

# Appendix 13.2

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Descriptions of Cultural Heritage Sites referenced in Chapter 13.

## Recorded Monuments and SMR (NI) within 5km of the nearest turbine

### DG077-014

There is no trace of the single-ringed enclosure shown on the 2nd and 3rd editions of the OS 6-inch maps. The local topography would suggest a cashel rather than an earthen enclosure.

### DG077-021

This monument, not shown on any edition of the OS 6-inch map, first came to notice in 1988. It stands in a mature forest on a little ledge of a rocky SE-facing slope among the hills forming the S side of the basin of the River Finn, c. 4km SW of Ballybofey.

The monument consists of a roofed chamber facing NE, which stands toward one end of a long cairn. The chamber is 1.7m long and 1m wide internally and stands 2.5m from the NE end of the cairn, which is set along the contour of the slope. The stone-built cairn is almost wholly covered by moss, and a layer of peat has formed along its western edge. Some fallen trees and undergrowth of bushes and rough grass obscure its perimeter in places, but its essential shape is clear. It is subrectangular in outline, measures 17m NE-SW by 8m NW-SE and reaches c. 0.7m high. Some stones have rolled downslope from its eastern and southern edges.

Two longitudinally set portal-stones either side of a sillstone mark the front of the chamber. A single orthostat forms each side of the chamber, and another closes its SW end. The top of the eastern sidestone dips toward the front, and the space thus left between it and the roofstone is blocked by a corbel laid against the outer face of the sidestone. A slab, now broken in two, rests against the end of the backstone. Its original function is not clear. The roofstone has been dislodged slightly and now rests in a sloping position across the chamber. At the N it has slipped down the inner face of the western portal-stone, and its opposite side is tilted upward. It rests on the inner end of the eastern portal-stone, on both sidestones and on the corbel above the eastern sidestone.

The portal-stones are 0.45m apart at their outer ends but diverge toward the S, where the gap between them is 0.7m. The western portal-stone is 0.7m high. Its top, which may be broken, is 0.3m below that of the eastern portal-stone, which is 1.05m high. The thin intervening sillstone is 0.5m long, 0.1m thick and 0.35m high. Both sidestones are in line with their respective portal-stones and lean inward against the backstone. The eastern sidestone increases in height from only c. 0.1m at its outer end to 0.4m at its inner, or southern, end. The top of the western sidestone is hidden by a layer of peat, but it appears to be c. 0.4m high. There is a gap of 0.3m between this and the inward-leaning backstone, which is 0.7m high. The corbel on the eastern sidestone measures 1m by 0.95m and is up to 0.3m thick. When intact the broken slab leaning against the end of the backstone measured 1.3m by 1m by 0.2m thick. The position of the break in this stone is indicated by a pecked line on the plan. The roofstone, its western edge obscured by the layer of peat mentioned above, is 1.9m long, 1.6m wide and up to 0.6m thick at the front.

### **DG077-025**

There is here, in rough boggy land, a large slab c. 2.5m by 2m by 1.5m thick deliberately placed in a more or less horizontal position on three points of outcropping rock. Two pad-stones are interposed between the base of the raised slab and the top of one of the pieces of outcrop. This arrangement outlines one side, and low stones set on edge in the bog represent the remaining three sides, of a rectangular space measuring 4.5m by 1.5m. The nature and age of this feature are not known, but it is not a megalithic tomb. Verling 1990, 126; RMP 1995, 77:25.

### **DG077-028**

No description - in forestry

### **DG085-005**

No visible surface Trace 'Marked in gothic script on current edition of the Ordnance Survey map as 'Cloghaturras'.

### **DG086-001**

Internal diam. 95m. A large circular area enclosed by a collapsed stone wall, many of the stones of which have been used to build sheep folds against the wall. There is a large amount of rock outcrop inside the enclosure including some on each side of a gap in the wall to the NW which may have been the entrance. It is situated on a slightly higher and drier ridge on a wet boggy hillside above Lough Mourne and the ancient route-way through the Barnesmore Gap to the SW which it commands.

