The 00 Wishlist Poll 2022

Results by Category

The 00 Poll Team would like to thank *RMweb* for hosting ***The 00 Wishlist Poll 2022***.

Although 'hosting' The Poll, *RMweb* has no input to nor influence on it and Andy York kindly arranges the 'computerised elements' for us in his own time.

The 00 Poll Team would also like to thank everyone who downloaded and displayed The Poll poster and the 1695 people who voted.

The *Results by Category* are as follows and the *Results – Top-to-Bottom* are on a separate PDF. Both have our *Rolling Stock Jargon Buster* appended.

Our aim is to run ***The 00 Wishlist Poll*** again in 2024 but run ***The Quirky Poll*** in 2023 (and alternate year-on-year).

The 00 Poll Team

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In the Results which follow, the left-hand column shows the number of votes.

Items with an asterisk* were new additions to The Poll for 2022.

The Top 50 is actually 53 items due to equal voting

Key:		
	Bold in Dark Grey	**The Top 50** (254-142 votes)
	Dark Grey	High Polling (139-94 votes)
	Mid Grey	Middle Polling (93-73 votes)
	Light Grey	Low Polling (72-23 votes)

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01. **Locos: GWR & Constituents**

205	**GWR Collett 14xx/58xx 0-4-2T** (1400-1474, 5800-5816) *
201	**GWR Churchward 29xx Saint 4-6-0** (2902-2989 with gaps)
171	**GWR Hawksworth 10xx County 4-6-0** (1000-1029)
155	**GWR Dean 26xx Aberdare 2-6-0** (2612-2680 with gaps)
137	GWR Armstrong 517 Class 0-4-2T (GWR between 517 & 1488 with gaps)
132	GWR Collett 57xx/8750 0-6-0PT (3600-9799 with many gaps)
130	GWR Dean 33xx Class Bulldog 4-4-0 (3300-3455 after 1912)
128	GWR Collett 2251 0-6-0 (2200-2299, 3200-3219)
127	GWR Armstrong 455 Class 2-4-0T *'Metro'* Tank (GWR mainly in range 1401-1500 & 3561-99, both with gaps)
111	GWR Dean 2021/2181 Class 0-6-0ST/PT (2021-2160, 2181-2190)
109	GWR Churchward 4-6-2 *Great Bear* (111)
103	GWR Collett 54xx/74xx 0-6-0PT (5400-5424, 7400-7449)
102	GWR Dean 1076 Class 0-6-0ST/PT *'Buffalo'* – Outside Frames (GWR in range 727-1660 but with many gaps) *
98	GWR Dean 3252 Class Duke 4-4-0 (3252-3291 after 1912; 9054-9091 with gaps after 1946)
98	GWR Dean 2721Class 0-6-0ST/PT (2721-2799) *
97	GWR Hudswell Clarke No.813 0-6-0ST (as preserved, formerly Port Talbot No.26)
85	GWR De Glehn Compound 4-4-2 *'Frenchmen'* (102-104) *
74	GWR Steam Railmotor (59ft 6in, wood-panelled, Diags,H,J,L,Q,Q1) *
71	GWR Avonside 1101 0-4-0T (1101-1106)
68	GWR Collett 56xx 0-6-2T (5600-5699, 6600-6699)
57	GWR Collett 68xx Grange 4-6-0 (6800-6879) *

Results for *Locos: SR & Constituents,* follow on the next page…

02. **Locos: SR & Constituents**

254	**SR Maunsell U 2-6-0** (31610-31639, 31790-31809)
200	**SR Maunsell Q 0-6-0** (30530-30549)
192	**SR Maunsell Z 0-8-0T** (30950-30957)
186	**LBSCR Billinton K 2-6-0** (32337-32353)
161	**SR Maunsell W 2-6-4T** (31911-31925)
150	**SR Bulleid West Country/Battle of Britain 4-6-2 – Air Smoothed** (34001-34110)
142	**SECR Stirling O1 0-6-0** (31003-31439 with gaps)
139	LBSCR Stroudley B1 0-4-2 *Gladstone* (LBSCR 214)
138	LSWR Adams T3 4-4-0 (LSWR/SR 563)
138	SR Maunsell U1 2-6-0 (31890-31910)
126	LBSCR Marsh C2X 0-6-0 (32434-32554 with gaps)
126	SR Maunsell L1 4-4-0 (31753-31759, 31782-31789)
120	(SR) Bulleid Merchant Navy 4-6-2 – Rebuilt (35001-35030)
114	LSWR Urie S15 4-6-0 (30496-30515)
112	LBSCR Billinton E2 0-6-0T (32100-32109)
110	LSWR Adams G6 0-6-0T (30160-30354 with gaps)
109	LSWR Urie H16 4-6-2T (30516-30520)
108	SECR Maunsell N 2-6-0 – inc Left-hand Drive version (31400-14, 31810-21, 31823-75)
106	LSWR Adams 0395 0-6-0 (30564-30581)
102	SECR Wainwright L 4-4-0 (31760-31781)
99	LSWR Drummond T14 4-6-0 *'Paddlebox'* (30443-30447, 30459-30462)
97	SECR Stirling R1 0-6-0T (31010-31340 with gaps)
96	LSWR/SR Urie, Reb Drummond, Maunsell H15 4-6-0 (30330-35, 30473-78, 30482-91, 30521-24)
90	SECR Maunsell N1 2-6-0 (31822, 31876-31880)
89	LSWR Adams A12 0-4-2 *'Jubilee'* (30618, 30627, 30629 & 30636)
86	LSWR Urie G16 4-8-0T (30492-30495)
85	SECR Wainwright E 4-4-0 (31036-31587 with gaps)
79	SR Bulleid Q1 0-6-0 (33001-33040)
73	LBSCR Marsh J1 & J2 4-6-2T (32325 & 32326)
70	LSWR Drummond D15 4-4-0 (30463-30472)
69	SR Maunsell N15X 4-6-0 (32327-32333)
64	LSWR Drummond/Urie C14 0-4-0T (30588, 30589, 77s)
64	SR Maunsell E1R 0-6-2T (32094-32697)
53	LBSCR Billinton E6 0-6-2T (32408-32418 with gaps)
49	LBSCR Billinton E3 0-6-2T (32165-32462 with gaps)

