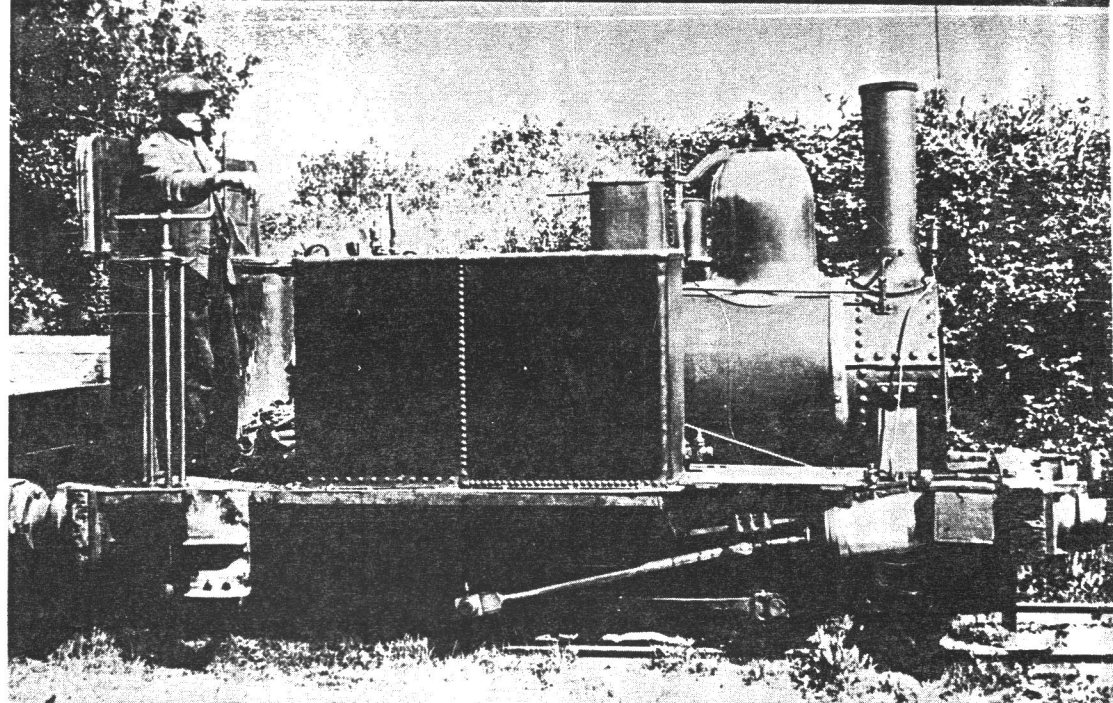
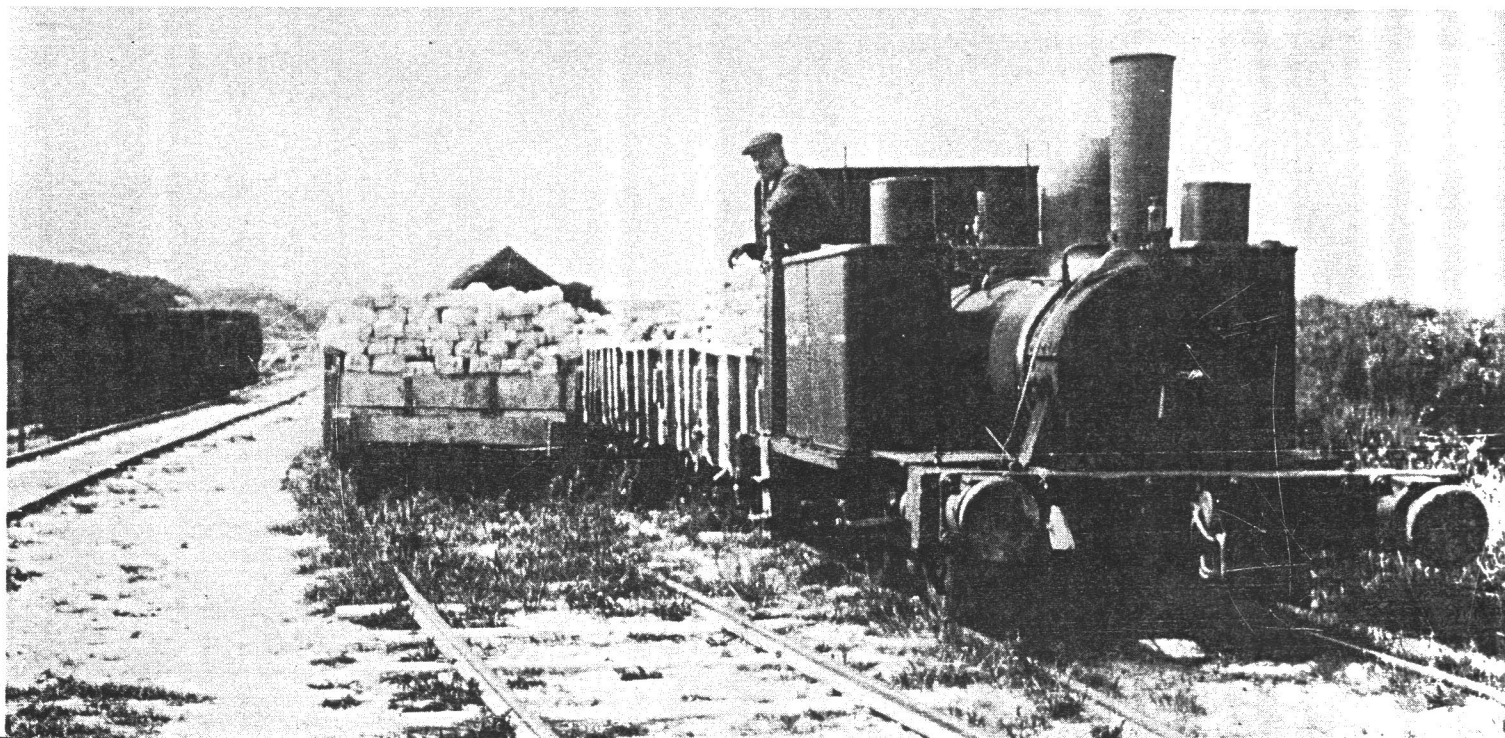