### **DG086-002001**

No Trace: This monument is c. 30m NE of Lough Mourne on a slight rise in a large tract of bog, 7.5km SW of Ballybofey. There is an extensive view to the SW as far as Barnesmore Gap, 5km distant.

Two separate elements are identified here on the various editions of the OS 6-inch maps. On these the name 'Giant's Bed' is applied to a small rectangle. The second element, closeby to the SW, is named 'Stones' on the original OS 6-inch map (1836) and 'Standing Stones' on the later editions. Thomas Fagan's account (1845-8), which includes a rudimentary sketch, describes a large disturbed cairn, at the NE end of which a pit 12 feet by 8 feet (c. 3.65m by 2.4m) and a 'few' feet deep had been dug 'in search of supposed hidden treasure' sometime before his visit there in 1846. At one end of the pit Fagan noted an upright 'grave-stone' 3 feet (c. 0.9m) high, 4 feet (c. 1.2m) long and 1 foot (c. 0.3m) thick. Approximately 7 yards (c. 6.4m) SW of the cairn he noted a row of three upright stones. These averaged 2 1/2 feet (c. 0.75m) long, 1 foot (c. 0.3m) thick and 3 1/2 feet (c. 1.05m) high and stood a 1/2 foot to 1 1/4 feet (c. 0.15m to 0.35m) apart.

The monument now consists of a long low mound rising 0.5-1m above the surrounding boggy ground. Generally trapezoidal in outline, it measures 25.5m NE-SW and narrows from c. 15m near the eastern end to c. 8m at the western end. Peat, c. 0.2m deep, covers much of the mound but has been largely removed from the central area, within the inner pecked line on the plan. Soft, bright green grass covers the uneven surface here and contrasts in colour and texture with the rough grass growing on the surrounding bog. Occasional exposures of stones and others felt underfoot indicate that the mound was of stone construction. A low upright stone, 0.5m long, 0.25m thick and 0.2m high, now visible toward the S end of the mound does

not appear to be a structural feature and is not hatched on the plan. The pit and exposed 'grave-stone' noted by Fagan are not visible.

The tops of four stones are visible at the surface of the bog to the S of the mound. Their status is unclear, and they are not hatched on the plan. One of these, 2.5m from the mound edge, is 0.35m long, 0.1m thick and 0.1m high. Approximately 2m S of the last is the middle stone of three aligned NE-SW. The other two are 1.7m to the NE and 1.9m to the SW of it. These three stones are 0.6-0.7m long and 0.15-0.25m thick and rise 0.1m above the surface of the bog. The middle one is exposed to a depth of 0.3m in a hole in the bog beside it. There is no trace of the larger upright stones that according to Fagan lay to the SW of the cairn.

It seems that this may have been a megalithic tomb. The survival of the remains of what seems to be a long cairn with its broader end to the E, features common to court tombs and some portal tombs, indicates that one or other of these types may originally have stood here. The treasure-hunters mentioned by Fagan had directed their attentions to the E and broader end of the cairn, perhaps attracted by visible tomb structure there. The 'grave-stone' described by Fagan may have formed part of any such structure.

Fagan 1845-8, book 13, 18-19 (sketch); MacDonagh 1961, 61 ('tumulus' close to N shore of Lough Mourne); Killanin and Duignan 1962, 80 ('at NE end of Lough Mourne'); Killanin and Duignan 1967, 92; Killanin and Duignan 1989, 59; Ó Nualláin 1983a, 47, no. 155; SMR 1987, 86:2; Ó Nualláin 1989, 142; RMP 1995, 86:2.

NGR 20780 39024

Excavation Licence No. 05E1152

Test excavation was conducted at this site in advance of the proposed N15 Ballybofey-Stranorlar bypass. This site is located within the zone of archaeological potential of a destroyed megalithic tomb and standing stones, depicted on the second edition of the OS 6-inch map as a 'Giant's Bed'. Though there are no standing remains of the monument, an oval mound to the east of the site may be associated with it.

