

# ***The Contents***

*of*

# ***The 00 Wishlist Poll 2024***

The following is an **exact copy** of The Poll categories to help you 'plan your voting' if you so wish.

**You cannot vote here! See the main Poll thread.**

Print out the categories you want to vote in; tick what you want to vote for;  
then vote once The Poll has 'gone live' on Wednesday 11 December.

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*The Introduction and Q&A follows...*

## 00. Introduction and Q&A for *The 00 Wishlist Poll 2024*

**The 00 Wishlist Poll 2024** will run from early on Wednesday 11 December to midnight on Tuesday 31 December. Results will appear asap in January 2025. We aim to run **The Quirky Poll** as usual around Christmas time 2025 and alternate year-on-year.

Although this is all 'Jolly Good Christmas Fun', we will – for the benefit of us all – answer some questions in advance and re-state our robust ground rules.

### **What is the purpose of The Poll?**

To provide railway modellers and collectors with an easy way of indicating to companies making or commissioning 00 ready-to-run models which models they would *realistically buy* if made at some time in the future.

### **What is included in – or specifically excluded from – The Poll?**

Our core content is a wide selection of locos and rolling stock of British Railways, its predecessors and successors. Many items of a 'heritage/preserved' nature are included by default.

We always have a 'cut-off date'; 2005 was the date for the last Poll but, for this year, we are listing items made up to 31 December 2007. Many models made close to that date – or even some years earlier – are often thought to be fine in all respects, so only vote for what you would *realistically buy*.

### **Who has been involved in putting The Poll together?**

The 00 Poll Team comprises six railway modellers who have developed **The 00 Wishlist Poll** since 2012 (and **The Quirky Poll** more recently). We are grateful to Nick Evans for his valued help with post-steam era Freight and On-track Plant categories. We are unpaid and totally independent. Although The Poll is hosted by *RMweb*, it is not connected with it and has no influence on it. Andy York kindly arranges the 'computerised elements' for us in his own time.

### **What is the running order of categories for the 2024 Poll?**

01. **Locos:** GWR & Constituents
02. **Locos:** SR & Constituents
03. **Locos:** LMS & Constituents (exc Scottish Companies)
04. **Locos:** LNER & Constituents (exc Scottish Companies & some Scottish LNER classes)
05. **Locos & Rolling Stock:** Scottish Companies (inc some Scottish LNER & BR Classes)
06. **Locos & Coaches:** BR (inc WD, USATC, TPO, Pullman Cars & CIWL)
07. **Locos:** Diesel & Electric
08. **Railbuses, Railcars & DMUs**
09. **EMUs**
10. **Coaches, Passenger Brake Vans & TPO:** GWR & Constituents
11. **Coaches, Passenger Brake Vans & TPO:** SR & Constituents
12. **Coaches, Passenger Brake Vans & TPO:** LMS & Constituents (exc Scottish Companies)
13. **Coaches, Passenger Brake Vans & TPO:** LNER & Constituents (exc Scottish Companies)
14. **Coaching Stock:** Non-passenger-carrying, exc PBVs & TPO (NPCCS)
15. **Freight Stock:** Pre-1923 (exc Scottish Companies)
16. **Freight Stock:** 1923-1947 (inc some BR Descendants)
17. **Freight Stock:** 1948-1963
18. **Freight Stock:** 1964-current
19. **General Railway Service Stock:** Departmental (Steam Era)
20. **General Railway Service Stock:** On-track Plant (Post-steam Era)
21. **Rolling Stock Jargon Buster**

### **In past Polls, some items were 'aggregated' – such as LNWR Freight Stock and NBR Rolling Stock. Have you been able to 'disaggregate' any?**

Yes, we have! We worked with numerous Pre-Grouping Societies etc to seek a good cross section of vehicles for the major Pre-Group companies. We have also disaggregated many other items, such as Mk1 TPOs and Continental Ferry Stock as well as having split Scottish company Freight from PCCS/NPCCS.

### **Why do you have a category for Scottish Company locos and rolling stock?**

The inclusion of 'specifically Scottish' items within the original categories was making some of them lengthy and unwieldy. This pragmatic separation helps us keep to our maximum load of 45 items in any category.

### **Does listing X include Diag.Y with square buffers and dimpled roof vents?**

We could easily list over 50,000 items with all their 'variants' so we have to 'draw a line' somewhere! Our broad answer is: *If it looks like a duck, it probably is!* We have to leave it to the makers to market research what they can *actually* make and *realistically* sell and there is much evidence to show that they maximise the potential of any new toolings and liveries.

### **Why do you specify BR running numbers? Does this mean we can't express a Pre-Grouping wish?**

The numbers are there simply to assist identification. As noted above, manufacturers 'get as much as they can' from any model via the use of slip tools, liveries and so on to appeal to as wide a market as possible.

### **Is there any limit to what voters can vote for with the 'one person – one entry' rule?**

Only one entry per voter is permitted, but you can vote for whatever you would *realistically* buy at any time in the future. The Team inspects every single vote; we reserve the right to delete without query any entry that it feels is not based on that premise. If you want to vote for a very high proportion of any category, please email the Poll Team prior to voting: [thepollteam@gmail.com](mailto:thepollteam@gmail.com).

### **Do you ask voters for email addresses to enter The Poll?**

No. Entry in *The Poll* will not generate any email correspondence whatsoever. We will only contact you in response to valid queries as below.

### **Can voters print out what they have voted for?**

You can, but you will get everything including what you haven't voted for. This PDF is an exact copy of *The Poll* categories, including our *Rolling Stock Jargon Buster*. Print out your desired categories: 'plan your voting' with a tick by what you want to vote for; go to the link on Page 1 of *The Poll* thread (from 11 December); vote there. Keep your print-out as your record.

### **What if voters have any technical difficulties while voting?**

Please email Andy York: [andy@warnersgroup.co.uk](mailto:andy@warnersgroup.co.uk)

### **What if voters need impartial help or advice?**

We are happy to help or advise via the Poll thread on *RMweb* or you can email The Poll Team: [thepollteam@gmail.com](mailto:thepollteam@gmail.com). You can expect a reply from Brian Macdermott within 24 hours on either.

### **What if voters have any suggestions for 2026?**

With the best will in the world, the Poll contents won't satisfy everyone. To make suggestions for 2026, email [thepollteam@gmail.com](mailto:thepollteam@gmail.com), but note that we will only consider those with a c.100-word justification based on the criteria below and a minimum of one link. The item should as far as possible have:

1. A realistic chance of being commercially viable (not simply 'your favourite'!)
2. An existing prototype or drawings available
3. A wide geographic spread of operation and/or long life
4. A broad modelling appeal or public popularity
5. A context with other items listed within our framework.

An acknowledgment will normally be sent within 24 hours, although decisions will take a lot longer.

### **Some requests for your cooperation...**

Please avoid comments such as: *Why are you listing Loco X when there is a perfectly good kit available*. We – as a RTR community – don't invade kit threads with exhortations to 'go RTR', so please don't invade us!

Finally, please help spread the word and drop an email about *The Poll* to your friends or fellow club members with a copy of the Poll Poster – they might want to vote for the same items as you! Thanks!

We hope you enjoy taking part in **The 00 Wishlist Poll 2024**...voting starts 11 December!

## ***The Poll Team***

Robert Carroll, Chris Knowles-Thomas, John Lewis, Jeff Lynn, Brian Macdermott, Nick Stanbury, Ian Taylor

## 01. Locos: GWR & Constituents

00 – 21

Locos in this category are listed by wheel arrangement – smallest to largest. An asterisk\* indicates a new or slightly amended entry for 2024.

GWR Steam Railmotor (59ft 6in, wood-panelled, Diags,H,J,L,Q,Q1)  
GWR Avonside 1101 0-4-0T (1101-1106)  
GWR Armstrong 455 Class 2-4-0T 'Metro' Tank (GWR mainly in range 1401-1500 & 3561-99, both with gaps)  
GWR Dean 3252 Class Duke 4-4-0 (3252-3291 after 1912; 9054-9091 with gaps after 1946)  
GWR Dean 33xx Class Bulldog 4-4-0 (3300-3455 after 1912)  
GWR Churchward 34xx County 4-4-0 (3800-3839) \*  
GWR De Glehn Compound 4-4-2 'Frenchmen' (102-104)  
GWR Hudswell Clarke No.813 0-6-0ST (as preserved, formerly Port Talbot No.26)  
GWR Dean 1076 Class 0-6-0ST/PT 'Buffalo' – Outside Frames (GWR in range 727-1660 but with many gaps)  
GWR Dean 2021/2181 Class 0-6-0ST/PT (2021-2160, 2181-2190)  
GWR Dean 2721 Class 0-6-0ST/PT (2721-2799)  
GWR Collett 54xx/74xx 0-6-0PT (5400-5424, 7400-7449)  
GWR Collett 2251 0-6-0 (2200-2299, 3200-3219)  
RR R Class 0-6-2T (30-32, 34-44, 46) \*  
TVR A 0-6-2T (303-399 with gaps) \*  
GWR Collett 56xx 0-6-2T (5600-5699, 6600-6699)  
GWR Dean 26xx Aberdare 2-6-0 (2612-2680 with gaps)  
GWR Hawksworth 10xx County 4-6-0 (1000-1029)  
GWR Churchward 29xx Saint 4-6-0 (2902-2989 with gaps)  
GWR Collett 68xx Grange 4-6-0 (6800-6879)  
GWR Churchward 4-6-2 Great Bear (111)

You **cannot** vote here!

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Category 02. **Locos: SR & Constituents** follows on the next page.

**02. Locos: SR & Constituents**

Locos in this category are listed by Constituent Company alphabetically, with SR at the foot. Within each, locos are listed by wheel arrangement – smallest to largest. An asterisk\* indicates a new or slightly amended entry for 2024.

