

Scotland – Tabulations

In Tables S1 & S2, the letters in the 1st column refer to the following regions;

(O) is Orkney, (H) is Highland, (G) is Grampian, (T) is Tayside

(F) is Fife, (CE) is River Forth Valley (Stirlingshire & Clackmannanshire)

(L) is Lothian, (B) is Scottish Borders

(S) is Strathclyde, (D) is Dumfries and Galloway

In all Tables any entry of ‘?’ alone means unknown, but added after another symbol or number it implies a high level of doubt. ‘c’ before any number means that it is an approximation.

Table S1: Locations and Dimensions

KEY: Column Headings reading from the left

No. ≡ Unique identifying number for every bridge, made up from a 1-letter or 2-letter county identifier and a number based on alphabetical ordering of bridge names in the county.

Bridge ≡ Name of the bridge, if possible, the most generally accepted one.

OS Location ≡ Standard 8-symbol position

River ≡ Name of the river crossed by the bridge, unless it is un-named.

Catchment, if the named river does not flow directly to the sea, the river which does carry its contents to the sea; exceptions are made for major rivers which flow into others, like the River Ure.

Arch No., shown as ‘River Arches + Flood Arches’, or ‘Arches Now (Original Number)’ where appropriate.

Arch Shape, symbols; G ≡ Gothic, or Pointed, (shaded, xxxx) S-C ≡ Semi-circular, 4-C ≡ 4-centred or Tudor, Se ≡ Segmental, R ≡ Rectangular including Square.

Arch Span ≡ the span of the largest original arch, prior to extension or rebuilding.

OW ≡ Bridge Width, the width of the original bridge, as built, prior to widening operations, normally measured between parapets, or rails.

Date, refers to the oldest surviving part of the bridge, and ‘Arch Span’ & ‘OW’ will normally relate to it.

The appropriate columns are shaded according to whether they have arches spanning more than 7.5m, xxxx; widths less than 2.2m, (effectively footbridges of all types including packhorse and clapper bridges), xxxx

No.	Bridge	OS Location	River	Catchment	Arch No.	Arch Form	Arch Span	O W	Date
O1	Birsay Bridge	HY 248 276	Burn of Boardhouse		2	Se	3.6m	c4.3m	17 th C
H1	Huna Mill Bridge	ND 372 733	Burn of Duncansby		1	Se	<5m	<3m	1651
G1	Balgownie Bridge	NJ 941 108	R. Don		1	G	22m	3.3m	1320
G2	Bridge of Dee	NJ 929 036	R. Dee		7 + 3?	Se	14m	c3.8m	1527
G3	Bridge of Dye	NO 651 871	Water of Dye	R. Dee	1	S-C	c15m	3.5m	1680
G4	Craigmin Bridge	NJ 441 621	Letterfourie Burn	B. of Buckie	2/1	Se	11m	?m	17/18 th C
G5	Deer Abbey Bridge	NJ 966 481	South Ugie W.	R. Ugie	3	S-C	?	3m	17/18 th C
G6	Elgin Bow Bridge	NJ 204 632	R. Lossie		1	Se	14m	3.5m	17/18 th C
G7	Gannochy Bridge	NO 600 709	R. North Esk		1	Se	15.6m	c3m	17/18 th C