Seven trenches were excavated across the site using a mechanical excavator fitted with a toothless bucket. Concentrations of bog-fir were noted to the north-west of the site. Occasional small deposits of charcoal were found around these deposits. These features were consistent with slash-and-burn field clearance activity of unknown date. No evidence of either a megalithic tomb or standing stones was discovered in the test-trenches. Nothing of archaeological significance was found within the limits of the test excavation (Excavations Bulletin 2005).

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See linked document with details from Eamon Cody, Survey of the Megalithic Tombs of Ireland. Volume VI. County Donegal. (Dublin: Stationery Office, 2002)

### **DG086-002002**

As above

### **DG086-003**

An arc of an enclosing bank or wall 15m long, c. 2m wide and 0.1m high is all that survives of the 'Fort' marked on the 1st and 2nd editions of the OS 6-inch maps. The bank remains are of soil but the boggy rocky terrain suggests that the site may have been a cashel. The area has been extensively afforested.

#### **DG086-004**

There is no sign of the 'Fort' marked on the 1st and 2nd editions of the OS 6-inch maps. It was situated in boggy terrain on the SW slope of Tievecloghoge mountain on a rocky grass-covered knoll. The local topography suggests that this was a stone enclosure.

#### **DG086-005**

This feature is named 'Giant's Grave' on all editions of the OS 6-inch map. At the position indicated there is what appears to be a natural ledge c. 1m high at the base of a steep rise. According to OS documents, this is the reputed burial place of a giant called Trusk, also the townland name. There is no evidence of any form of megalithic monument here, and it appears that the name 'Giant's Grave' applied to the site on OS 6-inch maps has its origin in local folklore. Near to this place, according to an entry in the OS Memoir (1836), large slabs laid at intervals like stepping stones were noted under the surface of the bog. OS Memoir, Donaghmore parish (1836), 75, 77; Fagan 1845-8, book 13, 20; Ó Nualláin 1983a, 49, no. 182.

#### **DG087-004**

Overall Diam. 20.7m. This site has been considerably interfered with. It consists of an enclosure formed by collapsed stone. There appears to be the complete outline of an inner structure 6.5m in diameter which is surrounded by a larger circle of collapsed stone except on the N and NW sides. The spill of the outer circle touches the inner enclosure at several points. The inner circle is level but with a lot of loose stones. A depression in the outer wall to the E may have been an entrance. What appears to be the remains of a trigonometrical station, is present at the SW of the outer wall. It is situated on the S slope of an E-W ridge in rough boggy terrain.

#### **TYR014:001**

A small island in Loughnaweelagh which may be a crannog.

#### **TYR014:002**

An AP shows a small island in Lough Innaghachola, which is on the Tyrone/ Donegal border. This may be a crannog.

#### **TYR022:001**

Top of Form

On the fir-covered, steeply sloping ground which forms the N-facing side of Slievedoo, with good views to N. The site consists of a formalised well, lined with dry-stone walling & capped with a lintel which stand 0.5m above the ground. Rags are tied to the trees & other offerings placed close by. The area has been fenced in & signposted by DANI Forest Service. The site is not ancient, but was found & blessed by a local priest "some time ago".

### **NIAH sites within 5km of the nearest proposed turbine**

#### **NIAH 40907707 Meencarrigach National School, County Donegal**

Detached three-bay single-storey former national school on T-shaped plan, built 1856, having projecting gable-fronted entrance porch to the centre of the main elevation (south-east). Now out of use. Hipped natural slate roof to main body of building having projecting cut stone eaves course and cast-iron rainwater goods; pitched natural slate roof to gable-fronted projection

having projecting stone eaves course, rendered rubble stone chimneystack with cut stone coping, and with raised cut stone coping over gable to the south-east gable end. Squared uncoursed rubble stone masonry having flush dressed, bush-hammered block-and-start quoins to the corners to the front elevation (south-east) and to the north-east elevation, cement rendered rubble stone walls over projecting cement rendered plinth to other elevations. Square-headed window openings with flush dressed, bush-hammered surrounds and voussoirs, cut limestone sills, and with replacement timber casement windows. Three window openings to both the south-west and north-east elevations, blank elevation to rear (north-west). Square-headed doorway to the front face of gable-fronted projection having flush dressed rubble, bush-hammered surrounds and voussoirs, stone plinth blocks, and battened timber door. Cut stone date and name plaque over door incised 'Meencarrigach National School 1856'. Set slightly back from road in the desolate rural landscape to the north-east end of Barnesmore Gap, and to the south-west of Ballybofey.

