

Welcome to the contents of **The 00 Wishlist Poll 2022**

The following is an **exact copy** of The Poll categories but note that **voting doesn't open until Monday 12 December. You cannot vote here!**

This list is simply to help you 'plan your voting' if you so wish as some categories have changed. 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 Monday 12 December.

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The 00 Wishlist Poll 2022

01. Locos: GWR & Constituents

00 – 21

Locos in this category are listed by wheel arrangement – smallest to largest. An asterisk* indicates a new entry for 2022.

GWR Steam Railmotor (59ft 6in, wood-panelled, Diags,H,J,L,Q,Q1) *

GWR Avonside 1101 0-4-0T (1101-1106)

GWR Armstrong 517 Class 0-4-2T (GWR between 517 & 1488 with gaps)

GWR Collett 14xx/58xx 0-4-2T (1400-1474, 5800-5816)

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 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 57xx/8750 0-6-0PT (3600-9799 with many gaps)

GWR Collett 2251 0-6-0 (2200-2299, 3200-3219)

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)

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

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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 entry for 2022.

LBSCR Stroudley BI 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 Billinton K 2-6-0 (32337-32353)
 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 Adams T3 4-4-0 (LSWR/SR 563)
 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 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 Stirling O1 0-6-0 (31003-31439 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)
 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)

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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. Within each, locos are listed by wheel arrangement – smallest to largest. Scottish Constituents are in Category 05. An asterisk* indicates a new entry for 2022.

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 2P 4-4-0 (40322-40562)
 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, rebuilt as Small Boiler 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 Hughes/Fowler 2-6-0 'Crab' (42700-42944)
 LMS Ivatt 4MT 2-6-0 (43000-43161) *
 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) Stanier 5MT 4-6-0 'Black 5' – Caprotti, High Running Plate (44686 & 44687)
 LMS Stanier Jubilee 6P/5F 4-6-0 – Long Firebox (45665-45734, 45737-45742)
 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 the 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. Within each, locos are listed by wheel arrangement – smallest to largest. Scottish Constituents are in Category 05. An asterisk* indicates a new entry for 2022.

GCR Robinson C13/C14 4-4-2T (67400-67451)
 GCR Robinson O4/8 2-8-0 (in range 63573-63915 with gaps)
 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 J67/J69 & Hill J68 0-6-0T (68491-68666)
 GER Holden J17 0-6-0 (65500-65589)
 GER Holden J19 0-6-0 (64640-64674)
 GER Hill J20 0-6-0 (64675-64699)
 GER Gresley B17/5 4-6-0 – Streamlined Style (Nos.2859 & 2870) *
 GNR Ivatt C12 4-4-2T (67350-67399)
 GNR Ivatt C2 4-4-2
 GNR Ivatt J52 0-6-0ST (68757-68889)
 GNR Ivatt J6 0-6-0 (64170-64279)
 GNR Ivatt N1 0-6-2T (69430-69485)
 GNR Ivatt N2 0-6-2T (69490-69596)
 GNR Gresley K2 2-6-0 – exc Side Window Cab locos used in Scotland (in range 61720-61780) *
 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 VI/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 Gresley A3 4-6-2 (60035-60112) *
 LNER Gresley A4 4-6-2 (60001-60034) *
 LNER Gresley P1 2-8-2 (Nos.2393 & 2394)
 LNER Gresley P2 2-8-2 – Streamlined Style (Nos.2003-2006 & Rebuilt Nos.2001/2)
 LNER Gresley UI 2-8-8-2T – Beyer Garratt (69999)

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

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

This category is listed by BR and Company alphabetically. Within each, locomotives are listed by wheel arrangement – smallest to largest. An asterisk* indicates a new entry for 2022.

