



Menai Suspension Bridge 1819-26

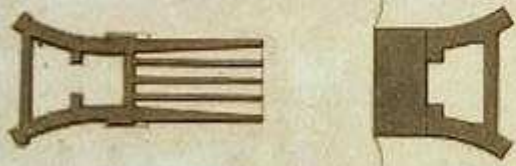
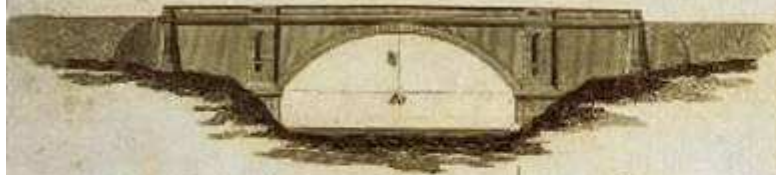
'established this genre as the most economic means of achieving the largest spans'



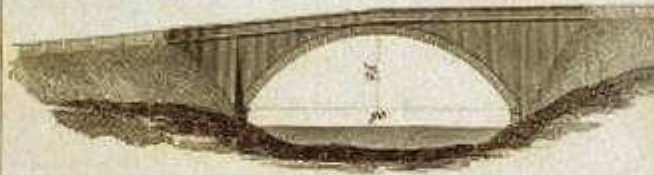
Conwy suspension bridge 1826

GLASGOW and CARLISLE ROAD.

Bridge over the River Avon near Hamilton.



Bridge over the River Clyde at Elvanfoot in the County of Lanark.



Bridge over the River Eske in the County of Cumberland.



Bridge over the River Annan at Johnstone Mill, in the County of Dumfries.



Bridge over Birkwood Burn near Lismaha



Glasgow
and
Carlisle
Road
1815-25



Ecclefechan Bridge 1826

THE
DINWOODIE
TOLL HOUSE

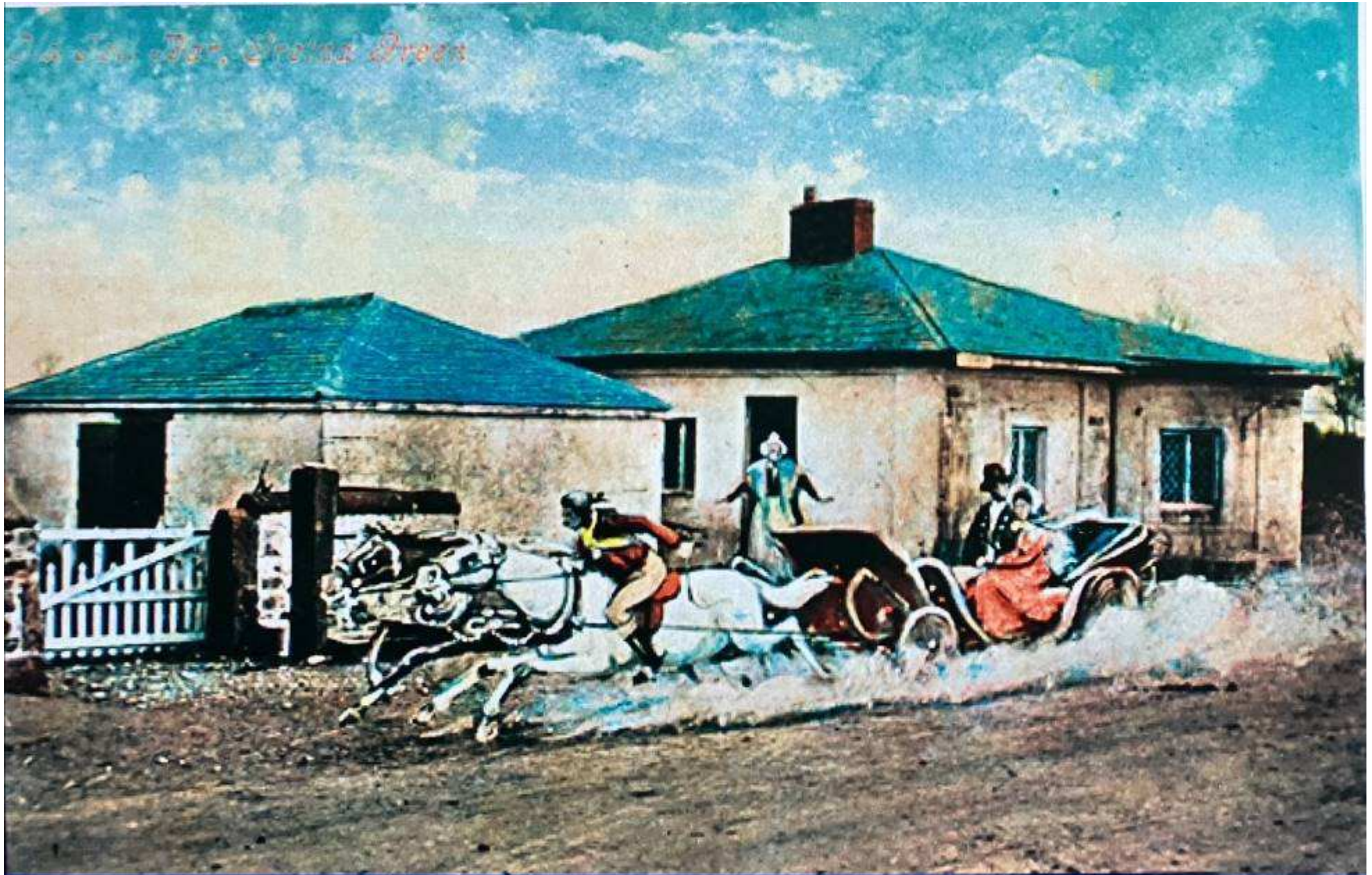


Norman & Margaret Miller

Dinwoodie Toll House 1822-23



Dinwoodie Toll House – Broad eaves

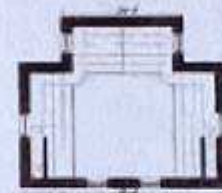


Gretna Green Toll House – Marriage House



Telford churches and manses –
1825-30
Ullapool Church

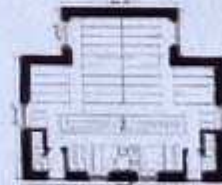
Plans and Elevations of a Church.