This simple but well-proportioned former national school building, of mid nineteenth-century date, retains its early form and character, despite being no longer in use. It is robustly-constructed in good quality local squared stone masonry, while the good quality dressed, bush-hammered quoins to the corners, and the raised cut stone coping to the gable-fronted breakfront are of a quality not regularly encountered in small rural national schools of its date. Its visual expression and integrity is enhanced by the retention of the national slate roof that adds a satisfying patina, although the loss of the original fittings to the window openings is regrettable. The original date and name plaque over the door adds further interest. Its T-shaped plan and layout is characteristic of the great many two classroom national schools built throughout Ireland in the late-nineteenth and early twentieth centuries to standardised designs prepared by the Board of Works/Office of Public Works. However, this school at Meencargagh may have been built or its construction partially funded by a local landlord, perhaps Lord Lifford of nearby Meenglass Castle (demolished). National schools of this type are a feature of the isolated rural landscapes of County Donegal, adding a layer of social history to the physical environment, and are indicative of significant local population in a period when transport was more difficult. Its form also suggests that it was originally built as a two classroom national school, possibly with separate classrooms for girls and boys, which was a common feature of many national schools built in Ireland during the nineteenth century, reflecting the strict social thinking of the time. There were 70 students here in 1859, 2 Protestants and 68 Catholics, 33 on the school rolls in 1905-6, and 58 on the school rolls in 1910 (National Education Reports). This building is of social importance to the local area as an early surviving example of a national school where generations of local children were taught, and is an addition to the built heritage of the local area.

#### **NIAH 40907714 Church of the Ascension, County Donegal**

Freestanding Church of Ireland church, built c. 1961, comprising three-bay hall with projecting single-bay gable-fronted entrance porch to the north-west gable end, bellcote over gable apex to south-east gable end, and with projecting single-bay shed attached to the south-east gable end. Modern boiler room attached to the south-east gable. Pitched concrete tiled roofs with wrought-iron metal cross finial to north-west gable apex, and with gable-fronted rock-faced split concrete bellcote to south-east gable apex having round-headed opening with bell-metal bell, and with moulded cement render hoodmoulding over. Rock-faced split concrete block walls over smooth centre rendered or concrete plinth course. Round-headed window openings with raised smooth rendered block-and-start surrounds, leaded plate glass diamond pane windows, and with cement rendered hoodmouldings over. Round-headed doorway to the north-east face of porch having raised smooth rendered block-and-start surrounds, battened timber door, and with cement rendered hoodmouldings over. Interior with moulded plaster arched panel to chancel, carved limestone font. Set well back from road in isolated wooded

upland location to the south-west of Ballybofey. Site bounded by post-and-wire fence. Gateway to the north-west comprising a pair of rock-faced split concrete gate piers (on square-plan) having pyramidal coping over, and with modern mild steel gates. Graveyard to the south-east of church with collection of late nineteenth and early twentieth-century gravemarkers associated with earlier church to site (now demolished).

Occupying an idyllic woodland setting in an isolated upland location to the south-west of Ballybofey, this secluded diminutive mid twentieth-century church is a rare example of a recently constructed Church of Ireland church. The round-headed openings create an unusual modern interpretation of the Romanesque architectural form, and a distinctive and appealing if unassuming visual statement. It is built using rock-faced or split concrete blockwork for the walling that mimics the rock-faced masonry found on earlier churches, while its simple form is enlivened by the decorative smooth rendered detailing to the openings and the bellcote. The present church replaced an earlier church to site, which was a large Gothic Revival Church of Ireland chapel of ease that was built c. 1858 and extended in 1867 with the addition of a transept to the north and an addition to the east; these works were designed by the eminent architects Welland and Gillespie (William Joseph Welland and William Gillespie), (William Joseph Welland and William Gillespie), who were appointed joint architects to the Ecclesiastical Commissioners in May 1860, a post they held until the disestablishment of the Church of Ireland on 31st December 1870. The original construction of the church, and probably of the later extension, was funded by Lord Henry the Fourth of Lifford (later Lord Viscount Lifford) who built and resided at nearby Meenglass Castle a short distance to the south-west. Meenglass Castle was a large and complex Tudor Gothic house, built c. 1840, that was sadly demolished c. 1930. The gravemarkers to the south-east of the church date to the late nineteenth and early-twentieth century, and commemorate servants and staff of Lord Lifford. The earlier church was demolished c. 1960; it was described just prior to its demolition as a 'very large and dilapidated building'. This simple mid twentieth-century church is an unusual and interesting addition to the desolate local landscape, and is an addition to the built heritage and social history of the local area.

