

0. Q&A + Rolling Stock Jargon Buster

The Poll Team is delighted to say that **The Wishlist Poll 2018** will run from early on Monday 15 October to midnight on Saturday 3 November. We thought you might like to have some questions answered before you take part.

What is the purpose of The Poll?

To provide an easy and enjoyable way for modellers and collectors to indicate to the major manufacturers and commissioners of ready-to-run 00 railway models what they would like to see made from all new tooling (excluding models announced, tooled or made since 2000).

It aims to seek what you would **realistically** wish to buy at any time in the future, bearing in mind that new models take around two to three years to develop.

We chose the year 2000 and 'all new tooling' basis to give us an agreed cut-off date of items for listing and to preclude us making 'quality judgments'. If voters feel that any pre-2000 model is fine – and many are – there is no need to vote for them. We don't expect makers to scrap their tooling and make a totally new model that might only be marginally better!

Who has been involved in putting The Poll and Guide together?

The 9-man Poll Team has put every item and every word of **The Guide** through a thorough process of review. It contains approx. 95,000 words of text and around 1,800 'links'.

For comments and help with various matters, we would like to thank Mike Bootman, Chris Foren, Brian Hardy and 'Fris' Friswell (both London Underground Railway Society), Peter Hughes and David Newby.

Our grateful thanks also go to Andy York of RMweb for yet again preparing the computerised voting aspects. Andy doesn't have any direct input to the actual content, but there wouldn't be a Poll without him!

Do you get paid?

No! The 9-man Poll Team is totally independent, but we are most grateful for the support with space and publicity we receive from RMweb as well as numerous magazines, clubs and retailers.

What's new for The Wishlist Poll 2018?

Time constraints – particularly on 'lead role' Brian Macdermott who acts as a 'carer' for his disabled wife – have meant that we have decided to run just 00 from now on. The upside is that we are now adding many new items along with **Guide** entries. We were getting far more requests to list additional 00 items than N and there are far more new 00 models announced so we hope you will understand. But all is not lost – talks are in hand for an N group to take that part from us!

We have deleted the 39 items announced since the 2016 Poll Results and have added **92 new items**.

We now 'spell out' what were previously abbreviations, obviating the need for a Glossary.

Which companies do you see as the 'major' manufacturers?

Accurascale, Bachmann, C Rail Intermodal, Dapol, DJModels, Heljan, Hornby, Oxford Rail, Peco and Rapido.

Which companies/organisations do you see as those who commission models?

BRM, Drax Power Station, Flangeway, Hattons, *Hornby Magazine*, Ian Allan, Invicta, Kernow Model Centre, *Model Rail*, National Railway Museum, Olivia's Trains, RMweb, Rail Exclusives, *Rail Express Modeller*, Rails of Sheffield, Real Track, Revolution Trains, STEAM Museum (Swindon) and TMC.

What is included or specifically excluded from The Poll?

We include a wide selection of locos, rolling stock and infrastructure of British Railways, its predecessors and successors as well as Standard Gauge Industrial locos and London Underground rolling stock. Many items of a 'heritage/preserved' nature are included by default. We could easily show over 30,000 items – there are over 400 types of GWR coach and 250 LMS wagons – so we have to 'draw a line' somewhere!

We specifically exclude any item that has been announced for production from all new tooling or actually produced from all new tooling since 1 January 2000. Other examples excluded are: Channel Tunnel (apart from *Eurostar*); dock and military systems (apart from any that may be in the *Industrial* category); airport

inter-terminal systems; broad and narrow gauge trains; tram, tram-train, metro and underground systems (apart from London Underground); and 'Thomas the Tank'.

What is the running order of categories for the 2018 Poll?

- 1 **Locos:** GWR & Constituents
- 2 **Locos:** SR & Constituents
- 3 **Locos:** LMS & Constituents
- 4 **Locos:** LNER & Constituents
- 5 **Locos:** BR Standard, WD & USATC
- 6 **Locos:** Gas Turbine, Diesel & Electric
- 7 **Railbuses, Railcars & DMUs**
- 8 **EMUs**
- 9 **Coaches:** GWR & Constituents
- 10 **Coaches:** SR & Constituents
- 11 **Coaches:** LMS & Constituents
- 12 **Coaches:** LNER & Constituents
- 13 **Coaches:** BR & Successors + Pullman Cars
- 14 **Coaching Stock:** Non-passenger-carrying
- 15 **Freight Stock:** Pre-1948 (but inc BR descendants)
- 16 **Freight Stock:** 1948-1963
- 17 **Freight Stock:** 1964-current
- 18 **General Railway Service Stock** (Departmental)
- 19 **Standard Gauge Industrial**
- 20 **London Underground** (inc loW stock)

Note particularly that *Freight Stock: Pre-1948* covers not only diagram designs up to 1948 but also vehicles perpetuated to those or very similar designs by BR. We have done this to give the maximum time-frame. So, if you want freight stock for the main BR steam era, please look at this before the 1948-1963 category.

What will voters find when they first 'click' into the The Poll?

The title page gives some background as well as a 'link' to **The Guide** which includes a **Jargon Buster**. You will then find the 20 voting categories. If you are only interested in, say, GWR locos, all you need do is click on those items you wish to vote for, then scroll to the end and hit 'submit'.

