

The Metals, Dalkey to Dun Laoghaire,

With acknowledgments to 'The Metals' by Rob Goodbody.

Why a harbour? Many shipwrecks off Booterstown and Seapoint

In 1807 two major disasters when the Rochdale and the Prince of Wales sank 380 drowned, mostly troops who were on way to Napoleonic wars

Solution was proposed by a Richard Toutcher who was a very interesting character, a Norwegian who moved to Dublin and set up a business as a shipping broker. He was aware that the sandbar across the mouth of the Liffey posed major difficulties for ships and he proposed and championed the construction of a pier at Dunleary to provide sanctuary for ships when there were storms at sea.

John Rennie was the chief Engineer on the project whose other projects included

Howth Harbour

Waterloo and Southwark Bridges in London

Liverpool Princes Dock

Plymouth Breakwater

When Rennie was appointed he surveyed the bay and recommended that the original pier be moved eastwards from its original proposed location at the National Yacht Club and that a second pier be constructed which became known as the west pier. The recommendation for the West Pier was made only 9 days before first stone laid for East Pier 31 – 5 -1817

Dunleary was only a fishing village when the construction of the pier commenced and it gave its name to the harbour - Dunleary Harbour. However it was renamed in 1821 to "Royal Harbour of King George IV" and became known as Kingstown

## Quarries

Churl fields/ Morans Park. Glasthule, Peoples Park. Four on Dalkey Hill,

Contract for Quarrying and haulage. George Smith £173,843 – 6s – 8d.

Crowd sourcing. Aviva 51,700 each one ton, 12 days. 621,000 tonnes.

Peak in 1823 Q + Haulage 690 men including 200 drivers

Wagons 1.8m x 1.2m (LxW), 5 to 8 tons, 300 per 10 hour day. **One every 2 minutes**

Rubble Stone 20kg to 4 tonnes, Large blocks 4 tons to 10 tons.

Living and Working Conditions were extremely harsh. Initially paid by tickets which could be used in grocers and taverns. Harbour Commissioners subsequently insisted that the workforce be paid cash. Men paid 1/8 and overseer's 2/- per day.

## The Metals Sections

1st Inclined planes, Dalkey Quarry, Ardbrough Road Friction wheels and chains.

2<sup>nd</sup> Ardbrough Road to Dalkey Avenue.

3<sup>rd</sup> Dalkey Ave to Barnhill Road

### **Barnhill Road to Castlepark Road.**

Atmospheric Road. Entrance to Barnhill Lawn site of Atmos. Engine room

Thick vegetation site of Atmos. Line. Bypassed when Mainline doubled.

### **Castlepark Rd. to Albert Rd.**

At Castlepark Road modern house is part of Atmos. Bridge

### **Albert Rd to Adelaide Rd**

Glenageary Road started from each end 1867 finished 1868

Opposite footbridge 'gated entrance to Villereia Park

### **Adelaide Rd to Eden Rd**

Line turned North to take advantage of the contours

Embankment, raised space site of buildings on 1837 & 1843 maps

Steps down to Clare Villas further confirms embankment

Trackway went straight at block wall before bridge, retaining wall continues.

Trackway crossed Atmos. At this point

Foot access to Silchester Rd. 'The Lord's Walk' presumed to have been for stone access.

### **Eden Road to Summerhill Rd**

Stone bollard at Eden Park end. Site of Granite House on left, home of Smith Family

Harbour Commissioner's Boundary stone

### **Summerhill Rd to Park Road**

Four rectangular granite bollards, similar to Boundary stones but plain

70m on Truckway crossed over railway towards new houses

Footbridge provided when Martello Avenue was built, new again in 1880 and 1980's

Outcrop of rock with chisels. Three man team, one to hold and turn, two to hammer.

Martello Tower in Peoples Park site. Battery on site of baths.

Tower obsoleted, unsighted by building of pier. Swapped for three houses in Ship St.

Whim. Vertical capstan wheel driven by horse, to drag buckets up from quarry.

Marked boundary stone at edge of People's Park. Likely moved when line re-aligned.

### **Park Rd to Marine Rd.**

Bridge area site of original bridge west to east.

Stone yard opposite Marine Tce. & Victoria Tce. Store good stone when rubble was needed.

Actual truckway was Coast side of mainline, grassed in and wooden shelters .

Path on landward side higher for path to facilitate local for access.

Harbour Master's house. Painted boundary stone.

Churl Rocks removed then quarried below ground level to provide reservoir as per specs.

71,000 tonnes removed. Backfilled in 1823, 60 men 6 weeks

Only remains are south face of Moran's Park.

E.& O.E.

## **Railway Special Dates.**

Dublin & Kingstown Railway opened in 1834 to Salthill

Dun Laoghaire Station opened 1837

Atmospheric Railway, the world's first, started 1842, fully open 1844

Closed in 1854, being the last surviving one in Britain and Ireland

1853/54 Main line to Bray,

1867 Glenageary Station, 1878/82 Track doubled

## **Atmospheric Railway**

In 1899 an old man recalled riding on the Dalkey line as a boy. There was no telegraph between the terminals, so the engine was always started up on the timetable with no knowledge whether the train at Kingstown was ready. People at Kingstown could tell when the engine had started by the whoosh of air being sucked into the end of the pipe. When the brakes were released the train rolled forward down a slight grade, sometimes assisted with a human push, and once the piston went into the pipe the train probably could not stop. A man in the engine house at Dalkey would go up the tower and look for the train coming, and when he saw it he would shout to the engineer to shut off steam. The train was expected to shoot out of the tube and glide up into the station by momentum. On some occasions power was shut off too soon, and young men among the passengers were asked to assist in pushing the train the rest of the way, no doubt impressing ladies on board. On two occasions the old man knew of, the train ran in too fast and went right through the station. On the trip back to Kingstown, gravity on the one per cent grade was sometimes not enough to overcome gusts of wind in the cut, and the train would stall waiting for the wind to subside. The trip down was always slower than the powered trip up. (This account is in Howard Clayton's book.)

## **Essex Hulk**

Prison Ship which accommodated 300 Prisoners was moored off shore between 1824 and 1837. In Britain such prisoners detained on ships were engaged in on shore building projects and it had been proposed that the ESSEX prisoners would be deployed on the construction of the harbour. But it never happened. They were generally deported to Australia for offences that would now appear relatively minor.

A Dublin Street Ballad called "The Praises of Kingstown Harbour" celebrated the construction of the Harbour:

It went:-

"You'd be filled with wonder to hear claps like thunder  
And rocks burst asunder in the atmosphere,  
With brave stone-belvers, and jolly miners,  
From different nations you'll find them there;