BR Class 126 Swindon Inter-City 3-car (Glasgow-Ayr-Stranraer 1959)
 BR Class 303/311 'Glasgow Blue Train'
 BR Wickham Railbus (SC79965-9)
 BR WD Austerity 8F 2-10-0 (90750-90774)
 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 Breakdown Crane with Staff & Tool Vans *
 CR Rolling Stock (exc Breakdown Crane & Snowplough)
 CR Snowplough *
 GNSR Pickersgill D40/D41 4-4-0 – inc No.49 *Gordon Highlander* (62260-62279, 62225-62256 both with gaps)
 GNSR Rolling Stock
 HR Drummond IP 0-4-4T (55051 & 55053) *
 HR Drummond 2P 4-4-0 'Small Ben' (54397-54416)
 HR Rolling Stock
 LNER Gresley J38 0-6-0 (65900-65934)
 LNER Gresley K2 2-6-0 – Side Window Cab as used in Scotland (in range 61721-61794) *
 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)
 LNER Alumina Ore Hopper (Burntisland Traffic) *
 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 Holmes J83 0-6-0T (68442-68481)
 NBR Reid C15/C16 0-6-0T (67452-67481, 67482-67502)
 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 Breakdown Crane with Staff & Tool Vans *
 NBR Rolling Stock (exc Breakdown Crane & Snowplough)
 NBR Snowplough *

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

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

Locos in this category are listed by wheel arrangement – smallest to largest – with USATC at the foot. The BR WD Austerity 8F 2-10-0 (90750-90774) is in Category 05. An asterisk* indicates a new entry for 2022.

BR Standard Class 3 2-6-0 (77000-77019)
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 Standard Class 8F 2-10-0 – Ex-Crosti, orthodox conversion 1959-62 (92020-92029)
BR Standard Class 9F 2-10-0 – Tyne Dock (92060-92066, 92097-92099)
BR WD Austerity 8F 2-8-0 (90000-90732)
BR Mk1 Brake First Corridor (BFK, Diag.161 of 1959)
BR Mk1 Second Open, 48 seats, 2+1 Seating – for SR Boat Trains (SO, Diag.90 of 1953)
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 'Super GUV' – conversion for Royal Mail traffic, Royal Mail livery (1994)
BR Mk1 Travelling Post Office Vans (built or converted, 1959-1977)
BR Mk1 Pullman Cars *
BR Mk2 'Manchester Pullman' Cars – inc later private charter sets (1966)
BR Mk2d Air-conditioned Stock (1971-2)
BR XP64 Stock (1964)
CIWL 'Night Ferry' Stock – inc original blue livery SR Guard's Van & SNCF Fourgon
'Golden Arrow' – 1951 Festival of Britain Pullman Cars, inc 4-wheel Baggage Truck & Containers
Pullman Buffet Cars – for SR Boat Trains (to BR early 1960s)
Pullman Cars – 12-wheel (exc H Class)
Pullman Cars – J Class (1921 conversions)
Pullman Cars – K Class (1923)
USATC S-160 2-8-0
USATC Wagons & Vans

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

07. Locos: Diesel & Electric

Locos below are listed in order, Diesel then Electric. An asterisk* indicates a new entry for 2022.

LMS Jackshaft (LMS 7080-7119, BR 12003-12032)

PCV Propelling Control Vehicle (conversion of Class 307 Driving Trailers c.1994)

Class 06 (originally D2410-D2444)

Class 08/09 *

Class 27

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

Class 35 'Hymek' (originally D7000-D7100)

Class 42 Swindon 'Warship' – 3-character headcode, 1958 to early 1960s (D800-D812)

Class 42 Swindon 'Warship' – 4-character headcode (originally D800-D832, D866-D870)

Class 44 'Peak' (originally D1-D10)

Class 57 *

Class 60 *

NER EE1 (26600)

NER EF1/EB1 (26502-26511)

Class 70 SR Bulleid/Raworth 'Booster' (20001-20003)

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)

Class 88 (88001-88010)

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

08. Railbuses, Railcars & DMUs

An asterisk* indicates a new entry for 2022. The Wickham Railbus (SC79965-9) and Class 126 are in Category 05.

GWR Railcar – Streamlined Style Nos.2-4 *‘Flying Banana’*
 GWR Twin Units – Angular Style Nos.35/36 & 37/38 (inc later W33W/W38W)
 BR Single Units – Derby Lightweight (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 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) (1301-1319)
 Class 220/221 *‘Voyager’* & *‘Super Voyager’*
 Class 222 *‘Meridian’*
 Class 230 Vivarail Underground D Stock Conversions

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

An asterisk* indicates a new entry for 2022. Class 303/311 'Glasgow Blue Train' is in Category 05.