Plan of Gallery Floor



West Elevation

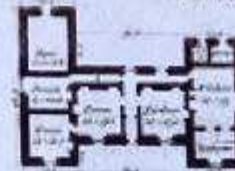


Ground Floor



South Elevation

Plan and Elevation of a Manse
of One Story.



Plans and Elevation of a Manse



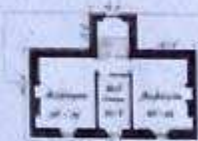
Ground Floor



Elevation

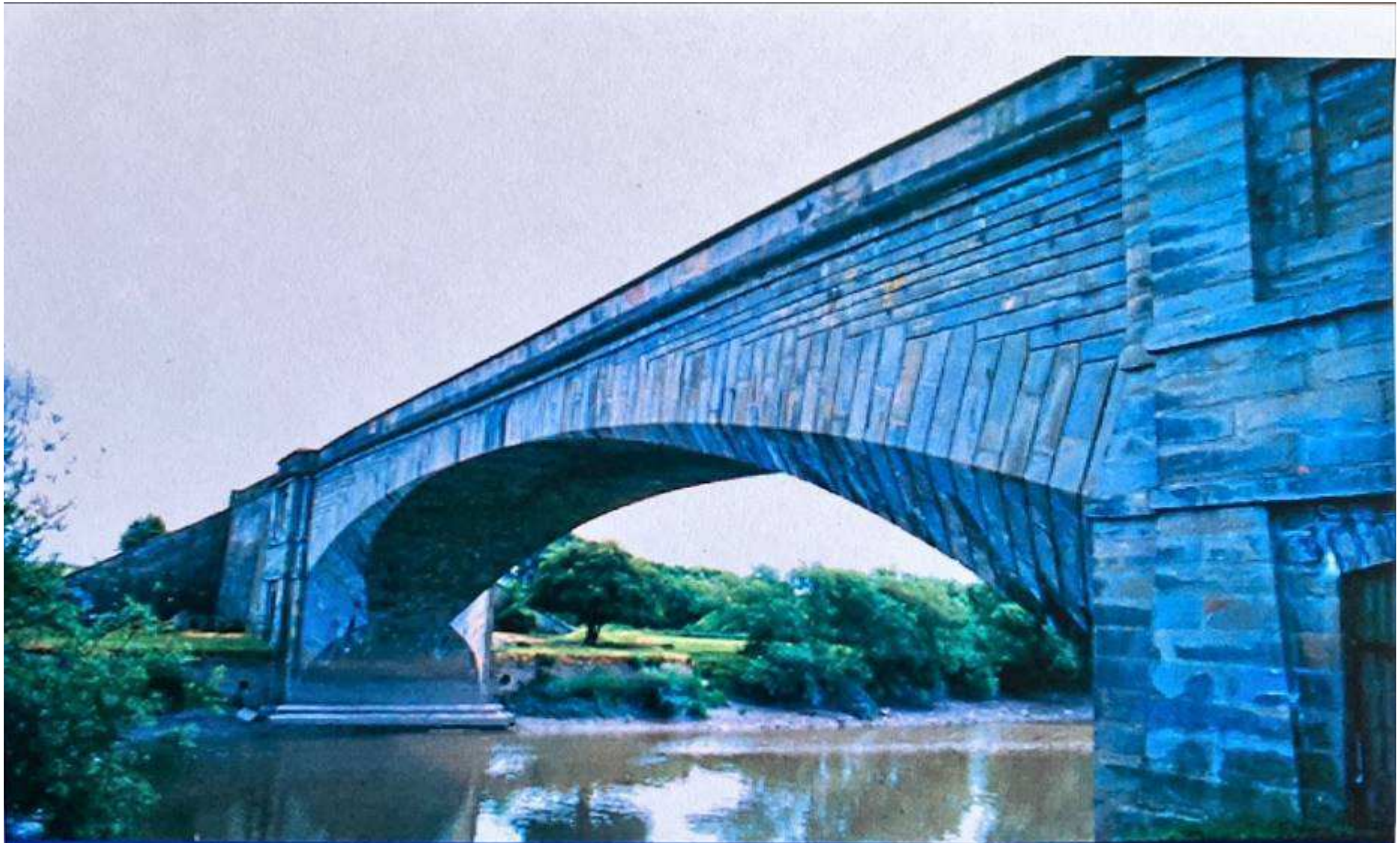


Ground Floor

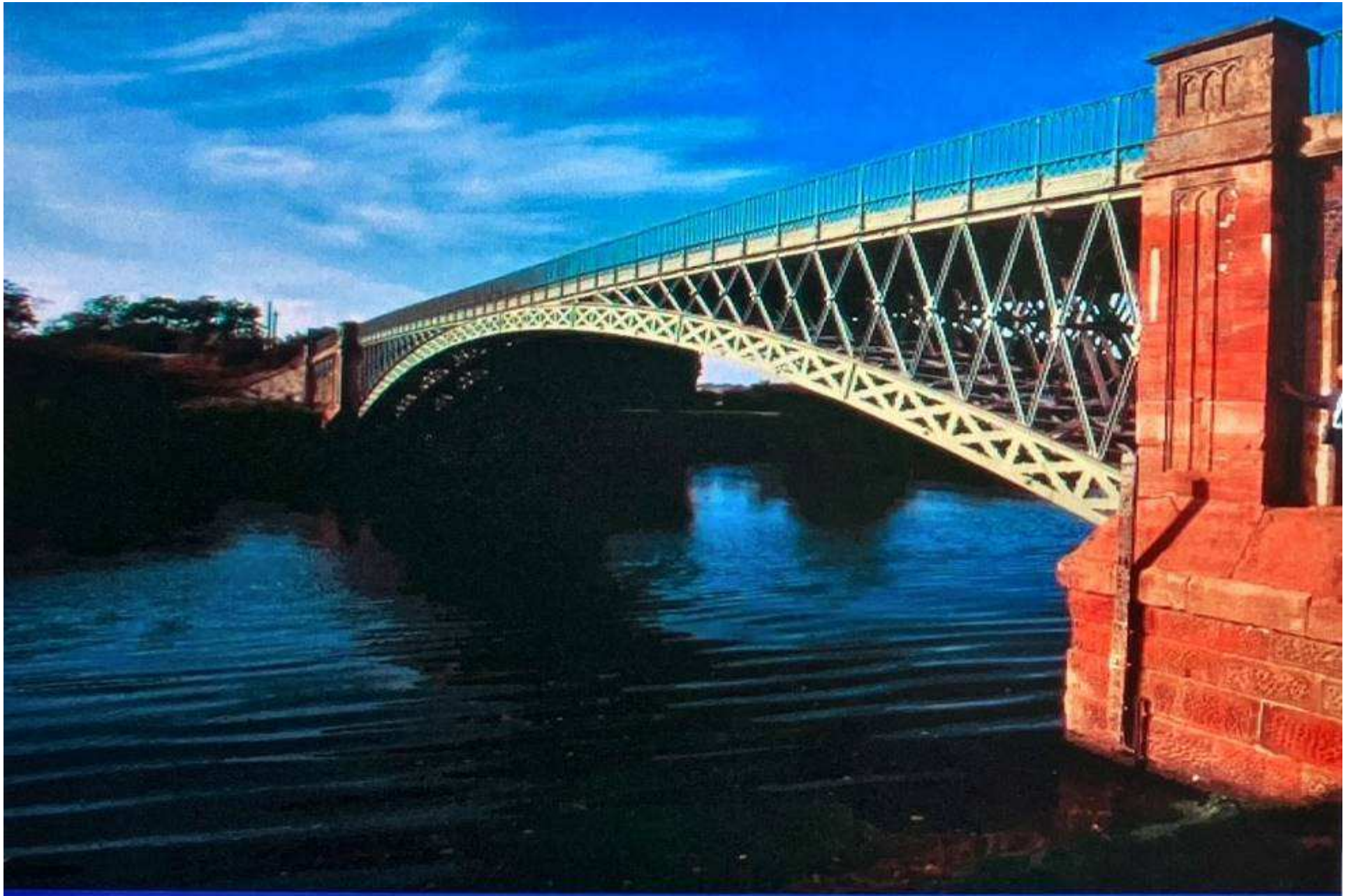


Second Floor

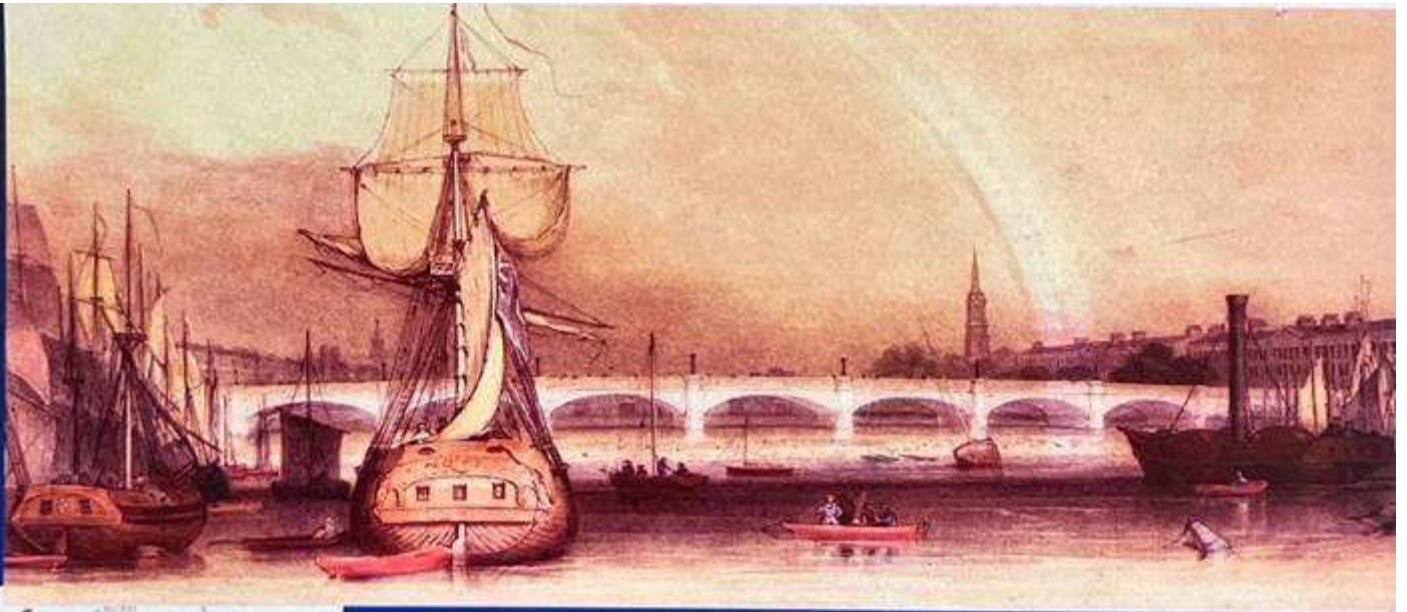




Over Bridge, Gloucester 1826-28



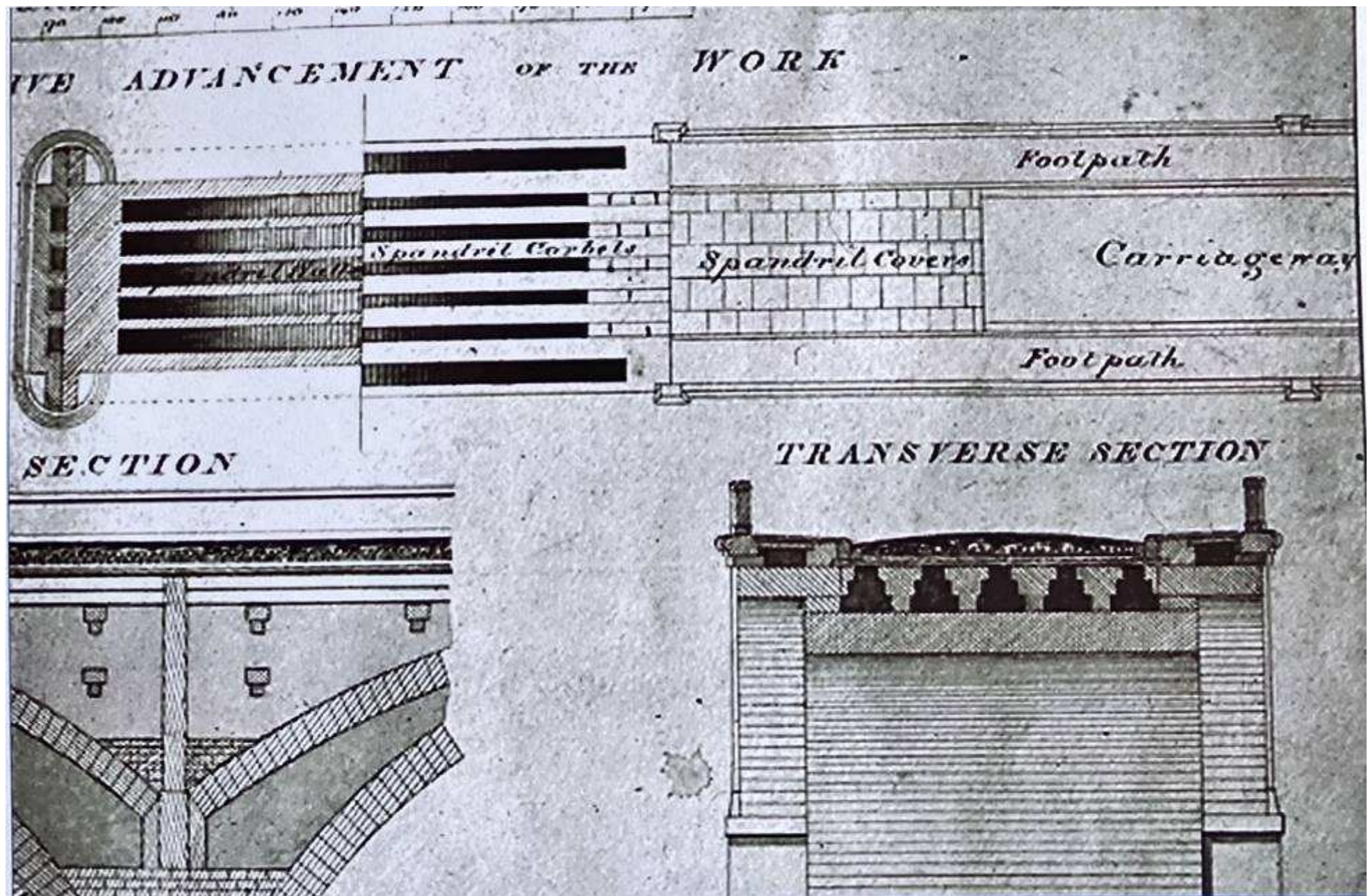
Tewkesbury Bridge 1823-26



Glasgow Bridge 1833-35



Dean Bridge, Edinburgh 1829-32



