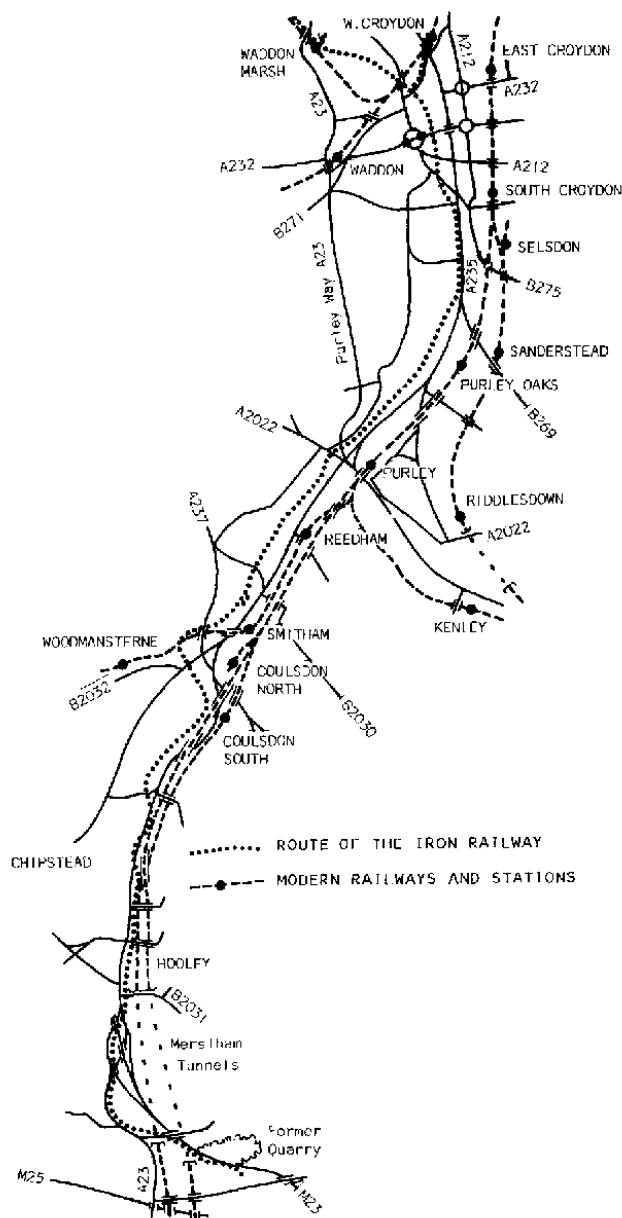


# THE CROYDON, MERSTHAM & GODSTONE IRON RAILWAY

## A SHORT CHAPTER IN A LONG STORY

by Paul W Sowan



**Map of the route of the CMGIR**

*Adapted from D A Bayliss (1985)*

The 200th anniversary of the opening of the Croydon, Merstham, and Godstone Iron Railway (CMGIR) was celebrated by members of the Croydon Natural History and Scientific Society walking the line (as close as could be) on Sunday afternoon, 24th July 2005. Described, variously, as the world's first, second, or third public railway (and it may have been the fourth or fifth!), this horse-drawn goods line has been recognised by the Institution of Civil Engineers as an Historic Engineering Work, and parts (only) of the surviving earthworks and structures are scheduled as an Ancient Monument.

The CMGIR was a legally distinct extension of the similar but earlier Surrey Iron Railway (SIR) which had opened from Wandsworth to Croydon (Pitlake) in 1803. Both lines were rendered obsolescent by the opening of the London & Croydon Railway (from London

## LOCAL HISTORY RECORDS

Bridge) in 1839, and the London & Brighton and the South Eastern Railways in 1841, on which steam locomotives hauled passenger carriages as well as goods wagons. The SIR survived as an operational railway until 31st August 1846, but the last public use of the CMGIR was on 27th September 1838, as a result of the London & Brighton purchasing its track, parts of which were required for the new line.



**Two pieces of L-shaped cast-iron plate rails, mounted on stone sleeper blocks, originally from the Croydon, Merstham & Godstone iron Railway**

*Photograph: Gwyneth Fookes*

When the CMGIR was closed, its 20,000 or so three-foot-long iron tram plates, and a similar number of square stone sleeper blocks, were sold for scrap or re-use. Some of the rails were re-laid in the underground quarries at Godstone Hill, where they can still be seen. Many of the sleeper blocks were bought by the Croydon Parish Board of Surveyors of Highways (1836-49) for use as kerbstones in the town. A few can still be found built into walls locally.