Results for *Locos: LMS & Constituents (excluding Scottish Companies)*, follow on the next page…

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

00 – 30

166	**LMS Stanier 8F 2-8-0** (48000-48775) *
155	**LNWR Webb 18in Goods 2F 0-6-0** *'Cauliflower'* (58362-58430)
142	**LYR Aspinall 27 3F 0-6-0** (52088-52529)
118	LYR Aspinall 0F 0-4-0ST *'Pug'* (51202-51253 with gaps)
115	LMS Stanier 3P 2-6-2T (40071-40209)
113	MR Johnson 115 Class 4-2-2 *'Spinner'*
112	LTSR Whitelegg 4-4-2T *'Tilbury Tank'* – inc No.80 *Thundersley* (41928-41978 with gaps)
111	MR Johnson 2F 0-6-0 (58114-58310)
110	LNWR Bowen Cooke Claughton 5P 4-6-0 (LMS 5900-6029)
109	(LMS) Stanier 5MT 4-6-0 *'Black 5'* – Caprotti, High Running Plate (44686 & 44687)
108	LMS Fowler 7F 0-8-0 *'Austin Seven'* (49500-49674)
106	MR Johnson 2P 4-4-0 (40322-40562)
105	LMS Ivatt 2MT 2-6-2T (41200-41329)
104	LNWR Bowen Cooke Precursor & George V 3P 4-4-0 (inc LNWR No.2013 new build)
104	LYR Barton Wright 25 2F 0-6-0 (52016-52064)
96	LNWR Webb 5ft 6in 1P 2-4-2T (46601-46757)
96	LMS Stanier Jubilee 6P/5F 4-6-0 – Long Firebox (45665-45734, 45737-45742)
94	LYR Aspinall Rebuilt 23 2F 0-6-0ST (51307-51530)
88	SDJR Sentinel 0-4-0T (47190-47191)
88	LMS Fowler 3P 2-6-2T (40001-40070)
87	LMS Fowler 2P 4-4-0 (40563-40700)
79	LMS Fowler 4F 0-6-0 (44027-44606)
77	SDJR Fowler 7F 2-8-0 – Large Boiler, 1925 series (53806-53808, rebuilt as Small Boiler 1953-55)
73	LMS Fowler 2F 0-6-0T Dock Tank (47160-47169)
69	SDJR Fowler 7F 2-8-0 – Small Boiler, 1914 series (53800-53805)
66	MR Deeley 0F 0-4-0T (41528-41537)
64	LMS Kitson 0F 0-4-0ST (47000-47009)
61	LMS Stanier 2P 0-4-4T (41900-41909)
53	LMS Ivatt 4MT 2-6-0 (43000-43161) *
51	LMS Hughes/Fowler 2-6-0 *'Crab'* (42700-42944)

Results for *Locos: LNER & Constituents (excluding Scottish Companies & some Scottish LNER classes)* follow on next page…

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

197	**GER Holden J67/J69 & Hill J68 0-6-0T** (68491-68666)
194	**GER Holden E4 2-4-0** (62780-62797)
164	**GER Holden F4/F5/F6 2-4-2T** (67151-67187, 67188-67217, 67218-67239)
163	**LNER Gresley D49/1 Shire & D49/2 Hunt 4-4-0** (62700-62735, 62736-62775 exc 62768)
157	**NER Raven B16/1 4-6-0** (in range 61410-61478, but some are B16/2 or B16/3)
150	**LNER Sentinel Steam Railcar** (built 1925-1932)
148	**NER Worsdell J21 0-6-0** (65025-65123)
142	**GNR Ivatt J6 0-6-0** (64170-64279)
132	GNR Ivatt C12 4-4-2T (67350-67399)
120	GNR Gresley K2 2-6-0 – exc Side Window Cab locos used in Scotland (in range 61720-61780) *
117	GER Holden D16/3 Claud Hamilton 4-4-0 – Decorative valance (in range 62501-62620)
116	GCR Robinson C13/C14 4-4-2T (67400-67451)
115	GER Holden J17 0-6-0 (65500-65589)
115	LNER Gresley J39 0-6-0 (64700-64988)
106	LNER Gresley B16/2 & Thompson B16/3 4-6-0 (in range 61420-61468, but most are B16/1)
106	LNER Gresley A8 4-6-2T (69850-69894)
105	NER Worsdell D20 4-4-0 (62340-62397)
101	GER Gresley B17/5 4-6-0 – Streamlined Style (Nos.2859 & 2870) *
100	LNER Gresley P1 2-8-2 (Nos.2393 & 2394)
99	NER Raven Q7 0-8-0 (63460-63474)
99	LNER Gresley U1 2-8-8-2T – Beyer Garratt (69999)
95	NER Worsdell J25 0-6-0 (65645-65728)
93	GNR Ivatt N2 0-6-2T (69490-69596)
90	GNR Ivatt J52 0-6-0ST (68757-68889)
90	NER Raven C7 4-4-2 (62954-62995 with gaps)
86	GER Holden J19 0-6-0 (64640-64674)
83	GNR Ivatt C2 4-4-2
82	LNER Gresley K3 2-6-0 (61800-61992)
76	LNER Gresley V1/V3 2-6-2T (67600-67691)
72	GER Hill J20 0-6-0 (64675-64699)
66	GNR Ivatt N1 0-6-2T (69430-69485)
66	MSLR Parker N4/N5 0-6-2T (69225-69247, 69250-69370)
66	NER Worsdell T1 4-8-0T (69910-69922)
61	LNER Gresley B2 4-6-0 (in range 61603-61671, but many are B17)
58	GNR Gresley A1 4-6-2 *
58	LNER Thompson A1/1 4-6-2 (60113)
58	LNER Gresley A4 4-6-2 (60001-60034) *
58	LNER Gresley P2 2-8-2 – Streamlined Style (Nos.2003-2006 & Rebuilt Nos.2001/2)
56	GCR Robinson O4/8 2-8-0 (in range 63573-63915 with gaps)
52	LNER Peppercorn A1 4-6-2 (60114-60162)
52	LNER Thompson A2/1 4-6-2 (60507-60510)
43	LNER Gresley A3 4-6-2 (60035-60112) *