LBSCR Stroudley B1 0-4-2 *Gladstone* (LBSCR 214)  
 LBSCR Billinton E2 0-6-0T (32100-32109)  
 LBSCR Marsh C2X 0-6-0 (32434-32554 with gaps)  
 LBSCR Billinton E3 0-6-2T (32165-32462 with gaps)  
 LBSCR Billinton E6 0-6-2T (32408-32418 with gaps)  
 LBSCR Marsh J1 & J2 4-6-2T (32325 & 32326)  
 LSWR Drummond/Urie C14 0-4-0T (30588, 30589, 77s)  
 LSWR Adams A12 0-4-2 '*Jubilee*' (30618, 30627, 30629 & 30636)  
 LSWR Drummond M7 0-4-4T (30021-30676 with gaps) \*  
 LSWR Drummond D15 4-4-0 (30463-30472)  
 LSWR Adams G6 0-6-0T (30160-30354 with gaps)  
 LSWR Adams 0395 0-6-0 (30564-30581)  
 LSWR Drummond T14 4-6-0 '*Paddlebox*' (30443-30447, 30459-30462)  
 LSWR/SR Urie, Reb Drummond, Maunsell H15 4-6-0 (30330-35, 30473-78, 30482-91, 30521-24)  
 LSWR Urie/Maunsell King Arthur N15 4-6-0 (30448-30457, 30736-30755, 30763-30806) \*  
 LSWR Urie S15 4-6-0 (30496-30515)  
 LSWR Urie H16 4-6-2T (30516-30520)  
 LSWR Urie G16 4-8-0T (30492-30495)  
 SECR Wainwright E 4-4-0 (31036-31587 with gaps)  
 SECR Wainwright L 4-4-0 (31760-31781)  
 SECR Stirling R1 0-6-0T (31010-31340 with gaps)  
 SECR Maunsell N 2-6-0 – inc Left-hand Drive version (31400-14, 31810-21, 31823-75)  
 SECR Maunsell N1 2-6-0 (31822, 31876-31880)  
 SECR Maunsell K 2-6-4T '*River*' \*  
 SR Maunsell LI 4-4-0 (31753-31759, 31782-31789)  
 SR Maunsell Q 0-6-0 (30530-30549)  
 SR Maunsell EIR 0-6-2T (32094-32697)  
 SR Maunsell U 2-6-0 (31610-31639, 31790-31809)  
 SR Maunsell UI 2-6-0 (31890-31910)  
 SR Maunsell W 2-6-4T (31911-31925)  
 SR Maunsell N15X 4-6-0 (32327-32333)  
 SR Maunsell Z 0-8-0T (30950-30957)  
 SR Bulleid Q1 0-6-0 (33001-33040)  
 SR Bulleid West Country/Battle of Britain 4-6-2 – Air Smoothed (34001-34110)  
 (SR) Bulleid Merchant Navy 4-6-2 – Rebuilt (35001-35030)

You **cannot** vote here!

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Category 03 **Locos: LMS & Constituents** (exc Scottish Companies) follows on the next page.

**03. Locomotives: LMS & Constituents** (excluding Scottish Companies)

Locos in this category are listed by Constituent Company alphabetically with LMS at the foot but note that Scottish Constituents are in Category 05. Within each, locos are listed by wheel arrangement – smallest to largest. An asterisk\* indicates a new or slightly amended entry for 2024.

LNWR Webb 5ft 6in IP 2-4-2T (46601-46757)  
 LNWR Bowen Cooke Precursor & George V 3P 4-4-0 (inc LNWR No.2013 new build)  
 LNWR Webb 18in Goods 2F 0-6-0 'Cauliflower' (58362-58430)  
 LNWR Bowen Cooke Claughton 5P 4-6-0 (LMS 5900-6029)  
 LTSR Whitelegg 4-4-2T 'Tilbury Tank' – inc No.80 Thundersley (41928-41978 with gaps)  
 LYR Aspinall 0F 0-4-0ST 'Pug' (51202-51253 with gaps)  
 LYR Aspinall Rebuilt 23 2F 0-6-0ST (51307-51530)  
 LYR Aspinall 27 3F 0-6-0 (52088-52529)  
 LYR Barton Wright 25 2F 0-6-0 (52016-52064)  
 MR Deeley 0F 0-4-0T (41528-41537)  
 MR Johnson 115 Class 4-2-2 'Spinner'  
 MR Johnson 2F 0-6-0 (58114-58310)  
 SDJR Sentinel 0-4-0T (47190-47191)  
 SDJR Fowler 7F 2-8-0 – Small Boiler, 1914 series (53800-53805)  
 SDJR Fowler 7F 2-8-0 – Large Boiler, 1925 series (53806-53808, Small Boiler rebuild 1953-55)  
 LMS Kitson 0F 0-4-0ST (47000-47009)  
 LMS Stanier 2P 0-4-4T (41900-41909)  
 LMS Fowler 2P 4-4-0 (40563-40700)  
 LMS Fowler 2F 0-6-0T Dock Tank (47160-47169)  
 LMS Fowler 4F 0-6-0 (44027-44606)  
 LMS Ivatt 2MT 2-6-0 (46400-46527) \*  
 LMS Ivatt 4MT 2-6-0 (43000-43161)  
 LMS Hughes/Fowler 5F 2-6-0 'Crab' (42700-42944)  
 LMS Fowler 3P 2-6-2T (40001-40070)  
 LMS Stanier 3P 2-6-2T (40071-40209)  
 LMS Ivatt 2MT 2-6-2T (41200-41329)  
 LMS Fairburn 4MT 2-6-4T (42050-42299, 42673-42699) \*  
 LMS Fowler 4MT 2-6-4T (42300-42394 and Side Window Cab 42395-42424) \*  
 LMS Stanier 4MT 2-6-4T (42425-42494, 42537-42672) \*  
 (LMS) Stanier 5MT 4-6-0 'Black 5' – Caprotti, High Running Plate (44686 & 44687)  
 LMS Stanier Jubilee 6P/5F & Rebuilt 7P 4-6-0 (45552-45664, 45735 & 45736) \*  
 LMS Stanier Jubilee 6P/5F 4-6-0 – Long Firebox (45665-45734, 45737-45742)  
 LMS Fowler Patriot 7P 4-6-0 – Rebuilt (45512-45545 with gaps) \*  
 LMS Fowler Royal Scot 7P 4-6-0 – Parallel Boiler (in 461xx number range) \*  
 LMS Stanier Royal Scot 7P 4-6-0 – Rebuilt (46100-46170) \*  
 LMS Fowler 7F 0-8-0 'Austin Seven' (49500-49674)  
 LMS Stanier 8F 2-8-0 (48000-48775)

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Category 04. **Locos: LNER & Constituents** (exc Scottish Companies & some Scottish LNER classes) follows on next page.

**04. Locomotives: LNER & Constituents** (exc Scottish Companies & some Scottish LNER classes)

Locos in this category are listed by Constituent Company alphabetically with LNER at the foot but note that Scottish Constituents are in Category 05. Within each, locos are listed by wheel arrangement – smallest to largest. An asterisk\* indicates a new or slightly amended entry for 2024.

GCR Robinson C4 4-4-2 \*

GCR Robinson C13/C14 4-4-2T (67400-67451)

GCR Robinson LNER Rebuilt O4/8 2-8-0 (in range 63573-63915 with gaps)

GER Hill Y4 0-4-0 (68125-68129) \*

GER Holden E4 2-4-0 (62780-62797)

GER Holden F4/F5/F6 2-4-2T (67151-67187, 67188-67217, 67218-67239)

GER Holden D16/3 Claud Hamilton 4-4-0 – Decorative valance (in range 62501-62620)

GER Holden J17 0-6-0 (65500-65589)

GER Holden J19 0-6-0 (64640-64674)

GER Hill J20 0-6-0 (64675-64699)

GNR Ivatt C12 4-4-2T (67350-67399)

GNR Ivatt C2 4-4-2

GNR Ivatt/LNER Gresley J6 0-6-0 (64170-64279)

GNR Ivatt N1 0-6-2T (69430-69485)

GNR/LNER Gresley N2 0-6-2T (69490-69596) \*

GNR Gresley K2 2-6-0 (in range 61720-61780) – exc Side Window Cab locos used in Scotland

GNR Gresley A1 4-6-2

MSLR Parker N4/N5 0-6-2T (69225-69247, 69250-69370)

NER Worsdell D20 4-4-0 (62340-62397)

NER Raven C7 4-4-2 (62954-62995 with gaps)

NER Worsdell J21 0-6-0 (65025-65123)

NER Worsdell J25 0-6-0 (65645-65728)

NER Raven B16/1 4-6-0 (in range 61410-61478, but some are B16/2 or B16/3)

NER Raven Q7 0-8-0 (63460-63474)

NER Worsdell T1 4-8-0T (69910-69922)

LNER Sentinel Steam Railcar (built 1925-1932)

LNER Gresley D49/1 Shire & D49/2 Hunt 4-4-0 (62700-62735, 62736-62775 exc 62768)

LNER Gresley J39 0-6-0 (64700-64988)

LNER Gresley K3 2-6-0 (61800-61992)

LNER Gresley V1/V3 2-6-2T (67600-67691)

LNER Gresley B2 4-6-0 (in range 61603-61671, but many are B17)

LNER Gresley B16/2 & Thompson B16/3 4-6-0 (in range 61420-61468, but most are B16/1)

LNER Gresley A8 4-6-2T (69850-69894)

LNER Peppercorn A1 4-6-2 (60114-60162)

LNER Thompson A1/1 4-6-2 (60113)

LNER Thompson A2/1 4-6-2 (60507-60510)

LNER Thompson A2/2 4-6-2 (60501-60506) – original P2 rebuilds, 1943/4, V-shape cab, four boiler bands \*

LNER Gresley A3 4-6-2 (60035-60112)

LNER Gresley P1 2-8-2 (Nos.2393 & 2394)

You **cannot** vote here!

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Category 05. **Locos & Rolling Stock: Scottish Companies** (inc some Scottish LNER & BR Classes) follows on next page.

**05. Locomotives & Rolling Stock: Scottish Companies** (inc some Scottish LNER & BR Classes)

This category is listed by Scottish Company alphabetically with LNER, BR and BR successors at the foot. Within each, steam locos are listed by wheel arrangement – smallest to largest. An asterisk\* indicates a new or slightly amended entry for 2024. Class 314 EMU: see Class 313/314/315 & 507/508 in Cat 09 EMUs.

