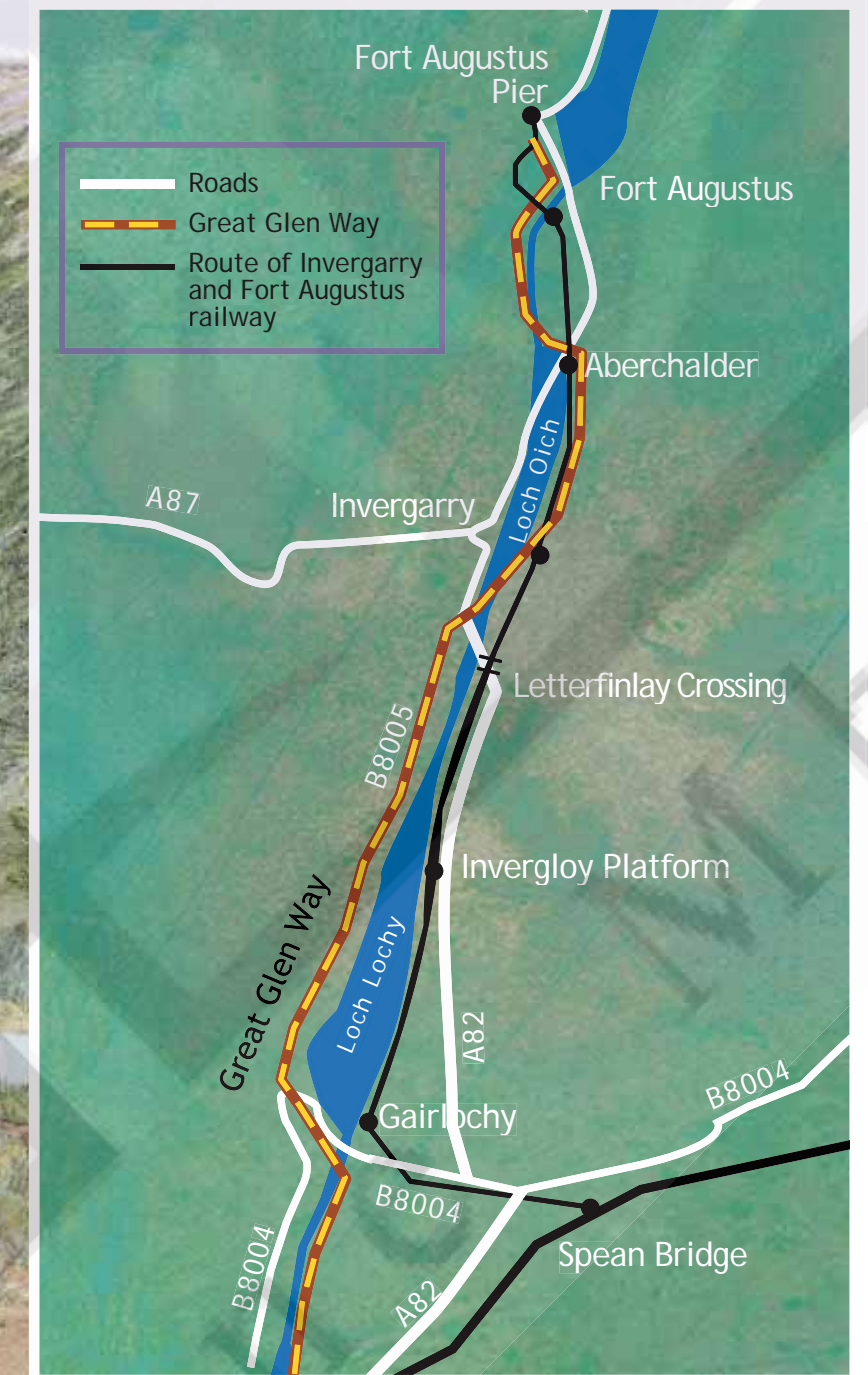




The mainline route that never was *Slighe nach tàinig gu bith*

Pronounced: *Shleea nach tanneek goo bee*



Did you know...?

The Great Glen Way route here follows one of General Wade's military roads, built to allow government troops to control rebellious Highlanders. It was later to be used by rebellious Jacobites - who knows what General Wade would have thought of that!

The Great Glen has always been an important east-west route, but until the 1700s there were no proper roads, so journeys were slow and difficult. General Wade's military roads (built from 1725 onwards) were the first improvements. Other new roads, bridges and the Caledonian Canal followed in the 1800s.

With the spread of railways it must have seemed logical (and it still does!) that there should be a railway through the Great Glen. Indeed, this tunnel was part of the Invergarry and Fort Augustus Railway, built between 1897 and 1903, which was intended to be the first stretch of a Fort William-Inverness railway *rèile A' Ghearasdain is Inbhir Nis*. Its tracks, bridges and tunnels were all built to a standard high enough for a mainline route. But it was not to be. Competition between the different Highland railway companies meant that the second stretch of railway to Inverness was never completed. This meant financial disaster for the Invergarry and Fort Augustus Railway *Rèile Inbhir Garadh is Chille Chuimein*. There was just not enough local traffic to make it viable. The railway finally closed in 1946. Although its tracks were sold for scrap you can still find other traces of the line, like this tunnel.



Travel in the Highlands before the road network was improved.