Results for *Locos & Rolling Stock: Scottish Companies (inc some Scottish LNER & BR classes)* follow on next page…

169	**BR WD Austerity 8F 2-10-0** (90750-90774)
160	**BR Class 303/311** *'Glasgow Blue Train'*
151	**CR McIntosh 92 & 439 Class 2P 0-4-4T** (55125-46, 55159-55240, 55260-69)
145	**LNER Gresley K4 2-6-0** (61993-61996, 61998)
135	NBR Reid D30 Scott & D34 Glen 4-4-0 – inc No.256 *Glen Douglas* (62417-62442, 62467-62498)
121	BR Class 126 Swindon Inter-City 3-car (Glasgow-Ayr-Stranraer 1959)
114	CR Drummond 264 Class 0F 0-4-0ST *'Caley Pug'* (56010-56039 with gaps)
107	CR Rolling Stock (exc Breakdown Crane & Snowplough)
106	GNSR Pickersgill D40/D41 4-4-0 – inc No.49 *Gordon Highlander* (62260-62279, 62225-62256 both with gaps)
105	LNER Gresley V4 2-6-2 (61700 & 61701)
102	CR Drummond Standard Goods Class 2F 0-6-0 *'Jumbo'* (57230-57473)
101	CR Drummond Single 4-2-2 (No.123)
94	CR McIntosh 140 Class Dunalistair IV 3P 4-4-0 (54438-54460)
90	CR Pickersgill 113, 928 & 72 Class 3P 4-4-0 (54461-54508)
90	LNER Gresley K2 2-6-0 – Side Window Cab as used in Scotland (in range 61721-61794) *
83	HR Drummond 2P 4-4-0 *'Small Ben'* (54397-54416)
81	BR Wickham Railbus (SC79965-9)
80	CR Breakdown Crane with Staff & Tool Vans *
78	NBR Holmes Y9 0-4-0ST (68092-68124)
74	NBR Reid J37 0-6-0 (64536-64639)
73	CR Snowplough *
73	HR Rolling Stock
73	NBR Rolling Stock (exc Breakdown Crane & Snowplough)
67	CR McIntosh 29 & 782 Class 3F 0-6-0T (56230-56376)
63	NBR Holmes J83 0-6-0T (68442-68481)
62	HR Drummond 1P 0-4-4T (55051 & 55053) *
61	NBR Reid C15/C16 4-4-2T (67452-67481, 67482-67502) *(Poll Team Note: Inadvertently listed originally as 0-6-0T)*
61	NBR Snowplough *
59	NBR Reid J88 0-6-0T (68320-68354)
56	NBR Breakdown Crane with Staff & Tool Vans *
54	NBR Reid N14/N15 0-6-2T (69120-69125, 69126-69224)
52	LNER Gresley J38 0-6-0 (65900-65934)
51	LNER Alumina Ore Hopper (Burntisland Traffic) *
47	GNSR Rolling Stock
41	LNER Holden B12 & Thompson B12/4 4-6-0 – as used in Scotland (in range 61501-61563 but most are B12/3)

Results for *Locos & Coaches: BR (inc WD & USATC, CIWL, Pullman Cars & TPO)* follow on the next page…

224	**USATC S-160 2-8-0**
209	**BR Standard Class 3 2-6-0** (77000-77019)
188	**BR Standard Class 2 2-6-2T** (84000-84029)
167	**BR Mk1 Travelling Post Office Vans** (built or converted, 1959-1977)
138	BR Mk2d Air-conditioned Stock (1971-2)
131	BR Standard Class 5 4-6-0 – Caprotti (73125-73154)
127	CIWL 'Night Ferry' Stock – inc original blue livery SR Guard's Van & SNCF Fourgon
121	'Golden Arrow' – 1951 Festival of Britain Pullman Cars, inc 4-wheel Baggage Truck & Containers
114	BR Mk1 Brake First Corridor (BFK, Diag.161 of 1959)
112	BR Mk1 Kitchen Buffet (RKB, Diag.25 of 1960-1)
112	BR Mk1 Kitchen Car (RK, Diag.700 of 1951 & Diags.701 & 702 of 1962-3)
105	BR Mk2 'Manchester Pullman' Cars – inc later private charter sets (1966)
101	BR Standard Class 4 2-6-4T (80000-80154)
99	BR Mk1 *'Super GUV'* – conversion for Royal Mail traffic, Royal Mail livery (1994)
98	BR WD Austerity 8F 2-8-0 (90000-90732)
92	BR Standard Class 5 4-6-0 (73000-73124, 73155-73171)
90	Pullman Buffet Cars – for SR Boat Trains (to BR early 1960s)
83	BR Standard Class 8F 2-10-0 – Ex-Crosti, orthodox conversion 1959-62 (92020-92029)
83	BR Mk1 Restaurant Second Open (RSO, Diag.56 of 1951)
80	Pullman Cars – K Class (1923)
78	BR Standard Class 9F 2-10-0 – Tyne Dock (92060-92066, 92097-92099)
77	BR Mk1 Second Open, 48 seats, 2+1 Seating – for SR Boat Trains (SO, Diag.90 of 1953)
74	Pullman Cars – 12-wheel (exc H Class)
73	BR Mk1 Restaurant First (RF, Diag.16 of 1952 & Diag.17 of 1961-2)
66	BR Mk1 Pullman Cars *
64	Pullman Cars – J Class (1921 conversions)
63	BR XP64 Stock (1964)
57	USATC Wagons & Vans