CR Drummond 264 Class 0F 0-4-0ST 'Caley Pug' (56010-56039 with gaps)  
 CR McIntosh 92 & 439 Class 2P 0-4-4T (55125-46, 55159-55240, 55260-69)  
 CR Drummond Single 4-2-2 (No.123)  
 CR McIntosh 140 Class Dunalistair IV 3P 4-4-0 (54438-54460)  
 CR Pickersgill 113, 928 & 72 Class 3P 4-4-0 (54461-54508)  
 CR McIntosh 29 & 782 Class 3F 0-6-0T (56230-56376)  
 CR Drummond Standard Goods Class 2F 0-6-0 'Jumbo' (57230-57473)  
 CR Freight Stock – Brake Van \*  
 CR Freight Stock – Cattle Wagon \*  
 CR Freight Stock – Drop-sided General Merchandise Open Goods Wagon 8-ton \*  
 CR Passenger & Non-passenger-carrying Coaching Stock \*  
 GNSR Pickersgill D40/D41 4-4-0 – inc No.49 *Gordon Highlander* (62260-62279, 62225-62256 both with gaps)  
 GNSR Freight Stock – Brake Van \*  
 GNSR Freight Stock – Covered Goods Van \*  
 GNSR Freight Stock – Open Goods Wagon \*  
 GNSR Passenger & Non-passenger-carrying Coaching Stock \*  
 HR Drummond 1P 0-4-4T (55051 & 55053)  
 HR Drummond 2P 4-4-0 'Small Ben' (54397-54416)  
 HR Freight Stock – Brake Van \*  
 HR Freight Stock – Covered Goods Van \*  
 HR Freight Stock – Open Goods Wagon \*  
 HR Passenger & Non-passenger-carrying Coaching Stock \*  
 NBR Holmes Y9 0-4-0ST (68092-68124)  
 NBR Reid D30 Scott & D34 Glen 4-4-0 – inc No.256 *Glen Douglas* (62417-62442, 62467-62498)  
 NBR Reid C15/C16 4-4-2T (67452-67481, 67482-67502)  
 NBR Reid C10/C11 4-4-2 \*  
 NBR Holmes J83 0-6-0T (68442-68481)  
 NBR Reid J88 0-6-0T (68320-68354)  
 NBR Reid J37 0-6-0 (64536-64639)  
 NBR Reid N14/N15 0-6-2T (69120-69125, 69126-69224)  
 NBR Freight Stock – Brake Van \*  
 NBR Freight Stock – Covered Goods Van \*  
 NBR Freight Stock – Open Goods Wagon \*  
 NBR Passenger & Non-passenger-carrying Coaching Stock \*  
 LNER Alumina Ore Hopper (Burntisland Traffic)  
 LNER Gresley J38 0-6-0 (65900-65934)  
 LNER Gresley K2 2-6-0 (in range 61721-61794) – Side Window Cab as used in Scotland  
 LNER Gresley K4 2-6-0 (61993-61996, 61998)  
 LNER Gresley V4 2-6-2 (61700 & 61701)  
 LNER Holden B12 & Thompson B12/4 4-6-0 – as used in Scotland (in range 61501-61563 but most are B12/3)  
 BR Wickham Railbus (SC79965-9)  
 Class 126 Swindon Inter-City 3-car (Glasgow-Ayr-Stranraer 1959)  
 Class 303/311 'Glasgow Blue Train'  
 Class 380 3- & 4-car \*  
 Class 385 3- & 4-car \*

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Category 06. **Locos & Coaches:** BR (inc WD, USATC, TPO, Pullman Cars & CIWL) follows on next page.



**06. Locos & Coaches: BR** (inc WD, USATC, TPO, Pullman Cars & CIWL)

Locos in this category are listed by wheel arrangement – smallest to largest. An asterisk\* indicates a new **or** slightly amended entry for 2024.

BR Standard Class 3 2-6-0 (77000-77019)  
 BR Standard Class 4 2-6-0 (76000-76114) \*  
 BR Standard Class 2 2-6-2T (84000-84029)  
 BR Standard Class 4 2-6-4T (80000-80154)  
 BR Standard Class 5 4-6-0 (73000-73124, 73155-73171)  
 BR Standard Class 5 4-6-0 – Caprotti (73125-73154)  
 BR WD Austerity 8F 2-8-0 (90000-90732)  
 BR Mk1 Brake First Corridor (BFK, Diag.161 of 1959)  
 BR Mk1 Second Open for SR Boat Trains – 48 seats, 2+1 seating (SO, Diag.90 of 1953)  
 BR Mk1 Auto Buffet (*Cambrian Coast Express*) (1962) \*  
 BR Mk1 Griddle Car (Diags.30 & 31 of 1960) \*  
 BR Mk1 Kitchen Buffet (RKB, Diag.25 of 1960-1)  
 BR Mk1 Kitchen Car (RK, Diag.700 of 1951 & Diags.701 & 702 of 1962-3)  
 BR Mk1 Restaurant First (RF, Diag.16 of 1952 & Diag.17 of 1961-2)  
 BR Mk1 Restaurant Second Open (RSO, Diag.56 of 1951)  
 BR Mk1 GUV (1957) \*  
 BR Mk1 'Super GUV' – conversion for Royal Mail traffic, Royal Mail livery (1994)  
 BR Mk1 Travelling Post Office Vans TPO – 1959-1961 builds \*  
 BR Mk1 Travelling Post Office Vans TPO – 1966-1973 builds (inc 1966-68 BSK conversions etc) \*  
 BR Mk2/2a Stock (1964) \*  
 BR Mk2d Air-conditioned Stock (1971-2)  
 BR XP64 Stock (1964)  
 Pullman Cars – 12-wheel (exc H Class)  
 Pullman Cars – J Class (1921 conversions)  
 Pullman Cars – K Class (1923)  
 Pullman Cars – BR Mk1 (1960) \*  
 Pullman Cars – BR Mk2 'Manchester Pullman' – inc later private charter sets (1966)  
 Pullman Cars – Buffet Cars for SR Boat Trains – inc 'Hadrian Bar' Car (to BR early 1960s) \*  
 Pullman Cars – 'Golden Arrow' – 1951 Festival of Britain, inc 4-wheel Baggage Truck & Containers  
 Wagons Lits – 'Night Ferry' CIWL – inc original blue livery SR Guard's Van & SNCF Fourgon  
 Wagons & Vans – USATC (WWII)

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Category 07. **Locos: Diesel & Electric** follows on next page.

## 07. Locos: Diesel & Electric

Locos below are listed in order, Diesel then Electric. An asterisk\* indicates a new or slightly amended entry for 2024.

12003-12032 LMS Jackshaft (LMS 7080-7119)

15000-15003 & 15004 (LNER 8000-8003) \*

15201-15203 (SR1-SR3) \*

Class 06 (originally D2410-D2444)

Class 27

Class 28 – 1958 as built, wrap round windows (originally D5700-D5719)

Class 35 'Hymek' (originally D7000-D7100)

Class 57

Class 70 SR Bulleid/Raworth No.20003 'Booster' \*

Class 73/9 (73951-73952 & 73961-73971)

Class 74 (originally E6101-E6110)

Class 81 (originally E3001-E3023, E3096-E3097)

Class 82 (originally E3046-E3055)

Class 83 (originally E3024-E3035, E3098-E3100)

Class 84 (originally E3036-E3045)

NER EE1 (26600)

NER EF1/EB1 (26502-26511)

You **cannot** vote here!

This list is simply to help you 'plan your voting'. There will be a link to the 'live' Poll in the RMweb banner headline from Wednesday 11 December until we close at midnight Tuesday 31 December.

Category 08. **Railbuses, Railcars & DMUs** follows on next page.

## 08. Railbuses, Railcars & DMUs

An asterisk\* indicates a new or slightly amended entry for 2024. The Wickham Railbus (SC79965-9) and Class 126 are in Category 05.

GWR Streamlined Style Railcar Nos.2-4 '*Flying Banana*'  
GWR Angular Style Twin Units Nos.35/36 & 37/38 (inc later W33W/W38W)  
GWR Angular Style Twin Units with Centre Coach – Nos.35/36 & 37/38 (inc later W33W/W38W) \*  
BR Derby Lightweight Single Units (M79900-1)  
BR WR Blue Pullman 8-car (1960)  
Class 100 Gloucester 2-car  
Class 101/111 Metro-Cammell 3- & 4-car  
Class 103 Park Royal 2-car  
Class 108 Derby 2-, 3- & 4-car \*  
Class 110 BRCW 3-car  
Class 114 Derby Heavyweight 2-car  
Class 115/127 Derby Suburban 4-car  
Class 116/125 Derby High Density Suburban 3-car  
Class 119 Gloucester Cross-Country 3-car  
Class 120 Swindon Cross-Country 3-car  
Class 121/122 Driving Trailers (only)  
Class 123 Swindon Inter-City 3- & 4-car  
Class 124 Trans-Pennine 6-car (originally)  
Class 141 '*Pacer*'  
Class 155 '*Super Sprinter*'  
Class 165/166 '*Networker Turbo*'  
Class 170/171/172 '*Turbostar*'  
Class 185 '*Desiro*'  
Class 195/196/197 '*Civity*'  
Class 201/202/203 Hastings Short Body 6S, Long Body 6L & Buffet 6B (1001-7, 1011-9, 1031-7)  
Class 204 Hampshire 3T (1401-1404 of 1979)  
Class 205 Hampshire/Berkshire 3H (1101-1118, 1123-1133)  
Class 206 Reading-Redhill-Tonbridge 3R '*Tadpole*' (1201-1206)  
Class 207 Oxted Line Stock 3D (East Sussex) '*Thumper*' (1301-1319)  
Class 207/2 3-car (with ex-4 CEP trailer) '*Maggot*'  
Class 220/221 '*Voyager*' & '*Super Voyager*'  
Class 222 '*Meridian*'  
Class 230 Vivarail Underground D Stock Conversions

You **cannot** vote here!

This list is simply to help you 'plan your voting'. There will be a link to the 'live' Poll in the RMweb banner headline from Wednesday 11 December until we close at midnight Tuesday 31 December.

Category 09. **EMUs** follows on next page.

An asterisk\* indicates a new or slightly amended entry for 2024. Class 303/311 'Glasgow Blue Train', Class 380 and Class 385 are in Category 05.