Class 304
 Class 305/1, 305/2, 308/1, 308/2 & 308/3
 Class 309 'Clacton Express'
 Class 310/312
 Class 313/314/315 & 507/508
 Class 317/318
 Class 319/326/768/769
 Class 320/321/322
 Class 323
 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 365 & 465/466 'Networker Express' & 'Networker' 4-car/2-car
 Class 357/375/377/379/387 'Electrostar'
 Class 373 Eurostar
 Class 374 Eurostar e320
 Class 376/378 'Electrostar' & 'Capitalstar'
 Class 397 'Civity'
 2-car De-icer Units – 1960 conversion of 1925 SR 4 SUB
 2 NOL Southern Railway
 3 SUB/4 SUB LSWR/Southern Railway
 4 LAV Southern Railway
 6 PAN/6 PUL Southern Railway
 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 411 3 CEP & 4 CEP Refurbished
 Class 414, 415/1, 416/1 & 418 – 2 HAP, 2 SAP, 4 EPB, 2 EPB BR(SR) Design
 Class 415/2 4 EPB BR design
 Class 420/422 & Class 421 – 4 BIG, 3COP & 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 700/707/717 'Desiro City'
 Class 777
 Tyneside Class 416/2 – 2 EPB & Motor Luggage Van E68000
 Tyneside Articulated 2-car – Clerestory & Elliptical Roof

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

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

Vehicles in this category are listed by Autocoaches then designer and within each – as far as practical – by length from shortest to longest. An asterisk* indicates a new entry for 2022.

GWR Churchward Autocoach – Wood-panelled 59ft 6in (e.g. Diags.J & N & Diags.A10, A24, A31)
 GWR Churchward Autocoach – Wood-panelled 70ft (e.g. Diags.E, L, P, T, U & A26, A29)
 GWR Collett Autocoach – Steel-panelled 59ft 6in & 62ft 8in (Diags.A27, A28, A30, of 1928-32)
 (GWR) BR Autocoach – 1955 conversion of Collett Brake Thirds (Diag.D117 to Diag.A44)
 (GWR) BR Intermediate Trailers – 1953-4 conversions of Collett Thirds (Diags.C66/75 to Diags.A41/A42)
 GWR Dean Low Roof Coaches (4-, 6- & 8-wheel of 1872-1902)
 GWR Dean Non-gangwayed & Gangwayed Clerestory Coaches (1876-1904)
 GWR Churchward 'Dreadnought' Coaches 70ft inc Diners & Sleepers (1904-1905)
 GWR Churchward 'Concertina' Coaches 70ft inc Diners & Slip Coach (1906-1907)
 GWR Churchward 'Toplight' Coaches 56ft/57ft inc Diners & Slip Coaches (1907-1922)
 GWR Churchward 'Toplight' Coaches 70ft inc Diners & Slip Coaches (1907-1922)
 GWR Churchward 'Toplight' Passenger Brake Van 57ft (Diag.K22 of 1915)
 GWR Collett Non-gangwayed Coaches (1923-1940)
 GWR Collett Excursion Coaches 60ft inc Kitchen Cars (1935)
 GWR Collett Slip Coach 60ft 11in (Diag.F24 of 1938)
 GWR Collett 'Large Window'/'Sunshine' Coaches 60ft 11¼in (1936-1943)
 GWR Collett Bow Ended Coaches, 61ft 4½in, 'Cornish Riviera' etc inc Diag.F23 Slip (1929-1933)
 GWR Collett 'Centenary' Coaches 61ft 4½in inc Diners (1935)
 GWR Collett 'Super Saloons' 61ft 4½in (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 57ft (Diag.H25 of 1923)
 GWR Collett Composite Dining Car 58ft 4½in (Diag.H33 of 1925)
 GWR Collett Composite Dining Car 60ft 11¼in 12-wheel (Diag.H57 of 1938)
 GWR Collett Composite Dining Car 61ft 4½in (Diag.H38 of 1931)
 GWR Collett Passenger Brake Van 57ft (Diag.K41 of 1934-1936 & Diag.K42 of 1937-1945)
 GWR Collett Passenger Brake Van 58ft 4½in (Diag.K38 of 1926)
 GWR Collett Passenger Brake Van 59ft 10in (Diag.K44 of 1941)
 GWR Collett Passenger Brake Van 61ft 4½in (Diag.K40 of 1930)
 GWR Collett Travelling Post Office Vans TPO (Diags.L18-L25 of 1929-1947)
 GWR Hawksworth Non-gangwayed Coaches 63ft 0¾in (1947-1954)
 (GWR) Slip Coach 64ft – BR 1958 conversion of Hawksworth BCK