Results for *Locos: Diesel & Electric* follow on the next page…

07. **Locos: Diesel & Electric**

163	**Class 08/09** *
163	**Class 81 (originally E3001-E3023, E3096-E3097)**
160	**Class 70 SR Bulleid/Raworth** *'Booster'* (20001-20003)
144	**Class 88** (88001-88010)
135	Class 06 (originally D2410-D2444)
132	Class 73/9 (73951-73952 & 73961-73971)
129	LMS Jackshaft (LMS 7080-7119, BR 12003-12032)
124	Class 84 (originally E3036-E3045)
123	Class 74 (originally E6101-E6110)
116	Class 83 (originally E3024-E3035, E3098-E3100)
115	Class 82 (originally E3046-E3055)
94	Class 42 Swindon *'Warship'* – 4-character headcode (originally D800-D832, D866-D870)
90	Class 60 *
84	Class 44 *'Peak'* (originally D1-D10)
83	Class 42 Swindon *'Warship'* – 3-character headcode, 1958 to early 1960s (D800-D812)
78	Class 35 *'Hymek'* (originally D7000-D7100)
71	Class 28 – 1958 as built, wrap round windows (originally D5700-D5719)
71	NER EF1/EB1 (26502-26511)
70	PCV Propelling Control Vehicle (conversion of Class 307 Driving Trailers c.1994)
63	NER EE1 (26600)
60	Class 27
48	Class 57 *

Results for *Railbuses, Railcars & DMUs* follow on the next page…

08. **Railbuses, Railcars & DMUs**

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

Results for *EMUs* follow on the next page…

164	**Class 313/314/315 & 507/508**
151	**Class 442** *'Wessex'*
146	**Class 325 Royal Mail Units** (Railnet)
137	Class 404 4 COR, 4 BUF, 4 RES etc *'Nelson'*
132	Class 357/375/377/379/387 *'Electrostar'*
115	Class 420/422 & Class 421 – 4 BIG, 3COP & 4 CIG
113	Class 405 4 SUB Post-war all-steel
111	Class 309 *'Clacton Express'*
109	Class 310/312
109	Class 319/326/768/769
106	Class 304
102	Class 414, 415/1, 416/1 & 418 – 2 HAP, 2 SAP, 4 EPB, 2 EPB BR(SR) Design
96	Class 320/321/322
94	3 SUB/4 SUB LSWR/Southern Railway
93	Class 365 & 465/466 *'Networker Express'* & *'Networker'* 4-car/2-car
91	4 LAV Southern Railway
86	2 NOL Southern Railway
83	Class 317/318
82	Class 305/1, 305/2, 308/1, 308/2 & 308/3
82	Class 415/2 4 EPB BR design
80	6 PAN/6 PUL Southern Railway
80	Class 455 4-car
76	Class 411 3 CEP & 4 CEP Refurbished
76	Class 430/432 4 REP
75	Class 402 2 HAL, All-steel *'Tin HAL'*
71	Class 323
69	Tyneside Articulated 2-car – Clerestory & Elliptical Roof
67	Class 376/378 *'Electrostar'* & *'Capitalstar'*
65	Class 405 4 SUB *'Sheba'*
60	Class 456 2-car
57	Class 700/707/717 *'Desiro City'*
55	Class 484 Vivarail Underground D Stock Conversions
55	Tyneside Class 416/2 – 2 EPB & Motor Luggage Van E68000
52	Class 373 Eurostar
52	Class 444 *
51	Class 345/701/710/720/730 *'Aventra'*
46	2-car De-icer Units – 1960 conversion of 1925 SR 4 SUB
44	Class 334/458 *'Juniper'*
42	Class 374 Eurostar e320
41	Class 332 Heathrow Express & Class 333
35	Class 397 *'Civity'*
32	Class 331/0 & 331/1 *'Civity'*
30	Class 777

Results for *Coaches, Passenger Brake Vans & TPO: GWR & Constituents* follow on the next page…

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

185	**GWR Churchward *'Toplight'* Coaches 56ft/57ft** inc Diners & Slip Coaches (1907-1922)
155	**GWR Churchward Autocoach – Wood-panelled 59ft 6in** (e.g. Diags.J & N & Diags.A10, A24, A31)
143	**GWR Churchward *'Toplight'* Passenger Brake Van 57ft** (Diag.K22 of 1915)
142	**GWR Collett Autocoach – Steel-panelled 59ft 6in & 62ft 8in** (Diags.A27, A28, A30, of 1928-32)
139	GWR Dean Non-gangwayed & Gangwayed Clerestory Coaches (1876-1904)
138	GWR Churchward Autocoach – Wood-panelled 70ft (e.g. Diags.E, L, P, T, U & A26, A29)
121	GWR Churchward *'Toplight'* Coaches 70ft inc Diners & Slip Coaches (1907-1922)
113	GWR Churchward *'Dreadnought'* Coaches 70ft inc Diners & Sleepers (1904-1905)
112	GWR Collett *'Large Window'/'Sunshine'* Coaches 60ft 11¼in (1936-1943)
107	GWR Collett Passenger Brake Van 57ft (Diag.K41 of 1934-1936 & Diag.K42 of 1937-1945)
102	GWR Collett Passenger Brake Van 58ft 4½in (Diag.K38 of 1926)
99	GWR Dean Low Roof Coaches (4-, 6- & 8-wheel of 1872-1902)
96	GWR Churchward *'Concertina'* Coaches 70ft inc Diners & Slip Coach (1906-1907)
95	GWR Collett Travelling Post Office Vans TPO (Diags.L18-L25 of 1929-1947)
87	GWR Collett Composite Dining Car 58ft 4½in (Diag.H33 of 1925)
86	GWR Collett *'Centenary'* Coaches 61ft 4½in inc Diners (1935)
86	GWR Collett Passenger Brake Van 61ft 4½in (Diag.K40 of 1930)
84	GWR Collett Slip Coach 60ft 11in (Diag.F24 of 1938)
84	GWR Collett Composite Dining Car 57ft (Diag.H25 of 1923)
83	(GWR) BR Autocoach –1955 conversion of Collett Brake Thirds (Diag.D117 to Diag.A44)
83	GWR Collett Excursion Coaches 60ft inc Kitchen Cars (1935)
83	(GWR) Slip Coach 64ft – BR 1958 conversion of Hawksworth BCK
81	GWR Collett *'Super Saloons'* 61ft 4½in (1931)
81	GWR Collett Buffet Car 60ft 11¼in 12-wheel (Diag.H55 of 1938)
80	GWR Collett Passenger Brake Van 59ft 10in (Diag.K44 of 1941)
78	GWR Collett Bow Ended Coaches, 61ft 4½in, 'Cornish Riviera' etc inc Diag.F23 Slip (1929-1933)
77	GWR Collett Buffet Car 57ft – *'Quick Lunch Bar Cars'* (Diag.H41 of 1934)
74	GWR Collett Composite Dining Car 61ft 4½in (Diag.H38 of 1931)
73	GWR Collett Composite Dining Car 60ft 11¼in 12-wheel (Diag.H57 of 1938)
71	GWR Collett Non-gangwayed Coaches (1923-1940)
62	GWR Hawksworth Non-gangwayed Coaches 63ft 0¾in (1947-1954)
46	(GWR) BR Intermediate Trailers –1953-4 conversions of Collett Thirds (Diags.C66/75 to Diags.A41/A42)