Class 304

Class 305/1, 305/2, 308/1, 308/2 & 308/3

Class 306/506 \*

Class 309 'Clacton Express'

Class 310/312

Class 313/314/315 & 507/508

Class 317/318

Class 319/326/768/769

Class 325 Royal Mail Units (Railnet)

Class 331/0 & 331/1 'Civity'

Class 332 Heathrow Express & Class 333

Class 334/458 'Juniper'

Class 345/701/710/720/730 'Aventura'

Class 357/375/377/379/387 'Electrostar'

Class 365 & 465/466 'Networker Express' & 'Networker' 4-car/2-car

Class 373 Eurostar

Class 374 Eurostar e320

Class 376/378 'Electrostar' & 'Capitalstar'

Class 390 Pendolino \*

Class 397 'Civity'

2 NOL Southern Railway

3 SUB/4 SUB SR 1925 – inc. 4 SUB converted 1960 to 2-car De-Icer Unit \*

4 LAV Southern Railway

6 PAN/6 PUL Southern Railway (inc later 6 COR sets) \*

Class 402 2 HAL, All-steel 'Tin HAL'

Class 404 4 COR, 4 BUF, 4 RES etc 'Nelson'

Class 405 4 SUB 'Sheba'

Class 405 4 SUB Post-war all-steel

Class 410 4 BEP Refurbished (running numbers 2301-2307) \*

Class 414, 415/1, 416/1 & 418 – 2 HAP, 2 SAP, 4 EPB, 2 EPB (all BR(SR) Design)

Class 415/2 4 EPB (BR design)

Class 420/422 & Class 421 – 4 BIG, 3 COP & 4 CIG

Class 430/432 4 REP

Class 442 'Wessex'

Class 444

Class 455 4-car

Class 456 2-car

Class 484 Vivarail Underground D Stock Conversions

Class 501 Watford-Euston/Broad Street \*

Class 700/707/717 'Desiro City' \*

Class 777

LMS Watford Compartment EMUs \*

LNWR Oerlikon EMUs \*

Tyneside Articulated 2-car – Clerestory & Elliptical Roof

Tyneside Class 416/2 – 2 EPB & Motor Luggage Van E68000

You **cannot** vote here!

This list is simply to help you 'plan your voting'. There will be a link to the 'live' Poll in the RMweb banner headline from Wednesday 11 December until we close at midnight Tuesday 31 December.

Category 10. **Coaches, Passenger Brake Vans & TPO: GWR & Constituents** follows on next page.

**10. Coaches, Passenger Brake Vans & TPO: GWR & Constituents**

Vehicles in this category are listed by designer, by type and – as far as practical – from earliest to latest. An asterisk\* indicates a new or slightly amended entry for 2024.

GWR Dean Low Roof Coaches – 4-, 6- & 8-wheel (1872-1902)  
 GWR Dean Clerestory Coaches – Non-gangwayed (1876-1904) \*  
 GWR Dean Clerestory Coaches – Gangwayed (1892-1904) \*  
 GWR Dean Passenger Brake Van family 40ft (Diags.K1-4, K14-K16, L7, M2) \*  
 GWR Churchward Auto Trailer – Wood-panelled 70ft (Diags.E, L, P, T, U & A26, A29)  
 GWR Churchward 'Dreadnought' Coaches 70ft inc Dining Cars (1904-1907)  
 GWR Churchward 'Concertina' Coaches 70ft inc Slip & Dining Cars (1906-1907)  
 GWR Churchward 'Toplight' Coaches 56ft/57ft inc Slip & Dining Cars (1907-1922)  
 GWR Churchward 'Toplight' Coaches 70ft inc Slip & Dining Cars (1907-1922)  
 GWR Churchward 'Toplight' Passenger Brake Van 57ft (Diag.K22 of 1915)  
 GWR Churchward Travelling Post Office Vans TPO – Sorting Slip & Stowage Van (Diags.M8, M9 & M10) \*  
 GWR Collett Auto Trailer – Steel-panelled 59ft 6in (Diag.A27 of 1928) \*  
 GWR Collett Auto Trailer – Steel-panelled 62ft 8in (Diags.A28 & A30, of 1930 & 1933) \*  
 (GWR) Collett Auto Trailer – Brake Third 57ft conversions of 1955 (Diag.D117 to Diag.A44)  
 GWR Collett Non-gangwayed Coaches 61ft 2in (exc B-sets) (Diags.E141 & D109 etc, 1931) \*  
 GWR Collett Non-gangwayed Coaches 57ft (exc B-sets) (1923-1940) \*  
 GWR Collett B-set 57ft – inc 10 Single Coaches & 2 Autocoaches (Diag.E147 of 1933-1936) \*  
 GWR Collett 'South Wales' Coaches 70ft inc Dining Cars (1923-1925) \*  
 GWR Collett 'Cornish Riviera' etc Coaches 61ft 4½in inc Slip & 3-car Dining Car Set (1929-1930) \*  
 GWR Collett Cross-country & General Service Coaches 61ft 4½in (9ft & 9ft 3in wide) (1930-1933) \*  
 GWR Collett 'Super Saloons' 61ft 4½in (1931)  
 GWR Collett 'Centenary' Coaches 61ft 4½in inc Dining Cars (1935)  
 GWR Collett Excursion Coaches 60ft inc Kitchen Cars (1935-1937)  
 GWR Collett 'Large Window'/'Sunshine' Coaches 60ft 11¼in inc Slip & Buffet Cars (1936-1943) \*  
 GWR Collett Composite Dining Car 57ft (Diag.H25 of 1923)  
 GWR Collett Composite Dining Car 58ft 4½in (Diag.H33 of 1925)  
 GWR Collett Composite Dining Car 61ft 4½in (Diag.H38 of 1931)  
 GWR Collett First & Third 2-car Dining Set 61ft 4½in (Diags.H39 & H40 of 1931) \*  
 GWR Collett Buffet Car 57ft – 'Quick Lunch Bar Cars' (Diag.H41 of 1934)  
 GWR Collett Buffet Car 60ft 11¼in 12-wheel (Diag.H55 of 1938)  
 GWR Collett Composite Dining Car 60ft 11¼in 12-wheel (Diag.H57 of 1938)  
 GWR Collett Passenger Brake Van 58ft 4½in (Diag.K38 of 1926)  
 GWR Collett Passenger Brake Van 61ft 4½in (Diag.K40 of 1930)  
 GWR Collett Passenger Brake Van 57ft (Diag.K41 of 1934-1936 & Diag.K42 of 1937-1945)  
 GWR Collett Passenger Brake Van 59ft 10in (Diag.K44 of 1941)  
 GWR Collett Travelling Post Office Vans TPO (Diags.L18-L25 of 1929-1947)  
 GWR Hawksworth Non-gangwayed Coaches 63ft 0¾in (1947-1954)  
 (GWR) Hawksworth Slip Coach 64ft – 1958 conversions of Hawksworth BCK

You **cannot** vote here!

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Category 11. **Coaches, Passenger Brake Vans & TPO: SR & Constituents** follows on next page.

**11. Coaches, Passenger Brake Vans & TPO: SR & Constituents**

Vehicles in this category are listed by Constituent Company alphabetically, with SR at the foot. An asterisk\* indicates a new or slightly amended entry for 2024.

Ex-LBSCR/SECR 54ft Bogie Coaches on Isle of Wight (1936-1966)  
 LBSCR Pull and Push Nos.718-723 (1922)  
 LBSCR 4-wheel Stock (Train Nos.21-37 with gaps)  
 LBSCR 'Balloon' Elliptical Stock (Train No.10, SR 4-Set No.841)  
 LSWR/SR Dining Saloons – as rebuilt by SR 1931 \*  
 LSWR/SR Pull and Push Nos.731-739 (1943 conversions)  
 LSWR/SR Non-corridor 2 LAV Sets Nos.7-20 & 3 LAV Sets Nos.101-167 etc (1935 on)  
 LSWR/SR Corridor 3-sets e.g. Nos.348, 406, 421 etc (1903-1921)  
 LSWR/SR 'Ironclad' Coaches – inc 2-sets Nos.381-385 (1921-1925)  
 LSWR/SR 'Ironclad' Pull and Push Sets Nos.381-385 (conversions of 2-sets, 1948-1952)  
 SECR 100-seater Non-corridor Third (Diag.52, of 1921-1923)  
 SECR/SR Pull and Push No.660 (1942 conversion)  
 SECR/SR 'Continental' Coaches (1921-1927)  
 SECR 6-wheel Passenger Brake Van (Diag.885)  
 SR R0 & R1 Coaches – inc Nondescript Saloon/Brake Saloon (1928-1934)  
 SR Maunsell Low & High Window Stock 1926-1929 & 1929-1934 (various diagrams) \*  
 SR Maunsell '1935' Coaches – Large radius windows, flush-sided, (Diags.2008 TK, 2113 BTK, 2403 BCK) \*  
 SR Maunsell '1936' Coaches – Large corridor windows (Diags.2007 TO, 2011 TK) \*  
 SR Maunsell Kitchen Buffet Car – paired with Diag.2658 RCO (Diag.2659 of 1947)  
 (SR) Maunsell Buffet Car (Diag.2666 RB, 1953-1954 conversions)  
 SR Maunsell Passenger Brake Van B – 8-wheel, Stove-fitted, orange panels (Diag.3093 of 1943 on)  
 SR Maunsell Passenger Brake Van C/BY – 4-wheel (Diag.3092 of 1937) \*  
 SR Maunsell Passenger Brake Van C/BY – 4-wheel, Safe-fitted, Nos.10-14 (Diag.3094 of 1941) \*  
 SR Maunsell Passenger Brake Van C/BY – 4-wheel, Stove-fitted, orange panels (Diag.3092 of 1937)  
 SR Bulleid BRCW 3-sets Nos.795-804 & 805-829 (Diags.2124/5 BTK, Diag.2320 CK of 1947/8)  
 SR Bulleid Bournemouth Line 6-car Sets Nos.290-300 (1947)  
 SR Bulleid Multi-door 3-sets Nos.981-984 64ft 6in (Diags.2122 BTK, 2317 CK, 2122 BTK of 1946)  
 (SR) Bulleid 10¼in Vent Corridor Brake Composite 'Loose' (Diag.2406 BCK of 1948)  
 (SR) Bulleid 15in Vent Corridor First (Diag.2552 of 1949)  
 (SR) Bulleid 15in Vent Open Third (Diag.2017 of 1950)  
 (SR) Bulleid Tavern Car Sets (as built 1949, 'brickwork & beam') \*  
 (SR) Bulleid Tavern Car Sets (with c.1951 rebuilt Composite Diner) \*  
 (SR) Bulleid Tavern Car Sets (with c.1951 rebuilt Composite Diner & c.1959 rebuilt Tavern Car) \*  
 SR Bulleid Travelling Post Office Vans TPO (Diags.3192 & 3196 of 1939)

You **cannot** vote here!

