

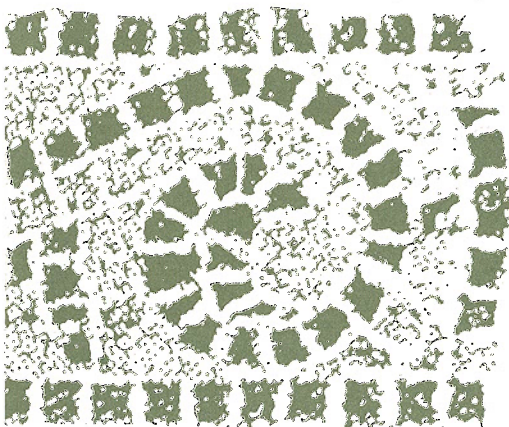
Caulfields Military Way:

Altnafeadh to Allt
a' Choire Odhair
Bhig



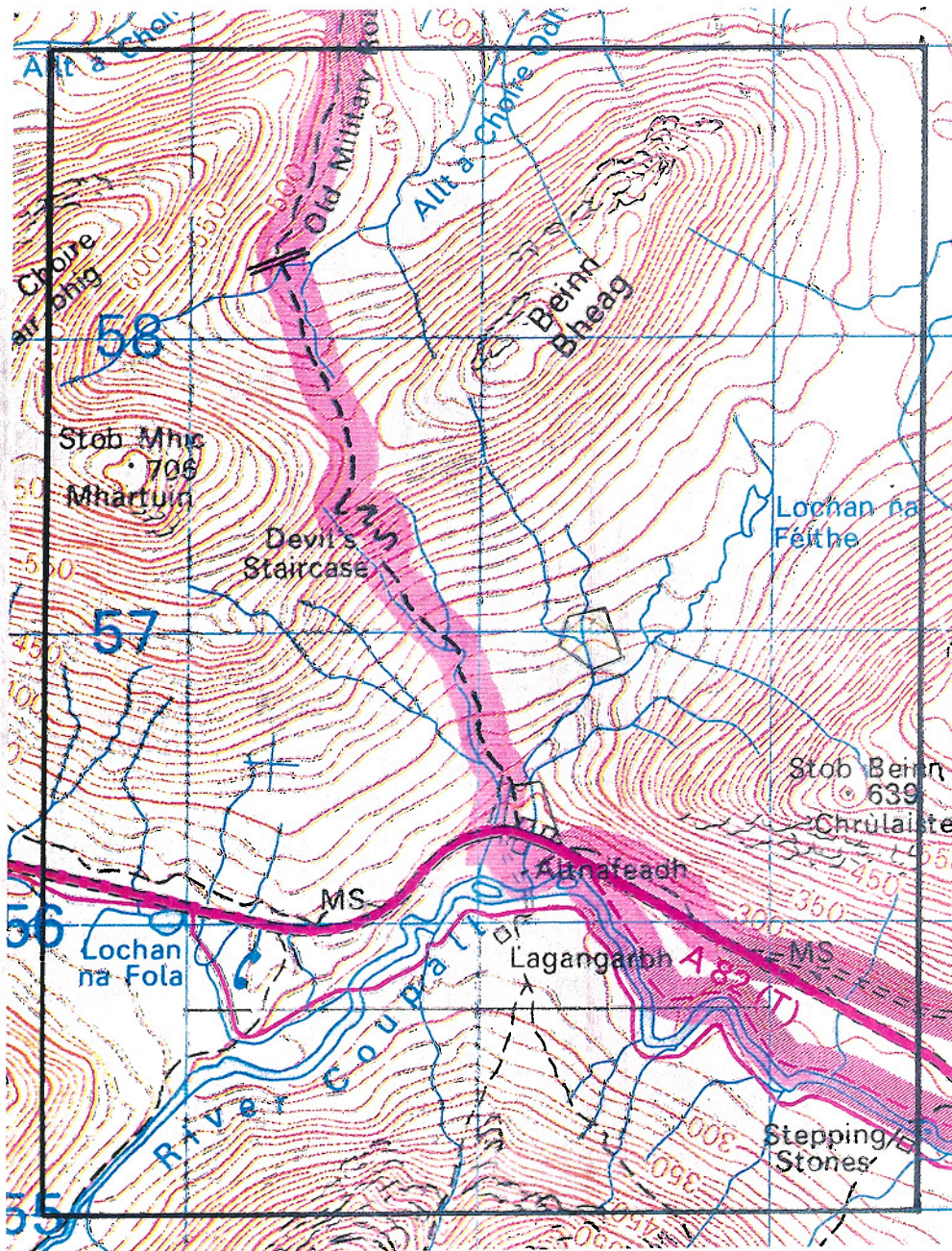
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171.2



*Programme of survey and mapping undertaken on a
section of Caulfields Military Way on behalf of
Highland Regional Council and Scottish Natural
Heritage by*

Glasgow University Archaeological Research Division



Section D: Altnafeadh to Allt a' Choire Odhair Bhig (The Devils Staircase)

Caulfields Military Way:
Altnafeadh to Allt a' Choire
Odhair Bhig
(The Devil's Staircase)

by

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1995

GLASGOW UNIVERSITY ARCHAEOLOGICAL RESEARCH DIVISION
Glasgow

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1.0 Introduction

The military roads of eighteenth century Scotland offer an opportunity for research and analysis of a unique feature of the historical development of the Highlands. The construction of military roads in the Scottish Highlands played a major role in allowing the pacification of the Highland clans in the period after the failed Jacobite uprising of 1745-6. The construction of the military road between Stirling and Fort William between 1748-53 under the direction of Major Edward Caulfield formed an integral link within that system. Following on from the initial survey of three sections of Caulfields Military Way in February and March 1994 by Glasgow University Archaeological Research Division (Atkinson 1994), a fourth and final section of the Military road was surveyed in April 1995. This survey covered the section between Altnafeadh (NN 2222 5632) and Allt a' Choire Odhair Bhig (NN 2130 5720), including the Devil's Staircase. This work was undertaken on behalf of Highland Regional Council and should be seen as a supplement to the original report (see Atkinson 1994), and as such has borrowed its methodology, background research and levels of assessment from that piece of work. The work in April 1995 involved the surveying, mapping and recording of the military way, with particular reference to the areas where the West Highland Way utilised the road.

2.0 Methodology

The method of recording developed for this survey utilised an electronic distance measurer (total station) and data logger. This allowed the accurate locating of the line of the military road and all the associated and lateral features within a 20m corridor centred on the military road itself. A secondary, and feature specific, level of recording was also employed. This consisted of a programme of photographic recording supplemented by a written description of the general character of the road and the specific features associated with it.

3.0 Military Roads: The Background to their Construction

The construction of roads throughout the Highlands of Scotland was undertaken from 1725 under a number of military road builders, most notably General Wade and Major Caulfield. The military roads 'ceased to be known as such in 1814, when 255 miles of those that were then still maintained were transferred to the charge of the Parliamentary Commissioners under the Highlands Roads and Bridges Act of 1803' (MacKenzie 1899, 364). The road from Stirling to Fort William was established by the

employment of military labour from a number of regiments: The Buffs, Rich's regiment and Guise's regiment. Kenneth MacKenzie in his paper in *The Transactions of the Inverness Scientific Society and Field Club* suggested that '800 soldiers were employed between Stirling and Fort William' (MacKenzie 1899, 370) over the five year period of the road's construction.