One of the narrow gauge railways built to carry clay in the Isle of Purbeck in Dorset was that operated by B. Fayle & Co. This line had its origins in an early plateway, opened in 1806, which ran from Norden, a short distance north-west of Corfe Castle, to Middlebere, on Poole Harbour. Just over sixty years later, a second line was opened to connect clay works at Newton to a pier at Goathorn, three miles to the east of Middlebere. Motive power was supplied by an 0-4-0T built by Stephen Lewin of Poole in 1868. [F. Jones]

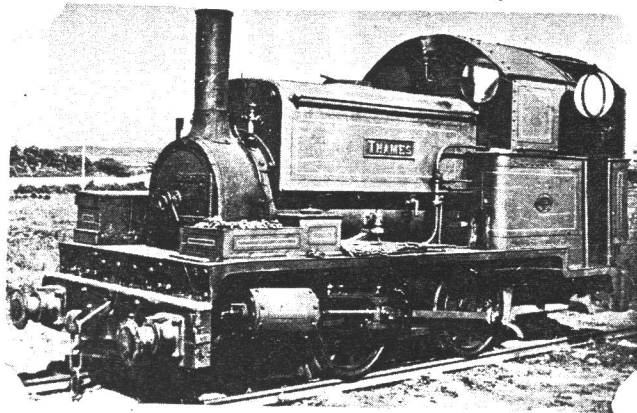


The railway to Goathorn was built to a gauge of 3ft. 9ins., and was subsequently extended to exchange sidings with the L.S.W.R. near Norden, on the Swanage branch. The Lewin engine, known as *Tiny*, shunts loaded wagons of clay at the sidings in June 1932. The similarity of the locomotive to *Peter* of the Torrington & Marland Railway in North Devon is apparent.

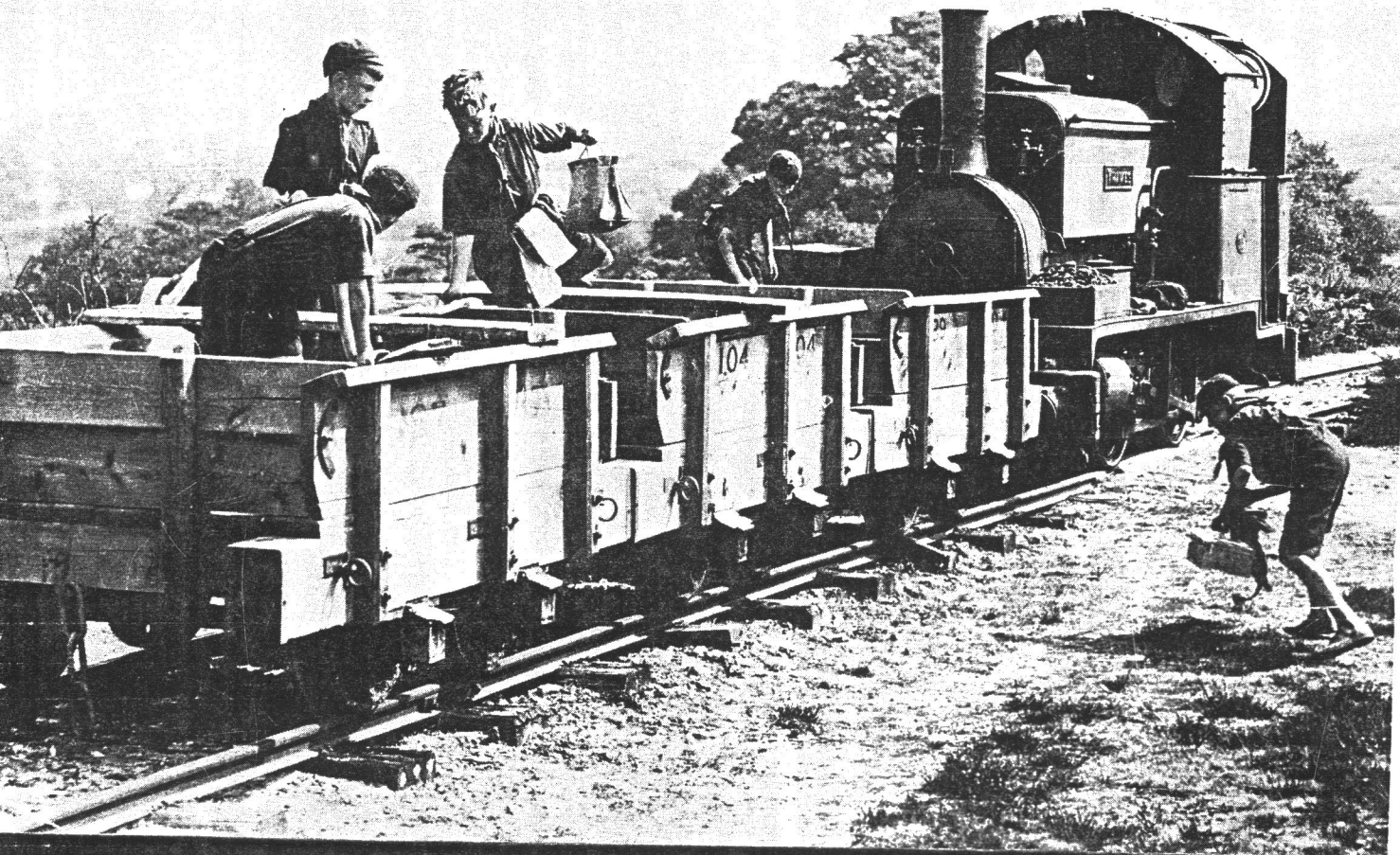
[H. G. W. Household]