### **Research commences**

What remained of Surrey's two pioneer railways was ignored for the rest of the 19th century, until its last year, when an article attributed to W B Paley (1900) described the surviving occupation bridges over the line.

By the 1920s much of both lines had been built over, but Frederick George Bing [1870-1948], who had joined the Croydon Natural History & Scientific Society in 1921, reported his field researches into the routes of them in a paper read before that Society on 17th May 1927 and printed in 1930. So well received was this report on original field research that it was reprinted in 1931 by Croydon Public Libraries and thus more widely disseminated. Unfortunately he named the two lines taken together as the

## THE CROYDON, MERSTHAM & GODSTONE IRON RAILWAY

'Grand Surrey Iron Railway,' a name by which they were never known during their working lives, and by all accounts 'Pathetic' might have been a more appropriate adjective than 'Grand!' Bing probably derived this error from James Malcolm (1805), who in turn perhaps unwittingly transplanted 'Grand' from the title of the Grand Surrey Canal. A number of other authors such as Charles E C Townsend (1947 and 1956) published papers on the routes of the lines, and Charles Edward Lee [1901-1983] discussed the lines in their wider historical context. Archaeological and historical investigations have been reported by James Shenton (1972) and William George Tharby [1896-1977] (1967 and 1968). The best and most comprehensive modern account is that of Derek A Bayliss (1985). Bruce Osborne (1982), Paul W Sowen (1982a, 1982b) and Peter Burgess (1994) have published archaeological and historical observations on the CMGIR in connection with east Surrey's underground quarries.

### **What is a public railway?**

C E Lee (1931, 1943, 1944) and C F Dendy Marshall (1938) discussed early railways in general, and those in Surrey in particular. A railway is defined as a prepared road on which vehicles are guided or steered by some peculiarity of its construction, usually wooden or iron rails, but in some early examples by grooves cut into stone blocks. He who is in charge of a railway vehicle has command of its starting and stopping, acceleration and deceleration, and speed, but the track does the steering for him. A very early example is from Ancient Greece near Korinthos. Railways were certainly in use in mines in Germany by the 16th century, and in England by the 18th century many had been laid on the surface for their own purposes by the proprietors of canals, collieries, and other works.

These were all, so far as is known, private railways, used only by their owners. The first public railways, open for use by anybody, may have been the Lake Lock Railroad (Goodchild, 2000), about five and a half miles north-east of Wakefield, which commenced operations in 1798; or the Loughborough and Nanpantan Railway (Marshall, 1938), opened in June 1789. The Surrey Iron Railway seems to have been the world's first public railway authorised by an Act of Parliament (and the CMGIR the second such). One of the main reasons why the majority of railways required parliamentary authorisation was that their Acts gave powers of compulsory

## LOCAL HISTORY RECORDS

purchase for the land required for their tracks and buildings. The two earlier public railways in Yorkshire and Leicestershire required no compulsory purchase powers, as they were relatively short lines laid out exclusively on their promoters' own land.

### **The prehistory of the CMGIR: the line in its historical context**

The Weald of Kent, Surrey, and Sussex, as a source of raw materials, has sent heavy freight over the North Downs to London since at least as early as Roman times. A recently-discovered first century Roman tile kiln at Reigate has been found to be a likely source of tiles used in London and at Canterbury. This same kiln features four large squared blocks of Reigate stone as a part of its structure, striking evidence that this material was being quarried near Reigate considerably earlier than previously thought (the stone is known in some built fabric from Saxon times). Reigate stone has recently been reported from pre-Boudiccan building foundations at Borough High Street near London Bridge. Whether these Roman building-materials reached London by way of Reigate Hill and the road via Sutton (not a good engineered road until 1756) or via the Merstham Gap and Croydon (improved and turnpiked in 1808) is not known.