4.0 Level of Assessment

As has been noted above (see section 2.0) three separate methods of recording were utilised on this section of the military road. Although the technical brief did not stipulate an interpretative level to the Caulfield's Military Way project, it was our intention to incorporate a level of interpretation within this report. Hopefully, this will allow a clearer comprehension of the problems associated with the road itself and make the management of features, whether original, parliamentary or modern an easier task. It is believed that the following three tier interpretative methodology is flexible enough to be used on any section of the road assessed, and should be utilised here in conjunction with the chronological information within the text in section 5.1 below. This should make the interpretation of categories of features more easily definable. In general terms:-

Original	applies to the period 1750 to 1800
Parliamentary	applies to the period 1800 to 1920
Modern	applies to the period post 1920

5.0 Section D: *Altnafeadh to Allt a' Choire Odhair Bhig (The Devils Staircase)*

5.1 Historical Development

The section of Military Way constructed across the Devil's Staircase was undertaken by 'something like 450 officers and men of Rich's and Guise's regiments' and was probably built in 1750 (Aitken 1990, 153). Prior to this, William Roy had referred to the pass as 'Mam Grianau' (Roy's map 1748-55); the implication being that the troopers had christened this routeway the Devil's Staircase themselves. As a military road this section of Caulfields Military Way had a remarkably short lifespan, finally

being abandoned in 1785, or thereabouts, for the favoured low-lying route through Glencoe and onto Ballahuillish. The route saw little use from then until its revitalisation as part of the post-1978 West Highland Way, though tradition has it that navigators working on the construction of the Blackwater Reservoir used this route to get to the Kingshouse Hotel to buy whisky, some of whom died in the attempt (*The Aluminium Story*, Kinlochleven Museum).

5.2 The Military Road

The fabric of the military road itself appears to have suffered from the ravages of weather and walkers. For the Devils Staircase proper, this has been compounded by motor cycles as this section has been used for the Scottish six day motor cycle trials in recent years (Aitken 1990, 154). From the main road at Altnafeadh the military way strikes off to the north prior to climbing the steep section of hillside known as the Devil's Staircase. This primary section of the military way does not follow the same course of the West Highland Way. The West Highland Way runs due north from the lay-by on the A trunk road, while the military way cuts up through the Altnafeadh enclosure and joins with the West Highland Way route at feature 4/023 (see route map D2). The military road route from Altnafeadh to feature 4/023 lacks associated features though is wide enough to reflect military use.

The Devil's Staircase itself is clearly characteristic of a military road, 5-6 m wide, traversing the steep slopes. The military road from 4/023 onwards retains the shape and nature of its primary construction, particularly at the hairpin bends ascending the slope, though it has suffered severe erosion within the central area of the slope. As it reaches the top of the pass the best preserved patches of the road's fabric are clearly visible. On either side, the road has suffered from water damage running south down to Altnafeadh and north to the Allt a' Choire Odhair Bhig.

5.3 Bridges

There are no stone bridges within this section of the Military Way, in fact although there are five bridging points across burns (4/005, 4/011, 4/016, 4/019 and 4/087), they have all been spanned by modern twin wooden sleeper bridges wired together and all relate to the West Highland Way section (i.e. below 4/023). There was no evidence of original springers at any burn crossing points above feature 4/023, therefore it would appear that the use of bridges did not form part of the character of this section of the road.

5.4 Culverts

Although culverts were a common method of bridging small burns throughout the length of the Military Way, there is little evidence to support their use on this section of the Way. Only one possible culvert was located within this section (4/073), positioned on the southern edge of an abandoned section of one of the original hairpin bends. This culvert has been badly wrecked, though is certainly salvageable. It seems unlikely that this was the only culvert in this section, on the contrary it would appear that others had existed, but had been destroyed since 1750. Evidence to back this up was visible at 4/082.

5.5 Fords

As in the case of the Bridge of Orchy section a number of original fords have survived the test of time (see Atkinson 1994), particularly on the upper sections of the route. There were eight fords identified between the upper section of the Devil's Staircase and the Allt a' Choire Odhair Bhig (4/076, 4/077, 4/078, 4/079, 4/080, 4/082, 4/083, 4/085), four of which would appear to be of traditional construction and may be original in date (4/076, 4/077, 4/078, 4/079), though some modern maintenance was evident. These are without doubt the best preserved of all the original features within this section.

5.6 Drainage Channels

Drainage channels are a common occurrence within this section of the Military Way. These feature represent the modern response to the sometimes erratic drainage pattern and its immediate effects on the military road. There would appear to be twenty eight drainage channels within this stretch of Way, many of which have been freshly executed, and some of which are very substantial in size (see 4/067). Some of these may represent the original position of culverts, though others certainly reflect the modern drainage regime in there positioning.

5.7 Surface Drains

This section of the Military Way included ine type of feature which did not appear in any of the three sections previously surveyed: Stone-built drains dug into the surface of the road which allow run-off of excess water. This type of drainage feature had been

witnessed elsewhere (see Braes of Auch section in Atkinson 1994), but merely as simple linear trenches cut into the surface of the road to aid surface drainage. Although the surface drains appear to be successful devices within this section, the site was visited under dry conditions and consequently little idea of how they function during the extremes of winter weather could be garnered. Thirty such features were recorded during the survey of this section.

5.8 Construction Quarries

It had been expected that a substantial number of construction quarries would be encountered within this section, particularly in the region of the Devil's Staircase itself. This did not prove to be the case. Only five construction quarries were encountered along the route, the majority of which were small in size and may simply represent maintenance, rather than construction, features. The exception to this was feature 4/081 which was well preserved and represented an original construction quarry. Initially, the lack of construction quarries on the Devil's Staircase itself was rather perplexing, however closer inspection revealed that the road builders were utilising a cut and borrow process, digging into the upslope of the hill and using the spoil to construct a foundation terrace for the road; effectively etching the road into the hillside. This of course does not explain the lack of quarries elsewhere on the route.

5.9 Miscellaneous Features

A number of miscellaneous features were also evident along this section. These ranged from modern features such as kerbing associated with the West Highland Way to revetting and re-instatements of areas which have been utilised as short cuts by walkers off the line of the West Highland Way. These features were particularly evident on the Devil's Staircase itself. In terms of original features no examples of original revetting were identified, although two stances were located and 'the fragmentary remains of a sub-rectangular building of dry-stone masonry, measuring some 6.1 m by 2.7 m within walls 0.9 m in thickness' (RCAHMS 1975, 298) were surveyed beside the Allt a' Choire Odhair Bhig.