### **NIAH 40908501 Railway embankment**

Former railway embankments and cuttings associated with the West Donegal Railway, erected c. 1889. Now out of use (since 1960). Two separate sections of embankment built into side of Barnesmore Mountain. Embankments constructed of dry stone masonry (local granite); no parapets. Formerly with single railway line, line dismantled. Single-arched bridge to north-west section carrying former railway line over mountain stream discharging into Lowerymore River having roughly dressed voussoirs to arch, squared-rubble stone construction, and with rock-faced coping over parapets. Located to the north-east of Donegal Town at the south-west entrance to the Barnesmore Gap.

This well-built if utilitarian structure(s) is an integral element of the extensive narrow gauge railway heritage of County Donegal. It is well-built using local rubble granite masonry, and its continued survival is testament to the quality of its original construction. The simple bridge to site has rock-faced coping over the parapet walls, which is a characteristic feature of Victorian railway architecture and engineering in Ireland. It was originally built to carry the Drummin to Donegal Town section of the Derry (Victoria Road) to Killybegs narrow gauge (three foot) railway line (originally standard five foot three inch gauge; regauged in 1894), which was built (to Donegal Town) in 1889 by the West Donegal Railway Company, and later extended to Killybegs in 1893. This line was closed entirely in 1960. Although long out of use, these embankments etc act as simple reminders of the importance of this former transport network in the economic and social make-up of Donegal, and also creates an aesthetically-pleasing landmark at the south-west entrance to the beautiful landscape of the Barnesmore Gap.

### **NIAH 40908602 Meenbog Bridge**

#### Description

Single-arched bridge carrying road over the Bunadaowen River the north, built c. 1860. Segmental-headed arch with dressed cut stone voussoirs; squared rubble stone construction to arch barrel. Squared rubble stone construction to spandrels and parapets with rubble stone soldier coping over. Modern blockwork repairs to parapets in places, parapets damaged in places. Tarmacadam deck with grass verges. Located in the rural countryside to the south-west of Stranorlar.

This single-arch bridge retains its early form and character, and is a feature of some rustic appeal in the scenic upland rural landscape to the south-west of Ballybofey. It is robustly-constructed in local rubble stone masonry, and its continued survival and use stands as testament to the quality of its original construction, and of the skill of the masons involved. This particular bridge is distinguished by the high quality dressed stone voussoirs to the arch, which helps to elevate this bridge above many of its type in Donegal. It was probably originally constructed during the mid-nineteenth century (not depicted on Ordnance Survey first edition six-inch map sheet of 1837), a period that saw a great deal of road and bridge-building in Ireland, particularly by the Grand Juries (the forerunners of the County Councils), and later by the Board of Works. This bridge is located on a road that leads to the former back entrance to Meenglass Castle (now demolished), a large and complex Tudor Gothic house, built c. 1840, that was sadly demolished c. 1930. This hints that the construction of this bridge, and the road itself, may have been funded by Lord Henry the Fourth of Lifford (later Lord Viscount Lifford) who built and resided at nearby Meenglass Castle a short distance to the north-east. This unassuming rustic bridge is an addition to both the built heritage of the local area and to the extensive transport heritage of County Donegal.