Results for *Coaches, Passenger Brake Vans & TPO: SR & Constituents* follow on the next page…

147	**(SR) Bulleid Tavern Car Sets** (1949 as built, 1951 rebuilt Compo Diner, 1959 rebuilt Tavern Car)
129	LSWR/SR *'Ironclad'* Coaches – inc 2-sets Nos.381-385 (1921-1925)
112	SECR 100-seater Non-corridor Third (Diag.52, of 1921-1923)
110	LBSCR Pull and Push Nos.718-723 (1922)
99	Ex-LBSCR/SECR 54ft Bogie Coaches on Isle of Wight (1936-1966)
98	LSWR/SR *'Ironclad'* Pull and Push Sets Nos.381-385 (conversions of 2-sets, 1948-1952)
95	LSWR/SR Pull and Push Nos.731-739 (1943 conversions)
88	(SR) Bulleid 10¼in Vent Corridor Brake Composite 'Loose' (Diag.2406 BCK of 1948)
87	SR Bulleid Bournemouth Line 6-car Sets Nos.290-300 (1947)
86	SR Maunsell 1936 Open Third (Diag.2007)
85	LSWR/SR Corridor 3-sets e.g. Nos.348, 406, 421 etc (1903-1921)
85	SR Maunsell 1935 Coaches (Diags.2008 TK, 2113 BTK, 2403 BCK)
82	LBSCR *'Balloon'* Elliptical Stock (Train No.10, SR 4-Set No.841)
80	SR Bulleid Travelling Post Office Vans TPO (Diags.3192 & 3196 of 1939)
79	SR Bulleid BRCW 3-sets Nos.795-804 & 805-829 (Diags.2124/5 BTK, Diag.2320 CK of 1947/8)
78	SECR/SR *'Continental'* Coaches (1921-1927)
76	SECR/SR Pull and Push No.660 (1942 conversion)
74	SECR 6-wheel Passenger Brake Van (Diag.885) *
73	SR Maunsell Kitchen Buffet Car – paired with Diag.2658 RCO (Diag.2659 of 1947) *
69	LSWR/SR Non-corridor 2 LAV Sets Nos.7-20 & 3 LAV Sets Nos.101-167 etc (1935 on)
65	LBSCR 4-wheel Stock (Train Nos.21-37 with gaps)
64	(SR) Maunsell Buffet Car (Diag.2666 RB, 1953-1954 conversions)
61	SR Maunsell Passenger Brake Van B – 8-wheel, Stove-fitted, orange panels (Diag.3093 of 1943 on)
60	SR R0 & R1 Coaches – inc Nondescript Saloon/Brake Saloon (1928-1934)
59	SR Maunsell Passenger Brake Van C/BY – 4-wheel, Stove-fitted, orange panels (Diag.3092 of 1937)
56	(SR) Bulleid 15in Vent Open Third (Diag.2017 of 1950)
47	(SR) Bulleid 15in Vent Corridor First (Diag.2552 of 1949)
45	SR Bulleid Multi-door 3-sets Nos.981-984 64ft 6in (Diags.2122 BTK, 2317 CK, 2122 BTK of 1946)

Results for *Coaches, Passenger Brake Vans & TPO: LMS & Constituents (exc Scottish Companies)* follow on next page…

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

00 – 20

122	LMS Period III Pull-Push Sets (Diag.1856 Driving BT etc)
120	LMS Period I & II Gangwayed Coaches inc 2-window types 57ft & 60ft (10 Diags. within 1692-1807)
99	LNWR Gangwayed Elliptical Roof Stock 57ft
95	LMS Period III Gangwayed Coaches 57ft & 60ft (Diags.1899, 1905, 1925, 1930, 1999) *
92	LNWR Non-gangwayed Non-lavatory Arc Roof Stock 50ft
91	LNWR Passenger Brake Van BG (Diag.375 of 1907 & Diag.382 of 1911)
87	LMS Period II & III Travelling Post Office Vans TPO (Diag.1792 POS & Diag.1793 POT of 1930)
85	MR Gangwayed Clerestory Stock 54ft Bain (1904-1907)
77	SDJR Bogie Stock 46ft
76	LMS Period III Kitchen/Rest Third 68ft 12-wheel & Open Composite 57ft (Diags.1923/1901 & 1903/1862)
75	LMS Period II & III Restaurant Composite 68ft 12-wheel (Diags.1811 & 1938)
74	LYR Non-gangwayed & Gangwayed Elliptical Roof Stock 54ft & 56ft
73	LMS Period III Gangwayed Post-war Coaches 57 & 60ft (Diags.2117, 2119, 2121, 2123)
66	MR Non-gangwayed Lavatory Clerestory Stock 48ft Clayton (1897-1901)
66	LMS Period I Non-gangwayed Non-lavatory Coaches (Diag.1700/01/02/03)
59	WCJS West Coast Joint Stock
59	LMS Period III Passenger Brake Van 50ft BG (Diag.2007) *
59	(LMS) Period III Cafeteria Car 50ft or 60ft (1953/55 conversions to Diag.2184 or Diags.2195/6/8)
57	(LMS) Period III Buffet Car 68ft 12-wheel (1954 conversions to Diag.2180)
51	LMS Period III Gangwayed Twin-articulated Open Stock (Diags.1965, 1966, 1967)

Results for *Coaches, Passenger Brake Vans & TPO: LNER & Constituents (exc Scottish Companies)* follow on next page…