6.0 Gazetteer of Associated Features

Key to Route Plans



Culvert



Surface Drain



Drainage Channel



Ford



Revetting



Kerbing



Stone Steps



Quarry



Wooden Bridge

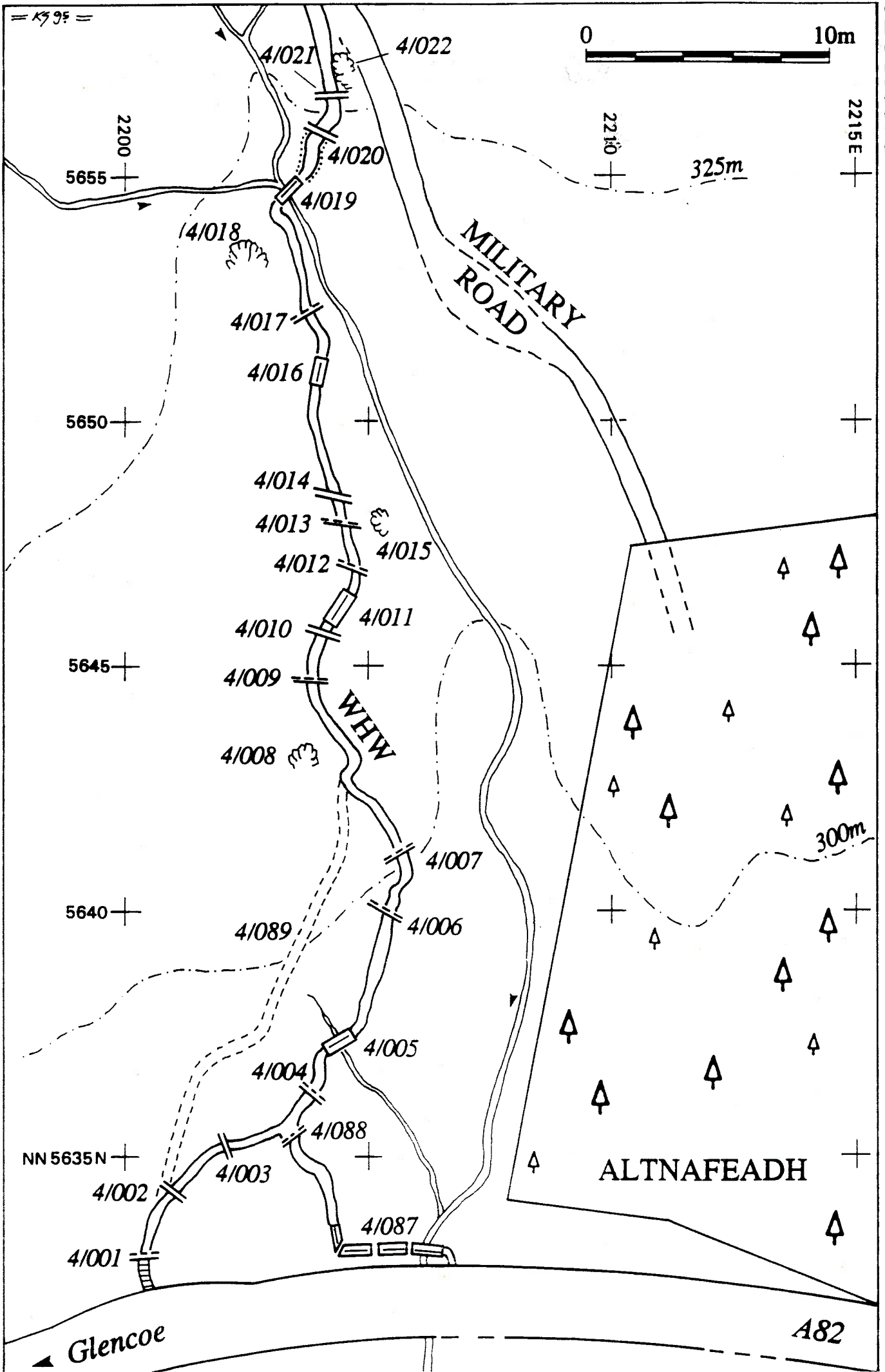


Areas of Erosion & Damage

4/001	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature.
4/002	Drainage Channel	A modern stone-lined drainage channel constructed across the road to allow clear drainage of military way.
4/003	Drainage Channel	A modern stone-lined drainage channel constructed across the road to allow drainage from modern ditches across the way.

4/004	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature.
4/005	Wooden Bridge	A modern wooden bridge constructed of two railway sleepers wired together to allow ease of access across a burn.
4/006	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature.
4/007	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature.
4/008	Quarry	A small scooped quarry lying to the west of the road. It has been partially re-filled and its age is therefore unclear, though it is unlikely to be of any antiquity.
4/009	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature.
+/010	Drainage Channel	Stone-lined drainage channel introduced to allow modern drainage pattern to pass through The West Highland Way, consequently this represents a modern feature.
4/011	Wooden Bridge	A modern wooden bridge constructed of two railway sleepers wired together to allow ease of access across a burn.
4/012	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature.
4/013	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature.
4/014	Drainage Channel	Stone-lined drainage channel introduced to allow modern drainage pattern to pass through The West Highland Way, consequently this represents a modern feature.
4/015	Quarry	A small quarry to the east of the road. This would appear to be a modern feature, probably for repair work on the West Highland Way.
4/016	Wooden Bridge	A modern wooden bridge constructed of two railway sleepers wired together to allow ease of access across a burn.

- 4/017 Surface Drain A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature.
- 4/018 Quarry A possible quarry site lying to the west of the road where the bank has been worked in the past. This may be an original quarry site, though it lies at some distance from the military way.
- 4/019 Wooden Bridge A modern wooden bridge constructed of two railway sleepers wired together to allow ease of access across a burn.
- 4/020 Drainage Channel Stone-lined drainage channel introduced to allow modern drainage pattern to pass through body of military way, consequently this represents a modern feature.
- 4/021 Drainage Channel Stone-lined drainage channel introduced to allow modern drainage pattern to pass through The West Highland Way, consequently this represents a modern feature.
- 4/022 Quarry A small quarry lying to the west of the way, it may have been an original feature, though it has been heavily altered through time.



0 10m

2200
5655

2210
325m

2215E

MILITARY ROAD

4/021
4/022
4/020
4/019
4/018
4/017
4/016
4/014
4/013
4/012
4/015
4/010
4/011
4/009
4/008
4/007
4/006
4/005
4/004
4/003
4/002
4/001