If you are an experienced modeller who knows what you want, you can 'dive straight in' via the links. However, whilst there is no actual need to access **The Guide**, **we strongly urge you to do so**, as we give you a summary of all the items in each category. You will be able to get an overall feel for what you want to vote for before going into the voting section – especially the Freight Stock categories.

The Poll Team has created **The Guide** in the same running order as you will find it in the voting categories. Each item has had a few lines of text written about it to help you put it in context. It is not designed as a 'definitive history'.

Where possible, we have provided 'links' to further detail – but these should be treated as a 'general reference'. Locomotives and rolling stock often changed in appearance slightly over the years. All 'links' have been given in good faith and were working at the time of publication but we leave it to the discretion of the voter whether they click on any. We cannot take responsibility for the information on those links or any subsequent impact on pollsters' computers.

The Guide is particularly valuable if you are a less-experienced modeller who doesn't know – for example – the build-dates of the various BR Mk1 catering vehicles, or whether one particular 0-6-0 loco will suit your needs better than others. As noted above, **The Guide** is presented in exactly the same order as the votable items; you can print it out and use it as 'a pre-planner'.

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

The addition of BR running numbers was made some years ago at the request of voters and we have had notes of appreciation for that. They are there simply to assist identification. It is impossible for us to take into account the vast array of variations within classes over the years. The manufacturers will 'get as much as they can' from any model via the use of slip tools and so on. It seems to make commercial sense for them to produce models which span a number of decades and which appeal to a wide audience.

Do you say if kits are available?

We have mentioned kits in the past but have found that it takes an inordinate amount of time to keep information up to date. However, you will find a link in each category to take you to kit makers and other suppliers. This is – after all – a Poll for *ready-to-run* items!

Can voters vote for livery options?

We investigated the possibility, but the subject is so vast that it is impractical for us. However, companies such as Kernow, Oxford Rail and Revolution Trains announce models and seek customer views on liveries.

Is there any limit to what voters can vote for?

You can vote for whatever you would *realistically* wish to buy at any time in the future. Please note that The Team reserves the right to delete without query any entry that it feels is not based on that premise.

Please note: **Only one entry per voter is permitted.**

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?

Yes, but please note that you will get the entire list including what you haven't voted for. We're sorry but we are unable to change that. A way round is to 'pre-plan' your voting:

- Go to **The Guide**.
- Print out the summaries of the categories you want to vote in.
- Tick the items you want to vote for.
- Use this to help ensure you don't miss anything when you actually vote.

What if voters have any technical difficulties while voting?

Please email Andy York: info@rmweb.co.uk.

What if voters have: difficulty accessing *The Guide*; have comments on it; have any suggestions for 2019; or need impartial help or advice?

Please email The Poll Team: thepollteam@gmail.com. An acknowledgment will normally be sent within 24 hours, but a full answer might take a few days. We will also answer queries on *RMweb*.

When will the results be published?

We aim to publish the results by early November. Many printed magazines will carry an abridged summary.

Does *The Poll Team* expect 'the top items' to be made?

We would ask voters to appreciate that manufacturers lay plans anything up to three years or more in advance and have to continually balance requests against their current models and proposed portfolios – as well as those of their competitors. To us, it's a hobby; to them, it's a commercial decision.

We make no claim that models are made *specifically* as a result of *The Poll*. However, you may find it interesting to see how 00 models announced since the *2016 Poll* up to mid-September 2018 fared:

- **10** Top 50
- **17** High Polling (exc Top 50)
- **9** Middle Polling (and six of these were higher than the overall half-way mark)
- **3** Low Polling

We hope you enjoy taking part in ***The Wishlist Poll 2018!*** We are hoping to get a record number of voters this year, but we can't do that without your help. **Please drop an email about *The Poll* to your friends – they might vote for the items you want! Thanks!**

The Poll Team

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The ***Jargon Buster*** follows on below...

Rolling Stock Jargon Buster

To help your understanding of conventional 'railway jargon', we have explained the following terms as they generally applied to rolling stock of the 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** (the term we will use here for consistency) or carriage. However, Pullman, catering and underground vehicles are normally referred to as **cars**. (Additionally, DMUs and EMUs are noted as 2-car, 4-car etc.)

Conversely, **non-passenger-carrying coaching stock** – albeit with a few subtleties outside the scope and purpose of this Guide – comprises those vehicles designed and used primarily for the conveyance of passenger-rated consignments (such as parcels or milk) as opposed to human passengers or freight-rated consignments (such as coal or steel). The abbreviation is **NPCCS** (although some modellers and authors refer to it under the generic banner of 'parcels train stock'). Such vehicles were built to coaching stock standards and were cleared for running in passenger trains (subject to certain conditions).

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 what many modellers will recognise as 'parcels trains' (which normally ran as Class C).

General railway service stock comprises those vehicles used in support of operations; e.g. ballast wagons and breakdown cranes. Such vehicles were not revenue-earning – in fact, they cost money to run. Often called 'departmental stock' (e.g. that used by one of the engineer's departments). In more modern times, the terms 'on-track plant' or 'track machines' have been used in connection with some of these types.

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.

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 Mkl **Open Seconds**, unique to the region, were converted to **Open Firsts** for the summer 1959 timetable.

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

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

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

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

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. Unless separate facilities are provided, there is usually also some accommodation for parcels, luggage etc.

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 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 Guide*, we have used the terms **open** and **gangwayed**.

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As noted above, we have obviated the need for a Glossary of abbreviations and acronyms as we 'spell out' company names etc within the **Guide** text.