No.	Bridge	OS Location	River	Catchment	Arch No.	Arch Form	Arch Span	O W	Date
G8	Glenlivet PH Bridge	NJ 198 302	R. Livet	R. Spey	2(3)	Se	c8m	c3.5m	16 th C?
G9	Hatton Bishop's Bridge	NK 072 367	Water of Cruden		1	Se	?	3m	1697
G10	Inglesmaldie Bridge	NO 653 661	R. North Esk		3	Se	15.7m	c3.5m	16 th C
G11	Old Keith Bridge	NJ 428 508	R. Isla	R. Deveron	1	Se	8.1m	1.85m	1609
G12	Ruthrieston Bridge	NJ 929 039	Ruthrieston B.	R. Dee	3	Se	?	2.5m	1693
G13	Shevock Bridge	NJ 592 289	The Shevock	R. Don	1	Se	3m	3.75m	17 th C
T1	Alyth PH Bridge	NO 245 487	Alyth Burn	R. Tay	2	Se	?	1.4m	1500
T2	Brechin Bridge	NO 604 593	R. South Esk		2	G	?	3.2m	15 th C
T3	Bridge of Margie	NO 567 701	Burn of Margie	R. N. Esk	1	S-C	?	?	1647
T4	Dollorie Bridge	NN 907 209	Pow Burn	R. Earn	1	S-C	?	c3m	17 th C
T5	Lornly Bridge	NO 171 476	Lornly Burn	R. Tay	1	S-C	?	2.3m	16 th C
T6	Monzie Roman Bridge	NN 878 251	Shaggie Burn	R. Earn	1	S-C	?	2.7m	17 th C?
T7	Muthill Bishop's Bridge	NN 875 154	Machany Water	R. Earn	2	S-C	?	c1.6m	15 th C
T8	Old Bridge of Dean	NO 287 470	Dean Water	R. Tay	2	S-C	?	2.7m	17 th C
T9	Old Bridge of Earn	NO 134 184	River Earn	R. Tay	5 (+1?)	S-C	c12m	2.6m	1329
T10	Panmure Castle Bridge	NO 535 382	Monikie Burn		1	Se	c8m	2.1m	17/18 th C
T11	Ruim PH Bridge	NO 270 493	Quiech Burn	R. Tay	2	S-C	?	1.7m	16 th C
T12	Rumbling Bridge	NT 017 995	R. Devon	R. Forth	1/1	S-C	6.6m	3.3m	17/18 th C
T13	Scott's Bridge	NO 056 162	Water of May	R. Earn	1	S-C	c6m	c2m	c1700
F1	Balgonie Bridge	NO 317 004	R. Leven		2	Se	?	c2.9m	17 th C
F2	Barrel Bridge	NT 307 983	R. Ore	R. Leven	2	S-C	c6m	2.7m	c1700
F3	Ceres Bishop Bridge	NO 400 114	Ceres Burn	R. Eden	1	Se	8m	1.8m	17 th C
F4	Dairsie Bridge	NO 416 161	R. Eden		3	G	8.1m	3.4m	1538
F5	Dunfermline Tower Br.	NT 087 873	Tower Burn	Lyne Burn	1/1	S-C	?	2.7m	1611
F6	Guardbridge Inner Br.	NO 450 198	Motray Water	R. Eden	3	Se	c8m	?	16/18 th C
F7	Guardbridge Old Br.	NO 451 189	R. Eden		6	S-C	12m	3.75m	1419
F8	Kelty Bridge	NT 139 953	Kelty Burn	R. Ore	1	S-C	?	c2m	17 th C?
F9	Kirkwynd Bridge	NO 575 049	Gellie Burn		1	Se	c3m	2.4m	17/18 th C
F10	Newmills Old Bridge	NT 012 865	Bluther Burn		2	G/S-C	?	c3.5m	16 th C?
F11	Peekie Bridge	NO 560 126	Kenly Water		1	S-C	9m	3.3m	16 th C
F12	St Monans Clapper Br.	NO 523 015	Inverie Burn		1	R	1.8m	c1.1m	15 th C?
CE1	Annet Burn Bridge	NN 714 034	Annet Burn	R. Forth	1	Se	7m	3m	17/18 th C
CE2	Spittal Bridge	NS 808 904	Bannock Burn	R. Forth	1	Se	c12m	3.6m	16 th C
CE3	Carron Bridge	NS 739 835	R. Carron	R. Forth	2	Se	?	3.3m	1695?
CE4	Linn Mill Bridge	NS 925 929	Black Devon W.		1	Se	c6m	c3m	17/18 th C
CE5	Old Leckie PH Br.	NS 691 952	Leckie Burn	R. Forth	1	S-C	3.3m	2m	17 th C
CE6	Stirling Bridge	NS 797 946	R. Forth		4	S-C	16.8m	3.9m	15 th C
CE7	Teith Bridge	NN 722 012	R. Teith	R. Forth	2	S-C	c12.5m	2.8m	16 th C?
CE8	Tullibody Old Bridge	NS 847 951	R. Devon	R. Forth	5 (3)	G	5.6m	3.5m	16 th C
L1	Abbey Mill Bridge	NT 533 745	R. Tyne		3	G	11.6m	4.8m	16 th C
L2	Addiston Mains Bridge	NT 160 698	Gogar Burn	R. Almond	1	Se	c6.5m	c3.3m	17 th C
L3	Brunstane Bridge	NT 314 725	Brunstane B.		1	Se	?	3.6m	17/18 th C
L4	Carrington Mill Bridge	NT 318 595	Redside Burn	R. S. Esk	1	Se	6m	3.3m	17 th C
L5	Castle Gogar Bridge	NT 167 729	Gogar Burn	R. Almond	1	Se	c5m	3m	1672
L6	Cramond Old Bridge	NT 180 755	R. Almond		3	G	11.6m	3.3m	15 th C
L7	Dalhousie Castle Br.	NT 319 639	R. South Esk	R. Esk	1	Se	?	2.25m	17 th C
L8	East Linton Bridge	NT 592 771	R. Tyne		2	Se	13.1m	3.2m	16 th C
L9	Maidens Bridge	NT 337 666	R. South Esk	R. Esk	1	Se	14.4m	4m	15 th C
L10	Musselburgh Old Br.	NT 341 725	R. Esk		3	Se	15.5m	3.5m	16 th C
L11	Newbattle Bridge	NT 331 657	R. South Esk	R. Esk	2	G	c10m	3.6m	16 th C
L12	Nungate Bridge	NT 519 738	R. Tyne		3	Se	13.2m	4.4m	16 th C
L13	Oldhamstocks Br.	NT 747 703	Oldhamstocks B.	Dunglass B.	1	S-C	?	4.5m	17 th C
L14	Pencaitland Bridge	NT 442 690	Tyne Water	R. Tyne	3	G	5.5m	c2.5m	1510
L15	Woodhall Dene Br.	NT 679 728	Weatherley Burn	Dry Burn	1	S-C	2.5m	2.1m	17/18 th C
L1M	Rossllyn Castle Br.	NT 275 628	Dry		1	Se	?	c4m	15 th C