WHW

ALTNAFEADH

300m

5645

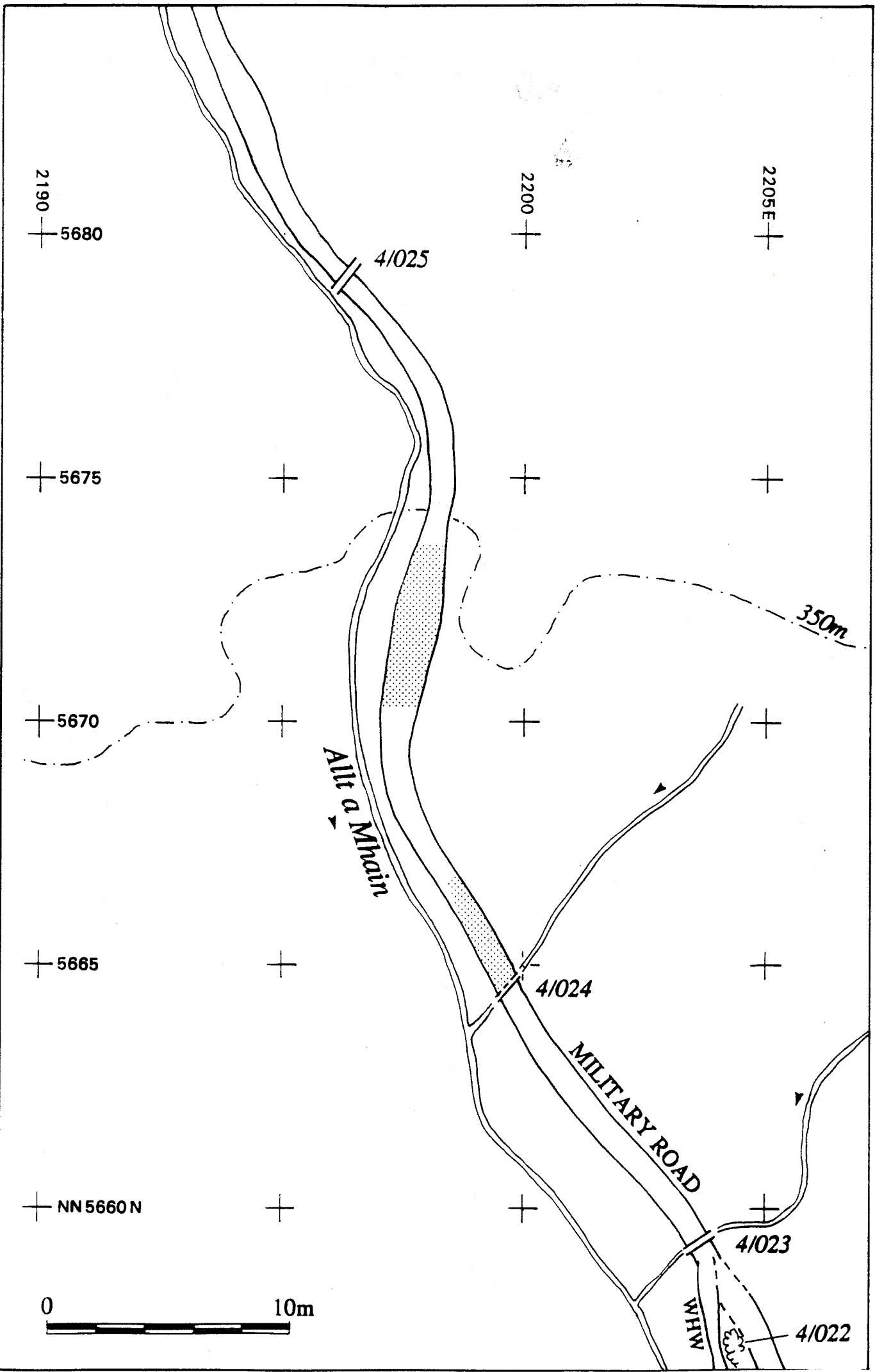
5640

NN 5635N

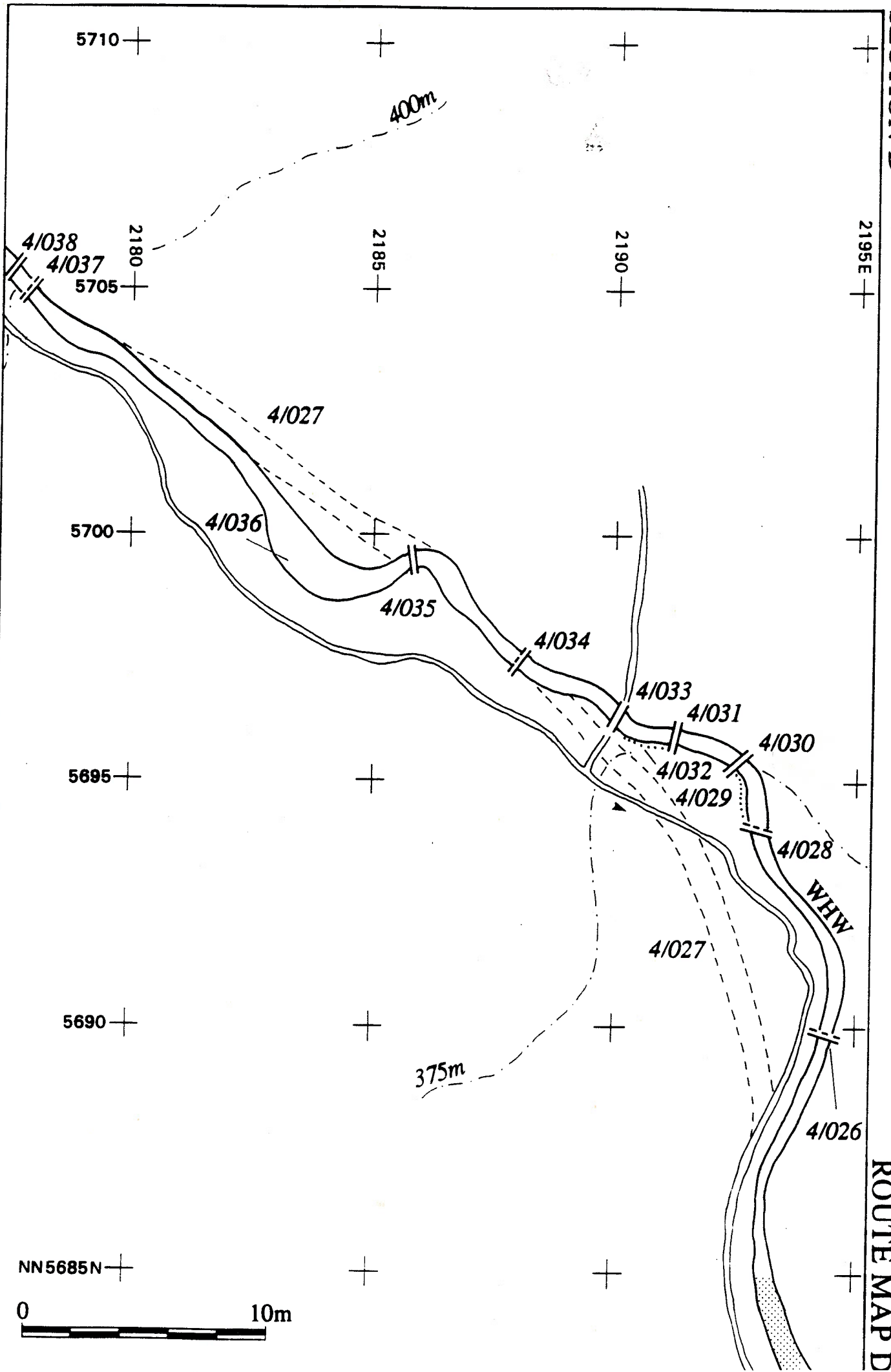
Glencoe

A82

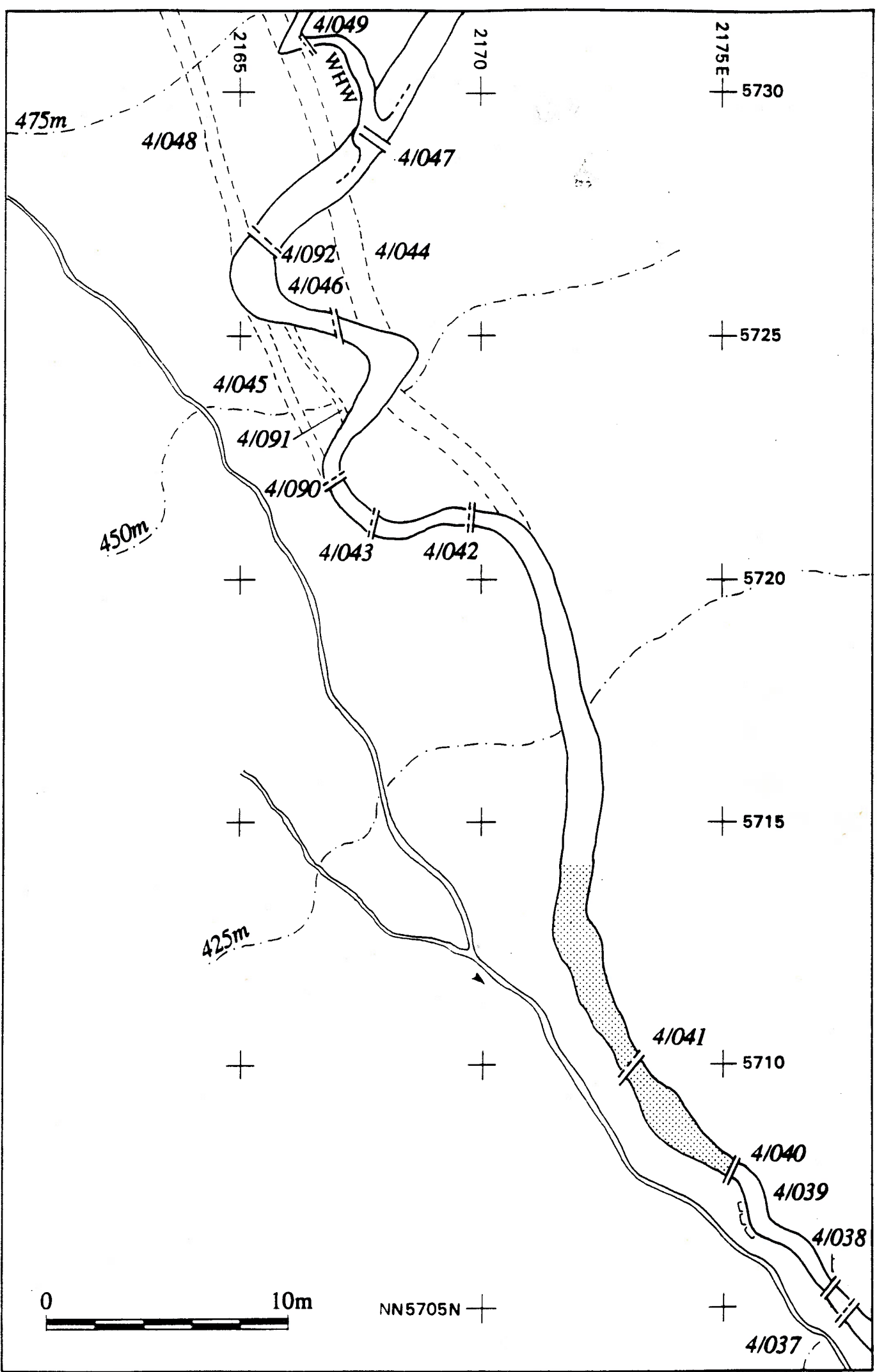
- 4/022 Quarry A small quarry lying to the west of the way, it may have been an original feature, though it has been heavily altered through time.
- 4/023 Drainage Channel Stone-lined drainage channel badly disturbed, introduced to allow modern drainage pattern to pass through body of military way, consequently this represents a modern feature.
- 4/024 Surface Drain A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature which currently houses a substantial burn.
- 4/025 Drainage Channel Stone-lined drainage channel introduced to allow modern drainage pattern to pass through body of military way, consequently this represents a modern feature.



4/026	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature which has stone bottom.
4/027	Re-instatement	A portion of pathing which has been re-instated back to the natural. This would appear to reflect a short cut taken by walkers rather than a possible alternative route for the Military Way.
4/028	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature which has stone bottom.
4/029	Kerbing	Large boulder kerbing defining the western edge of the West Highland Way. A modern feature.
4/030	Drainage Channel	Stone-lined drainage channel introduced to allow modern drainage pattern to pass through body of military way, consequently this represents a modern feature.
4/031	Drainage Channel	Stone-lined drainage channel introduced to allow modern drainage pattern to pass through body of military way, consequently this represents a modern feature.
4/032	Kerbing	Large boulder kerbing defining the western edge of the West Highland Way. A modern feature.
4/033	Drainage Channel	Modern stone-lined drainage channel, stepped in appearance and introduced to allow large burn to flow through the body of military way.
4/034	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature which has stone bottom as well.
4/035	Drainage Channel	Stone-lined drainage channel introduced to allow modern drainage pattern to pass through body of military way, consequently this represents a modern feature.