Dean Bridge Drawing 1832

BELL'S
SCOTCH WHISKY
BELL'S

No. 43,116

THE SCOT

SATURDAY, SE

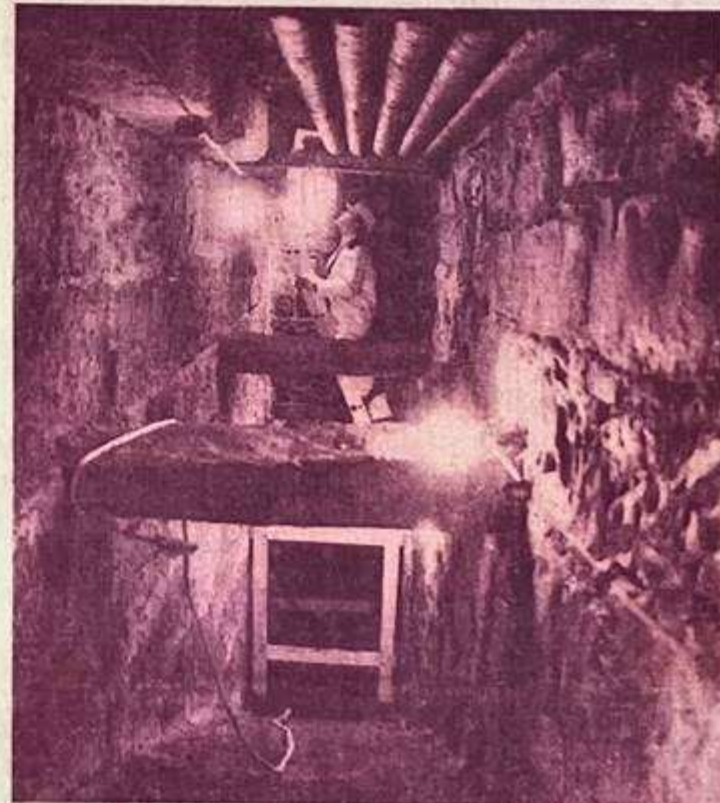
Shetland Rate

Scottish local authorities with big industrial developments are likely to lose heavily in rate payments as a result of a decision by the Land Valuation Appeal Court the full implications of which are only now becoming clear.

Shetland Islands Council with more than 80 per cent of their £24 million income from rates provided by the Sullom Voe oil terminal, will undoubtedly be the hardest hit. They estimate they will have to pay back £5.5 million to the oil companies.

Other major sites which will now carry a lower rateable value include the Flotta terminal in Orkney, the St Fergus gas terminal in Grampian Region, and most of the refineries at Grangemouth in Central Region. Hosts of other much smaller industrial premises will also benefit, as domestic ratepayers will no longer have to pay proportionately more.

The decision by Lord Ross, Lord Allanbridge, and Lord Avonside, in the Valuation Appeal court, issued in July, concerned the assessor for Fife Region and an appeal by it.



