

# **BR MK I CORRIDOR BRAKE SECOND 35059**

35059 was built as part of Lot No. 30233 by the Gloucester Railway Carriage & Wagon Co. which was ordered on 27<sup>th</sup> April 1955. It was a batch of 75 vehicles (numbered 35039 to 35113) and the last one was delivered on 15<sup>th</sup> June 1957. This indicates that 35059 might have entered service in late 1956.

Mk I BSK's have a large caged area for parcels and luggage with an adjacent Guard's compartment. After a central transverse vestibule there are four Second Class Compartments seating up to 32 passengers. Vehicles were outshopped with two vacuum braked BR I bogies and steam heating equipment.

After withdrawal from revenue-earning service, 35059 was purchased in 1986. It was then moved to the former coal sidings serving the CEGB Rye House Power Station near Hoddesdon in Herts. Working parties from the North and South London Groups, and other supporters of the Swanage Railway, were given permission to work on the vehicle.

After around 3 years of hard toil in the open air 35059 was moved to the Swanage Railway on Monday 17<sup>th</sup> July 1989 and went straight into revenue-earning service painted in Southern Region green livery.

After many years of service on the Swanage Railway, 35059 was transported to Rampart Engineering in Derby for external corrosion and other works to be undertaken. The coach arrived back in Dorset during December 2004.

A subsequent internal overhaul was undertaken including new flooring. An external repaint was undertaken inside Swanage Goods Shed with the coach being outshopped for service during May 2019.

## **ACKNOWLEDGEMENTS**

Swanage Railway Stock Books

Preserved Coaching Stock of British Railways – Part One BR Design Stock  
by Peter Hall and Peter Fox (Platform 5 Publishing – 1994)

The Railway Heritage Register Carriage Survey Project:  
<http://www.cs.rhrp.org.uk/se/CarriageInfo.asp?Ref=1871>

Information compiled by Peter Sykes 17<sup>th</sup> March 2024