### **NIAH 40908604 Bridge**

Single-arch former railway bridge, built c. 1882, carrying road over the former Stranorlar to Druminin (Later Lough Eske Halt) section of the Derry (Victoria Road) to Killybegs railway line. Railway lines now out of use with tracks removed (c. 1960). Parapet to the north now removed\collapsed. Roughly coursed and mildly rock-faced rubble limestone construction to spandrels and parapet, rock-faced coping over parapet. Segmental-headed arch having cement arch and cement lining to soffit; coursed rock-faced limestone construction to piers. Mildly rock-faced quoins with drafted margins to bases of piers. Coursed and squared mildly rock-faced retaining wall to former railway cutting having rock-faced coping over. Tarmacadam deck with grass verges. Located to the south-west of Ballybofey, and to the north-east end of Barnesmore Gap.

Although now damaged with the parapet to the north now collapsed, this former railway bridge retains its original form and character despite the closure of the line in 1960. It is well-built using local rubble stone masonry, and it illustrates the attention to detail afforded even the most modest of structures by the railway companies at the time of construction. The good-quality mildly rock-faced masonry used in the construction for the lining of the arch barrel, retaining walls to railway cutting, and to the surviving parapet is typical of late-Victorian and Edwardian railway engineering and architecture in Ireland. The combination of rock-faced masonry and cast-concrete arch ring adds an interesting textural dimension to the structure. It was originally built by the West Donegal Railway Company as part of the Stranorlar to Druminin (later Lough Eske Halt) section of the Derry (Victoria Road) to Killybegs narrow gauge railway line (3-foot), which opened in April 1882 and closed in January 1960. The line was built

as far as Donegal Town in 1889. This railway bridge forms part of a group of structures associated with this former narrow gauge railway line in this part of the county and is an element of the built heritage and transport history of Donegal.

#### **NIAH 40908605 Barnesmore Barracks**

Remains of single-storey former army barracks guarding Barnesmore Gap, built c. 1730. Now out of use and a roofless ruin. Roof now gone, formerly pitched natural slate. Rubble stone walls with small loop hole openings to gable ends (north-east and south-west). Remains of square-headed window and door openings. Located on a hilltop to the north-west end of Barnesmore Gap, and to the south-west of Ballybofey. Overlooks main Donegal Town to Letterkenny Road to the east.

The fragmentary remains of a former army barracks that was built sometime during the first half of the eighteenth century, which is an interesting addition to the history of the local area. It was originally established by British authorities to guard the northern end of Barnesmore Gap, the main pass between northern and southern Donegal, which was a notorious location for highwaymen, brigands robbers etc. from early times up until around 1800. It was manned by British Red Coat soldiers who patrolled the gap, ensuring the safe passage of travellers. Up until the mid eighteenth-century the pass was apparently heavily wooded with the main road being not much wider than a bridle path. These woods were largely cleared by 1739 when the once notorious route was described as 'the woods being cleared, it has been for these many years safe' (Connolly 1992). This hints that the barracks may have been in existence at this time. Criminals were apparently hanged here during the eighteenth century, and at the end of the eighteenth century a permanent gallows as established somewhere in close proximity to the barracks. This may have been in 1777 when Thomas Young of Lough Eske Castle was reimbursed £7. 10s by the Donegal Grand Jury for building the gallows at Barnesmore. In 1780, Prionnsias Dubh Mac Aodh was the leader of a gang of twelve highway men called the 'Cassidy' that was active in the Barnesmore Gap who, according to local tradition, robbed the rich to feed the poor. Two of the gang were captured here and hung at the gallows. Prionnsias Dubh Mac Aodh was captured, imprisoned at Lifford, and subsequently hanged there. Barnesmore Barracks was later abandoned c. 1800 when a more substantial barracks was established at nearby Stranorlar to the north-east. Caesar Ottaway (1780-1842), a noted travel writer and a Church of Ireland clergyman, passed through Barnesmore Gap in 1839 and mentioned the ruins of a barracks at the northern end of the pass, which is this more than likely this building. This indicates that the barracks was out of use by this time, and possibly for a considerable period by this time. This former barracks is an interesting addition to the scenic rural landscape to the north-east end of Barnesmore gap, and is an addition to the built heritage and history of the local area.