No.	Bridge	OS Location	River	Catchment	Arch No.	Arch Form	Arch Span	O W	Date
B1	Dunglass Old Bridge	NT 773 723	Dunglass Burn		2	S-C	?	4.6m	17 th C
B2	Innerleithen Old Bridge	NT 333 371	Leithen Water	R. Tweed	1	Se	?	c3m	c1700
B3	J'burgh Canongate Br.	NT 653 210	Jed Water	R. Tweed	3	Se	8.5m	2.9m	16 th C
B4	Melrose Lade Br.	NT 548 342	NA		1	G & Se	<3m	?	15 th C?
B5	Old Lintmill Bridge	NT 622 249	Ale Water	R. Tweed	3	Se	?	<2m	16 th C
B6	Old Manor Bridge	NT 232 393	Manor Water	R. Tweed	1	Se	?	2.9m	c1700
B7	Peebles Tweed Bridge	NT 250 403	R. Tweed		5	Se	12m	2.4m	15 th C
B8	Stow Packhorse Bridge	NT 459 446	Gala Water	R. Tweed	3	Se	14m	2m	1655
B1M	Dryburgh Abbey Bridge	NT 593 316	Dry		1	G	c2m	1.8m	15 th C
S1	Blantyre Priory Br.	NS 678 584	Rotten Calder W.	R. Clyde	1	S-C	?	?	17 th C
S2	Bothwell Bridge	NS 710 578	R. Clyde		4	Se	13.5m	3.5m	17 th C
S3	Brig O'Doon	NS 332 189	R. Doon		1	Se	21.5m	2m	15 th C
S4	Cathcart Old Bridge	NS 585 601	White Cart Water	R. Clyde	2	S-C	17.7m	3m	1625?
S5	Clydesholm Bridge	NS 869 439	R. Clyde		3	S-C	18m	4m	1699
S6	Inverkip Bridge	NS 223 725	Kip Water		1	S-C	?	1.7m	16 th C
S7	Kerelaw Castle Bridge	NS 268 428	Stevenston B.		1	Se	3.6m	1.8m	c1500
S8	L'hagow Monk's Br.	NS 806 410	R. Nethan	R. Clyde	1	Se	?	3m	16 th C
S9	Meigle Bridge	NS 196 658	Skelmorlie Water		1	Se	?	?	17 th C
S10	Mousemill Bridge	NS 869 442	Mouse Water	R. Clyde	1	Se	c5m	3m	1649
S11	Old Avon Bridge	NS 733 546	R. Avon	R. Clyde	3	Se	10.4m	3.1m	16 th C
S12	Old Bridge of Ayr	NS 339 232	R. Ayr		4	G	15.5m	3.5m	15 th C
S13	Roberton Footbridge	NS 944 286	Roberton Burn	R. Clyde	1	Se	6m	3.7m	17 th C
D1	Bridge of Park	NX 191 574	Water of Luce		2	S-C	?	c3m	16 th C
D2	Dumfries Bridge	NX 969 761	R. Nith		9	G	7.5m	3.9m	15 th C
D3	Dundrennan Bridge	NX 751 477	Abbey Burn		1	Se	5m	2.1m	15 th C
D4	Langholm Skipper's Br.	NY 371 834	R. Esk		3	Se	13.4m	c4m	1690s
D5	Minnigaff Q. Mary's Br.	NX 411 662	Penkiln Burn	R. Cree	2	S-C	?	?	16 th C
D6	New Bridge, Lincluden	NX 952 824	Cluden W.	R. Nith	3	Se	9m	4.5m	17 th C
D7	Old Bridge of Urr	NX 776 677	Water of Urr		2	S-C	7.5m	2.6m	16 th C?
D8	Routin Bridge	NX 886 580	Old Water	R. Nith	1	Se	?	?	17 th C