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Category 12. **Coaches, Passenger Brake Vans & TPO: LMS & Constituents** follows on next page.

**12. Coaches, Passenger Brake Vans & TPO: LMS & Constituents (exc Scottish Companies)**

Vehicles in this category are listed by Constituent Company alphabetically with LMS at the foot but note that Scottish Constituents' vehicles are in Category 05. An asterisk\* indicates a new or slightly amended entry for 2024.

LNWR Non-gangwayed Non-lavatory Arc Roof Stock 50ft (inc stock modified for Motor Trains) \*

LNWR Gangwayed Elliptical Roof Stock 57ft

LNWR Non-gangwayed Open Third (Observation Car) 57ft (Diag.M50 of 1911-1913) \*

LNWR Passenger Brake Van BG, Arc, Cove or Elliptical Roof 50ft (Diags.371-380 of 1902-1917) \*

LYR Non-gangwayed Elliptical Roof Stock 54ft & 56ft \*

LYR Gangwayed Elliptical Roof Stock 54ft & 56ft \*

MR Non-gangwayed Lavatory Clerestory Stock 48ft Clayton (1897-1901)

MR Gangwayed Clerestory Stock 54ft Bain (1904-1907)

SDJR Bogie Stock 46ft

WCJS West Coast Joint Stock

LMS Period I Non-gangwayed Non-lavatory Coaches (Diag.1700/01/02/03)

LMS Period I & II Gangwayed Coaches inc 2-window types 57ft & 60ft (10 Diags. within 1692-1807)

LMS Period II & III Travelling Post Office Vans TPO (Diag.1792 POS & Diag.1793 POT of 1930)

LMS Period II & III Restaurant Composite 68ft 12-wheel (Diags.1811 & 1938)

LMS Period III Pull-Push Sets (Diag.1856 Driving BT etc)

LMS Period III Gangwayed Twin-articulated Open Stock (Diags.1965, 1966, 1967)

LMS Period III Gangwayed Coaches 57ft & 60ft (Diags.1899, 1905, 1925, 1930, 1999)

LMS Period III Gangwayed Post-war Coaches 57 & 60ft (Diags.2117, 2119, 2121, 2123)

LMS Period III Passenger Brake Van BG 50ft (Diag.2007)

LMS Period III Restaurant First 68ft 12-wheel (Diags.1857 & 1900) \*

LMS Period III Restaurant Composite 68ft 12-wheel (Diag.1938) \*

LMS Period III Kitchen/Rest Third 68ft 12-wheel & Open Composite 57ft (Diags.1923/1901 & 1903/1862)

(LMS) Period III Buffet Car 68ft 12-wheel (1954 conversions to Diag.2180)

(LMS) Period III Cafeteria Car 50ft or 60ft (1953/55 conversions to Diag.2184 or Diags.2195/6/8)

You **cannot** vote here!

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Category 13. **Coaches, Passenger Brake Vans & TPO: LNER & Constituents** follows on next page.

**13. Coaches, Passenger Brake Vans & TPO: LNER & Constituents (exc Scottish Companies)**

Vehicles in this category are listed by Constituent Company alphabetically with LNER at the foot but note that Scottish Constituents' vehicles are in Category 05. An asterisk\* indicates a new or slightly amended entry for 2024.

ECJS East Coast Joint Stock  
 ECJS East Coast Royal Saloons Nos.395 & 396 \*  
 GCR Gangwayed 60ft Stock – 'Barnum' only – Open Third & Open Brake Third (c.1911) \*  
 GCR Gangwayed Stock 60ft – Matchboard Lower Panels (c.1910) \*  
 GCR Non-gangwayed 60ft Stock – Matchboard Lower Panels (c.1910) \*  
 GER Non-gangwayed Standard 54ft Stock (1911)  
 GER Gangwayed Stock inc 50ft Restaurant Car (1905 on)  
 GNR 6-wheel Stock – to run with Stirling Single  
 GNR Non-gangwayed Lavatory Stock 58ft 1½in (Diags.21, 121, 183, 274)  
 NER Push-Pull Stock (Diags.146, 162 & 213 of 1938)  
 NER Non-gangwayed Stock 52ft – Clerestory (Diags.57, 14, 18 of 1895-1906) \*  
 NER Non-gangwayed Stock 52ft – Flat Matchboard Sides (Diags.110-114 of 1905/6) \*  
 NER Non-gangwayed Stock 49ft & 52ft – Elliptical (1906-1923) \*  
 NER Passenger Brake Van BZ 6-wheel (Diag.171 of 1908)  
 LNER Gresley Push-Pull Driving Trailers 51ft 1½in (Diags.254, 317, 318, 320, of 1939)  
 LNER Gresley Non-gangwayed Twin-Art Stock 51ft 1½in – Wood Panel (1929) \*  
 LNER Gresley Non-gangwayed Twin-Art Stock 51ft 1½in – Steel Panel (1940) \*  
 LNER Gresley Non-gangwayed Twin-Art Stock 55ft 6in – Wood Panel (1935) \*  
 LNER Gresley Non-gangwayed Twin-Art Stock 55ft 6in – Steel Panel (1943) \*  
 LNER Gresley GE section Quad-Art Articulated Sets (Diags.102-105 of 1929)  
 LNER Gresley GE section-Quint-Art Articulated Sets (Diags.76-80 & 81-85 of 1925)  
 LNER Gresley GE section Non-gangwayed Stock 51ft 1½in – Steel Panel (1935-1939. Diag.265 was 54ft 1½in) \*  
 LNER Gresley GE section Stock 52ft 6in (Diags.9, 141, 146, 216, 1926-1936)  
 LNER Gresley GN & GC Steel Panel 5-sets (BTK+TK-CK-TK+BTK, 1935 & 1939-1942)  
 LNER Gresley End Door Stock 61ft 6in (Diags.155, 211, 212, 1932 & 1936)  
 LNER Gresley General Service Stock 61ft 6in inc Buffet Car (Diags.1, 114, 115, 130, 167, 174, 175 of 1920s-1939) \*  
 LNER Gresley Tourist Stock 61ft 6in Green & Cream (BTO & Buffet, 52ft Artic Twin TO, 1933)  
 LNER Gresley Tourist Stock 61ft 6in Teak (Diag.186 TO & Diags.191/196 BTO, 1934 & 1935)  
 LNER Gresley Restaurant Pantry Third (Diags.15, 112, 151 & 321 of 1925-1943)  
 LNER Gresley Restaurant First & Open Third (Diag.10C RF & Diag.27A, 27C TO, 1928/9)  
 LNER Gresley Triplet Articulated Restaurant Set (Diags.12, 13, 14, 1924)  
 (LNER) Gresley Buffet Car (Diag.167, as rebuilt 1958/9)  
 LNER Gresley Passenger Brake Van BY 4-wheel (Diag.120 of 1927)  
 LNER Gresley Passenger Brake Van B 51ft 1½in (Diags.129/284 of 1928 & 1939)  
 LNER Gresley Passenger Brake Van BG 61ft 6in (Diag.198 of 1935/6)  
 LNER Gresley Travelling Post Office Vans TPO (Diag.164 POS & Diag.165 POT of 1933)  
 LNER Thompson Gangwayed Round Corner Window Stock (c.1948)  
 LNER Thompson Open First/Kitchen Car/Open Third (Diags.351, 353, 350, 1947 & 1948)  
 LNER Thompson Restaurant First & Open Third (Diag.354 & Diag. 350, 1949 & 1947)  
 LNER Thompson Passenger Brake Van BG 61ft 6in Matchboard (Diag.327 of 1946)  
 (LNER) Thompson Passenger Brake Van BZ 6-wheel (Diag.358, BR-built 1950)  
 (LNER) Beaver Tail Observation Cars – Rounded Design (as running 1950-1959)  
 (LNER) Beaver Tail Observation Cars – Angular Design (as rebuilt 1959)

You **cannot** vote here!

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Category 14. **Coaching Stock: Non-passenger-carrying, exc PBVs & TPO (NPCCS)** follows on next page.



**14. Coaching Stock: Non-passenger-carrying, exc PBVs & TPO (NPCCS)**

Vehicles in this category are listed by type alphabetically and then by BR or Company within type. An asterisk\* indicates a new or slightly amended entry for 2024.