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 Monday 12 December until we close at 18.00 on Friday 30 December. Category 11. **Coaches, Passenger Brake Vans & TPO: SR & Constituents** follows on the 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 entry for 2022.

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 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 1935 Coaches (Diags.2008 TK, 2113 BTK, 2403 BCK)
 SR Maunsell 1936 Open Third (Diag.2007)
 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 C/BY – 4-wheel, Stove-fitted, orange panels (Diag.3092 of 1937)
 SR Maunsell Passenger Brake Van B – 8-wheel, Stove-fitted, orange panels (Diag.3093 of 1943 on)
 SR Bulleid Travelling Post Office Vans TPO (Diags.3192 & 3196 of 1939)
 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 (1949 as built, 1951 rebuilt Compo Diner, 1959 rebuilt Tavern Car)

You cannot vote here!

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 Category 12. **Coaches, Passenger Brake Vans & TPO: LMS & Constituents** (exc Scottish companies) follows on the next page.

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

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Vehicles in this category are listed by Constituent Company alphabetically, with LMS at the foot. An asterisk* indicates a new entry for 2022. Scottish Constituents' rolling stock can be found in Category 05.

LNWR Non-gangwayed Non-lavatory Arc Roof Stock 50ft
 LNWR Gangwayed Elliptical Roof Stock 57ft
 LNWR Passenger Brake Van BG (Diag.375 of 1907 & Diag.382 of 1911)
 LYR Non-gangwayed & 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 Restaurant Composite 68ft 12-wheel (Diags.1811 & 1938)
 LMS Period II & III Travelling Post Office Vans TPO (Diag.1792 POS & Diag.1793 POT of 1930)
 LMS Period III Kitchen/Rest Third 68ft 12-wheel & Open Composite 57ft (Diags.1923/1901 & 1903/1862)
 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 50ft BG (Diag.2007)*
 (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)

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Category 13. **Coaches, Passenger Brake Vans & TPO: LNER & Constituents (exc Scottish Companies)** follows on the next page.

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

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Vehicles in this category are listed by Constituent Company alphabetically, with LNER at the foot. An asterisk* indicates a new entry for 2022. Scottish Constituents' rolling stock can be found in Category 05.

ECJS East Coast Joint Stock
 GCR Non-gangwayed & Gangwayed 60ft Stock – exc 'Barnum' (c.1910)
 GCR Gangwayed 60ft Stock – 'Barnum' (c.1911)
 GER Non-gangwayed Standard 54ft Stock (1911)
 GER Gangwayed Stock inc Restaurant Car 50ft (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 – Clerestory, Matchboard, Elliptical, 49ft/52ft (Various diagrams)
 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 51ft 1½in/55ft 6in Wood/Steel Panel (1929/1940/1935)
 LNER Gresley GN section Quad-Art Articulated Sets (Diags.68-75 of 1924)
 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/54ft 1½in (Diags. 276/294/299 & 265 of 1938/9)
 LNER Gresley GE section Stock 52ft 6in (Diags.9, 141, 146, 216, 1926-1936)
 LNER Gresley End Door Stock 61ft 6in (Diags.155, 211, 212, 1932 & 1936)
 LNER Gresley General Service Stock 61ft 6in (Diags.1, 114, 115, 130, 174, 175 of 1920s-1939)
 LNER Gresley GN & GC Steel Panel 5-sets (BTK+TK-CK-TK+BTK, 1935 & 1939-1942)
 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 built 1933-37)
 (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 51ft 1½in B (Diags.129/284 of 1928 & 1939)
 LNER Gresley Passenger Brake Van 61ft 6in BG (Diag.198 of 1935/6) *
 LNER Gresley Travelling Post Office Vans TPO (Diag.164 POS & Diag.165 POT of 1933)
 LNER Thompson Round Corner Window Stock (c.1948)
 LNER Thompson Restaurant First & Open Third (Diag.354 & Diag. 350, 1949 & 1947)
 LNER Thompson FO/Kitchen Car/TO (Diags.351, 353, 350, 1947 & 1948)
 LNER Thompson Passenger Brake Van Matchboard 61ft 6in BG (Diag.327 of 1946) *
 LNER Thompson Passenger Brake Van Steel 63ft 0in BG (Diag.344 of 1945)
 (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 the 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 entry for 2022.