Table S2: Bridge Characteristics

KEY: Column Headings reading from the left

No. & Bridge as in Table S1

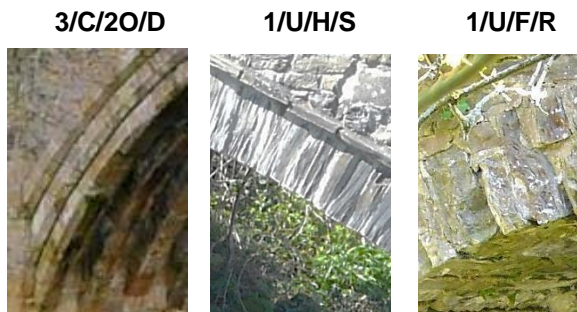
Fabric, the building material, A ≡ ashlar, CR ≡ Coursed Rubble, R ≡ Random Rubble, B ≡ Brick, W ≡ Wood; if two types are present in significant proportions, it is shown A/CR.

Profile, as seen from upstream or downstream, where possible referring to the original bridge, F ≡ Flat, P ≡ Rising to a central Peak, H ≡ Humped, C ≡ Gently curved.

Refuges, total number, referring if possible, to the original bridge; NA entered for single-arch bridges

Continued on the next page

Arch Rings with nomenclature **W/X/Y/Z** where **W** ≡ number of arch rings, **X** is an indicator for chamfering ≡ C, or not ≡ U, **Y** describes the arrangement of the arch rings with categories F ≡ Flush, R ≡ Recessed, H ≡ Hood Mould, above, 2O ≡ Arch Rings in two orders, etc., and **Z** indicates the finish on the individual voussoirs in the arch rings with R ≡ Rough, unshaped, S ≡ Shaped, D ≡ Dressed, finely machined. 3 examples are given below.



Soffits and Ribs Features, number of ribs, and whether they are chamfered ≡ C (as above, left), or not ≡ U

Pier Width, subjective estimate, B ≡ Broad, U ≡ Unexceptional, S ≡ Slender, C ≡ Pierced Causeway, & NA for a bridge with 1 arch

Parapet Features, entries only if non-standard, R ≡ Railings, C ≡ Corbelled Out, S ≡ Splayed Out at ends, Low, None.

W <->, entries indicate whether the bridge has been widened, No, Yes (but how unknown), U ≡ Upstream Face, D ≡ Downstream Face, B ≡ Both Faces

Date as in Table S1

Shading in the relevant columns means chamfered arch rings, **xxxx**, hood moulds, **xxxx**, and ribs, **xxxx**. In cases where chamfering and hood moulds are present, I have added ** to the former