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

135	NER Non-gangwayed Stock – Clerestory, Matchboard, Elliptical, 49ft/52ft (Various diagrams)
135	LNER Gresley GN section Quad-Art Articulated Sets (Diags.68-75 of 1924)
121	LNER Gresley GE section Quad-Art Articulated Sets (Diags.102-105 of 1929)
118	NER Push-Pull Stock (Diags.146, 162 & 213 of 1938)
118	LNER Gresley GE section-Quint-Art Articulated Sets (Diags.76-80 & 81-85 of 1925)
115	NER Passenger Brake Van BZ 6-wheel (Diag.171 of 1908)
114	(LNER) Thompson Passenger Brake Van BZ 6-wheel (Diag.358, BR-built 1950)
113	LNER Gresley General Service Stock 61ft 6in (Diags.1, 114, 115, 130, 174, 175 of 1920s-1939)
104	LNER Gresley Triplet Articulated Restaurant Set (Diags.12, 13, 14, 1924)
101	GCR Gangwayed 60ft Stock – *'Barnum'* (c.1911)
101	LNER Gresley Non-gangwayed Twin-Art 51ft 1½in/55ft 6in Wood/Steel Panel (1929/1940/1935)
101	LNER Gresley Travelling Post Office Vans TPO (Diag.164 POS & Diag.165 POT of 1933)
100	LNER Gresley Push-Pull Driving Trailers 51ft 1½in (Diags.254, 317, 318, 320, of 1939)
97	GER Gangwayed Stock inc Restaurant Car 50ft (1905 on)
96	GER Non-gangwayed Standard 54ft Stock (1911)
94	ECJS East Coast Joint Stock
94	GNR 6-wheel Stock – to run with Stirling Single
90	GCR Non-gangwayed & Gangwayed 60ft Stock – exc *'Barnum'* (c.1910)
89	LNER Gresley End Door Stock 61ft 6in (Diags.155, 211, 212, 1932 & 1936)
89	LNER Gresley Passenger Brake Van BY 4-wheel (Diag.120 of 1927)
85	LNER Gresley Tourist Stock 61ft 6in Green & Cream (BTO & Buffet, 52ft Artic Twin TO, 1933)
85	(LNER) Beaver Tail Observation Cars – Angular Design (as rebuilt 1959)
80	LNER Gresley Tourist Stock 61ft 6in Teak (Diag.186 TO & Diags.191/196 BTO, 1934 & 1935)
78	LNER Thompson Passenger Brake Van Steel 63ft 0in BG (Diag.344 of 1945)
77	LNER Gresley GE section Stock 52ft 6in (Diags.9, 141, 146, 216, 1926-1936)
77	(LNER) Beaver Tail Observation Cars – Rounded Design (as running 1950-1959)
75	LNER Gresley Passenger Brake Van 51ft 1½in B (Diags.129/284 of 1928 & 1939)
72	(LNER) Gresley Buffet Car (Diag.167, as rebuilt 1958/9)
71	LNER Thompson Passenger Brake Van Matchboard 61ft 6in BG (Diag.327 of 1946) *
69	LNER Gresley Passenger Brake Van 61ft 6in BG (Diag.198 of 1935/6) *
67	LNER Gresley GE section Non-gangwayed Stock 51ft 1½in/54ft 1½in (Diags. 276/294/299 & 265 of 1938/9)
67	LNER Gresley Restaurant First & Open Third (Diag.10C RF & Diag.27A, 27C TO, 1928/9)
65	LNER Gresley Restaurant Pantry Third (Diags.15, 112, 151 & 321 of 1925-1943)
64	LNER Thompson Round Corner Window Stock (c.1948)
59	GNR Non-gangwayed Lavatory Stock 58ft 1½in (Diags.21, 121, 183, 274)
54	LNER Thompson Restaurant First & Open Third (Diag.354 & Diag. 350, 1949 & 1947)
53	LNER Gresley Buffet Car (Diag.167, as built 1933-37)
52	LNER Thompson FO/Kitchen Car/TO (Diags.351, 353, 350, 1947 & 1948)
48	LNER Gresley GN & GC Steel Panel 5-sets (BTK+TK-CK-TK+BTK, 1935 & 1939-1942)

Results for *Coaching Stock: Non-passenger-carrying, exc PBVs & TPO (NPCCS)* follow on the next page…