Bullion Van 8-wheel GWR – Churchward (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 – Churchward (Diags.P14 & P19 of 1907 & 1914)

Carriage Truck 4-wheel GWR – Open – Scorpion – Churchward (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 GWR – Bloater (Diags.S8 & S9 of 1916)

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)

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 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. Ladders each end, twin tank/compartments, GWR (3 diagrams) *

Milk Tank Wagon 6-wh 3000-gall. Ladder off-centre, small platform, GWR/SR/LNER/BR (8+ diagrams) *

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)

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.P18 & P21 of 1914 & 1932)

Siphon 6-wheel GWR – ‘Low Siphon’ – Dean & Churchward (Diags.O3-O6 of 1894-1906)

Siphon C 4-wheel GWR – External Frame – Churchward (Diags.O8 & O9 of 1906)

Siphon F 8-wheel GWR – External Frame – Churchward (Diag.O7 of 1907)

Siphon G 8-wheel GWR – External Frame – Churchward (Diag.O11 of 1912)

Siphon H 8-wheel GWR – External Frame – Churchward (Diag.O12 of 1919)

Siphon J 8-wheel GWR – Internal Frame, Internal Ice Tanks – Collett (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)

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Category 15. **Freight Stock: Pre-1923** (exc Scottish Companies) follows on the 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 entry for 2022. Scottish Constituents' rolling stock can be found in Category 05.

Bogie Bolster Wagon GWR – Macaw B 30-ton (1907 & into BR days)
 Brake Van LBSCR – inc Conversions to Ballast Brake Vans (Diag.1576 to Diag.1760, 1928) *
 Brake Van LSWR (Diag.1542 as rebuilt to 4-wheel) *
 Brake Van SDJR – Goods Brake & Mail Van – 6-wheel 20-ton *
 Cattle Wagon LBSCR – inc Conversions to loW Covered Goods Van (Diag.1528 to 1457, 1935) *
 Coal Wagon RCH – 5-, 6-, 7- & 8-plank (1887-1907)
 Coal Hopper Wagon NER – Wood, Sloped-in Bottom Two Planks, 12-ton (NER Diag.137) *
 Covered Goods Van GWR – Mink A 16ft (Diags.V12, V14, V16, V18 of 1909-1923)
 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 LBSCR – inc Diag.1436 for loW (Diag.1433) *
 Covered Goods Van LSWR – Low Roof Style (Diag.1410 of 1889) *
 Covered Goods Van LSWR – High Roof Style (Diags.1406-1409 & 1411 of 1912) *
 Covered Goods Van SECR (Diag.1425 of 1909) *
 Freight Stock GCR
 Freight Stock GER (exc company items already made)
 Freight Stock GNR
 Freight Stock LNWR
 Freight Stock LYR
 Freight Stock MR (exc company items already made)
 Freight Stock NER (exc Wood Coal Hopper Wagons)
 Freight Stock SDJR (exc 6-wheel Goods Brake & Mail Van)
 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 B (Diag.X7 of 1921-1923) *
 Open Goods Wagon LBSCR – 5-plank, Rounded Ends & Later Square (Diags.1369 & 1370) *
 Open Goods Wagon LSWR – 5-plank, Rounded Ends (Diag.1310 of 1896) *
 Open Goods Wagon SECR – 4-plank, Rounded Ends (Diag.1329) *
 Well Wagon GWR – Hydra (Diag.G22 of 1914) *
 Well Wagon GWR – Loriot A (later B) (Diag.G2 of 1889) *
 Well Wagon REC – Rectank (WW1)

You cannot vote here!