Rackham (1909) drew attention to the 'stream of stone, of varying volume, from the Reigate hills down to Westminster' during the building of the Abbey in the 15th century. In post-Conquest and Medieval times large quantities of Reigate stone were hauled from the ancient quarries at Reigate, Gatton, Merstham, and Chaldon. Some of this is known to have travelled via Nutley Lane and Kingston Hill (now Colley Hill) north-westwards from Reigate to Kingston for onward transport by water. That from Chaldon may well have gone via the village of that name, and thence along the Farthing Downs ridge, *en route* for Croydon and wharves known to have been used at Battersea and Vauxhall. The most obvious route for the stone from the Gatton and Merstham quarries, however, is through the Merstham Gap. The pre-1788 road alignment here is of interest, as on the disused route from Quality Street (now a *cul-de-sac*) northwards via Marling Glen and Harps Oak there is (in private land) a spectacularly well-engineered roadway up the chalk escarpment, which seems to make most sense as an early heavy freight haulage route.

Later and lesser requirements for heavy freight haulage related to the products of the fullers' earth pits (at least some of them mines) at Nutfield, and the silver-sand mines at Reigate, and last, but not least, was the lime trade.

## THE CROYDON, MERSTHAM & GODSTONE IRON RAILWAY

Dorking was already noted for hydraulic building lime for the capital by 1805, when James Malcolm (1805) sang its praises; this went by road through Leatherhead. Jolliffe and Banks', and later Halls' and Peters', limeworks at Merstham were able to compete with Dorking for the greystone lime trade on the opening of the CMGIR. Early schemes from which the CMGIR emerged as a result, indeed, had envisaged a strategic canal or railway all the way to Portsmouth to allow men and materials to be transported other than by way of the Straits of Dover and the English Channel, where interference by the French could be expected.

### **Some contemporary accounts**

James Malcolm (1805) wrote of what he erroneously called the Grand Surrey Iron Railway as follows—

(Having first described the Surrey Iron Railway of 1803) .....

The great success which had attended the execution of the first line of railway having given a degree of éclat to the undertaking, which the most sanguine expectation could scarcely have expected; a spirit arose in a new set of adventurers which I think could never in the first instance have been in contemplation, namely, among the landed proprietors; and it having been found practicable after an accurate survey, to continue the railway from Croydon to Reigate through Merstham, with a branch from the latter place to Bletchingley and Godstone, a fresh subscription was entered into, and an act of Parliament obtained in the sessions of 1803 and 4 for carrying the design of the subscribers into execution. The sum subscribed was £--- by transferable shares of £100, and the money so subscribed, to be paid by instalments as usual. As soon as the act was passed, and a certain sum or portion of the subscription was paid into the hands of the treasurer, the line was marked out, the ground immediately wanted was purchased, and the work as quickly begun, and it has proceeded so rapidly, that one of the roads of the railway is expected to be completed early in the ensuing spring, but they have difficulties to surmount in this line which they had not in the former; namely, that of filling up valleys between hills, and increasing the height of hills, which of themselves were not sufficiently elevated to preserve that regular rise upon the inclined plane which can alone carry them to the

## LOCAL HISTORY RECORDS

place of their destination. Some of these valleys amount to ten feet, others to above 20 feet perpendicular height, by at least 30 feet in width, they have also to sink a road on the approach to Merstham, of 30 feet perpendicular in some parts; and these raisings and sinkings occupy a great part of the latter portion of the road, and cannot fail of being attended with a very heavy expense. Although it is possible that even this may be abated by the quantity of flints that may be produced, as well as chalk, with which this ridge of hills abounds. There are also some large arches to be thrown across the highway road, as a communication underneath from the downs to the said road &c, all of which cannot fail of swallowing up very large sums, even under the most favourable circumstances, and more considerable than the first railway did, though there may be a great saving in the difference of the value of the land to be purchased in favour of this line of railway.

From the junction of the railway at Croydon turnpike, the line proceeds close along the turnpike road on the west side until it passes Mr Barratti's grounds and fields, it then recedes from the road, and winds the hill in the open fields, still keeping the road in view, and within about 150 yards of it, until the road quits Croydon parish for the lower road to Godstone; the railway however proceeds by its regular elevation or rise, every here and there cutting away the side of the hill on the north-side of the railway, and filling up valleys until it arrives at the *Red Lion* at Smitham-Bottom, where on passing it, is a valley of some considerable width, which they have raised above 20 feet perpendicular, and in the direction of the railway an arch is built with brick of sufficient height and width to admit a waggon loaded with hay, straw, faggots, or the like, to pass underneath from the downs to Smitham-Bottom.