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

235	**Milk Tank Wagon 6-wh 3000-gall. Ladder & filler in centre** GWR/SR/LMS/LNER/BR (29+ diagrams) *
149	**Milk Tank Wagon 6-wh 3000-gall. Ladder off-centre, small platform** GWR/SR/LNER/BR *
149	**Milk Tank Truck 6-wh 20ft 6in. 4-wh Milk Road Tanker Trailer load** GWR/SR/LMS/LNER
116	Milk Tank Truck 6-wh 24ft 6in. 6-wh Milk Road Tanker Trailer load, GWR/LMS/LNER (4 diagrams)
115	Milk Tank Wagon 6-wh 3000-gall. Ladder & filler one end, GWR (Diag.O57) *
108	Milk Tank Wagon 6-wh 2000-gall. Ladder & filler in centre, LMS/LNER (Diag.1992 & Diag.222) *
94	Fish Van 4-wheel GWR – Bloater (Diags.S8 & S9 of 1916)
94	Horse Box 4-wheel NER (Diag.196 of 1913)
94	Parcels & Luggage Van 8-wheel 42ft LMS (Diag.1870 of 1933)
94	Siphon 6-wheel GWR – 'Low Siphon' – Dean & Churchward (Diags.O3-O6 of 1894-1906)
92	Siphon F 8-wheel GWR – External Frame – Churchward (Diag.O7 of 1907)
91	Milk Tank Wagon 6-wh 3000-gall. Ladders each end, twin tank/compartment, GWR (3 diagrams) *
91	Siphon C 4-wheel GWR – External Frame – Churchward (Diags.O8 & O9 of 1906)
89	Siphon G 8-wheel GWR – External Frame – Churchward (Diag.O11 of 1912)
88	Passenger Luggage Van 4-wheel SECR – PLV, later PMV (Diag.960)
87	Fish Van 4-wheel LNER – Diag.134 converted to white livery Insul-Fish, internal sliding doors *
86	Carriage Truck 4-wheel SR – Van U/CCT (Diag.3101) *
86	Milk Tank Wagon 6-wh 3000-gall. Ladder & filler one end, sloping tank, BR-built (3 diagrams) *
85	Carriage Truck 4-wheel GWR – Covered – Python – Churchward (Diags.P14 & P19 of 1907 & 1914)
84	Horse Box 4-wheel LNER/BR (Diag.4 of 1936/37, Diag.5 of 1938, Diag.9 of 1954)
84	Horse Box 4-wheel LSWR – 9ft & 13ft wheelbase (Diags.1000 & 1001)
84	Siphon H 8-wheel GWR – External Frame – Churchward (Diag.O12 of 1919)
82	Horse Box 4-wheel LBSCR – 10ft 6in wheelbase (Diag.1021)
82	Special Cattle Van 4-wheel SR – SCV (Diag.3141 of 1930)
81	Scenery Van 8-wheel SR (Diag.3182 of 1938)
80	Fruit C Van 4-wheel GWR (Diag.Y3 of 1911 & Diag.Y9 of 1937)
78	Carriage Truck 4-wheel GWR – Open – Scorpion – Churchward (Diag.P15 of 1908-15)
76	Fish & Milk Van 6-wheel LMS (Diags.1873 & 1874 of 1923 & 1927)
76	Fish Van 6-wheel (GWR) – Insixfish (Diag.S13 of 1948)
74	Carriage Truck 8-wheel LNER CCT 52ft (Diag.7 of 1940)
74	Siphon J 8-wheel GWR – Internal Frame, Internal Ice Tanks – Collett (Diags.O31 of 1930 & O40 of 1932)
74	Special Cattle Van 4-wheel GWR – Beetle C (Diags.W7, W13, W14, W17 of 1910-1953)
73	Scenery & Parcels Van 8-wheel GWR – Monster (Diags.P18 & P21 of 1914 & 1932)
72	Bullion Van 8-wheel GWR – Churchward (Diag.M16 of 1903, Diag.M17 of 1907/13) *
71	Parcels & Misc. Van 4-wheel SR – Plastic body (PMV, Diag.3105 of 1944)
69	Carriage Truck 6-wheel LMS CCT (Diag.1872 Covered Combination Truck of 1934)
66	Fish Van 6-wheel LMS (Diag.2115 of 1946)
61	Carriage Truck 6-wheel LNWR CCT (Diags.444 & 444A of 1910 & 1915)
57	Insulated Van 6-wheel 31ft LMS – Two LMS Insulated Milk Van, Four Palethorpes (1936) *
54	Insulated Van 8-wheel 50ft LMS – Two LMS Insulated Cream Van, Eight Palethorpes (1936) *
46	Car Carrier 8-wheel BR – Anglo-Scottish CCT (E71000-E71099 of 1957)

Results for *Freight Stock: Pre-1923 (excluding Scottish Companies)* follow on the next page…

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

130	Freight Stock LNWR
125	Freight Stock GER (exc company items already made)
121	Freight Stock NER (exc Wood Coal Hopper Wagons)
110	Freight Stock GCR
110	Freight Stock LYR
105	Freight Stock MR (exc company items already made)
104	Freight Stock GNR
98	Open Goods Wagon LSWR – 5-plank, Rounded Ends (Diag.1310 of 1896) *
96	Open Goods Wagon LBSCR – 5-plank, Rounded Ends & Later Square (Diags.1369 & 1370) *
94	Covered Goods Van GWR – Mink A 16ft (Diags.V12, V14, V16, V18 of 1909-1923)
93	Open Goods Wagon SECR – 4-plank, Rounded Ends (Diag.1329) *
90	Bogie Bolster Wagon GWR – Macaw B 30-ton (1907 & into BR days)
89	Covered Goods Van LSWR – High Roof Style (Diags.1406-1409 & 1411 of 1912) *
88	Brake Van LBSCR – inc Conversions to Ballast Brake Vans (Diag.1576 to Diag.1760, 1928) *
88	Covered Goods Van LSWR – Low Roof Style (Diag.1410 of 1889) *
87	Coal Wagon RCH – 5-, 6-, 7- & 8-plank (1887-1907)
84	Coal Hopper Wagon NER – Wood, Sloped-in Bottom Two Planks, 12-ton (NER Diag.137) *
84	Covered Goods Van LBSCR – inc Diag.1436 for IoW (Diag.1433) *
82	Meat Van GWR – Mica B (Diag.X7 of 1921-1923) *
81	Covered Goods Van GWR – Mink B/C 21ft (Diags.V5, V7 of 1904-1907)
80	Meat Van GWR – Mica, Mica A & Mica B (Diags.X1/X2 of 1889/1897 & Diag.X4 of 1906)
76	Cattle Wagon LBSCR – inc Conversions to IoW Covered Goods Van (Diag.1528 to 1457, 1935) *
76	Covered Goods Van GWR – Mink D 28ft 6in (Diags.V9, V11 of 1905 & 1907)
74	Covered Goods Van SECR (Diag.1425 of 1909) *
71	Covered Goods Van GWR – Mink F 36ft 8-wheel (Diag.V1 of 1906) *
71	Well Wagon GWR – Hydra (Diag.G22 of 1914) *
71	Well Wagon GWR – Loriot A (later B) (Diag.G2 of 1889) *
68	Brake Van SDJR – Goods Brake & Mail Van – 6-wheel 20-ton *
65	Well Wagon REC – Rectank (WW1)
63	Freight Stock SDJR (exc 6-wheel Goods Brake & Mail Van)
60	Brake Van LSWR (Diag.1542 as rebuilt to 4-wheel) *
48	Girder Wagon Set GWR – Pollen (Diags.A6, A9, A10 of 1909)

Poll Team Note: *Although Rapido announced its GWR Covered Goods Vans while The Poll was running, the percentage of votes going to them was not materially affected as most votes had been cast by then.*

Results for *Freight Stock: 1923-1947 (including BR Descendants)* follow on the next page…