No.	Bridge	Fabric	Profile	No. of Refuges	Arch Ring Features	Soffits & Ribs Features	Pier Width	Parapet Features	<-> W	Date
O1	Birsay Bridge	R	F	0	1/U/F/S	0	U	-	?	17 th C
H1	Huna Mill Bridge	R	C	NA	1/U/F/R	0	NA	None	No	1651
G1	Balgownie Bridge	R	F	NA	1/C/H/D**	0	NA	-	No	1320
G2	Bridge of Dee	CR	F	12	2/C/2O/D	5 (+4)C	U	-	B	1527
G3	Bridge of Dye	R	P	NA	2/U/F/D	4C	NA	-	No	1680
G4	Craigmin Bridge	R	P	0	1/U/R/D	0	B	-	No	17/18 th C
G5	Deer Abbey Bridge	CR	F	0	1/U/F/S	0	U	-	No	17/18 th C
G6	Elgin Bow Bridge	CR	F	NA	1/U/F/S	0	NA	-	No	17/18 th C
G7	Gannochy Bridge	CR	F	NA	1/U/F/S	3U	NA		D	17/18 th C
G8	Glenlivet PH Bridge	R	F	0	1/U/F/R	0	NA	None?	No	16 th C?
G9	Hatton Bishop's Bridge	R	F	NA	1/U/F/D	0	NA	-	No	1697
G10	Inglesmaldie Bridge	R	F	0	1/U/F/D	5C	U	-	B	16 th C
G11	Old Keith Bridge	R	H	NA	1/U/F/R	0	NA	Low	No	1609
G12	Ruthrieston Bridge	A	C	0	1/U/F/S	0	U		No	1693
G13	Shevock Bridge	R	F	NA	1/C/F/S	0	NA	None	No	17 th C
T1	Alyth PH Bridge	R	F	0	1/U/F/S	0	U	-	No	1500
T2	Brechin Bridge	R	F	2	1/U/F/S	0		-	U	15 th C
T3	Bridge of Margie	R	F	NA	1/U/F/S	0	NA	-	U?	1647
T4	Dollorie Bridge	R	F	NA	1/U/F/S	0	NA	-	D	17 th C
T5	Lornty Bridge	R	F	NA	1/U/F/R	0	NA	Rails	U	16 th C

No.	Bridge	Fabric	Profile	No. of Refuges	Arch Ring Features	Soffits & Ribs Features	Pier Width	Parapet Features	<--> W	Date
T6	Monzie Roman Br.	R	H	NA	1/U/F/S	0	NA	None	No	17 th C?
T7	Muthill Bishops Br.	R	F	0	1/U/F/S	0	C	-	B	15 th C
T8	Old Bridge of Dean	R	F	2	1/U/F/D	0	B	-	No	17 th C
T9	Old Bridge of Earn	CR	C	8?	3/C/30/D	0	B	-	No	1329
T10	Panmure Castle Br.	R	F	NA	1/U/F/S	0	NA	None	No	17/18 th C
T11	Ruim PH Bridge	CR	H	0	1/U/F/S	0	C	None	No	16 th C
T12	Rumbling Bridge	A	H	NA	1/U/F/D	0	NA	None	No	17/18 th C
T13	Scott's Bridge	R	F	NA	1/C/F/S	0	NA	R	U	c1700
F1	Balgonie Bridge	CR/A	F	0	1/U/F/D	0	U	-	U	17 th C?
F2	Barrel Bridge	R	C	0	1/C/F/D	0	B	None	No	c1700
F3	Ceres Bishop Br.	R	P	NA	2/C/20/D	0	NA	-	No	17 th C
F4	Dairsie Bridge	CR	F	0	2/C/20/D	4C	U	-	No	1538
F5	Dunfermline Tower Br.	CR/A	F	NA	2/U/20/D	2U	NA	None	U	1611
F6	Guardbridge Inner Br.	CR?	C	0	?	0	B		D	16/18 th C
F7	Guardbridge Old Br.	CR/A	F	7	1/U/F/D	0	B	-	No	1419
F8	Kelty Bridge	A	H	NA	1/U/F/D	0	NA	-	B?	17 th C?
F9	Kirkwynd Bridge	R	F	NA	1/U/F/R	0	NA	None	No	17/18 th C
F10	Newmills Old Bridge	A	F	0	2/U/20/D	2U	C	None	?	16 th C?
F11	Peekie Bridge	CR	P	NA	1/C/F/D	0	NA	-	No	16 th C
F12	St Monans Clapper Br.	R	F	NA	NA	NA	NA	None	No	15 th C?
CE1	Annet Burn Bridge	R	F	NA	1/U/F/S	0	NA	-	No	17 th C
CE2	Spittal Bridge	CR	F	NA	1/C/F/D	0	NA	-	U	16 th C
CE3	Carron Bridge	CR	F	0	1/U/H/D	0	B	-	No	1695?
CE4	Linn Mill Bridge	R	F	NA	1/U/F/S	0	NA	None	No	17/18 th C
CE5	Old Leckie PH Br.	R	P	NA	1/U/F/D	0	NA	-	No	17 th C
CE6	Stirling Bridge	CR	C	2	2/C/20/D	0	U	-	No	15 th C
CE7	Teith Bridge	R	F	0	1/U/F/D	0	U	-	U	16 th C?
CE8	Tullibody Old Bridge	CR	P	0	3/C/30/D	4C	B	-	No	16 th C
L1	Abbey Mill Bridge	CR	F	0	2/C/20/D	5C	U	-	No	16 th C
L2	Addiston Mains Br.	A	F	NA	1/U/F/D	0	NA	None	No	17 th C
L3	Brunstane Bridge	R	F	NA	2/U/F/S	0	NA		No	17/18 th C
L4	Carrington Mill Bridge	A	C	NA	1/U/F/D	0	NA	None	No	17 th C
L5	Castle Gogar Bridge	CR/R	C	NA	2/U/F/D	0	NA		No	1672
L6	Cramond Old B.	CR	F	0	3/C/30/D	4C & 0	U	-	No	15 th C
L7	Dalhousie Castle Br.	A	F	NA	1/C/F/D	0	NA		No	17 th C
L8	East Linton Bridge	CR	F	0	1/C/F/D	4C	U	-	B	16 th C
L9	Maidens Bridge	CR	P	NA	1/C/H/D**	3U	NA	-	No	15 th C
L10	Musselburgh Old B.	CR	F	2	1/U/H/D	0	B	-	No	16 th C
L11	Newbattle Bridge	CR/A	C	2	1/U/H/D	0	U	-	No	16 th C
L12	Nungate Bridge	CR	C	0	1/U/H/D	0	U	-	No	16 th C
L13	Oldhamstocks Br.	R	F	NA	1/U/F/D	0	NA	-	No?	17 th C
L14	Pencaitland Bridge	CR	F	0	2/C/20/D	3C +2U	C	-	U?	1510
L15	Woodhall Dene Br.	R	F	NA	1/U/F/D	0	NA	-	No	17/18 th C
L1M	Rosslyn Castle Br.	R	F	NA	1/U/F/S	0	NA	-	No	15 th C
B1	Dunglass Old B.	R	F	0	1/U/F/S	0	C	-	No	17 th C
B2	Innerleithen Old B.	R	P	NA	1/U/F/R	0	U	-	No	c1700
B3	Jedburgh Canongate B.	CR	C	4	2/C/20/D**	4C	B	-	No	16 th C
B4	Melrose Abbey Lade B.	R	F	NA	1/U/F/R	?	NA	None	?	15 th C?
B5	Old Lintmill Bridge	R	P	0	1/U/F/S	0	U	-	U	16 th C
B6	Old Manor Bridge	R	P	NA	1/U/F/D	0	NA	-	No	c1700
B7	Peebles Tweed Bridge	R	F	0	1/U/F/D	0	B	-	B	15 th C
B8	Stow Packhorse B.	R	H	0	1/U/F/R	0	C	None	U	1655
B1M	Dryburgh Abbey Br.	CR	F	NA	1/U/F/D	Yes	NA	None	B	16 th C
S1	Blantyre Priory Br.	CR	F	NA	1/U/F/D	0	NA	R	?	17 th C
S2	Bothwell Bridge	A	C -> F	0	2/C/20/D	4C	B	R	U	17 th C

