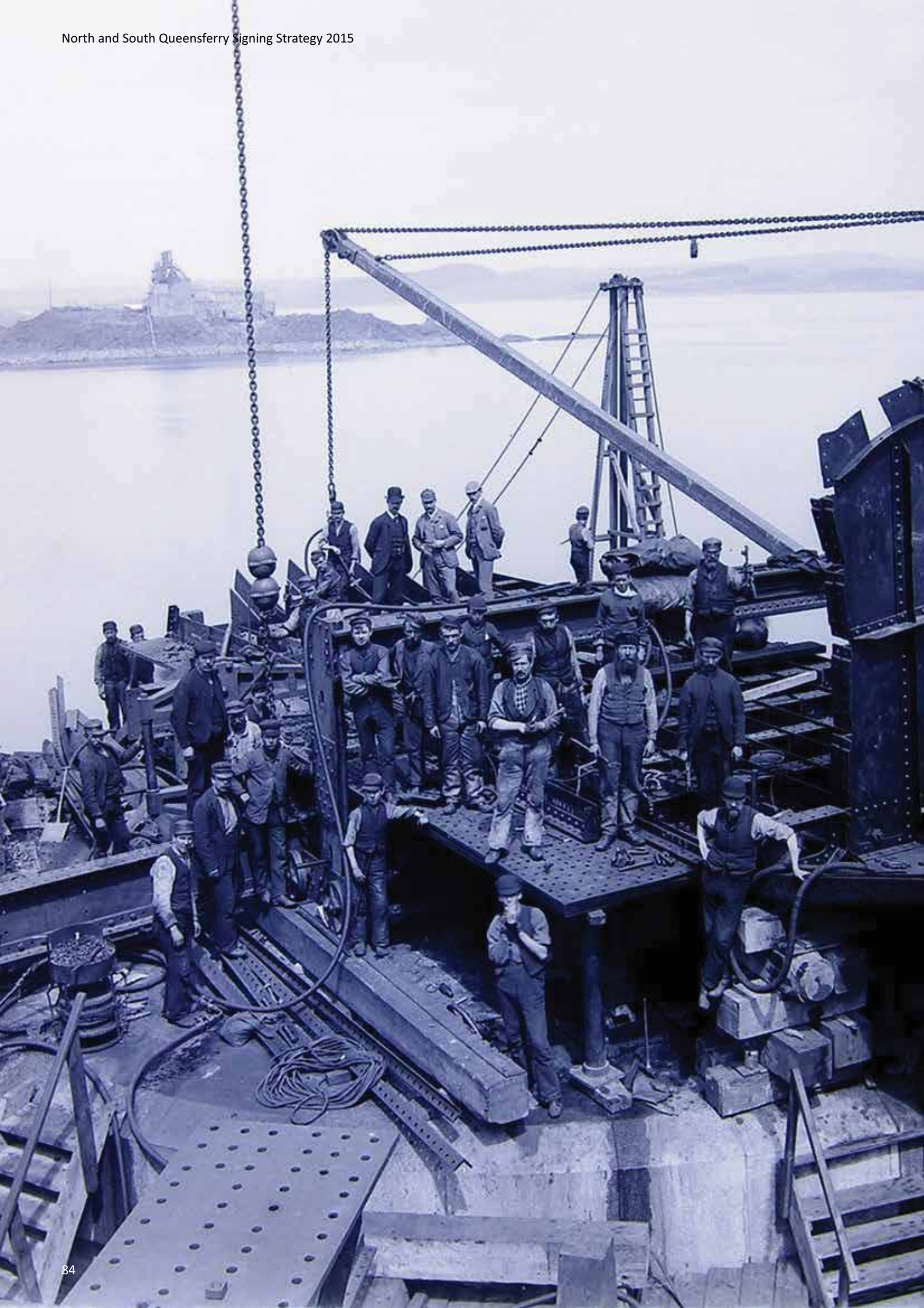
28	End of Cycle Path at Scotmid Car Park	New n	£1,100.00	£480.00	£300.00			Finger post with 4 directions
29	Shore Road/Hopetoun Rd	New o	£1,100.00	£360.00	£300.00			Finger post with 3 directions
30	Plewland Croft	New p	£1,100.00	£360.00	£300.00			Finger post with 3 directions
31	Stewart Terr/Hopetoun Rd	New q	£1,100.00	£480.00	£300.00			Finger post with 4 directions
32	Port Edgar/Shoreroad	New r	£1,100.00	£240.00	£300.00			Finger post with 2 directions
33	Forth Road Bridge	New s	£1,100.00	£360.00	£200.00			Finger post with 3 directions
34	Forth Road Bridge Queensferry Crossing	New t	£1,100.00	£360.00	£200.00			Finger post with 3 directions
35	Bridges Contact & Education	New u	£1,100.00	£360.00	£200.00			Finger post with 3 directions
Sub Total			£16,500.00	£8,010.00	£4,800.00	£0.00	£29,310.00	
TOTAL								£76,720.00