4/036	Stance	A flattened stance at edge of Military Way, approx. 7m by 5m in size. Of unknown date.
4/037	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature, which appears to have gone out of use.
4/038	Drainage Channel	Stone-lined drainage channel introduced to allow modern drainage pattern to pass through body of military way, consequently this represents a modern feature.



4/037	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature, which appears to have gone out of use.
4/038	Drainage Channel	Stone-lined drainage channel introduced to allow modern drainage pattern to pass through body of military way, consequently this represents a modern feature.
4/039	Revetting	A line of revetting along the edge of a burn running west to east. It appears to be a modern repair job in a portion of the military way which has collapsed into the burn.
4/040	Drainage Channel	Stone-lined drainage channel introduced to allow modern drainage pattern to pass through body of military way, consequently this represents a modern feature.
4/041	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature.
4/042	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature which has stone bottom.
4/043	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature.
4/044	Re-instatement	A portion of pathing which has been re-instated back to the natural. This would appear to reflect a short cut taken by walkers rather than a possible alternative route for the Military Way.
4/045	Re-instatement	A portion of pathing which has been re-instated back to the natural. This would appear to reflect a short cut taken by walkers rather than a possible alternative route for the Military Way.
4/046	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature.
4/047	Drainage Channel	Stone-lined drainage channel introduced to allow modern drainage pattern to pass through body of military way, consequently this represents a modern feature.
4/048	Re-instatement	A portion of pathing which has been re-instated back to the natural. This would appear to reflect a short cut taken by walkers rather than a possible alternative route for the Military Way.