No.	Bridge	Fabric	Profile	No. of Refuges	Arch Ring Features	Soffits & Ribs Features	Pier Width	Parapet Features	<--> W	Date
S3	Brig O'Doon	R	H	NA	1/U/H/D	0	NA	-	No	15 th C
S4	Cathcart Old Bridge	CR	C	0	1/U/F/S	0	C	-	No	1625?
S5	Clydesholm Bridge	CR	F	4	1/U/F/D	0	U	R	No	1699
S6	Inverkip Bridge	R	P	NA	1/U/F/D	0	NA	Low	No	16 th C
S7	Kerelaw Castle Br.	A	F	NA	1/U/F/D	0	NA	R	D	c1500
S8	L'hagow Monk's Br.	R	F	NA	1/U/H/D	0	NA		N	16 th C
S9	Meigle Bridge	CR	F	NA	1/U/F/D	0	NA	R	D	17 th C
S10	Mousemill Bridge	R	H	NA	1/U/H/D	0	NA	None	No	1649
S11	Old Avon Bridge	A	F	0	2/U/20/D	3U	B	-	No	16 th C
S12	Old Bridge of Ayr	CR	C	0	1/U/H/D	0	U	-	No	15 th C
S13	Roberton Footbridge	R	F	NA	1/U/R/S	0	NA	-	No	17 th C
D1	Bridge of Park	CR/A	F	0	2/U/20/D	Yes	U	-	D	16 th C
D2	Dumfries Bridge	CR	F	2	1/C/F/D	0	B	-	No	15 th C
D3	Dundrennan Bridge	R	C	NA	2/C/20/D	2C	NA	-	U	15 th C
D4	Langholm Skipper's B.	CR	F	0	1/U/F/S	0	U	-	U	1690s
D5	Minnigaff Q. Mary's B.	R	F	0	1/U/F/R	0	C	-	No	16 th C
D6	New Bridge, Lincluden	R	F	0	1/U/F/D	0	B		D	17 th C
D7	Old Bridge of Urr	R	F	0	1/U/F/S	0	U	-	U	16 th C
D8	Routin Bridge	R	F	NA	1/U/F/R	0	NA	-	B?	17 th C