The railway continues to wind the hill, and to approach the Merstham road from Croydon until it passes by Colonel Byron's, and for some considerable distance beyond it, then crosses the road over an arch of about the same capacity as the preceding, but in order to make it quite so they are obliged to sink the old highway road of a sufficient depth for that purpose; they are compelled to adopt this method. (though it may ultimately prove disadvantageous

## THE CROYDON, MERSTHAM & GODSTONE IRON RAILWAY

for the highway road) because if they had carried the arch high enough to admit of the highest load of hay, straw, faggots, furze, hops, &c, that may at any time have occasion to pass under it, it would have thrown the crown of the arch too high, and consequently the plane of the railway too much above the regular elevation or rise which they are obliged very carefully to attend to, as will be hereafter made manifest and evident. After crossing the road the railway takes its course parallel with the road on the south or left hand side of it, and finding the ground to be too high for their plan, they now begin to sink it, and so continue to do with such an increase of depth as will make a cavity or hollow road way of 30 or more feet perpendicular for a considerable distance in its approach towards Merstham. But as this latter part is only beginning I am unwilling to enter into more minute particulars, because I confess I am indebted for this information to the principal workmen, those especially whose department it is to lay the iron railway, and who, of course, I judge must know, because they cannot lay one bar without making use of the spirit level, for fear of rising too rapidly, or not sufficiently so.

The rise of the inclined plane is one inch to every four bars or ten feet; the width of the two roads, that is the exit and the return road, together with the foot ways cover a space of 24 feet.

I am informed that one horse will drawn down the plane 30 quarters of wheat, but it is usual to secure three waggons together, and these to be drawn by two horses, which they tells me will draw 75 quarters; whether this be true or not, as I have not seen it done, I cannot say. I confess it appears incredible. Some of the waggons are made to shoot their loads, the front wheels are then placed quite forward, and the other two exactly under the centre of the body of the carriage, each wheel is two feet high, and the length of the waggon is about 6 feet.

The support of this railway is expected to arise from lime, flints, fuller's earth, fire, and other stone, with which the country around Merstham, Reigate, Nutfield, Blechingley, and Godstone abound, together with no inconsiderable quantity of corn and flour which will be carried to London, and from thence various sorts of

## LOCAL HISTORY RECORDS

merchandize, dung, and other manures, &c, &c. will be brought to the different shopkeepers and farmers.

[In a subsequent volume he notes further]

The iron rail way may be considered a prosperous undertaking, from the traffic on it every day increasing, the revenue being in full proportion to the forwardness of the work, and from the demand for the valuable productions of the Merstham quarries and its every day gaining ground, and which only required the opportunity of carriage now afforded by the railroad to become of general use in the metropolis, as the lime is acknowledged equal to that from Dorking, and the stone applicable to all the purposes of building &c. To these advantages may be added that of the flints found principally in the line of country through which the road passes, and which have been long considered by far the best article for forming and amending the public roads, and which required only the facility of carriage now afforded, to become generally adopted. An experiment lately made has fully proved that the power of draught on the road is almost without limit, as one horse (not remarkably superior for his strength) drew 37 tons of stone for six miles in less than two hours, and without evincing any symptoms of distress or fatigue; to prove which, for the last half mile of his journey, 17 additional tons were given him, making the whole 54 tons, with which he proceeded without difficulty.

In 1826 and 1827 two German mining engineers, C A L F von Oeynhausen and E H K von Dechen visited and described a number of British tramways and railways, and published some comments on Surrey lines—

Among similar tramroads, the Surrey Tramroad, near London, is especially interesting. It begins on the south side of the Thames at Wandsworth, in Surrey, and proceeds for a distance of  $9\frac{1}{2}$  miles Engl. in a south-easterly direction to Croydon; thence it goes south for  $8\frac{1}{2}$  miles Engl. to Merstham. The total length is 18 miles Engl. or  $3\frac{3}{4}$  miles Pruss. The Acts of Parliament which sanctioned this plan were passed between 1800 and 1804. It has a double track; the gradient is at no point more severe than 1:120, or  $28\frac{2}{3}$  min. of angle.



