

**Report of Archaeological Watching Brief
September 15th – 27th 2003
Corrieyarrack Pass, Inverness
NH 374/071 - NN 462/961**

Client: Scottish and Southern Energy Plc

**By
Stuart Farrell
B.A A.I.F.A F.S.A.Scot.
September 2003**

Contents

- 1. Introduction**
- 2. Acknowledgements**
- 3. Background**
- 4. Objectives**
- 5. Method**
- 6. Watching Brief**
- 7. Conclusions**
- 8. Recommendations**
- 9. Archive**
- 10. Discovery and Excavation**
- 11. References**

Non-Technical Summary

Stuart Farrell was commissioned by Scottish & Southern Energy Plc in August 2003 to undertake an archaeological watching brief at the Corrieyarrack Pass as part of Scheduled Monument Consent.

Work revealed no archaeological features or deposits. Work concentrated on a number of reinstatement works.

1. Introduction

This report is for an archaeological watching brief conducted for Scottish & Southern Energy Plc by the author for a project of reinstatement works on the Corrieyarrack Pass, Highland.

Fieldwork was undertaken between the 15th and 27th of September 2003.

2. Acknowledgements

I would like to thank the following for their help during the work:

- Mr. C Buick, of Scottish & Southern Energy Plc;
- Mr. I Spowart, of Scottish & Southern Energy Plc;
- Mr. C Cairns, of Conserve Environmental Contractors;
- Miss S Strachan, of Historic Scotland;
- Staff of Scottish & Southern Energy Plc for onsite works.

Stuart Farrell
39a Park Street
Nairn
Highland
IV12 4PP

3. Historical Background - Summary

The road is known more as a military road built in 1731 but to what proceeded it is unknown, though it is highly likely to have been a drover's road.

The road was built under the auspices of General Wade, who had been appointed Commander-in-chief for North Britain on the 24th of December 1724. He had recommended the road to be built as part of the Government's attempt to curb any future Jacobite rebellion. Work started on the road on the 1st of April 1731 and continued until the 30th of October 1731 with work starting at Garvamore and being completed at Fort Augustus.

In 1734 the traverses were repaired under Edward Caufield. In 1740 William Caufield was appointed to oversee the roads maintenance, which he did until his death in 1767. In 1763 repairs were carried out by a detachment of the Royal Scots Fusiliers. In the period of 1770 and 1784 a sum of £400 was spend on repairs to the bridges on the road.

Repair work on the road stopped in 1830 as the road had passed into the hands of the Commissioner of Roads in 1814 as a result of the Road and Bridge Act of 1814. Repairs on the bridges continued until 1850. The road was still used as a drove road for horses to Falkirk until about 1890, with cattle and sheep being driven until 1896 and 1899 respectively.

The road was utilised by the HydroElectric Board in the 1950's for the initial construction of the existing power line. The road was given scheduled ancient Monument protection in 1994.

Further background information is available in the report by the author for work conducted in 1999. (Farrell, 1999)

4. Objectives

To conduct a watching brief on the reinstatement works to record those features revealed by excavation work.

5. Methodology

A monitoring was made of the reinstatement works over a number of sections of the road. Part of this work was a result of work conducted in 1999 (Farrell, 1999) and use of the road in July 2002 for optic cable work, and results of erosion.

Weather on the days of work was usually dry and sunny.

6. Watching Brief Investigation

The watching brief was carried out in accordance with accepted professional archaeological standards as published by the Institute of Field Archaeologists (IFA 1999). Over the reconstruction period a suitably qualified archaeologist was on site to carry out observations and assessment of the area affected by the excavation works.

Results

A monitoring of the excavations revealed no archaeological features or deposits.
Results for each area of work were as follows:

1 – Access Point to Pad 1

NH 37609/04931 to NH 37784/04974. Former access road to pad 1 for length of 85m. Road narrowed to 3m, especially at access point. Edges of road narrowed, turfed and seeded.

Top: View of access road before work commenced.

Centre: View of access point upon restoration.

Below: View of road upon completion of work.



2 – Corner above Bailey Bridge

NH 38994/00724 – Work involved restoration of bank of corner which continued flooding was causing further erosion. A new box drain was installed replacing an existing wooded drain that had become blocked, with a new drain for 20m inserted to carry water away from the corner that is being undermined. Material from corner taken and put down on road, area spot turfed and seeded.

Left: View of corner before restoration.
Right: View of new installed cross drain.
Centre: View of corner after restoration.
Below: View of new drain facing E.



3 – Access Points

A – NH 39551/00262 to NH 39543/00309 - existing access point to pad 3. Material taken from south side and graded back into 'natural' slope. Are spot turfed and reseeded.

Top left: View of access road before restoration.

Top right: View of work in progress.

Bottom left: View of work in progress.

Bottom right: View of site upon completion.



B – NN 40331/99505 - existing access point used in July 2002 for Optic cable works with burrow pit. Burrow pit landscaped with material from edge, spot turfed and seeded.

Left: View of access point before restoration.

Right: View of site upon completion.



C – NN 41096/98863 – existing access point used in July 2002 for Optic cable works. No work carried out as still in use by Estate.

Below: View of site September 2003.



4 – Access Point

NN 41219/98753 – area landscaped with straight edged bucket and reseeded.

Left: View of access point before restoration.

Right: View of site upon completion.



5 – Burrow Pit and Pad

A – Burrow Pit – NN 44258/97654 – burrow pit by east side of road. Material from pad used to infill hollow, raked and seeded.

Top left: View of burrow pit before restoration facing NE.
Top right: View of burrow pit before restoration facing SE.
Bottom left: View of site upon completion facing NE.
Bottom right: View of site upon completion facing SE.



B – Pad – NN 4425/9759 – pad number 4 – material around used to reform 'natural' knoll. Area spot turfed and reseeded.

Top: View of pad before restoration.
Below: View of site upon completion.





6 – Burrow Pit

NN 4485/9644 – material from edge including turf taken to grade bank, area spot turfed and reseeded.

Top left: View of site before work started.

Top right: View of work in progress.

Bottom: View of site upon completion.



7 – Road at Melgarve

NN 45973/96186 – washed out material graded with straight edged bucket by back-acting machine, with terram removed by hand.

Top left: View of road before removal of terram.

Top right: View of machining in progress of regarding material.

Bottom left: Grading of road and removal of terram by hand.

Bottom right: View of road upon removal of terram.



7. Conclusions

Part of these works conducted especially site 2 were the result of flash flooding. The road will continue to need maintenance in the future, especially drainage though this is being partly addressed by the work being carried out by Culachy Estate.

8. Recommendations

No recommendations with regard any further fieldwork for this project is to be proposed due to no features being revealed, and no other work is to be conducted as part of this project.

9. Archive

The following is to be deposited in the National Monuments Record in Edinburgh:

- Notebook of results
- Copy of this report

10. Discovery & Excavation in Scotland

A short summary of the results of this project will be submitted to the Council for Scottish Archaeology's publication *Discovery & Excavation in Scotland*.

11. References

Farrell, S (1999) Report of Archaeological Watching Brief Corrieyarrack Pass July - September 1999. Unpublished report – copy held in National Monuments Record of Scotland.

IFA (1999) By-laws, Standards and Policy Statements of the Institute of Field Archaeologists. Reading.