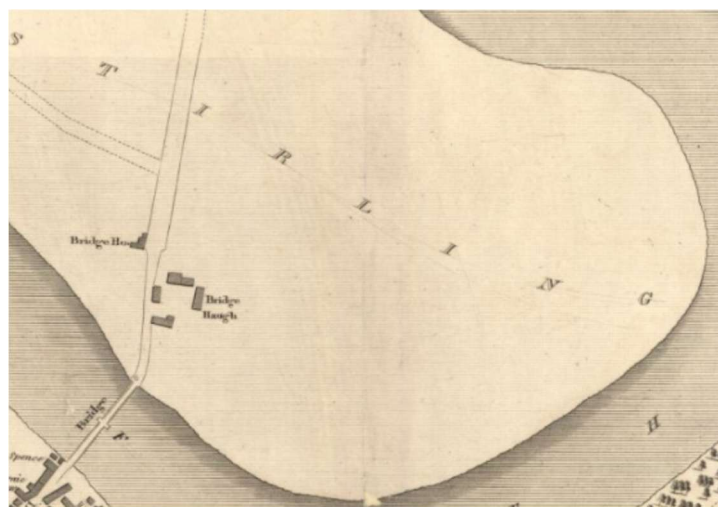


The earliest reliable maps we can access begin around 1725. They show a bridge across the Forth and a road heading north labelled “Cause Way and Road to Dumblin”. There are two (*what appear to be*) buildings on either side of the road (*outlined in red*) which look like they are associated with some sort of allotment or orchard.



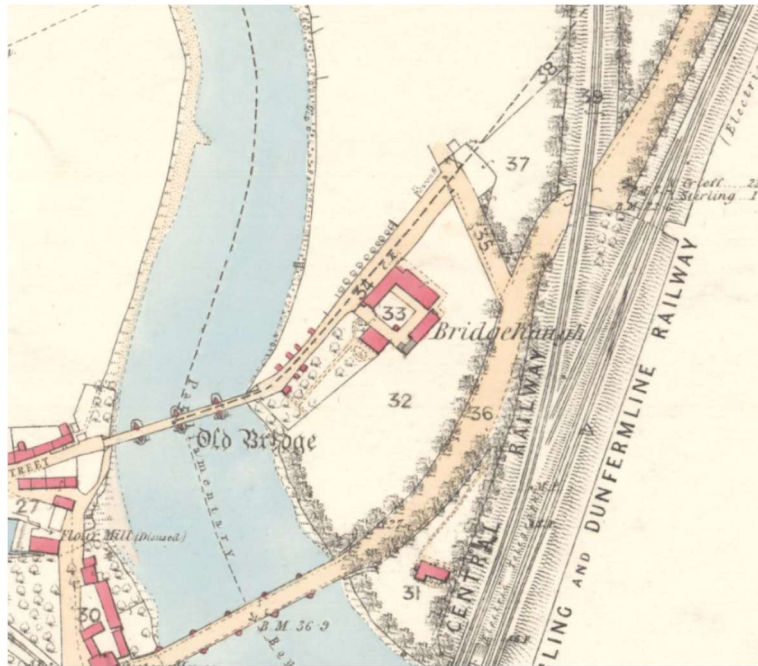
The buildings which we assume constituted a Farmstead named Bridgehaugh first appeared between 1740 and 1780. They are shown on maps including Ordnance Survey from 1780 onwards but do not appear on the 1740 map. [Stirling Council “Bridgehaugh Conservation Area Character Appraisal informs us that the bridge (*the one we know as the old Bridge*), had one span blown up in 1745 to arrest the progress of the Jacobite troops.]]¹ On the 1780 map there is another building on the west side of the road where the current Brighae stands. It is simply labelled Bridge Ho.



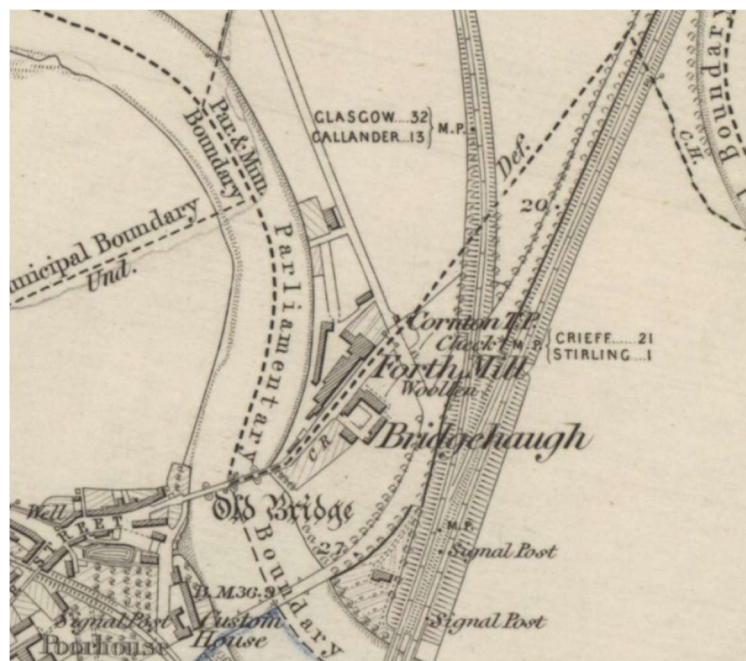
At this time there are no railways and the steading seems perfectly comfortably positioned to administer to the land to the East of the road North from the bridge and to the west of the loop in the river.

The 1820 map shows very little change but the 1859 map shows a remarkable transformation. The old bridge is still in place but there is a new bridge to the south of that (*built 1832*) creating a new road, north out of Stirling, to the East of the old road and the farm steading. Railway lines to the East of that, heading North and East, further separate the steading from its farmlands. There is evidence on that map of an underbridge providing access through to the fields beyond.

¹ The Burgh Council Records document the repair works to the Stirling Old Bridge from the 17th century; repairs were often on a rudimentary basis using local turf from Bridgehaugh. In 1745 one of the bridge arches was blown up in order to prevent the Highland army entering the town. Alterations and repairs to the bridge included the renewal of parapets and the truncation of the pedestrian refuges which formerly had roofs and crow stepped gables. There were originally archways at each end of the bridge and the one to the northeast end had an iron gate which was replaced by small square pillars with pyramidal finials still extant.



By 1861 things begin to blossom and we have the establishment of Both the “Forth Woollen Mill” (1840) and the buildings we now know as Bridgehaugh and Brighae.



Also on the 1861 map we see Forthvale Cottage and Topsy Turvy Cottage, the former being further north.

Later on in the 19th Century, documents reveal that a Thomas Raines operated a large Business out of Bridgehaugh for the hiring out of Threshing machines and Traction Engines. Surely this could only have been from the old Farm Steading. The 1884 & 1885 Valuation Rolls show “House, Steading and Park” owned by The Patrons of Cowane’s Hospital per William Christie, Watchmaker, 36 Port Street. The Tenant is listed as Thomas Raines, thrasher. It would appear that the same Thomas Raines (or someone with the same name) also jointly with others tenanted a garden in Dumbarton Road.

The 1881 Census shows Thomas Raines, his wife Jane, and his son Richard resident at Bridgehaugh House along with Jeannie Binnie, a servant. Both Thomas and his wife were English but seventeen year old Richard was born in Stirling.

By 1896 The area shows a tramway on the Causewayhead road and a new Woollen Mill on the North side of Cornton Road. This is Forthvale Mill that will eventually become the “Rubber Works”