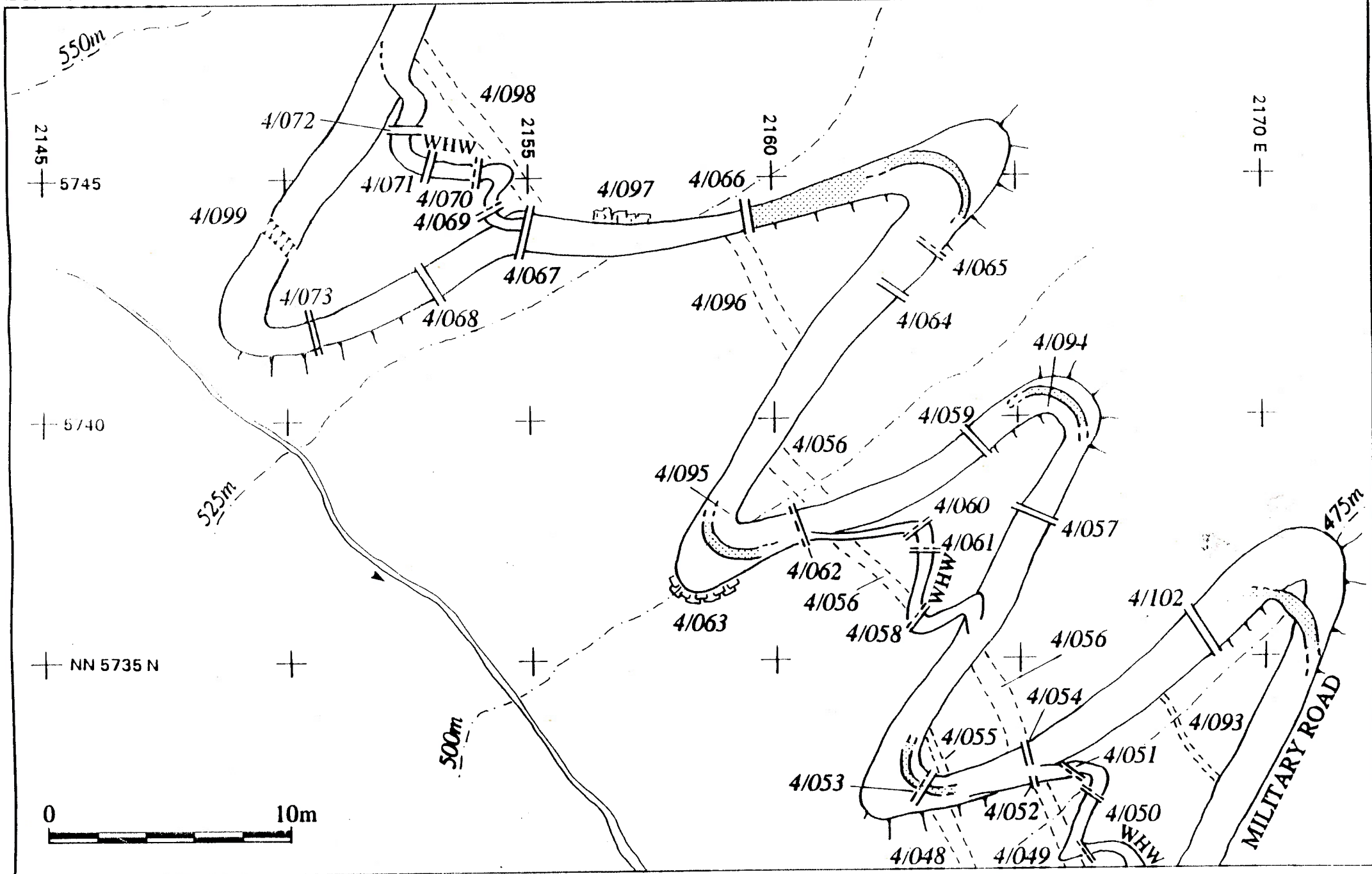


4/049	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature which has stone bottom.
4/050	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature.
4/051	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature which has stone bottom.
4/052	Drainage Channel	Stone-lined drainage channel introduced to allow modern drainage pattern to pass through body of military way, consequently this represents a modern feature.
4/053	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature which has stone bottom.
4/054	Drainage Channel	Stone-lined drainage channel introduced to allow modern drainage pattern to pass through body of military way, consequently this represents a modern feature.
4/055	Re-instatement	A portion of pathing which has been re-instated back to the natural. This would appear to reflect a short cut taken by walkers rather than a possible alternative route for the Military Way.
4/056	Re-instatement	A portion of pathing which has been re-instated back to the natural. This would appear to reflect a short cut taken by walkers rather than a possible alternative route for the Military Way.
4/057	Drainage Channel	Stone-lined drainage channel introduced to allow modern drainage pattern to pass through body of military way, consequently this represents a modern feature.
4/058	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature.
4/059	Drainage Channel	Stone-lined drainage channel introduced to allow modern drainage pattern to pass through body of military way, consequently this represents a modern feature.
4/060	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature which has stone bottom.

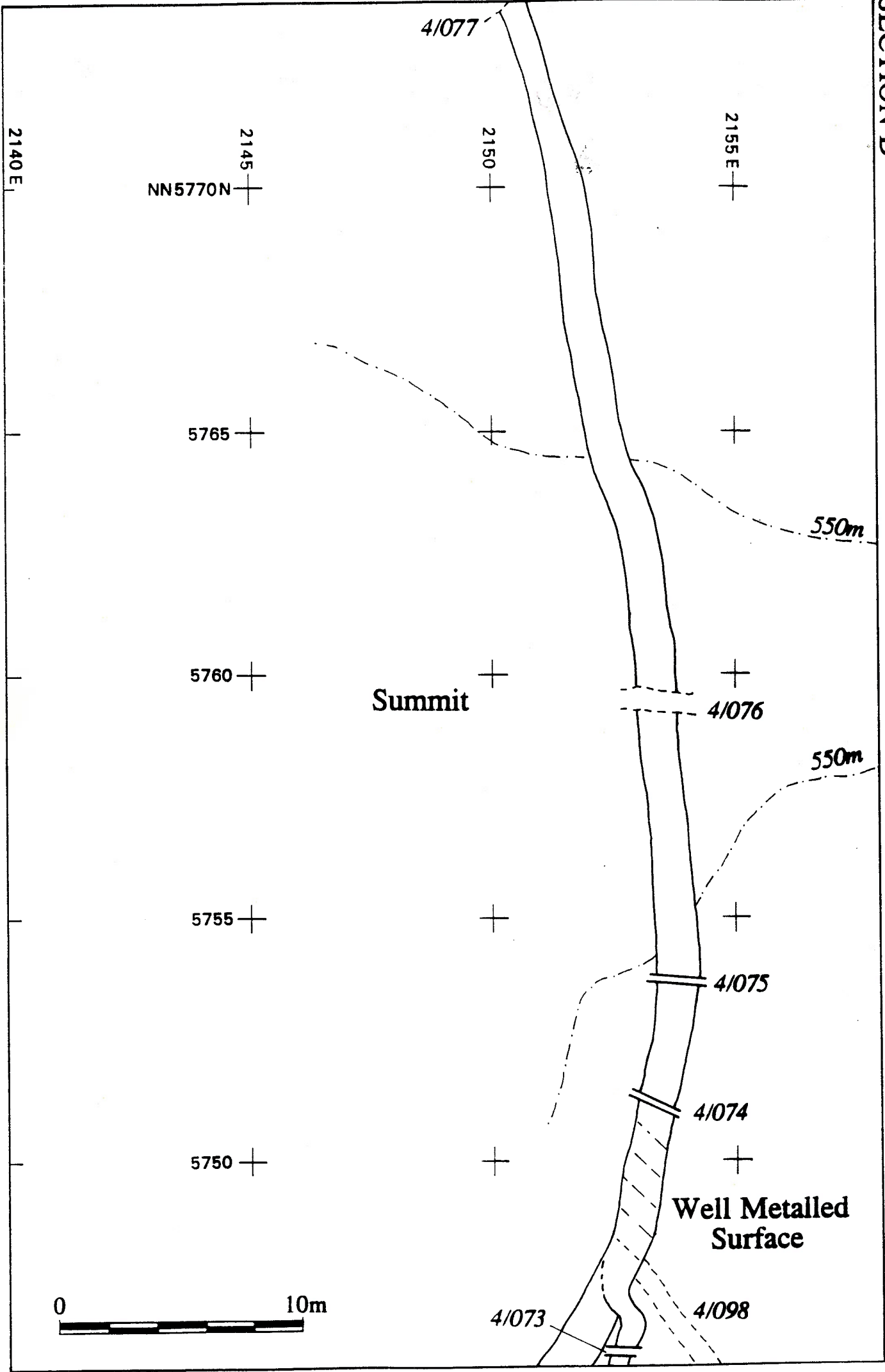
4/061	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature.
4/062	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature which has stone bottom.
4/063	Revetting	Roughly constructed revetting running around the original corner of the Military Way. Clearly an original feature in date.
4/064	Drainage Channel	Stone-lined drainage channel introduced to allow modern drainage pattern to pass through body of military way, consequently this represents a modern feature.
4/065	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature.
4/066	Drainage Channel	Stone-lined drainage channel introduced to allow modern drainage pattern to pass through body of military way, consequently this represents a modern feature.
4/067	Drainage Channel	Very large stone-lined drainage channel introduced to allow modern drainage pattern to pass through body of military way, consequently this represents a modern feature.
4/068	Drainage Channel	Stone-lined drainage channel introduced to allow modern drainage pattern to pass through body of military way, consequently this represents a modern feature.
4/069	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature.
4/070	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature.
4/071	Drainage Channel	Stone-lined drainage channel introduced to allow modern drainage pattern to pass through body of military way, consequently this represents a modern feature.
4/072	Drainage Channel	Stone-lined drainage channel introduced to allow modern drainage pattern to pass through body of military way, consequently this represents a modern feature.
4/073	Culvert	A badly wrecked culvert which could easily be repaired. This is an original feature and appears to be the only surviving example on the Devil's Staircase.