Pictures by DENIS STRAUGHAN

View of a bridge with a difference

By BRIAN PENDREIGH
A party of civil engineers yesterday got inside information on the Dean Bridge in Edinburgh. They had the rare experience of going into, rather than over or under the bridge as the

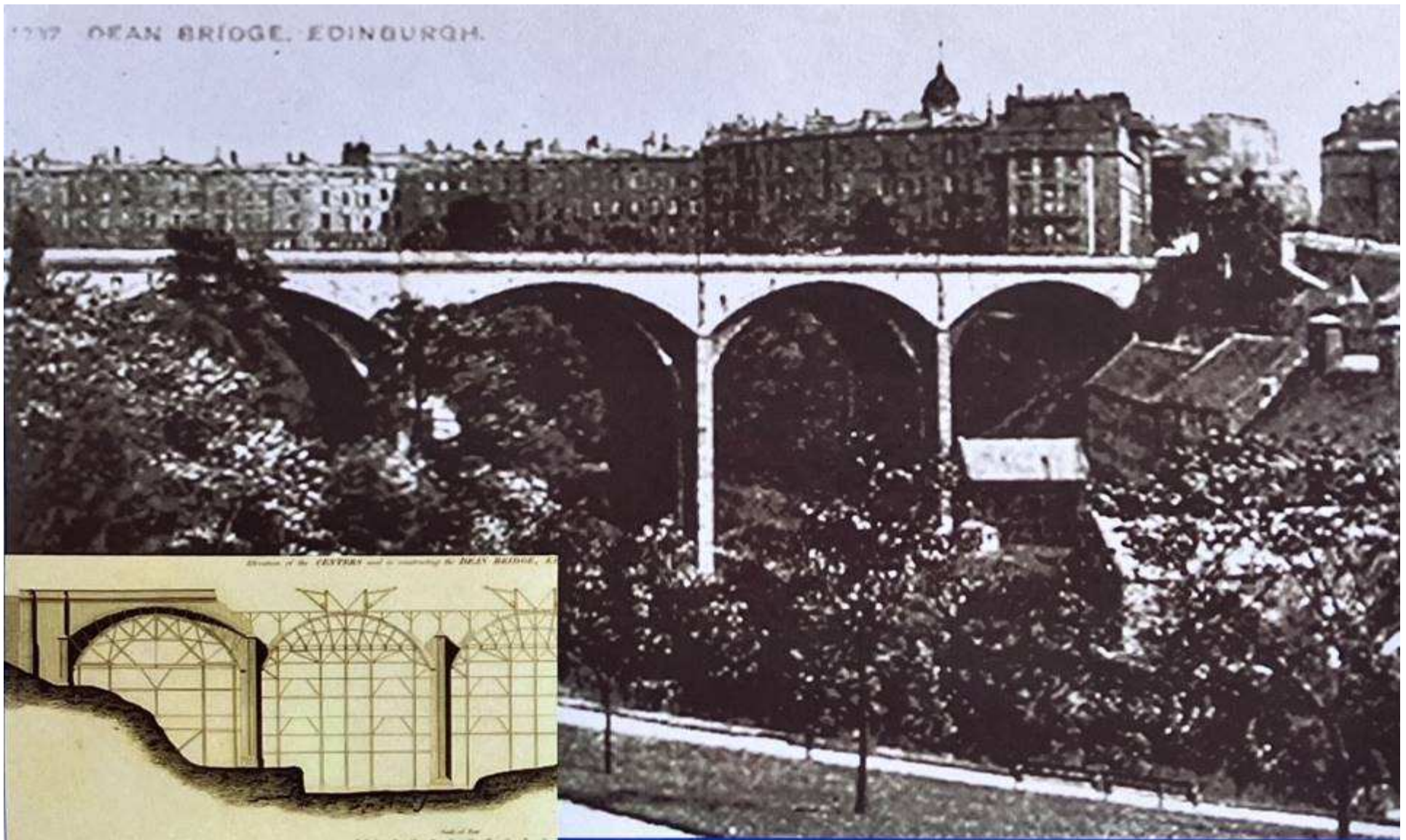