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

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

Vehicles in this category are listed by type alphabetically and then by BR or Company within type. An asterisk* indicates a new entry for 2022.

Banana Van GWR (Diag.Y12 of 1925)
 Banana Van LMS (Diag.1660 of 1925)
 Banana Van LNER (Diag.52 of 1929)
 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 Brick Wagon LNER (1930)
 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)
 Containers GWR/LMS/LNER/SR *
 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 wheelbase (Diags.V21, V23, V24 & V34 etc of 1927 & 1941)
 Covered Goods Van GWR – Mink G 19ft 6in wheelbase (Diag.V22 of 1930)
 Covered Goods Van LMS/BR – 12-ton Sliding Door, Plywood (Diags.2103 & 2108, BR Diag.1/200 of 1949)
 Covered Goods Van LMS – 12-ton Sliding Door, Steel (Diags.1828 & 1829 of 1929)
 Covered Goods Van LMS – 12-ton Sliding Door, Wood (Diag.1664/1830 of 1924/1929)
 Covered Goods Van LNER – 12-ton Sliding Door Wood (Diags.14-17 of 1926)
 Covered Goods Van LNER – 12-ton Sliding Door, Plywood (Diags.172, 176, 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)
 Hopper Wagon Ore LMS/LNER/BR (Diags.1669, 1893/4 & BR Diags.1/161 & 1/162 of 1949/50)
 Meat Van GWR – Mica A & B (Diags.X8, X9, X10 of 1923-1930) *
 Meat Van LMS (Diag.1822 of 1930) *
 Meat Van LNER (Diags.20 & 21 of 1924-1931) *
 Meat Van SR (Diag.1486 of 1931) *
 Lowfit LMS/LNER/BR – 1-plank (Diag.1986 & BR Diags.1/001 etc of 1950)
 Lowmac/Loriot GWR/LMS/LNER/BR (inc BR Diags.2/240 etc of 1949/51)
 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 SR – 12ft wheelbase, double doors, 8-plank 20-ton (Diag.1386 of 1933)
 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) *
 Open Goods Wagon SR – 5- & 8-plank, 9ft & 10ft wheelbase (Diags.1375/79, 1400 of 1940, 1926, 1936)
 Tevan GWR – Converted 16ft/17ft 6in Mica A Vans for Lyon’s/Fry’s traffic (Diags.V31/V32 of 1938) *
 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 the next page.

17. Freight Stock: 1948-1963

Vehicles in this category are listed by type alphabetically. An asterisk* indicates a new entry for 2022.

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 & AFP Containers (two per wagon) (Diag.1/461 & Diag.3/256 of 1958)
Conflat L Wagon BR & 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, 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 Wagons & Vans – BR & European types (up to 1963)
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 – Single door, riveted, 16-ton (Diag.1/109 of 1950)
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 *
Pallet Van BR – Palvan (Diag.1/211 of 1952)
Prestwin Twin Silo Wagon BR (Diag.1/277 of 1960)
Shock Absorbing Van BR (Diag.1/209, 1/218, 1/220 of 1951, 1957, 1959) *
Tank Wagon – 4- & 8-wheel, Chemicals, Private Owners (Murgatroyd’s Liquid Chlorine etc)

You cannot vote here!

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

18. Freight Stock: 1964-Current

Vehicles in this category are listed by type alphabetically. An asterisk* indicates a new entry for 2022.