Bullion Van 8-wheel GWR (Diag.M16 of 1903, Diag.M17 of 1907/13)  
 Car Carrier 8-wheel BR – Anglo-Scottish CCT (E71000-E71099 of 1957)  
 Carriage Truck 4-wheel GWR – Covered – Python (Diags.P9, P13, P14, P19, P20 & P22 of 1895-1941) \*  
 Carriage Truck 4-wheel GWR – Open – Scorpion (Diag.P15 of 1908-15)  
 Carriage Truck 4-wheel SR – Van U/CCT (Diag.3101)  
 Carriage Truck 6-wheel LMS CCT (Diag.1872 Covered Combination Truck of 1934)  
 Carriage Truck 6-wheel LNWR CCT (Diags.444 & 444A of 1910 & 1915)  
 Carriage Truck 8-wheel LNER CCT 52ft (Diag.7 of 1940)  
 Fish Van 4-wheel LNER – Diag.134 converted to white livery Insul-Fish, internal sliding doors  
 Fish Van 6-wheel (GWR) – Insixfish (Diag.S13 of 1948)  
 Fish Van 6-wheel LMS (Diag.2115 of 1946)  
 Fish & Milk Van 6-wheel LMS (Diags.1873 & 1874 of 1923 & 1927)  
 Fruit C Van 4-wheel GWR (Diag.Y3 of 1911 & Diag.Y9 of 1937)  
 Fruit D Van 4-wheel GWR (Diags.Y11 & Y14 of 1940-1956) \*  
 Horse Box 4-wheel LBSCR – 10ft 6in wheelbase (Diag.1021)  
 Horse Box 4-wheel LNER/BR (Diag.4 of 1936/37, Diag.5 of 1938, Diag.9 of 1954)  
 Horse Box 4-wheel LSWR – 9ft & 13ft wheelbase (Diags.1000 & 1001)  
 Horse Box 4-wheel NER (Diag.196 of 1913)  
 Insulated Van 6-wheel 31ft LMS – Two LMS Insulated Milk Van, Four Paethorpes (1936)  
 Insulated Van 8-wheel 50ft LMS – Two LMS Insulated Cream Van, Eight Paethorpes (1936)  
 Milk Tank Truck 6-wh 20ft 6in & 4-wh Milk Road Tanker Trailer load, GWR/SR/LMS/LNER (4 diagrams)  
 Milk Tank Truck 6-wh 24ft 6in & 6-wh Milk Road Tanker Trailer load, GWR/LMS/LNER (4 diagrams)  
 Milk Tank Wagon 6-wh 2000-gall. Ladder & filler in centre, LMS/LNER (Diag.1992 & Diag.222)  
 Milk Tank Wagon 6-wh 3000-gall. Ladder & filler in centre, GWR/SR/LMS/LNER/BR (29+ diagrams)  
 Milk Tank Wagon 6-wh 3000-gall. Ladder & filler one end, GWR (Diag.O57)  
 Milk Tank Wagon 6-wh 3000-gall. Ladder & filler one end, sloping tank, BR-built (3 diagrams)  
 Milk Tank Wagon 6-wh 3000-gall. Ladder off-centre, small platform, GWR/SR/LNER/BR (8+ diagrams)  
 Milk Tank Wagon 6-wh 3000-gall. Ladders each end, twin tank/compartments, GWR (3 diagrams)  
 Parcels & Luggage Van 8-wheel 42ft LMS (Diag.1870 of 1933)  
 Parcels & Misc. Van 4-wheel SR – Plastic body (PMV, Diag.3105 of 1944)  
 Passenger Luggage Van 4-wheel SECR – PLV, later PMV (Diag.960)  
 Scenery Van 8-wheel SR (Diag.3182 of 1938)  
 Scenery & Parcels Van 8-wheel GWR – Monster (Diags.P16, P18, P21, P23 & P24 of 1910-1954) \*  
 Siphon 6-wheel GWR – ‘Open’ Milk (& Fish) Van (Diags.O1-06 of 1879-1906) \*  
 Siphon C 4-wheel GWR – External Frame (Diags.O8 & O9 of 1906)  
 Siphon F 8-wheel GWR – External Frame (Diag.O7 of 1907)  
 Siphon G 8-wheel GWR – External Frame (Diag.O11 of 1912)  
 Siphon H 8-wheel GWR – External Frame (Diag.O12 of 1919)  
 Siphon J 8-wheel GWR – Internal Frame, Internal Ice Tanks (Diags.O31 of 1930 & O40 of 1932)  
 Special Cattle Van 4-wheel GWR – Beetle C (Diags.W7, W13, W14, W17 of 1910-1953)  
 Special Cattle Van 4-wheel SR – SCV (Diag.3141 of 1930)

You **cannot** vote here!

This list is simply to help you ‘plan your voting’. There will be a link to the ‘live’ Poll in the RMweb banner headline from Wednesday 11 December until we close at midnight Tuesday 31 December.

Category 15. **Freight Stock: Pre-1923 (exc Scottish Companies)** follows on next page.

**15. Freight Stock: Pre-1923** (exc Scottish Companies)

Vehicles in this category are listed by type alphabetically and then by Company within type. An asterisk\* indicates a new or slightly amended entry for 2024. Scottish Constituents' rolling stock can be found in Category 05.

Bogie Bolster Wagon GWR – Macaw B 30-ton (1907 & into BR days)  
 Bogie Brick Wagon GNR/LNER (1920 & 1930)  
 Bogie Tank Wagon – Anchor Mount 40-ton (Oakbank Oil, later in APOC/BP fleet, Kent-Scotland) \*  
 Brake Van GCR – 6-wheel, 15-ton (Diag.66 of 1906) \*  
 Brake Van GER – 17ft 6in, 10ft 3in wheelbase, 20-ton (Diag.56/6037) \*  
 Brake Van GNR – 8-wheel, 20ft 2in, 13ft wheelbase, 20-ton (Diags.175/4127) \*  
 Brake Van LBSCR – inc Conversions to Ballast Brake Vans (Diag.1576 to Diag.1760, 1928)  
 Brake Van LNWR – 20-ton (Diag.17A of 1908-1917) \*  
 Brake Van LSWR (Diag.1542 as rebuilt to 4-wheel)  
 Brake Van LYR – 10-ton Metal-plate Sides (Diag.21 of 1880) \*  
 Brake Van MR – 6-wheel, 15- & 20-ton (Diags.393 & 394 of 1886-1915) \*  
 Brake Van NER (Diag.V1 of 1852-1902) \*  
 Brake Van SDJR – Goods Brake & Mail Van – 6-wheel 20-ton  
 Cattle Wagon GWR (Diag.W5 of 1902-1911) \*  
 Cattle Wagon LBSCR – inc Conversions to loW Covered Goods Van (Diag.1528 to 1457, 1935)  
 Covered Goods Van GCR – 19ft, 10ft 6in wheelbase (Diags.5049, 5050, 5051) \*  
 Covered Goods Van GWR – Mink B/C 21ft (Diags.V5, V7 of 1904-1907)  
 Covered Goods Van GWR – Mink D 28ft 6in (Diags.V9, V11 of 1905 & 1907)  
 Covered Goods Van GWR – Mink F 36ft 8-wheel (Diag.V1 of 1906)  
 Covered Goods Van LYR – 16ft, 8- or 10-ton Low Roof (Diag.3 of 1880) \*  
 Covered Goods Van MR – 16ft 6in, 10ft wheelbase, 8- & 10-ton (Diags.362 & 363 of 1893-early 1900s) \*  
 Covered Goods Van NER – Cupboard Upper Doors, Lower Drop Flap (Diag.G2 of 1903) \*  
 Covered Goods Van SECR (Diag.1425 of 1909)  
 Flat Wagon REC – Rectank (WW1)  
 Girder Wagon Set GWR – Pollen (Diags.A6, A9, A10 of 1909)  
 Meat Van GWR – Mica, Mica A & Mica B (Diags.X1/X2 of 1889/1897 & Diag.X4 of 1906)  
 Meat Van GWR – Mica A, 1930s Conversions to Tevans for Lyon's/Fry's traffic (Diags.V31/V32 of 1938) \*  
 Meat Van GWR – Mica B (Diag.X7 of 1921-1923)  
 Open Goods Wagon GCR – 5-plank (Diag.7 of 1902) \*  
 Open Goods Wagon LNWR – 18ft, 9ft 9in wheelbase, 4-plank (Diag.84 of 1907-1923) \*  
 Open Goods Wagon LSWR – 5-plank, Rounded Ends (Diag.1310 of 1896)  
 Open Goods Wagon LYR – 16ft, Single Plank for Cotton Bales (Diag.1 of 1880) \*  
 Open Goods Wagon NER – High-sided 6-plank (Diag.C10 of 1908) \*  
 Open Goods Wagon SDJR (Diag.1304) \*  
 Open Goods Wagon SECR – 4-plank, Rounded Ends (Diag.1329)  
 Open Goods & Mineral Wagon MR – 16ft, 9ft 6in wheelbase, 5- & 7-plank (Diags.607, 663A & 673 of 1911-1923) \*  
 Single Bolster Wagon GER – 12ft, 7ft wheelbase, 19-ton (Diag.66/6046) \*  
 Well Wagon GWR – Hydra (Diag.G22 of 1914)  
 Well Wagon GWR – Lorient A (later B) (Diag.G2 of 1889)  
 Well Wagon GWR – Lorient L (Diag.G13 of 1926-1932) \*

You **cannot** vote here!

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Category 16. **Freight Stock: 1923-1947** (inc some BR Descendants) follows on next page.

**16. Freight Stock: 1923-1947** (inc some BR Descendants)

Vehicles in this category are listed by type alphabetically and then by BR or Company within type. An asterisk\* indicates a new or slightly amended entry for 2024. USATC Wagons & Vans are in Category 06. See Category 15 for: Bogie Brick Wagon GNR/LNER; and GWR Mica A Vans converted to Tevans in 1930s.