Dean Bridge interior



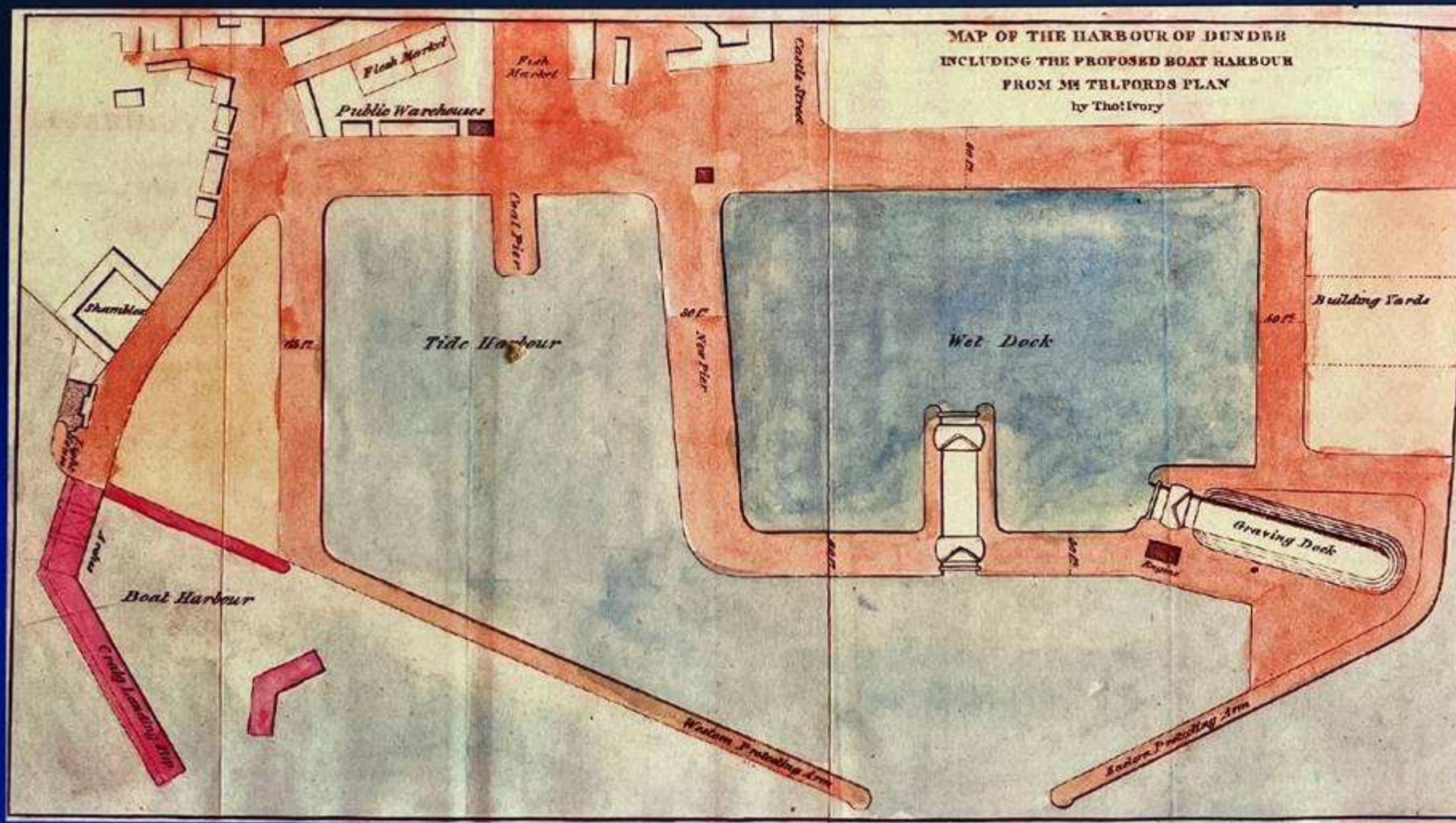


Dean Bridge interior – crown of arch



Dean Bridge slenderness

'with Glasgow Bridge a fitting crown to Telford's creative life' (Gibb)

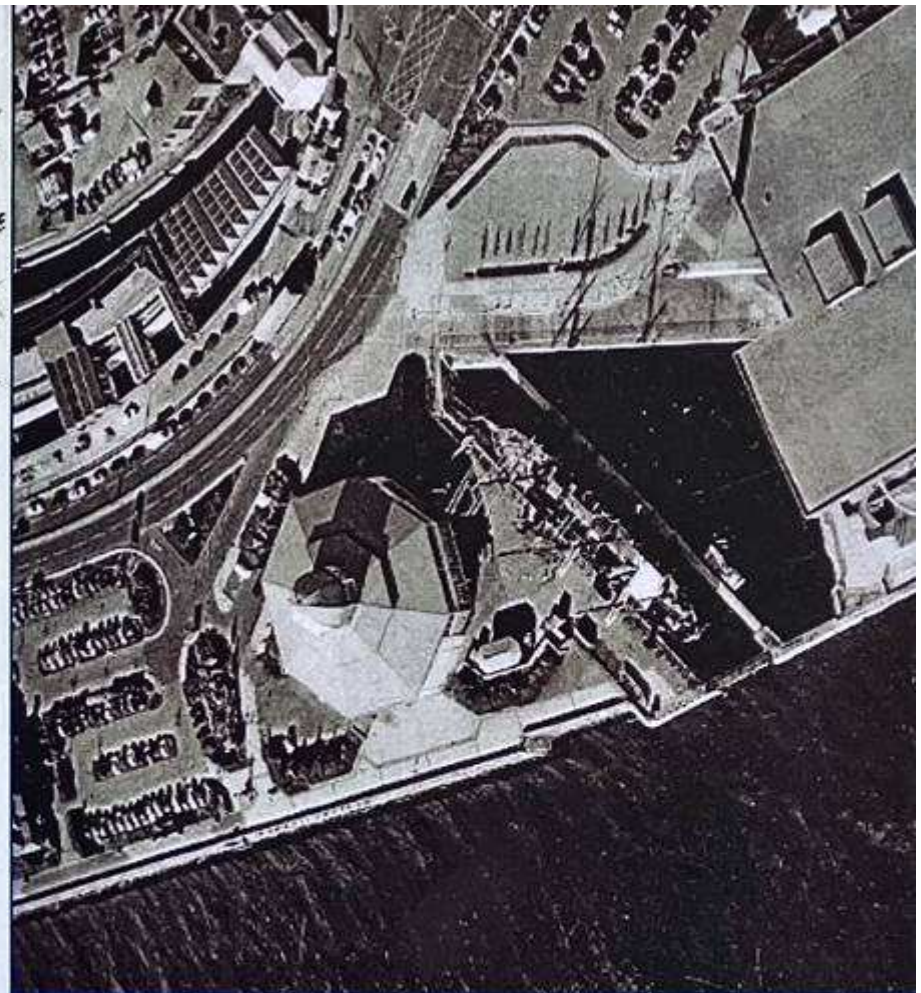
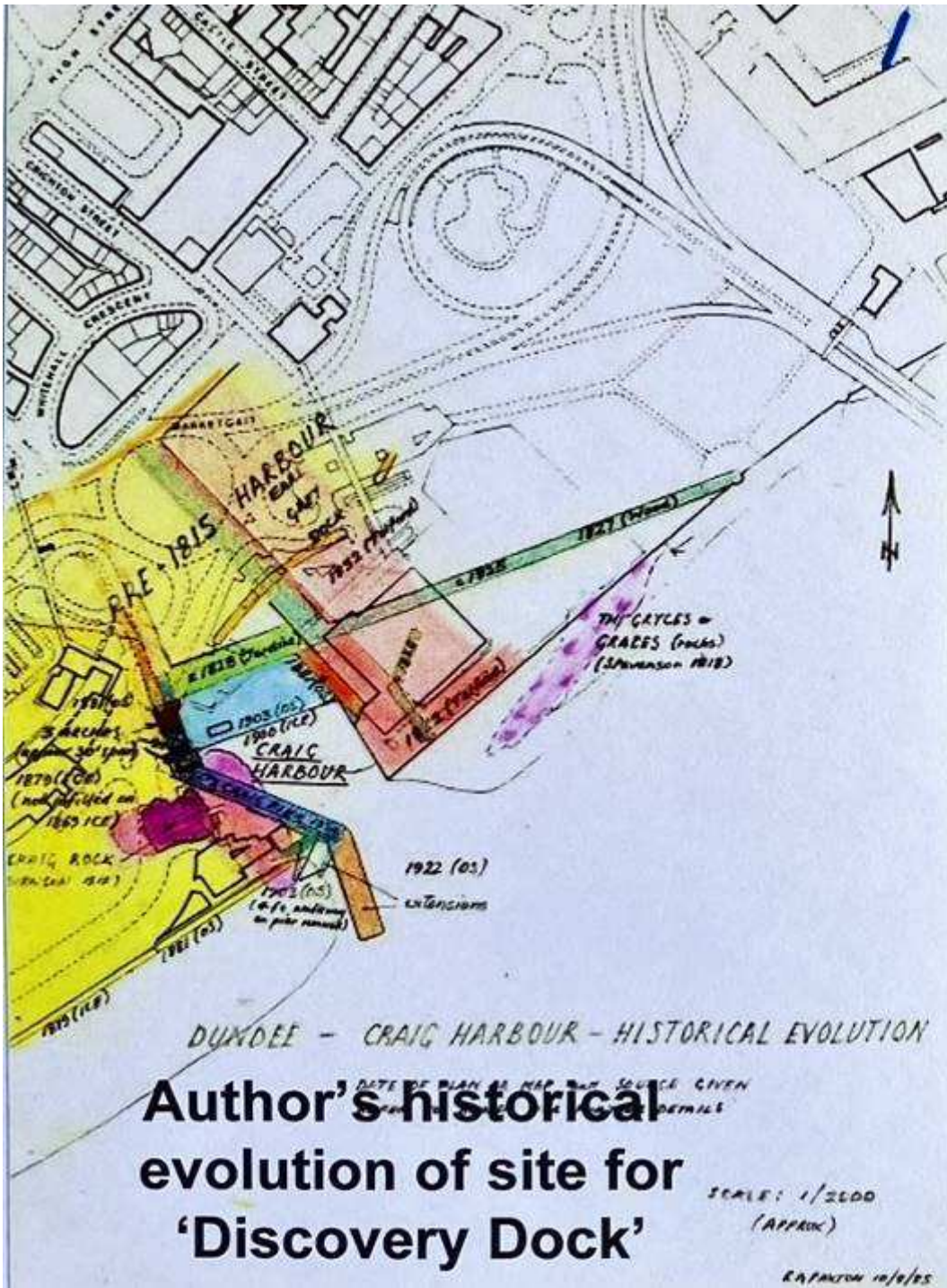