SECTION D

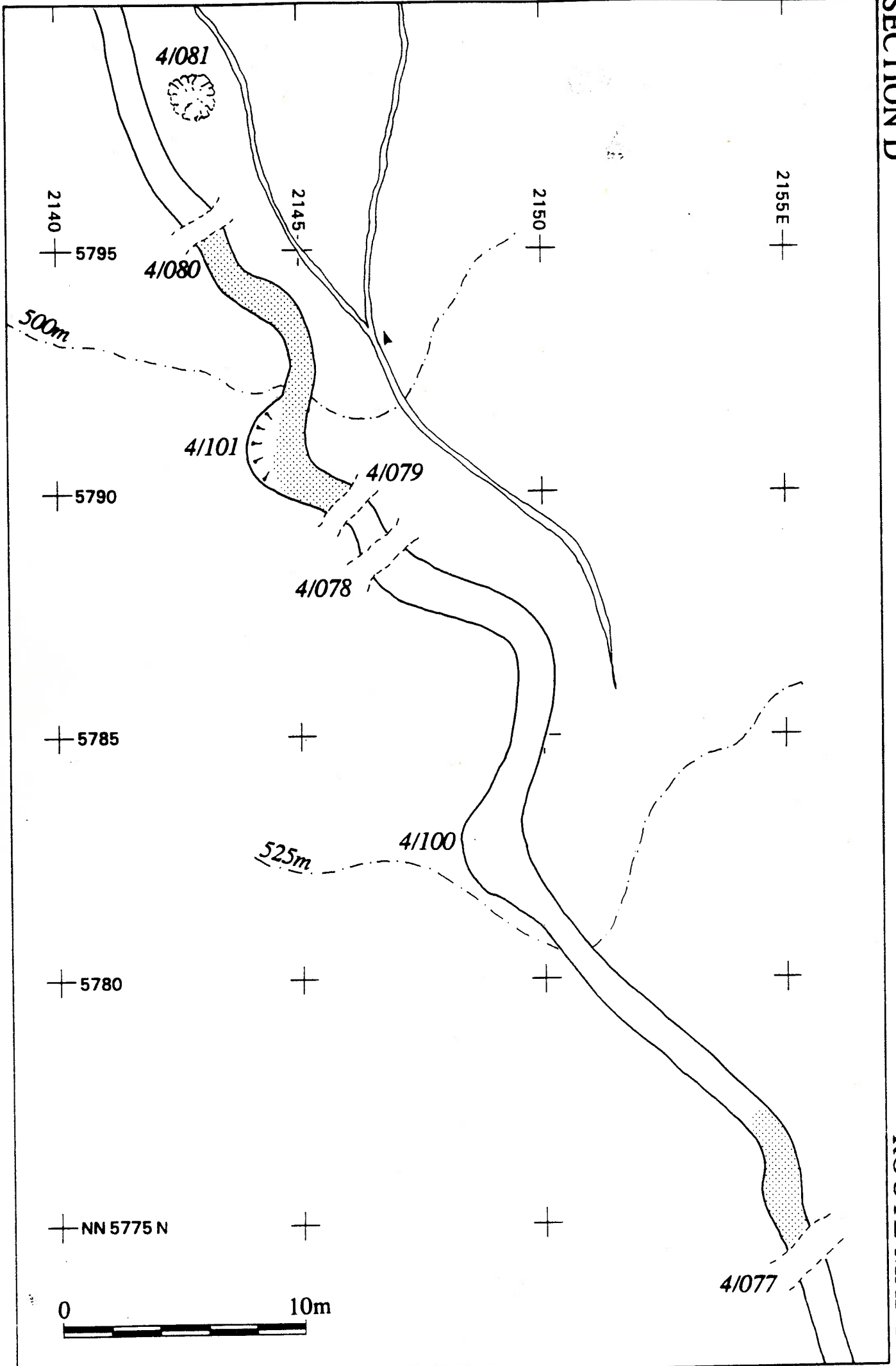
ROUTE MAP D5



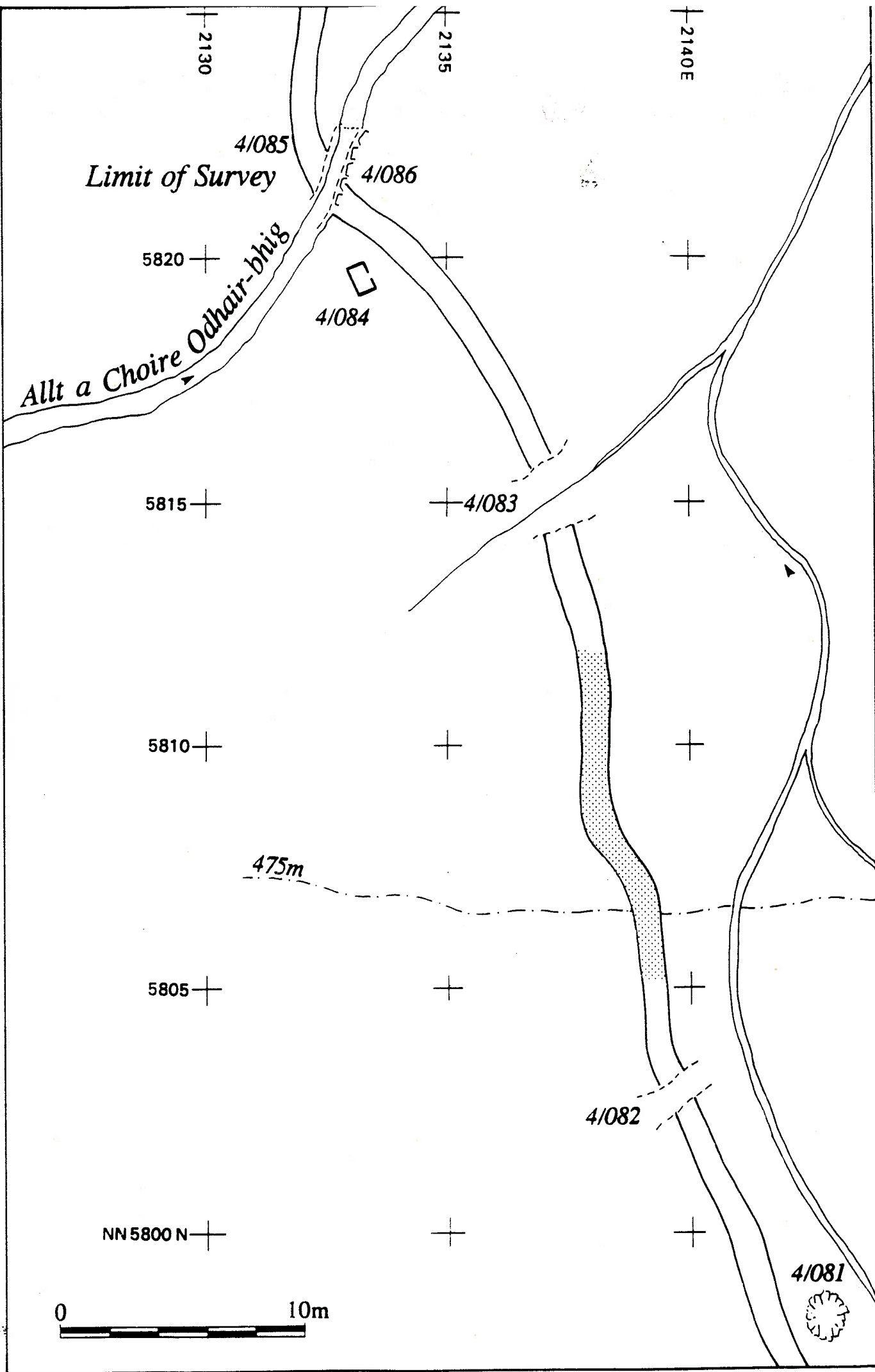
- 4/073 Culvert A badly wrecked culvert which could easily be repaired. This is an original feature and appears to be the only surviving example on the Devil's Staircase.
- 4/074 Drainage Channel Stone-lined drainage channel introduced to allow modern drainage pattern to pass through body of military way, consequently this represents a modern feature.
- 4/075 Drainage Channel Stone-lined drainage channel introduced to allow modern drainage pattern to pass through body of military way, consequently this represents a modern feature.
- 4/076 Ford A cobble built ford, not as well built as the fords on the Bridge of Orchy section, however is still likely to be original.
- 4/077 Ford A gravel based ford which may be an original feature as it appears to have retained cobbled edging.



- 4/077 Ford A gravel based ford which may be an original feature as it appears to have retained cobbled edging.
- 4/078 Ford A nice example of a cobble ford construction which has had a degree of modern maintenance, however it has retained the original character of its construction.
- 4/079 Ford A cobble built ford, not as well built as the fords on the Bridge of Orchy section, however is still likely to be original and now lies high and dry as the drainage pattern has changed.
- 4/080 Ford A possible fording point, though current *ad hoc* construction bears no resemblance to the original fording technique.
- 4/081 Quarry A well preserved scooped quarry which appears to be an original construction feature.



4/081	Quarry	A well preserved scooped quarry which appears to be an original construction feature.
4/082	Ford	A modern fording point where the road surfaces on either side are particularly high suggesting the possibility of it being an original culvert location.
4/083	Ford	Wide fording point with no trace of original fording construction.
4/084	Bothy	Remains of a small bothy positioned to the west of the road, approx. 6.1 m by 2.7 m in size and partially surrounded by a dyke.
4/085	Ford	Wide fording point with no trace of original fording construction.
4/086	Revetting	A small portion of revetting along the burn bank made of substantial boulders. It would appear to be of modern construction.
4/087	Bridge & Walkway	A modern wooden bridge constructed of two railway sleepers wired together to allow ease of access across a burn. Also the position of a stretch of timber walkway constructed from sleepers.
4/088	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature.
4/089	Re-instatement	A portion of pathing which has been re-instated back to the natural. This would appear to reflect a short cut taken by walkers rather than a possible alternative route for the Military Way.
4/090	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature.
4/091	Short Cut	A short cut currently being used by walkers on the lower slopes of the Devil's Staircase.
4/092	Surface Drain	A line of stones introduced at an angle into the fabric of the road to allow the surface of the road to drain easily. Modern drainage feature.
4/093	Short Cut	A short cut currently being used by walkers on the Devil's Staircase.
4/094	Repair	Area of repair within the road at point of severe erosion. Modern activity.
4/095	Repair	Area of repair within the road at point of severe erosion. Modern activity.
4/096	Re-instatement	A portion of pathing which has been re-instated back to the natural. This would appear to reflect a short cut taken by walkers rather than a possible alternative route for The Military Way.



4/085
Limit of Survey

Allt a Choire Odhair-bhig

4/084

475m

NN5800 N