Banana Van LMS (Diag.1660 of 1925)  
 Banana Van LNER (Diag.140 of 1939) \*  
 Bogie Bolster Wagon GWR – Macaw 40-ton (inc Diag.J26 Gane A for Departmental use) (1935)  
 Bogie Bolster Wagon LMS/LNER/BR – Quint D 42-ton (also Plate Wagon) (inc BR Diag.1/490 etc 1949)  
 Bogie Trolley Wagon LMS/LNER/BR – Flatrol (inc BR Diag.2/511 of 1949)  
 Bogie Trolley Wagon LMS/LNER/BR – Trestrol (inc BR Diags.2/680 & 682 of 1951/3)  
 Bogie Trolley Wagon LMS/LNER/GWR/BR – Weltrol (inc BR Diag.2/730 etc of 1949)  
 Brake Van GWR – 4-wheel Vacuum Braked (Diag.AA21 of 1939)  
 Brake Van SR – Bogie ‘Queen Mary’ (Diag.1550 of 1936)  
 Cattle Wagon LMS/BR (Diags.1661/1840/1944 of 1923-33 & 1935, & BR Diag.1/350 of 1949)  
 Cattle Wagon LNER – 10ft wheelbase (1920s)  
 Coal Hopper Wagon LNER – Wood, Sloped-in Bottom Two Planks, 12-ton (LNER Diag.137)  
 Containers GWR/LMS/LNER/SR – Including survivors into BR livery \*  
 Container Wagon GWR/BR – Conflat A (inc BR Diag.1/061 etc of 1950 on)  
 Container Wagon SR – 9ft & 10ft wheelbase (Diags.1382 & 1399 of 1931/1938)  
 Container Wagon SR – 18ft 7in wheelbase (Diag.1383 of 1931)  
 Covered Goods Van GWR – Mink A 17ft 6in, 10ft wheelbase (Diags.V21, V23, V24, V34 etc of 1927 & 1941)  
 Covered Goods Van GWR – Mink G 30ft, 19ft 6in wheelbase (Diag.V22 of 1930)  
 Covered Goods Van LMS – 12-ton Sliding Door, Wood (Diag.1664/1676 of 1924/25) \*  
 Covered Goods Van LMS – 12-ton Sliding Door, Corrugated Ends (Diags.1891, 1897, 1978, 2039 of 1934-1945) \*  
 Covered Goods Van LMS/BR – 12-ton Sliding Door, Plywood (Diags.2103 & 2108, BR Diag.1/200 of 1949)  
 Covered Goods Van LNER – 12-ton Sliding Door, Wood (Diags.14-17 of 1926)  
 Covered Goods Van LNER – 12-ton Sliding Door, Wood, Vertical Narrow Planks (Diag.176) \*  
 Covered Goods Van LNER – 12-ton Sliding Door, Plywood (Diags.172 & 195 of 1943-1948) \*  
 Covered Goods Van SR/BR – 12-ton Planked & Plywood (Diags.1428, 1458, 1455, 1452, BR Diag.1/202)  
 Covered Goods Fruit Van GWR – Cattle Wagon Conversion (Diag.Y10 of 1939)  
 Hopper Wagon Cement LMS – 20-ton (Diag.1806)  
 Hopper Wagon Grain GWR – Grano (Diag.V25 of 1935)  
 Hopper Wagon Grain LNER – Bulk 22½-ton (Diag.73 of late 1930s)  
 Lowfit LMS/LNER/BR – 1-plank (Diag.1986 & BR Diags.1/001 etc of 1950)  
 Meat Van LMS (Diag.1822 of 1930)  
 Meat Van LNER (Diags.20 & 21 of 1924-1931)  
 Meat Van SR (Diag.1486 of 1931)  
 Medium Goods LMS/BR – 3-plank (Diag.1927 of 1935, BR Diag.1/017 of 1950)  
 Mineral Wagon GWR – ‘Felix Pole’ (Diag.N32 of 1933)  
 Mineral Wagon, Private Owners – 13/14 ton (from 1928, Chas Roberts and others) \*  
 Mineral Wagon SR – 12ft wheelbase, double doors, 8-plank 20-ton (Diag.1386 of 1933)  
 Motor Car Vans GWR – Damo & Asmo (Diag.G24/G25 of 1925 & Diags.G26/G32 of 1930)  
 Open Goods Wagon GWR – 17ft 6in, 10ft wheelbase (Diags.O31 etc, 1932-BR days)  
 Open Goods Wagon LMS – 5-plank, 10ft wheelbase (Diags.1892 & 2110 of 1934 & 1946)  
 Shock Absorbing Wagons & Vans GWR (various diagrams from 1939) \*  
 Shock Absorbing Wagons LMS (Diags.D1979, 1983, 2040, BR Diag.1/040) \*  
 Shock Absorbing Wagons LNER (Diag.216, BR Diag.1/031) \*  
 Shock Absorbing Wagons SR (Diag.1376, BR Diags.1/035 & 1/036) \*  
 Tube Wagon LMS/LNER/BR – Unfitted (Diags.1675, 1945, 2116, BR Diag.1/447 of 1925, 1947, 1951)

You **cannot** vote here!

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Category 17. **Freight Stock: 1948-1963** follows on next page.

**17. Freight Stock: 1948-1963**

Vehicles in this category are listed by type alphabetically. An asterisk\* indicates a new or slightly amended entry for 2024. See Category 16 for Pre-BR design containers which lasted into BR days.

Banana Van BR (Diags.1/242, 1/243 & 1/244 of 1952 & 1958, Diag.1/246 of 1959)  
 Bogie Bolster D Wagon BR – 42-ton (Diags.1/470, 1/472, 1/476, 1/478, 1/484 of 1949-61)  
 China Clay Wagon BR (Diag.1/051 of 1954 on)  
 Conflat B Wagon BR with two AFP Containers per wagon (Diag.1/461 & Diag.3/256 of 1958)  
 Conflat L Wagon BR with L-type Container (Diag.1/068 of 1951 on)  
 Conflat P Wagon BR – ‘Condor’ train (Diag.1/060 of 1959)  
 Containers BR – A, AF, AFU etc (exc AFP)  
 Containers BR – B, BC, BD, BK etc (exc BM & FM)  
 Containers BR – BM & FM, Fresh & Frozen Meat (1949 on & 1950 on)  
 Containers BR – Speedfreight (Diag.3/006 etc from 1961)  
 Continental Ferry Van (European design) – Covered (1948-1963) \*  
 Continental Ferry Van (European design) – Refrigerated (1948-1963) \*  
 Continental Ferry Wagon (European design) – Open (1948-1963) \*  
 Continental Ferry Wagon (European design) – Tank (1948-1963) \*  
 Hopper Wagon BR – Anhydrite 25-ton (Diag.1/179 of 1954) \*  
 Hopper Wagon BR – Coal 13-ton (Diag.1/142 of 1949 on)  
 Hopper Wagon BR – Iron Ore 22-/24-ton (Diags.1/161 & 1/162 of 1949 & 1950))  
 Meat Van BR – Ventilated, 10-ton (Diag.1/250 of 1952, Ale Van later)  
 Mineral Wagon BR – SNCF type, 16-ton (Diag.1/112, repatriated 1950)  
 Open Goods Wagon BR – 3-plank (Diag.1/017 of 1950)  
 Pallet Van BR – 1953 Conversion of GWR Diag.V21 Covered Goods Van  
 Prestwin Twin Silo Wagon BR (Diag.1/277 of 1960)  
 Shock Absorbing Van BR (various diagrams 1950-1959) \*  
 Tank Wagon, Private Owners – 4-wheel, Chemicals (Murgatroyd’s Liquid Chlorine etc) \*  
 Tank Wagon, Private Owners – 8-wheel, Chemicals (Murgatroyd’s Liquid Chlorine etc) \*

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Category 18. **Freight Stock: 1964-current** follows on next page.

**18. Freight Stock: 1964-current**

Vehicles in this category are listed by type alphabetically. An asterisk\* indicates a new or slightly amended entry for 2024.

Box Van 2-axle – BR VAA/VBA/VCA Sliding Door \*

Box Wagon 2-axle – MEA/MFA

Box Wagon – Aggregates – Tiphook/GE JRA

Box Wagon – Aggregates – Freightliner MWA

Container Flat – BR Freightliner FSA/FTA

Container Well Wagon – EWS/DBC FAA

Covered Steel Wagon – Tiphook Rail KHA

Ferry Van – VTG – later Tiphook Rail – IWA

Ferry Van – Curtainside – Easiloader, Transferry, Cargowaggon, Norsk Hydro – IUA

Ferry Van 2-axle – Refrigerated – Interfrigo

Ferry Van – 2-axle – Silver Cargowaggon – IVA hbfikks

Hopper Wagon 2-axle – Coal – HBA/HEA

Hopper Wagon 2-axle – Covered – British Industrial Sand/WBB Minerals PAA

Hopper Wagon – Aggregates – MRL/Cemex IIA

Hopper Wagon – Aggregates – Curved Top RMC JGA

Hopper Wagon – Biomass – GBRf TANOOS

Hopper Wagon – Coal – Freightliner HXA

Hopper Wagon – Fly Ash Presflo – 12ft 6in wheelbase – CSA/CSV CS002C

Open Wagon 2-axle – OBA 31-tonne 5-plank Low or High Ends \*

Open Wagon 2-axle – OCA/ZDA ‘Bass’ Steel Open \*

Pallet Van – UKF Fertilisers PWA/JWA

Scrap Wagon 2-axle – Allied Steel & Wire ‘Blackadder’ POA

Sliding Wall Van 2-axle – VGA 46-tonne

Tank Wagon 2-axle – Cement – Depressed Centre PCA

Tank Wagon 2-axle – China Clay TTA

Tank Wagon 2-axle – Dry Powder – ICI Soda Ash PC012A

Tank Wagon – Bitumen – VTG ICA

Tank Wagon – Cement – BLI/Tarmac – JGA UACNS

Tank Wagon – China Clay – TEA

Tank Wagon – Fuel – TIA

Tank Wagon – Fuel – Tiphook/Murco TDA

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Category 19. **General Railway Service Stock: Departmental (Steam Era)** follows on next page.

**19. General Railway Service Stock: Departmental (Steam Era)**

Vehicles in this category are listed by type alphabetically and then by BR or Company within type. An asterisk\* indicates a new or slightly amended entry for 2024. For Diag.J26 Gane A for Departmental use see Bogie Bolster Wagon GWR – Macaw 40-ton in Category 14.

Ballast Brake Van BR – Diag.1560 ‘Dance Hall’ Brake Van conversions, 1950s (SR Diag.1761)  
 Ballast Plough Brake Van GWR – Toad AA5 (becomes AA6 PW Van without the ploughs)  
 Ballast Plough Brake Van LMS – Oyster (Diag.1805 Cravens Ltd 1932)  
 Ballast Plough Brake Van LNER/NER (Diag.58 & BR Diag.1/595)  
 Ballast Plough Brake Van LSWR (Diag.1737 Hurst Nelson & Co 1898/1903)  
 Ballast Plough Brake Van SECR/SR (Diag.1748, one for SECR 1914, three for SR 1932)  
 Ballast Wagon Dropside 3-plank LMS – Sole/Haddock (Diags.1953/4, 2095/8 & BR Diags.1/565 & 1/621)  
 Ballast Wagon Dropside 5-plank NER/BR – Gudgeon (also for Sleepers) (BR Diag.1/569)  
 Ballast Wagon Dropside 5-plank SR – Tunny (Diag.1771)  
 Ballast Wagon Dropside Steel BR – Lamprey (BR Diag.1/570)  
 Ballast Wagon Dropside Steel GWR/BR – Starfish/Ling (Diag.P15-P21 & BR Diag.1/566 & 1/567)  
 Ballast Wagon Dropside 8-wheel LNER/BR – Dolphin (also Rail & Sleepers) (Diag.99 & BR Diag.1/639)  
 Ballast Wagon Dropside 8-wheel LNER/BR – Sturgeon (also Rail & Sleepers) (BR Diags.1/638, 1/645, 1/647)  
 Ballast Wagon Steel Hopper BR – Catfish/Dogfish (BR Diags.1/586 & 1/587)  
 Ballast Wagon Steel Hopper GWR (Diag.P7)  
 Ballast Wagon Steel Hopper GWR/BR – Herring/Mackerel (P22 & BR Diags.1/582, 1/583 & 1/584)  
 Ballast Wagon Steel Hopper LMS/BR – Gannet (Diag.1804 & DR Diag.1/581)  
 Ballast Wagon Steel Hopper LNER (Leeds Forge Co Ltd 1926)  
 Ballast Wagon Steel Hopper 8-wheel SR/BR – Walrus (Diags.1772, 1774, 1775 & BR Diag.1/585)  
 Chaired Sleeper Wagon GWR (Diags.T1, T12, T13)  
 Dynamometer Car GWR – W7W (with Retractable Speed Recording Wheel)  
 Dynamometer Car LMS  
 Gas Holder Tank Wagon GWR – Cordon, 9-tanks (Diag.DD4)  
 Inspection Saloon LNER – DE900580 Chief Engineer  
 Inspection Saloon SR DSI – Ex-LSWR  
 Inspection Saloon SR DS291 – Ex-LBSCR, 12-wheel  
 Inspection Track Testing Car GWR/BR – W139W/DW139 – ‘The Whitewash Coach’  
 Loco Coal Wagon GWR – 20-ton (Diags. N2, N22, N27) \*  
 Loco Coal Wagon GWR – 40-ton \*  
 Loco Coal Wagon LNER – 21-ton (Diag.207)  
 Maintenance Train for Overhead Line Equipment BR – 1950s/1960s  
 Maintenance Van for Weighing Machines, Pooley & Sons (purpose-built) – GWR Area \*  
 Maintenance Van for Weighing Machines, Pooley & Sons (purpose-built) – LMS Area \*  
 Maintenance Van for Weighing Machines, Pooley & Sons (purpose-built) – LNER/NER Area \*  
 Maintenance Van for Weighing Machines, Pooley & Sons (purpose-built) – SR Area \*  
 Rail-mounted Crane – Coal & Ash in Loco Shed Yards – 4-wheel  
 Rail-mounted Crane – Goods Yards – 4-wheel  
 Rail-mounted Crane – Track Panel Relaying, DW274-DW276 – to run with PWM 651-654  
 Snowplough LMS – Steel with Guard’s compartment (similar at NRM)  
 Snowplough LNER/NER – Steel with Guard’s compartment (as at NRM)  
 Snowplough SR – Converted ex-steam loco tender  
 Staff & Tool Vans GWR (purpose-built) – known as Breakdown Vans & Tenders \*  
 Staff & Tool Vans LMS (purpose-built) – to run with Breakdown Cranes \*  
 Staff & Tool Vans LNER (purpose-built) – to run with Breakdown Cranes \*  
 Staff & Tool Vans SR (purpose-built) – to run with Breakdown Cranes \*