## THE CROYDON, MERSTHAM & GODSTONE IRON RAILWAY

The first rails employed were 4 in. wide on the flat and nearly 1 in. thick, with a flange 3 in. high and  $\frac{1}{2}$  in. thick. These have become much damaged by the use of narrow wheel treads, as deep grooves are made. At present, therefore, rails are used with a strengthening rib underneath which is highest in the middle and tapers to nothing at the ends; so also are the upper flanges made higher at the middle than at the ends, to give more strength to the rails.

The wagons which run on this line weigh about 1 ton; they are 5 feet wide, 8 f t. long, and 2 feet deep, and have a capacity, therefore of 80 cu.ft. Engl. They do not exceed 65 cwt. when laden, but the usual load is 60 cwt. The cast iron wheels are 32 in. in diameter and are  $1\frac{1}{2}$  in. wide at the tread. The axles are conical, from  $2\frac{3}{8}$  in. to  $1\frac{1}{2}$  in. diameter.

[This is an interesting passage, implying the public were required to use the railway companies' wagons, not their own]

The line is intended for general traffic; it has, however, not completely achieved its objective and has anything but encouraged similar undertakings. This arises partly because the performance of wagons on tramroads is not nearly so favourable as it is upon English railways (Railroads); the wagons are heavy and inconvenient for the transport of goods in large pieces. As the wagons are confined to the tramroad, the goods must be distributed to their final destination points by other means. Therefore, short tramroads for general use seldom achieve their objective.

William Stevenson [1772-1829] (1809) may have relied somewhat on James Malcolm for his notes on Surrey's 'iron railways'—

The iron rail-way that has lately been made between Wandsworth and Mestham [*sic*], is the first instance of the application of this mode of forming roads for general use; the other rail-ways in the kingdom being confined to the carriage of goods belonging to individuals, and not open in the same manner as canals are.... From this [Wandsworth] basin, the rail-way with a double line, one for the passage of wagons to Croydon, and the other for the return, is carried in such a manner, as to lie on the ground, where it is

## LOCAL HISTORY RECORDS

naturally level, or nearly so, and to approach the principal of the numerous manufactories which cover the banks of the Wandle.... In order that the waggon going in one direction may return at any part of the route, there are at short distances diagonal railways, and a bar of iron moving on a pivot: by turning this bar the waggon can be moved from one line to the other ....

...on the second part, viz. from Croydon to Mestham, there were many difficulties to be overcome, and much expense incurred: several vallies [*sic*] from 10 to 30 feet deep lay in the way, which it was necessary to fill up, and some arches were to be thrown across other parts of the road. A little beyond the *Red Lion* at Smitham Bottom, they have been obliged to cross a valley above 20 feet perpendicular, and to build an arch sufficiently high to admit the passage underneath of a waggon loaded with hay &c. from the Downs to Smitham Bottom. In another part of this second division of the rail-way, they have been obliged not only to build an arch, but to hollow the ground out below it, in order that they might at the same time keep the level, by not raising the arch too high, and admit a loaded waggon to pass underneath it. The breadth of the road which is occupied by the going and returning rail-ways and a footpath, is 24 feet: the rise is one inch to every four bars, or ten feet....

Notwithstanding the advantages of iron rail-ways with respect to facility and motion, this road does not appear to be much used, nor is it probable that rail-ways will ever come into general use. ....from Mestham to Croydon, running through a tract of country destitute of manufactures, and having only the lime, fullers-earth, stone, and corn to depend upon at the further extremity, can never pay very well.

### **The line in its geographical and economic context**

A railway is not built, despite the impressions created by some writers of railway history, as an end in itself. It must have some economic purpose, and cannot be fully understood without reference to the traffic it is to carry. Whereas the SIR (with a branch to Hackbridge) was in a position to serve numerous watermills on the river Wandle, throughout its length, and linked the than large east Surrey town of Croydon (population 5,743 in 1801) with the capital, the CMGIR, southwards from Croydon, had only a limeworks (for

## THE CROYDON, MERSTHAM & GODSTONE IRON RAILWAY

white lime) at Haling (South Croydon), and stone quarries and another limeworks (for greystone lime) at Merstham. It passed through the small settlement at Lion Green (Coulsdon) en route. The total population of Coulsdon parish was 420 in 1801, and of Merstham 481.