Air-braked Van 2-axle – BR VCA
 Box Wagon 2-axle – MEA/MFA
 Box Wagon – Aggregates – Tiphook/GE JRA
 Box Wagon – Aggregates – Yeoman JYA
 Box Wagon – Aggregates – MWA
 Car Carrier – Articulated – WIA
 Container Flat – BR Freightliner FSA/FTA
 Container Twin Flats – EWS/DBC FCA
 Container Well Wagon – EWS/DBC FAA
 Covered Steel Wagon – IHA
 Covered Steel Wagon – Tiphook Rail KHA
 Hopper Wagon 2-axle – Coal – HBA/HEA *
 Hopper Wagon 2-axle – Coal – BR 21-ton HTO/HTV
 Hopper Wagon 2-axle – Covered – British Industrial Sand/WBB Minerals PAA
 Hopper Wagon – Aggregates – DBC HRA
 Hopper Wagon – Aggregates – MRL/GBRf IIa *
 Hopper Wagon – Biomass – GBRf TANOOS *
 Hopper Wagon – Coal – Freightliner HXA
 Hopper Wagon – Fly Ash Presflo – 12ft 6in wheelbase – CSA/CSV CS002C *
 Pallet Van – UKF Fertilisers PWA/JWA
 Scrap Wagon 2-axle – Allied Steel & Wire 'Blackadder' POA
 Scrap Wagon – 102-tonne POA/JXA
 Sliding Wall Van 2-axle – 46-tonne VGA
 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 2-axle – Liquid Petroleum Gas TTA/TTV
 Tank Wagon – Bitumen – VTG ICA
 Tank Wagon – Cement – JGA
 Tank Wagon – China Clay – TEA
 Tank Wagon – Fuel – TIA
 Tank Wagon – Fuel – Tiphook/Murco TDA

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 Monday 12 December until we close at 18.00 on Friday 30 December. Category 19. **General Railway Service Stock: Departmental (Steam Era)** follows on the 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. For Diag.J26 Gane A for Departmental use see Bogie Bolster Wagon GWR – Macaw 40-ton in Category 14. An asterisk* indicates a new entry for 2022.

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 *

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 BR (GWR Diag.Q13)

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 – 10-, 20- or 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 – GWR Area *

Maintenance Van for Weighing Machines, Pooley & Sons – LMS Area (inc Scotland) *

Maintenance Van for Weighing Machines, Pooley & Sons – LNER/NER Area (inc Scotland) *

Maintenance Van for Weighing Machines, Pooley & Sons – 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 (exc Scotland) – Steel with Guard’s compartment (similar at NRM) *

Snowplough LNER/NER (exc Scotland) – Steel with Guard’s compartment (as at NRM)

Snowplough SR – Converted ex-steam loco tender *

Staff & Tool Vans GWR – known as Breakdown Vans & Tenders *

Staff & Tool Vans LMS (exc Scotland) – to run with Breakdown Cranes *

Staff & Tool Vans LNER (exc Scotland) – to run with Breakdown Cranes *

Staff & Tool Vans SR – to run with Breakdown Cranes *

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 Monday 12 December until we close at 18.00 on Friday 30 December.

Category 20. **General Railway Service Stock: On-Track Plant (Post-Steam Era)** follows on the 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 entry for 2022.

Ballast Cleaner – Plasser & Theurer RM74
Ballast Regulator – Plasser & Theurer 5000RT
Ballast Wagon – Autoballaster – Railtrack/Network Rail HQA
Ballast Wagon – Box – MLA
Ballast Wagon – Box – Lobster MXA
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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The **Rolling Stock Jargon Buster** follows on the next two pages.

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 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.

These include parcels, fish, or milk, as opposed to human passengers or freight-rated consignments, such as coal or steel. Such vehicles were built to coaching stock standards and were cleared for running in passenger trains (subject to certain conditions).

The abbreviation is **NPCCS** although some modellers and authors refer to it under the generic banner of 'parcels train stock'.

To make listings clearer this year, we have included **Passenger Brake Vans** (PBVs) and **Travelling Post Office** vehicles (TPO) within the PCCS categories as such vehicles were often in passenger trains. Although **Kitchen Cars** are *technically* NPCCS, we include these there too.

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 MkI **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**.

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. A **side-corridor** was 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 MkI **Non-gangwayed Lavatory Composite**.

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, we use the terms **open** and **gangwayed**.

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