The following 12 Scottish bridges have been removed from previous listings, because although 17th century structure may survive in some cases, it is totally hidden;

Ruthven Old Bridge, Tayside, which has collapsed

Keithock PH Bridge, Tayside, see note on information sheet

Swilken Bridge, Fife, which has been made-over too often for evidence of pre-1700 structure to survive

Ochil Road Bridge, Central, which seems to be a 19th century bridge

Cow Bridge, Lothian, which has collapsed leaving only traces of abutments

Humbie Bridge, Lothian, which appears to be a 19th century bridge

Williamston Bridge, Lothian, which seems to be a 19th century bridge

Cleghorn Bridge, Strathclyde, which appears to be a 19th century bridge

Waterfoot Bridge, Strathclyde, which appears to be a 19th century bridge

Ochiltree Burnock Burn Bridge, Strathclyde, collapsed, with part of an abutment, all that may survive

Drumlanrig Bridge, Dumfries and Galloway, which appears to be a 19th century bridge

Shennanton Bridge, Dumfries and Galloway which appears to be an 18th century bridge

Table S3: Status of Bridge Visits, & Dating Summary – Scotland

REGIONS	SCOTTISH REGION	No. of BRIDGES	17 th C	16 th C	15 th C	14 th C	No. VISITED
Orkney, Highland, Grampian, & Tayside	Orkney	1	1	0	0	0	0
	Highland	1	1	0	0	0	1
	Grampian	13	7	3	0	1	13
	Tayside	12	5	2	3	1	11
Fife & Central	Fife	12	5½	4	2	0	12
	Central	9	4½	3	1	0	9
Lothian & Borders	Lothian	16	6	6	3	0	16
	Borders	9	4	3	2	0	9
Strathclyde, & Dumfries & Galloway	Strathclyde	13	7	4	2	0	12
	Dumf. & Gal.	8	3	3	2	0	7
	TOTALS	94	44	28	15	2	90

Notes:

1. In Table S3, it is assumed that 50% of the bridges dated 17th/18th century can be placed in the 17th C column. Obviously, the specific bridges cannot be identified, but this assumption should give a better estimate of the number of 17th century bridges, than when all were placed in that column, even if the idea of half-bridges is somewhat bizarre.
2. As shown in Table S3 there are 94 extant Scottish bridges with substantial elements, e.g., one or more arches, built before 1700, including allowance for those about which there is some doubt, as indicated above. Of the total, 44 are thought most likely to date from the 17th century, 28 from the 16th century, and 15 from the 15th century. There are 2 for which a reasonable case can be made for an earlier build-date (ignoring the purported but elusive clapper bridge at the foot of the gorge at Rumbling Bridge), namely, Balgownie Bridge, and Old Bridge of Earn, which are in contrasting conditions. It is important to stress that only survivals in some form are recorded in the compendium, because there were certainly other bridges in Scotland in the 14th century, and earlier, but they have left no visible traces.
3. As to the locations of these bridges, none is found much west of the imaginary Highland Line running from Stirling to Crieff and then to Aberdeen, then south and west of a strip inland of the Moray Firth, up to the northern- most coast; the first masonry bridges in the Highland hinterland are assumed to have been built in the early 18th century under the direction of the soldiers, Wade and Caulfield. Within this general distribution there are some clusters, in east Fife and East Lothian, and more widely spread, in Tayside, which may be linked with important religious establishments. Otherwise, most large medieval towns stood on rivers, and had bridges from quite an early date, with Aberdeen and Stirling boasting the finest long-time survivals. Elsewhere as in Perth it sometimes proved impossible to maintain early bridges against the forces exerted by rivers in spate until after 1700. Of course, some of the early bridges were built of wood, rendering them even more vulnerable when rivers ran very high. The Clyde was bridged in the centre of Glasgow, in the 13th century by a wooden structure, and in 1410, an 8-arch masonry structure, Bishop's Bridge, was opened (see the 'Scotland's Oldest Bridges website). It was demolished in 1854 to make way for Victoria Bridge.
4. As regards the fabric of Scottish masonry bridges, it is striking that saving the voussoirs which were often of shaped and sometimes dressed stone, practically all built before 1700 are of rubble; Table S2 shows that only 10 out of the 94 are fully ashlar, though others have patches of such construction. It would be wrong to make too much of this but to obtain such a finish on hard rocks like granite and hard sandstones, prevalent in Scotland would have been neither easy nor inexpensive.
5. In one regard, the form of the arch is an important age marker, because all 13 bridges with a Gothic (or pointed) arch shape are thought to have been built prior to 1600, though this of course leaves 31 in that age category without such arches. So, we are dealing with a sufficient rather than necessary condition. No Scottish bridge was built in the period prior to 1300 when the Norman semi-circular arch was employed elsewhere in the country, but about a third of the bridges have deep segmental arches, which can be described as of that form; there is no clear age dependence. There is only one bridge with an arch which could be described as 3-centred or 4-centred; it is on the Old Brig of Ayr.
6. Table S1 shows that 39 of 94 Scottish bridges have at least one arch spanning 7.5m or more; of those 10 of 17 were built before 1500; there are 10 bridges with arches of span greater than 15m, of which 3 are attributed to before 1500. There seems to be a disposition, perhaps originated by the pioneering work of Inglis, to relate arch spans to bridge age, and particularly to discount any idea that bridges spanning greater than 15m can have been built pre-1500