### **Industrial demand in Croydon**

Following the advent in 1803 of the SIR, Croydon was well-placed to receive more affordable supplies of pit coal or sea coal from collieries in the north-east of England. Croydon Palace, a mainly 14th/15th century building, had been in use as a bleaching and calico-printing factory since the last Archbishop had moved out by 1780, and had been fitted, at one time or another, with at least three waterwheels. These were evidently replaced by coal-fired boilers (and perhaps steam engines), as later in the 19th century the palace boasted three tall factory chimneys (since removed with seemingly no trace). A gas works was established in 1827 at Overton's Yard, close to the CMGIR but only two or three hundred yards beyond the SIR terminus, and clearly called for coal supplies. Breweries, forges, and foundries multiplied. And of course coal was needed, down the line, at the Haling and Merstham limeworks.

### **The Haling limeworks**

The line of the CMGIR, still clearly visible on the first edition Ordnance Survey 25-inch plan of 1868, passed through the Haling Limeworks, between the chalk pit and kilns (on the west) and associated cottages and outbuildings on Brighton Road. Sir John Rennie (1836) spoke of 'the chalk cutting at Hayling Close, which stands nearly perpendicular at the height of 60 feet and has done so for nearly 30 years.' Although it has been suggested that there was a pit at this spot before the CMGIR was built, it seems entirely likely that what had been a small field pit was developed on an industrial scale as a result of the railway. It may well have been, in the first instance, the source of chalk for building the Chipstead Valley embankment. Subsequently it was certainly operated as a conventional limeworks. As the Haling pit yielded white, rather than greystone, lime it was not directly in competition with the works at Merstham.

### **The Chipstead Valley Road bridge**

The impressive bridge carrying the line over what is now Chipstead Valley Road had, according to W G Tharby (1955) been demolished in 1854; and the

## LOCAL HISTORY RECORDS

northern end of its embankment removed in 1926. The wooded southern end survives.

### **The Hooley – Merstham cutting**

The two mile long cutting, which Manning and Bray (1809) tell us was 26 feet deep, has now in large part been filled-in, and works associated with the northern end of the M23 built over it. Of the three sections still visible, the best is on the east side of the A23 opposite Harps Oak. This, on publicly owned land, was cleared of accumulated



rubbish and vegetation recently (Sowan, 2004) at the suggestion of English Heritage and the Surrey Archaeological Society. The archaeology of a further

section immediately to the north of this has been compromised by the sinking into its floor of a number of large road drainage soakaways. One further section of the cutting is now within a privately owned vineyard a little further north again.



Of the several former overbridges, the traces of only two are now readily seen. At Dean Lane the north face of the top of the arch and parapet can still be seen beside the former roadside café (currently closed). Further south, just

**The top of the arch and parapet of the  
CMGIR bridge at Dean Lane 2005**

*Photographs: Robert Warner*

## THE CROYDON, MERSTHAM & GODSTONE IRON RAILWAY

before the houses commence on the east side of the hill leading down into Merstham, two rebuilt parapets remain standing above ground level. The cutting is filled in at this point, so presumably the greater part of the intact bridge remains buried here. These parapets replace the originals, which were destroyed unwittingly during the laying of a high pressure gas pipeline nearby. The southern replacement parapet has been damaged again and is now lying askew.

### **Fox Shaw**

The former inn, now a private house, has several CMGIR stone sleepers built into its garden wall, and is noteworthy as the location of the famous wager and demonstration of the line's superiority to roads of the day on the opening day, when an estimated total of over 55 tons was hauled by a single horse.



**Fox Shaw, Merstham, former *The Fox Inn* 2005**

*Photograph: Robert Warner*

## LOCAL HISTORY RECORDS

### **Weighbridge Cottage**

Weighbridge cottage, at London Road North, is a fine example of a Reigate (or in this case Merstham) stone building in remarkably good condition. Another, dated 1796, can be seen in Quality Street in the village.



