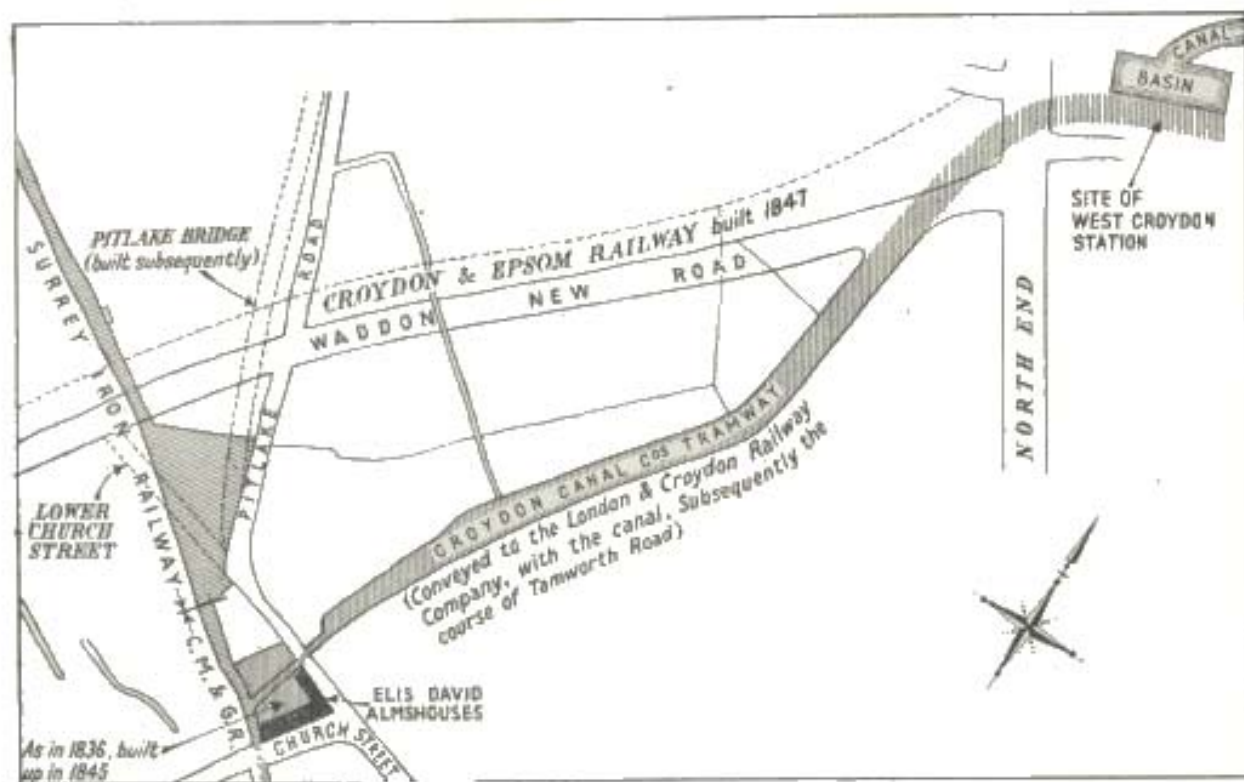


might form a junction with the canal. In re-classifying various war-damaged archives of the Southern Railway, Mr. C. E. C. Townsend, recently came across some interesting plans which have thrown considerable further light on this line, and, by courtesy of the Southern Railway, we have been enabled to take tracings of two of these early plans, from which the accompanying sketch map has been prepared. These show clearly that the branch from the C.M. & G.R. ran from the depot of that company in Church Street to the canal basin along what is now the course of Tamworth Road, and that it was the property of the Croydon Canal. No specific Parliamentary powers for a tramroad have been traced, but the original Act of the Croydon Canal Company (June 27, 1805) authorised that company to build an approach road to its basin from Church Street. Incidentally, the plans indicate the precise property dividing line between the Surrey Iron Railway and the C.M. & G.R., and also the depots of each company at Pitlake. This tramroad passed to the London & Croydon Railway as part of the general properties of the undertaking, and a board minute of the London & Croydon Railway dated August 4, 1836, records: "The Engineer be instructed to employ persons to take up the Tram Road at Croydon and the brick work around the Basin. The Canal Navigation to be stopped on Monday, August 22."

It has still proved impossible to ascertain when this tramroad was opened, but it was probably in 1809, contemporaneously with the canal.

Croydon Canal Tramroad

VERY little precise information has survived regarding the early tramroad which linked the Croydon, Merstham & Godstone Railway with the canal basin of the Croydon Canal on the site of the present West Croydon Station. It has been assumed that this was built, without specific Parliamentary powers, by the C.M. & G.R. mainly because James Malcolm stated in his Survey of Modern Husbandry of Surrey (1805) that the railway



Croydon Canal Company's Tramroad as shown on a plan of 1836 supplemented by a Croydon & Epsom Railway valuation report of November, 1845