in Scotland, regardless of the fact that arches in churches and vaults in castles of such spans were built in that period. Across Great Britain and Ireland, the crucial determinant for large bridge spans is location, and not build-date.

7. It is appropriate to consider arch rings and ribs together, since these features along with arch form characterise many of the oldest Scottish bridges. As regards arch rings, the marker is chamfering of the lower edge, i.e., tapering or rounding the corners; there are 22 Scottish bridges exhibiting this feature; 6 of them are post-1600 builds. It is tempting to assume that some later designers incorporated a decorative gloss which was easy to apply, albeit they rather confused the issue. As regards ribs beneath the soffits of bridges, the feature linked to greater age is again chamfering, at least on outward facing surfaces. There are 11 pre-1700 bridges with this feature, and 9 of them are thought to be pre-1600, with Bothwell Bridge (which also displays chamfered arch rings) and Bridge of Dye, the exceptions. In both cases we are in the realm of sufficient rather than necessary conditions. It is probably worth adding that for most of England a cut-off date of 1500 would be more appropriate than 1600, but in general, design features appeared and disappeared later in Scotland, perhaps by as much as a century.

8. There are 10 Scottish bridges with hood moulds, 2 combining them with chamfered arch rings. All are found south of the Forth/Clyde divide, but unlike in some other areas of the country, they appear in older bridges of the compendium range as much as in the less old.

9. I have visited, or in a few cases received directly information from someone who has, 90 out of the 94 bridges which I identified as likely if not certain to find a place in the compendium. I say more about the process of identification and assessment in the general text, but in essence the initial process of identification of candidate bridges was a desk exercise based on the documents referenced, and study of photographs and other representations. The fact, that I eventually deselected 12 bridges after visits, emphasises the importance of that part of the process, and there were many other adjustments of descriptions and build-dates at this stage. The credibility of the project rests heavily on having viewed the great majority of the bridges in the compendium.

10. For the English and Welsh regions I have been able to utilise the maps produced by Christopher Saxton in the 1570s and John Speed in c1610, to obtain numbers for bridges standing then, and thus to estimate survival rates. Unfortunately there is nothing quite equivalent for Scotland (before Roy's map of 1750), though Pont, Blaeu, and Adair provided information best considered as of the 17th century, better in some areas than others, I have not tried to repeat the full exercise carried out for England and Wales, but can present data for the Lothians and Fife, as follows;

County	Bridges on 16th & 17th C maps	Marked bridges standing now	%age surviving
Lothians	60	10	17%
Fife & Clackmannan	31	4	13%

I will comment only that these numbers would suggest that of 91 old bridges which stood in the 17th century, 14 have survived, 15%. This implies that today we look at a sample of that size of the bridges, then extant. These numbers are not out of line with corresponding figures for the regions of England and Wales, though the survival period considered is nearly a century less.

11. I end by stressing that the compendium contains bridge survivals, and great caution needs to be shown, when the information is used to draw conclusions about the built population at any time in the past. Comparisons of numbers in any category are likely to carry truth if they are substantial, but not otherwise.