Robert Warner

### **Merstham limeworks**

The chalk pits here were a landfill site for the County Borough of Croydon in the 1950s-1960s, so no trace of the kilns survives. Quarrymen's cottages still stand and are inhabited. To the south of the roadway here (following the CMGIR track at this point), opposite the cottages, are the large wooded spoil tips of white chalk rejected as commercially useless by the 19th century operators of the limeworks. Croydon's and London's demands for white chalk and lime could be supplied more economically from Haling Downs and other Croydon pits and, later, from Coulsdon. Beyond the cottages the sharp-eyed will note what remains of the parapets of a bridge over the former standard gauge rail line into the limeworks.

### **Merstham quarries**

The end of the line is another 300 yards eastwards, where all that remains of the former Quarry Dean Farm (demolished in 1972 to make way for the M23) is a remnant of the orchard. Some entrances to the underground quarries are still visible in the vicinity.

## THE CROYDON, MERSTHAM & GODSTONE IRON RAILWAY

### **Jolliffe & Banks, and the Halls and Peters families and their works at Merstham**

Having supported the Act authorising the CMGIR, William John Jolliffe [1774-1835] (the younger brother of Col. Hylton Jolliffe [1773-1843] the landowner from 1802) formed a partnership with Edward Banks [1769-1835] in 1807 to develop the chalk pits, limeworks, and underground stone quarries at Quarry Dean. Their father William Jolliffe [1745-1802] had bought the estate in 1788, but the family appear not to have exploited the chalk and stone resources until about 1807. Amongst Jolliffe & Banks' investments in their new works was a half-mile drainage tunnel made between 1807 and 1809 to drain the Upper Greensand beds at Quarry Dean, allowing them to drive their quarry tunnels below the water table. Unfortunately, this drainage adit evidently also diverted water previously supplying the local water mill, leading to litigation! An inclined plane (which seems to have operated in a slope-shaft communicating with the underground quarry) and a stationary steam winding engine were installed by 1811. Merstham was also served by the Croydon & Reigate Turnpike from 1808, with Jolliffe and Banks' support. Amongst the partnership's early contracts was the building of Croydon's second town hall, completed using lime and stone carried on the railway from Merstham, in 1808. The building contract has been published by John Ollis



**Croydon's second town hall in 1808**

## LOCAL HISTORY RECORDS

Pelton (1891). This High Street edifice was demolished in one of Croydon's earlier re-development schemes in the 1890s. The partnership went on to become a nationally important civil engineering partnership, building, amongst other works, five London bridges, Dartmoor Prison, Sheerness Dockyard, and even Howth Harbour (Dublin) and work at Heligoland (off the German coast), although it should not be thought that Merstham stone or lime went into all those works, as many other supplies of building materials were drawn upon.

### **The railway's consequences**

The CMGIR made it possible for Merstham to emerge as a rival to Dorking for the London building-lime traffic, and pioneered railway transport of this material to the capital later developed from Betchworth, Brockham, and Oxted. In this connection, it is important to remember that all these places produced greystone or hydraulic lime from the Grey or Lower Chalk, then in greater demand for building purposes than the white lime taken to London from pits at Croydon and Sutton, and at Coulsdon from 1853. By 1872 for example R J Goodson & Co. of Croydon were advertising as suppliers of 'Merstham greystone lime (from the works in covered trucks)' whereas Dorking lime was, possibly, not to be had at competitive prices in the town. The limeworks at Dorking continued in business in a small way until 1939.

### **Conservation and public appreciation**

The surviving earthworks and bridges have been recognised by the Institution of Civil Engineers as an Historic Engineering Work (HEW 1387), and the Surrey parts have been scheduled as an Ancient Monument (Surrey SAM 123). The embankment at Chipstead Valley (in Greater London) is not yet Scheduled, but should be. The Dean Lane bridge should be safeguarded from any work in view on the closed roadside restaurant. And the damaged bridge parapet opposite Harps Oak should be repaired.

Two rails are on display, mounted on four stone sleeper blocks on the original alignment at the Rotary Club Field at Purley. A more extensive display of about 14 rails beside the former *Jolliffe Arms* at London Road North, Merstham, has been stolen: these were not on the actual line of the railway. A third display of rails and sleepers, again not on the actual route, survives in the small garden opposite *The Feathers* in Merstham village: these rails are from the Godstone quarries, but may well be re-used from the CMGIR.



## THE CROYDON, MERSTHAM & GODSTONE IRON RAILWAY



**The rails and sleeper blocks on display at the  
Rotary Club Field, Purley 2005**

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