0 10m

4/081

- 4/097 Rock cut Area of rock face which has clearly been cut back vertically to allow the Military Way to follow this route. As such, it is probably of original date.
- 4/098 Re-instatement A portion of pathing which has been re-instated back to the natural. This would appear to reflect a short cut taken by walkers rather than a possible alternative route for Military Way.
- 4/099 Erosion Area of severe erosion which has effectively cut a large break through the Military Way. It seems likely that this is the position of an original culvert now totally destroyed.
- 4/100 Passing place Possible passing place or stance situated on the side of the military road of unknown date.
- 4/101 Passing place Possible passing place or stance situated on the side of the military road of unknown date.
- 4/102 Drainage Channel Stone-lined drainage introduced to allow modern drainage pattern to pass through The West Highland Way, consequently this represents a modern feature.

7.0 Recommendations

The lower portions of this section from Altnafeadh to the Devil's Staircase proper markedly differed from the upland portion from the Devil's Staircase onwards to Allt a' Choire Odhair Bhig. Because of this, the recommendations have had to be tailored to suit the differences observed in the field. There are two main recommendations which can be developed from the survey and recording work on this section of the military road.

1. The lower portion of the section has tended to lose its military character. This has also meant a general loss of associated archaeological features. Therefore it is recommended that no attempt be made to re-instate the lower portion of the road to its original appearance. Although some water erosion is clearly visible within this lower portion the current water bearing features seem to be dealing adequately with the drainage regime.

2. The upper portion of this section in general retains its military character, particularly in the areas where modern walker traffic has not compromised the military road. Two closely related recommendations can be developed from this:

a) The hairpin bends on the ascent up the Devil's Staircase have preserved the nature of the road on the steep slopes, consequently it is recommended that they, or at least one (preferably the final western hairpin), be conserved and presented as such to the public.

b) The upper portion of the Military Way from the top of the Devil's Staircase to the Allt a' Choire Odhair Bhig has retained much of its original shape and character. It is therefore recommended that the water erosion which has clearly damaged the roads surface be dealt with sympathetically by the re-instatement of traditional water bearing features to give the impression of the roads original nature.

8.0 Concluding Comments

Generally speaking the Altnafeadh to Allt a' Choire Odhair Bhig section of Caulfield's Military Way comprises two portions, one low-lying the other upland. This variation is also reflected in the preservation of the road, which to all intents and purposes has lost its military road character and associated archaeology in its low-lying portion, but from the foot of the Devil's Staircase onwards retains the original morphological and

topographic characteristics. The route of the Military Way as it cut through the Altnafeadh enclosure was not discernable, which is probably the result of the road at this point being utilised as a modern farm track. The upper portion of the road has retained much of its original character even though only a small percentage of the original features have survived.

9.0 References

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