Dundee Harbour – 'Mr Telford's Plan' 1822



Dundee Harbour c.1845

Note - only the lighthouse now remains!



Dundee Harbour



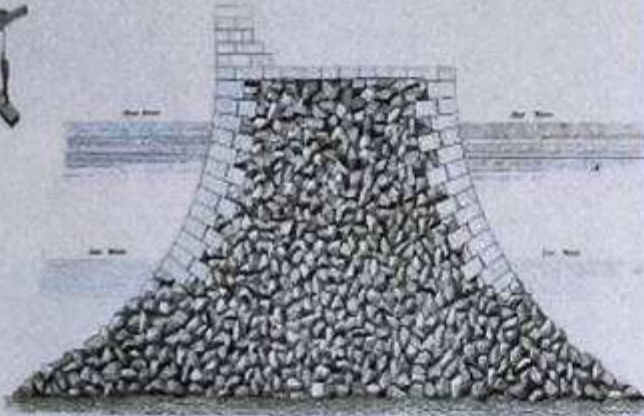
Aberdeen Harbour – North Pier
Telford 250 Commemoration 2007

ABERDEEN HARBOUR.

Transverse Section of the Pier in progress
Showing the position of the crane and the manner of
raising all the Materials & the Ballast.

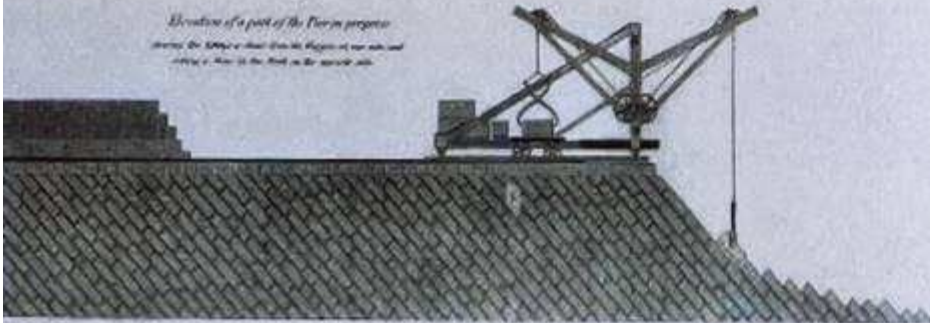


Transverse Section of the Finished Pier.



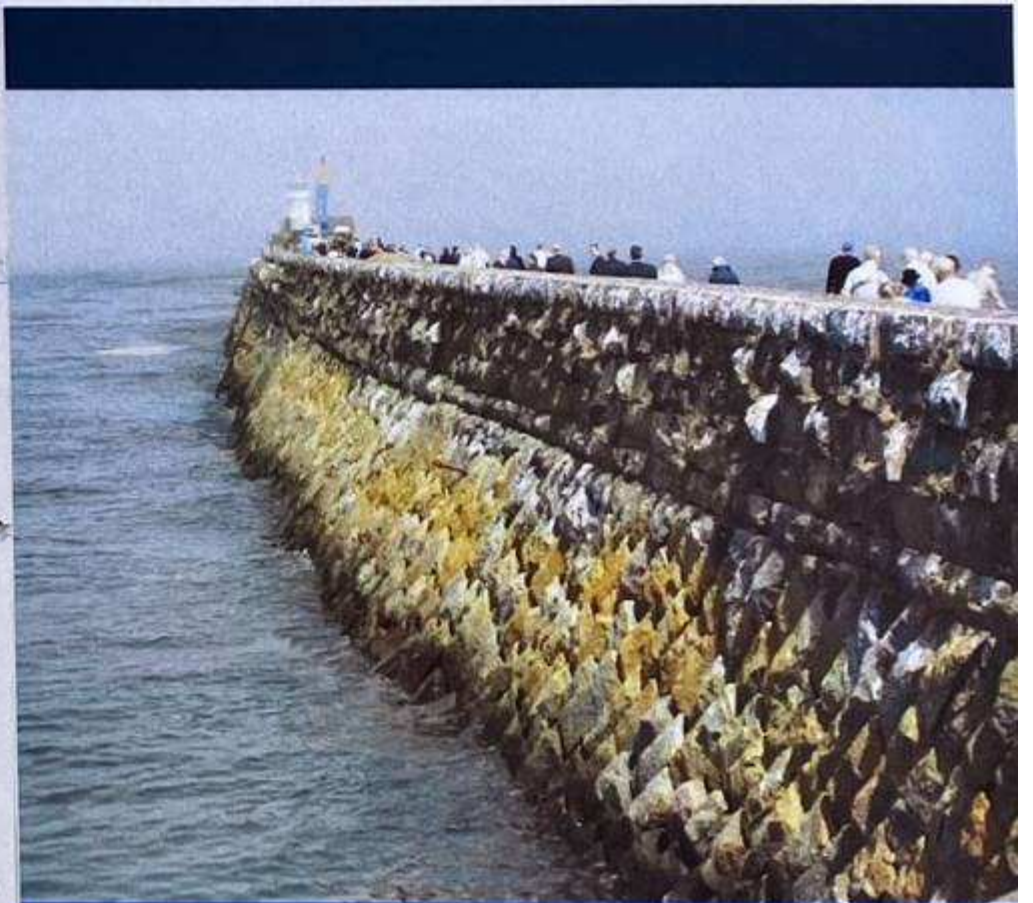
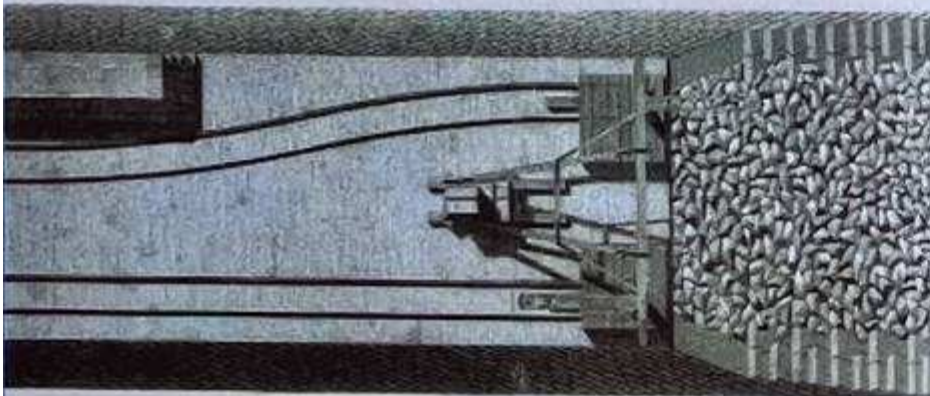
Elevation of a part of the Pier in progress

