

## **BR MK I CORRIDOR BRAKE SECOND 35464**

35464 was built as part of Lot No. 30721 by BR's Wolverton Carriage & Wagon works which was ordered on 17<sup>th</sup> August 1961. It was a batch of 50 vehicles (numbered 35450 to 35499) and the last one was delivered on 7<sup>th</sup> September 1963. This indicates that 35464 might have entered service around June 1963.

Mk I Corridor Brake Second (BSK) carriages were built to design diagram number 181 having a large, caged area for parcels and luggage with an adjacent Guard's compartment. The Guard could look out from either of two roof-mounted periscopes allowing him to see along the complete length of the train. These were later removed and the resultant holes plated over.

After a central transverse vestibule there are four Second Class Compartments seating up to 32 passengers. Compartments were lined with Formica panelling, instead of the earlier plywood. Also, the usual incandescent lamps had given way to fluorescent lighting. At the far end of the vehicle were two toilets - one either side of the end gangway vestibule. Vehicles were outshopped with two vacuum braked BR Commonwealth bogies and steam heating equipment was provided for both passengers and Guard.

After withdrawal from revenue-earning service, 35464 was purchased by the North Yorkshire Moors Railway and, in turn, by Southern Locomotives Limited (SLL) during 1991. It was intended to become the main line support coach for SLL's locomotive 34072 *257 Squadron* whilst it was based on the NYMR at that time and for later main line rail tours. In the event, these latter trips did not arise.

To give a bit of background, 34072 *257 Squadron* had been restored to main line running standards and registered for that use. SLL was invited by Network South-East to take part in a Battle of Britain celebration at Folkestone in September 1990. The intention had been to operate a shuttle service between Folkestone Harbour and Folkestone Central.

This was rejected by BR on the grounds that the locomotive was too heavy and an appearance, and naming ceremony, at Folkestone station was arranged instead on Saturday 8<sup>th</sup> September.

BSK 35464's registration for running on the main line did not become useful until some years later. The loco returned to Swanage in October 1992 but BSK 35464 did not get transported to Swanage until August 1999. It soon entered revenue earning service.

A decade later, on 22<sup>nd</sup> May 2009, 35464 formed part of the consist of locos from Swanage visiting Eastleigh Works for the weekend to help celebrate the depot's centenary. West Coast Railway Co's diesel 37706 hauled 34070 *Manston*; 34028 *Eddystone* and Class M7 No. 30053 plus ex-SR 'Queen Mary' bogie brake van S56289 with 35464 bringing up the rear.

Most returned on 26<sup>th</sup> May but 35464 stayed at Eastleigh to act as a base for Swanage Railway volunteers who were repairing a lubrication problem on 34070. They both got towed back from Eastleigh to Swanage, by WCRC 37706, on 25<sup>th</sup> July 2009.

On 13<sup>th</sup> April 2016, main line service beckoned again with 35464 being joined by TSOs 4842; 4899; 4945 and 4961 as they consist on the successful main line loaded test run of Maunsell Class U No. 31806 to Yeovil Junction and return. Speeds of up to 60mph were noted which is 31806's maximum registered limit on the main line.

Incidentally, an 00 Gauge model of BSK 35464 was produced in 1987 by Replica Railways [Model reference 12123] and is finished in Network South East's distinctive livery.

On Monday 11<sup>th</sup> July 2022, BSK 35464 was taken to Arne Road RRI for onward transport. The following day to Rampart Engineering based at Barrow Hill Roundhouse Railway Centre near Chesterfield. Various mechanical and bodywork issues were dealt with by them and it returned to Swanage Railway metals on Wednesday 25<sup>th</sup> January 2023.

### **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=1920>

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