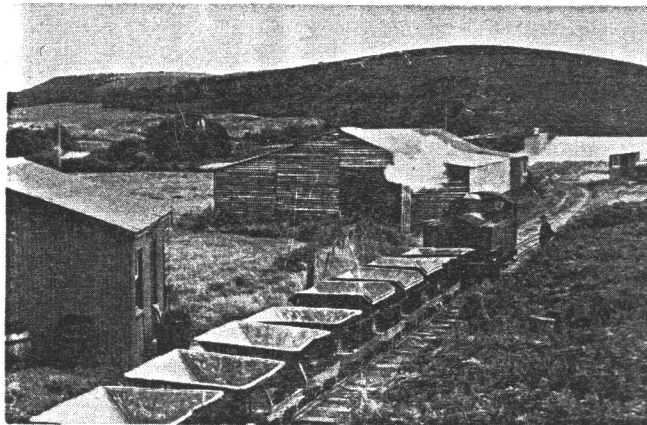


In 1905 a second locomotive was acquired for the Goathorn line, an 0-4-0ST previously owned by the London County Council and built by Manning, Wardle in 1902. Like *Tiny*, *Thames* had a chimney that was of the utilitarian stovepipe pattern, but as if to offset this, the saddle tank, cab, bunker and even the tool and sand boxes were lavishly lined out. These two engines worked the traffic for over forty years, although after about 1936 the northern portion of the line, to Goathorn, was disused. [F. Jones]



A number of children lived near the course of the railway in its remoter parts and in order to bring them to school each day one of the clay wagons was adapted and fitted with seats and a corrugated iron roof. This improvised vehicle formed the 'school train' for the use of which the local education authorities paid the company a daily charge of 7/6d. In August 1935 *Thames* is on another passenger working, heading a special train for the local Scout troop. [H. G. W. Household]





In 1948 the portion of line remaining in use, from the mines in the Norden area to the standard gauge exchange sidings, was relaid to a gauge of 1ft. 11½in. The existing locomotives and wagons were scrapped, and a 2-6-2 tank locomotive *Russell*, built by the Hunslet Engine Co. in 1906, was acquired. This locomotive had a very chequered and interesting history and here, at Norden in 1951, is seen with leading wheels removed, running as an 0-6-2T. [F. Jones]

*Russell* had originally been built for a railway in North Wales which later became part of the Welsh Highland Railway. When that line ceased operating in 1936 she lay disused at Dinas, near Caernarvon until 1941, and was then overhauled for use at Hook Norton Ironstone mines in Oxfordshire. When these were closed after the war, *Russell* came to Fayles in 1948. She is shown here at work near the exchange sidings in September 1950, together with the side tipping wagons used. In addition to this engine, several small diesel locomotives were employed, and when *Russell* ceased work in 1953, these units worked all traffic until the final closure of the railway in 1970. As in the case of the Furzebrook line, it is pleasing to record that one locomotive survives, for *Russell* was saved by the Birmingham Locomotive Club, and spent several years outside the Narrow Gauge Museum at Towyn. She has subsequently undergone a protracted but thorough overhaul, and it is hoped that one day she may again be seen in steam in North Wales. [E. R. Shepherd]