*Showing the position of the crane and the manner of
raising all the Materials & the Ballast.*



Plan of a part of the Pier in progress

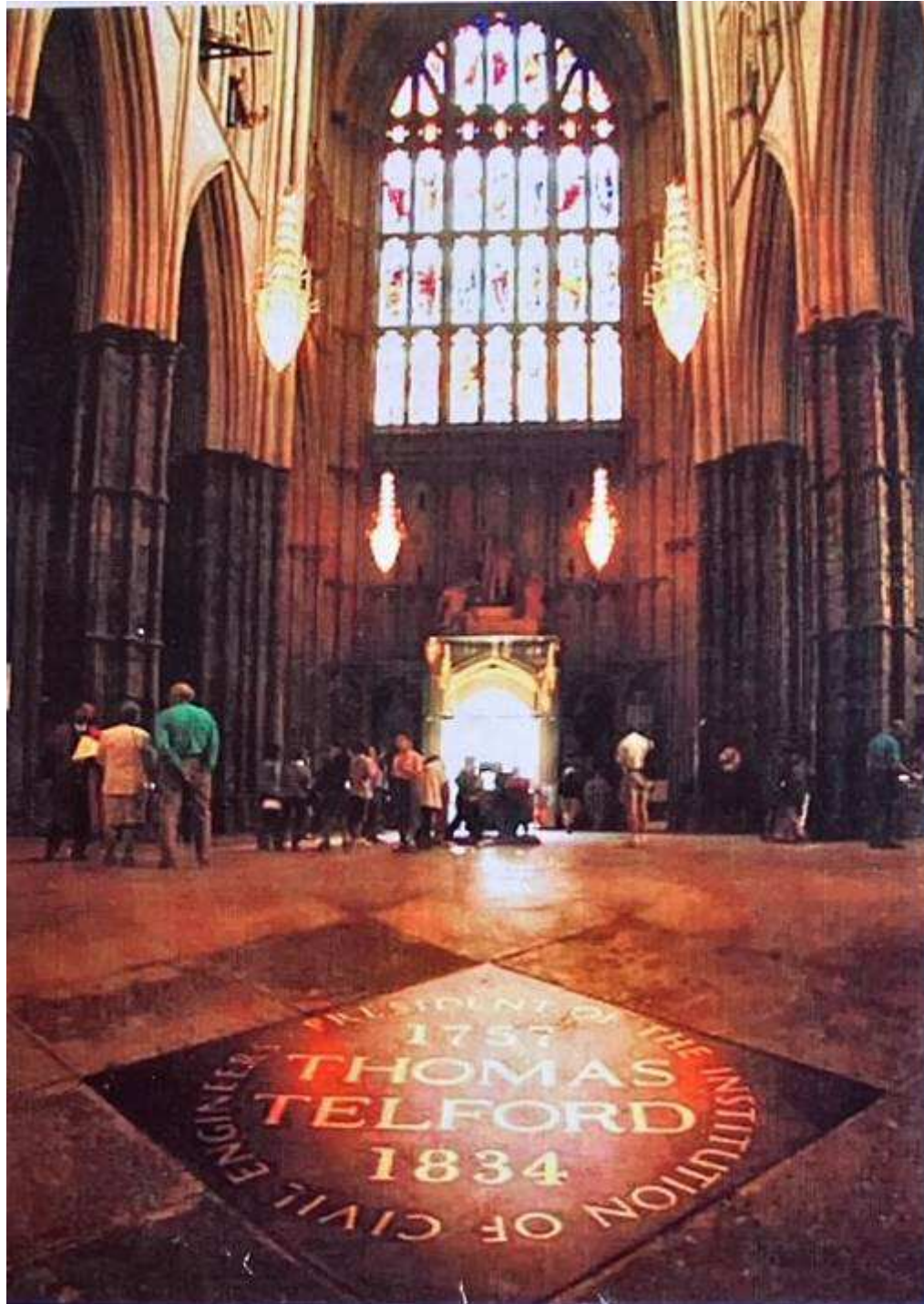
*Showing the position of the crane and the manner of
raising all the Materials & the Ballast.*



Aberdeen Harbour –
North Pier 1815



Telford's
recreation –
going to see
Dorothea Jordan
in a play -
for example in the
farce '*The Devil
to Pay*'



THOMAS TELFORD

Westminster Abbey
Telford's grave and
statue