## North Queensferry - Budget Cost Plan

Site		New/ Refurbish/ map location	Hardware Cost	Orientation /Interpretation board cost	Site Installation Cost	Site improvements/ landscape	TOTALS	Notes
<b>Proposed Gateway Sign</b>								
1	B981 Main Street (by Road Bridge)	New A	£6,500.00	£0.00	£1,000.00	£0.00		Installed to replace existing sign to be approved by FC
2	Ferryhill Road	New B	£6,500.00	£0.00	£800.00	£0.00		Installed to replace existing sign to be approved by FC
<b>Sub Total</b>			£13,000.00	£0.00	£1,800.00	£0.00	<b>£14,800.00</b>	
<b>Proposed Orientation &amp; Interpretation Signs</b>								
3	North Queensferry Station	New 1	£4,200.00	£840.00	£500.00	£5,000.00		double sided orientation and interpretation sign
4	Mount Hooly Crescent	New 2	£2,000.00	£420.00	£300.00	£8,000.00		lectern style viewpoint board
5	War Memorial Garden	New 3	£2,000.00	£420.00	£200.00	£0.00		Interpretation sign wall mounted
6	Railway Pier	New 4	£4,200.00	£840.00	£500.00	£6,500.00		double sided orientation and interpretation sign
7	Old Pier	New 5	£0.00	£0.00	£0.00	£0.00		Existing new board. To be replaced in future
8	Albert Hotel	New 6	£4,200.00	£840.00	£500.00	£500.00		lectern style interpretation board
9	Battery Road	New 7	£1,000.00	£420.00	£500.00	£0.00		lectern style interpretation board
<b>Sub Total</b>			£17,600.00	£3,780.00	£2,500.00	£20,000.00	<b>£43,880.00</b>	
<b>Proposed Finger Post Directional Signs</b>				<i>fingers</i>				
10	Ferryhills Road / access to Station CP	New a	£1,100.00	£600.00	£300.00	£0.00		Finger post with 5 directions
11	Ferryhills Road by Mount Hooly Crescent	New b	£1,100.00	£600.00	£300.00	£0.00		Finger post with 5 directions
12	Main Street/Old Kirk Road	New c	£1,100.00	£480.00	£300.00	£0.00		Finger post with 4 directions
13	Old Post Office Lane / Helen Place	New d	£0.00	£400.00	£150.00	£0.00		Wall mounted and low pole mounted "leading to.." signs
14	Main Street / Ferry Road junction	New e	£0.00	£300.00	£100.00	£0.00		Wall mounted
15	Access to Railway Pier	New f	£1,100.00	£600.00	£300.00	£0.00		Finger post with 5 directions
16	Ferry Road/ Ferry Barns Court	New g	£1,100.00	£480.00	£300.00	£0.00		Finger post with 4 directions
17	Ferry Barns Court / Footpath route	New h	£0.00	£300.00	£100.00	£0.00		low level on 2 poles
18	Ferry Barns Court / Footpath route	New i	£0.00	£300.00	£100.00	£0.00		low level on 2 poles
19	B981 - close to village gateway and path link	New j	£1,100.00	£480.00	£300.00	£0.00		Finger post with 4 directions
20	bottom of steps from Forth Road Bridge	New k	£0.00	£250.00	£100.00	£0.00		wall mounted
21	Top of steps north of FRB and stepsto Ferryhills	New l	£1,100.00	£480.00	£300.00	£0.00		Finger post with 4 directions
22	Queensferry Hotel steps to FRB underpass	New m	£0.00	£300.00	£100.00	£0.00		wall mounted
<b>Sub Total</b>			£7,700.00	£5,570.00	£2,750.00	£0.00	<b>£16,020.00</b>	
<b>TOTAL</b>							<b>£74,700.00</b>	





# APPENDIX 7

## Sign Locations – Map Extracts