### **Cultural Heritage along proposed grid connection**

#### **Megalithic structure (DG085-005) – site of**

*'Marked in gothic script on current edition of the Ordnance Survey map as 'Cloghaturras'.*

#### **Kiln (DG094-026)**

This site was excavated in advance of the Clar-Barnesmore road realignment is located c. 2.3km to the south-west of the aforementioned megalithic structure adjacent to the N15 National Road. This monument is situated immediately adjacent to the N15 National Road and was archaeologically excavated in advance of the Clar-Barnesmore road realignment. The grid connection route will extend along the N15 in this area. It is described on [www.archaeology.ie](http://www.archaeology.ie)

as follows: *'Excavation was carried out on the site of a drying kiln between 28 June and 3 July 1999, before the proposed Clar-Barnesmore road realignment. Topsoil, sod and a single stone fill of the bowl were removed, exposing a kiln built into a natural ridge of peat. The kiln comprised a circular bowl with outwardly battered sides, built of randomly coursed, small to medium-sized, roughly rectangular stones with two courses of larger stones at the base, and an outwardly splayed, north-west/south-east-aligned flue, built of upright slabs and roofing lintels (only one of which survived). The bowl had been deliberately backfilled. A stone surface built on the peat ridge surrounded the kiln. The feature had been extensively disturbed at the south-east end of the flue by construction works associated with the present N15 embankment and the earlier construction of the embankment for the railway to the south. It was not possible from the evidence gathered to arrive at a definite date for the kiln.'*

#### **NIAH Ref. 40909424 Road Bridge**

Double-arched bridge carrying road over tributary of the Lowerymore River, built or rebuilt c. 1860, having diminutive cutwater to central pier. Round-headed arches having dressed rock-faced voussoirs with dressed margins; cement rendered coating to arch barrels. Snecked and/or squared and coursed mildly rock-faced masonry construction to spandrels and abutments; rubble stone construction to parapets with rock-faced stone coping over. Parapets rebuilt in places. Tarmacadam Deck. Located to the north-east of Donegal Town, and at the south-west entrance to the Barnesmore Gap.

This simple double-arched road bridge retains its early character and form, despite some modern alterations, and is an appealing feature in the scenic landscape to the north-east of Donegal Town. It is robustly-constructed in mildly rock-faced snecked and squared coursed rubble stone masonry, and its continued survival and use stands as testament to the quality of its original construction, and of the skill of the masons involved. The good quality rock-faced voussoirs to the arch and the rock-faced construction to the central cutwater are noteworthy features. Although the use of rock-faced masonry is a feature of the many bridges that were built or altered by the Board of Works during the mid-to-late nineteenth century, and particularly between c. 1847 - 60, the small arches and the construction of this bridge suggests that this bridge is earlier, perhaps dating to the first half of the nineteenth-century. This unassuming rustic bridge is a modest addition to the local area, and is a feature of some picturesque qualities in the scenic landscape to the south-west end of the Barnesmore Gap.

#### **NIAH 40909423 Milestone**

Freestanding granite milestone on rectangular-plan, erected c. 1775, having pyramidal head. Inscriptions to the faces now illegible. Located adjacent to the former main road, and to the north-east of Donegal Town close to the south-west end of the Barnesmore Gap.

This milestone is an interesting and subtle historical survival in the rural landscape to the north-east of Donegal Town. Unfortunately the inscriptions are now illegible but the distance would have been in 'Irish Miles', which are longer than the standard mile measurement used today. It probably dates to the second half of the eighteenth-century, a period when the Grand Juries were responsible for a great deal of improvement in the road transport network throughout Ireland, particularly the development of a series of 'turnpike roads' (from 1729) on which milestones are usually found. Milestones appears to be marked along this road on the Taylor and Skinner road maps of 1777 - 1783, although there were no turnpike roads in Donegal before 1805. This may have been 'milestone marker 34' along the main road from Donegal Town to Derry, although it was probably moved to its present location from a site close by due to road widening over the years etc. This simple item of street furniture acts as a subtle historical reminder the great coach travel in Ireland, and is an integral element of the built heritage of the local area.