You **cannot** vote here!

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Category 20. **General Railway Service Stock: On-track Plant (Post-steam Era)** follows on next page.

## 20. **General Railway Service Stock: On-Track Plant** (Post-Steam Era)

Vehicles in this category are listed alphabetically by type. An asterisk\* indicates a new or slightly amended entry for 2024.

Ballast Cleaner – Plasser & Theurer RM74  
Ballast Regulator – Plasser & Theurer 5000RT  
Ballast Wagon – Autoballaster – Railtrack/Network Rail HQA  
Ballast/Spoil Wagon – 2-axle – PNA 34-tonne, 5- and 7-rib Wagon \*  
Ballast Wagon – Limpet ZKA \*  
Ballast Wagon – Seacow/Sealion YGA/B/H \*  
Ballast Wagon – Box – MLA  
Ballast Hopper Wagon – 50-ton Whale (Diag.1/589)  
Continuous Rail Carrier – Perch/Porpoise YEA  
Crane – Cowans Sheldon Breakdown with Staff & Tool Vans (75-ton DH telescopic jib)  
Crane – Cowans Sheldon Twin Jib YJB  
Crane – Kirow 1200UK Heavy Duty  
De-icer – Third Rail GLV  
Dynamic Track Stabiliser – Plasser & Theurer DGS 62N  
Mobile Maintenance Train – Robel  
Overhead Line Maintenance Train – 1970s on  
Rail Grinder – Harsco Track Technologies Twinset  
Rail Grinder – Network Rail Loram C44  
Stone Blower – Pandrol Jackson/Harsco Track Technologies  
Structure Gauging Train  
Tamper – Matisa B41UE  
Tamper – Plasser & Theurer 07-16  
Tamper – Plasser & Theurer 08-16/16-32  
Test Car – ‘Mentor’  
Tilting Point Carrier – IFA  
Track Inspection DMU – Network Rail 950 001

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Category 21. **Rolling Stock Jargon Buster** follows on next page.

## 21. Rolling Stock Jargon Buster

To help your understanding of conventional 'railway jargon', we have explained the following terms as they generally applied to standard gauge rolling stock of the BR steam and early diesel era.

**Passenger-carrying coaching stock** comprises those vehicles designed and used primarily for the conveyance of passengers. The abbreviation is **PCCS**. Such a vehicle is commonly called a **coach** or a carriage. For consistency within *The Poll*, we use **coach** although we acknowledge that some prefer the term carriage and that was used by the London & North Eastern Railway in particular.

However, Pullman, catering and underground vehicles are normally referred to as **cars**. DMUs and EMUs are noted as 2-car, 3-car etc.

Conversely, **non-passenger-carrying coaching stock** – albeit with a few subtleties outside the scope and purpose of this *Jargon Buster* – comprises those vehicles built to coaching stock standards and cleared for running in passenger trains (subject to certain conditions) but designed and used primarily for the conveyance of passenger-rated consignments, i.e. those charged at an enhanced rate for faster transit on 'passenger' (rather than 'freight') trains. The abbreviation is **NPCCS** (although some modellers and authors refer to it under the generic banner of 'parcels train stock'). **NPCCS** vehicles therefore include those for parcels, horses, fish or milk, as opposed to human passengers or freight-rated consignments, such as coal or steel.

Although a vehicle with no seating or standing accommodation for ordinary passengers (such as a Full Kitchen Car, **Full Brake**, Post Office sorting/stowage vehicle) was also regarded as **NPCCS**, for clarity we list these as being **PCCS** as they closely resemble contemporary coaches in appearance.

**Freight stock** comprises those vehicles designed and used for the revenue-earning conveyance of merchandise, commodities or fluids (other than milk) primarily at freight rate as opposed to passenger rate. Subject to certain conditions, some **freight stock** with suitable brake and buffing gear etc was cleared for running in Class A or B passenger trains as well as in what many modellers will recognise as 'parcels trains' (which were more commonly referred to as 'van trains' by the operators) and normally ran as Class C.

**General railway service stock** comprises those vehicles used in support of operations (e.g. ballast wagons and breakdown cranes), which are not themselves revenue-earning. If not purpose-built, they are usually former revenue-earning **PCCS**, **NPCCS** or **freight stock**, adapted if necessary.

As they are generally used by one of the engineer's departments, these vehicles are often called 'departmental' stock (and were thus given 'D'-prefixed numbers by BR) but, in more modern times, the terms 'on-track plant' or 'track machines' have been used in connection with some of them.

A **gangwayed** vehicle has a flexible projection on the end which, when connected to its counterpart on an adjoining vehicle, allows staff and/or passengers direct access from one vehicle to the other. The projection is often called a 'corridor connection' but is more accurately termed a **gangway connection**. Conversely, a **non-gangwayed** vehicle has no **gangway connection** to provide staff and/or passengers with direct access to an adjoining vehicle; they could only access another vehicle at a station.

A **First** is a **coach** with accommodation for **First Class** passengers only (and likewise a **Second** or **Third**).

A **Composite** is a **coach** with designated accommodation of more than one class.

A **Mk1 Open Second** (SO) has 48 seats (2+1); a **Mk1 Tourist Open Second** (TSO) has 64 (2+2).

A **Slip Coach** is one that could be uncoupled from a moving train by a guard in that **coach**, then brought to a stand at a station whilst the main train with its own guard(s) carried on. The main train might even have further 'slip portions'.

A **Brake** is a **coach** which also includes a **guard's compartment**. A **Brake First** (or **Second**, **Third** or **Composite**) therefore combines those characteristics in one **coach**.

A **Full Brake** is **NPCCS** and often called a **Passenger Brake Van**. It has no passenger accommodation but comprises a **guard's compartment** and significant open space, cages, racking etc for parcels, luggage etc.



A **guard's compartment** (sometimes called a 'guard's van') is a compartment or reserved area within a **coach** or **Full Brake** to accommodate the train guard and his equipment. Within it or close by will be a valve with which the guard can apply the automatic vacuum or air brake to stop the train, and a handbrake to allow the train to be held stationary when berthed. There is usually also some accommodation for parcels, luggage etc unless separate facilities are provided.

In June 1956, **Third Class** was renamed by BR as **Second Class** (and subsequently as **Standard Class** in 1985).

**Second Class** travel was abolished well before Nationalisation leaving a choice between **First Class** (if provided) and **Third Class**. However, some European countries ran 'three class' services, and some connected with the UK across the Channel by boat; the Southern Railway retained **Second Class** on continental boat train workings, as did BR Southern Region in vehicles branded '2' up to 1956. The pre-June 1956 BR Mk1 **Open Seconds**, unique to the region, were converted to **Open Firsts** for the summer 1959 timetable.

A **gangwayed coach** with seating in defined compartments has a **side-corridor** permitting access between its compartments, toilet(s), and **gangway connections**. A **side-corridor** was also provided in some **non-gangwayed coaches**, permitting access from its compartments to a toilet in the **coach**; examples are the LNER Thompson **Lavatory Composite** and the Mk1 **Non-gangwayed Lavatory Composite**. **Non-gangwayed** stock is often incorrectly referred to as 'suburban', probably because such stock was most commonly used on suburban, local or other secondary services.

An **open coach** (which may or may not be **gangwayed**) has no separate compartments and one can (generally) see all seats in the **coach** in one go, although in some cases, the **coach** will be divided up into two or more smaller sections by partitions. Some companies also had **semi-open coaches**; the Southern, for example, had a **Semi-open Brake Third**: part **open**, part compartment, part guard's accommodation.

In relation to **coaches**, the term **vestibule** can mean several different things, so care is needed. It is commonly the name for the 'lobby' area between two opposite entrance doors where this was separated from the seating areas by a partition. Such a **vestibule** was not necessary in 'older' **gangwayed** stock with external doors to all compartments, but was necessary (and remains so) in more 'modern' **gangwayed** designs without external compartment doors. These **vestibules** were usually located at the end(s) of the **coach**, with sometimes one or more in the middle as well. However, the LMS used the term **vestibule** to describe an **open coach** and the LNER used it to mean a **gangway connection**. For consistency within *The Poll*, we have used the terms **open** and **gangwayed**.

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