

LLANYMYNECH LIMESWORKS HERITAGE AREA

Limestone was quarried by drilling and blasting. Men used hammers to reduce rocks to a manageable size. In the early days limestone was burnt in kilns near the quarry face.

Stone was loaded into tramway trucks and taken down brake controlled 'gravity balanced' inclines. The weight of the stone descending was used to haul empty trucks back up to the quarries.

After the stone-filled trucks had been weighed at the Tally House, men would push them to the kilns, the railway or the canal.

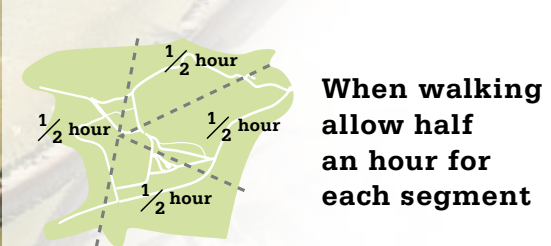
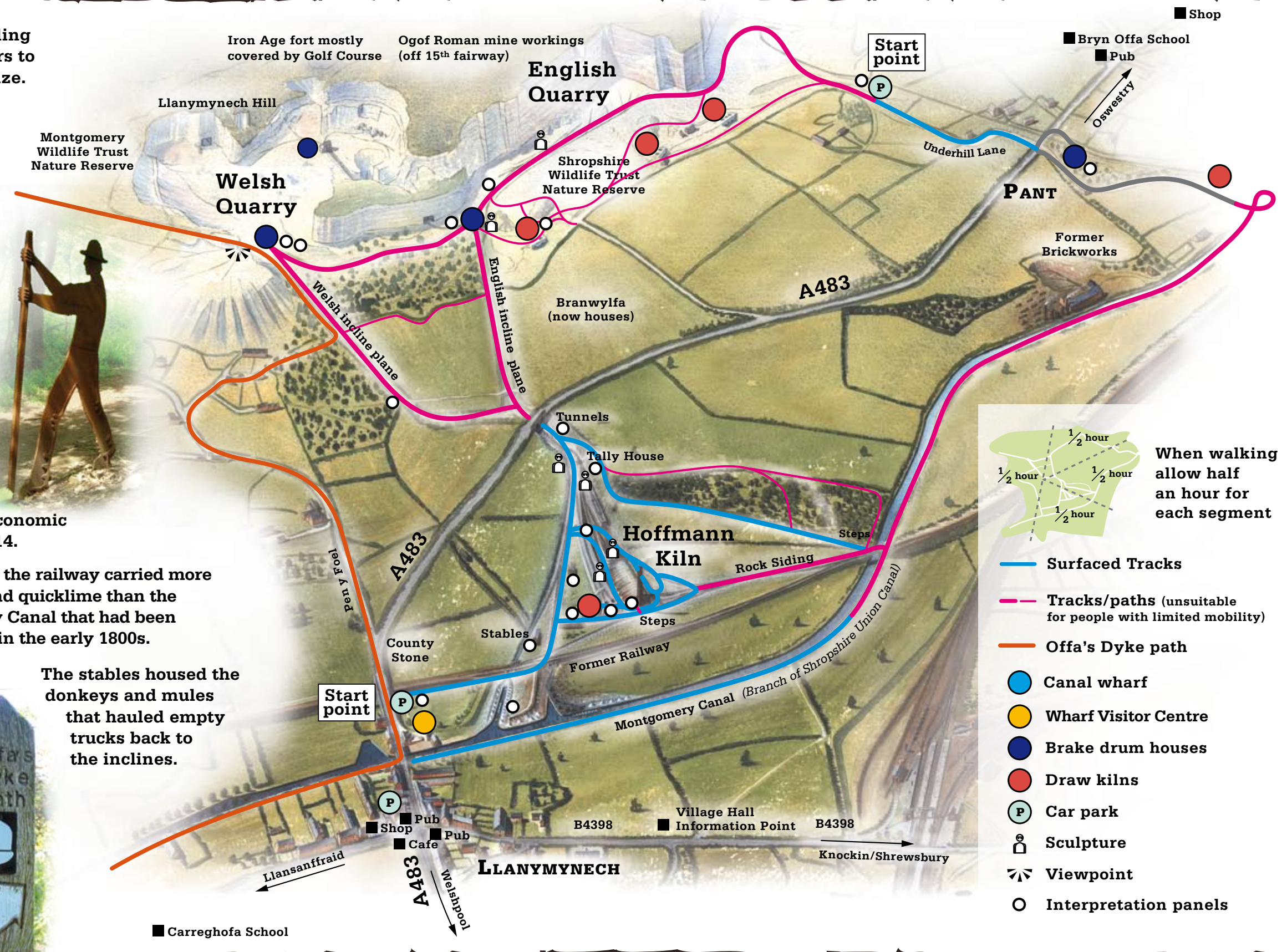
The lime burning Hoffmann Kiln built in 1899 took over from less fuel efficient draw kilns, but even this proved uneconomic and the limeworks closed in 1914.

By the 1870s the railway carried more limestone and quicklime than the Montgomery Canal that had been constructed in the early 1800s.

The stables housed the donkeys and mules that hauled empty trucks back to the inclines.

The County Stone marks the border between England and Wales

Only the embankments and cuttings are left of the railway and tramways. The canal is now being restored.



- Surfaced Tracks
- Tracks/paths (unsuitable for people with limited mobility)
- Offa's Dyke path
- Canal wharf
- Wharf Visitor Centre
- Brake drum houses
- Draw kilns
- P Car park
- e Sculpture
- v Viewpoint
- o Interpretation panels

Illustration: 1901 Llanymynech, Phil Kenning Design: Adam Constantine

► Limestone was, and still is, an important industrial mineral.

► Limestone is used in road making and also to remove impurities in the making of iron and steel.

► When limestone (Calcium Carbonate) is burnt it becomes 'quicklime' (Calcium Oxide).

► Quicklime was used to make farmland more fertile and also by builders for lime mortar and plaster.

► Lime is still used today in products such as plastics, paint and even toothpaste.