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

142	**Containers GWR/LMS/LNER/SR** *
120	Covered Goods Van LNER – 12-ton Sliding Door Wood (Diags.14-17 of 1926)
115	Covered Goods Van LMS – 12-ton Sliding Door, Wood (Diag.1664/1830 of 1924/1929)
111	Covered Goods Van LMS – 12-ton Sliding Door, Steel (Diags.1828 & 1829 of 1929)
109	Hopper Wagon Grain LNER – Bulk 22½-ton (Diag.73 of late 1930s)
108	Banana Van LNER (Diag.52 of 1929)
106	Container Wagon SR – 9ft & 10ft wheelbase (Diags.1382 & 1399 of 1931/1938)
104	Cattle Wagon LNER – 10ft wheelbase (1920s)
104	Lowmac/Loriot GWR/LMS/LNER/BR (inc BR Diags.2/240 etc of 1949/51)
102	Covered Goods Van LNER – 12-ton Sliding Door, Plywood (Diags.172, 176, 195 of 1943-1948)
102	Meat Van SR (Diag.1486 of 1931) *
102	Open Goods Wagon GWR – 17ft 6in, 10ft wheelbase (Diags.O31 etc, 1932-BR days)
102	Tube Wagon LMS/LNER/BR – Unfitted (Diags.1675, 1945, 2116, BR Diag.1/447 of 1925, 1947, 1951)
99	Banana Van GWR (Diag.Y12 of 1925)
99	Covered Goods Van LMS/BR – 12-ton Sliding Door, Plywood (Diags.2103 & 2108, BR Diag.1/200 of 1949)
98	Meat Van LNER (Diags.20 & 21 of 1924-1931) *
97	Meat Van GWR – Mica A & B (Diags.X8, X9, X10 of 1923-1930) *
86	Covered Goods Van GWR – Mink A 17ft 6in wheelbase (Diags.V21, V23, V24 & V34 etc of 1927 & 1941)
86	Open Goods Wagon LMS – 5-plank, 10ft wheelbase (Diags.1892 & 2110 of 1934 & 1946) *
85	Bogie Bolster Wagon LMS/LNER/BR – Quint D 42-ton (also Plate Wagon) (inc BR Diag.1/490 etc 1949)
83	Container Wagon SR – 18ft 7in wheelbase (Diag.1383 of 1931)
83	Lowfit LMS/LNER/BR – 1-plank (Diag.1986 & BR Diags.1/001 etc of 1950)
83	Open Goods Wagon SR – 5- & 8-plank, 9ft & 10ft wheelbase (Diags.1375/79, 1400 of 1940, 1926, 1936)
82	Mineral Wagon SR – 12ft wheelbase, double doors, 8-plank 20-ton (Diag.1386 of 1933)
81	Cattle Wagon LMS/BR (Diags.1661/1840/1944 of 1923-33 & 1935, & BR Diag.1/350 of 1949)
77	Container Wagon GWR/BR – Conflat A (inc BR Diag.1/061 etc of 1950 on)
76	Banana Van LMS (Diag.1660 of 1925)
74	Bogie Brick Wagon LNER (1930)
74	Mineral Wagon GWR – *'Felix Pole'* (Diag.N32 of 1933)
73	Hopper Wagon Grain GWR – Grano (Diag.V25 of 1935)
72	Covered Goods Van GWR – Mink G 19ft 6in wheelbase (Diag.V22 of 1930)
71	Covered Goods Van SR/BR – 12-ton Planked & Plywood (Diags.1428, 1458, 1455, 1452, BR Diag.1/202) *
68	Bogie Bolster Wagon GWR – Macaw 40-ton (inc Diag.J26 Gane A for Departmental use) (1935) *
68	Meat Van LMS (Diag.1822 of 1930) *
67	Bogie Trolley Wagon LMS/LNER/BR – Trestrol (inc BR Diags.2/680 & 682 of 1951/3)
66	Bogie Trolley Wagon LMS/LNER/GWR/BR – Weltrol (inc BR Diag.2/730 etc of 1949)
62	Bogie Trolley Wagon LMS/LNER/BR – Flatrol (inc BR Diag2/511 of 1949)
62	Medium Goods LMS/BR – 3-plank (Diag.1927 of 1935, BR Diag.1/017 of 1950)
61	Hopper Wagon Ore LMS/LNER/BR (Diags.1669, 1893/4 & BR Diags.1/161 & 1/162 of 1949/50)
54	Brake Van SR – Bogie *'Queen Mary'* (Diag.1550 of 1936)
52	Tevan GWR – Converted 16ft/17ft 6in Mica A Vans for Lyon's/Fry's traffic (Diags.V31/V32 of 1938) *
51	Covered Goods Fruit Van GWR – Cattle Wagon Conversion (Diag.Y10 of 1939)
48	Brake Van GWR – 4-wheel Vacuum Braked (Diag.AA21 of 1939)
41	Hopper Wagon Cement LMS – 20-ton (Diag.1806) *

Results for *Freight Stock: 1948-1963* follow on the next page…

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

116	Pallet Van BR – Palvan (Diag.1/211 of 1952)
101	Banana Van BR (Diags.1/242, 1/243 & 1/244 of 1952 & 1958, Diag.1/246 of 1959)
100	Prestwin Twin Silo Wagon BR (Diag.1/277 of 1960)
99	Conflat L Wagon BR & L-type Container (Diag.1/068 of 1951 on)
92	Continental Ferry Wagons & Vans – BR & European types (up to 1963)
90	Mineral Wagon BR – Single door, riveted, 16-ton (Diag.1/109 of 1950)
89	Tank Wagon – 4- & 8-wheel, Chemicals, Private Owners (Murgatroyd's Liquid Chlorine etc)
83	Conflat P Wagon BR – 'Condor' train (Diag.1/060 of 1959)
82	Conflat B Wagon BR & AFP Containers (two per wagon) (Diag.1/461 & Diag.3/256 of 1958)
81	Containers BR – BM & FM, Fresh & Frozen Meat (1949 on & 1950 on)
80	Containers BR – A, AF, AFU etc (exc AFP) *
80	Containers BR – B, BD, BK etc (exc BM & FM) *
78	China Clay Wagon BR (Diag.1/051 of 1954 on)
75	Bogie Bolster D Wagon BR – 42-ton (Diags.1/470, 1/472, 1/476, 1/478, 1/484 of 1949-61)
72	Hopper Wagon BR – Coal 13-ton (Diag.1/142 of 1949 on)
71	Mineral Wagon BR – SNCF type, 16-ton (Diag.1/112, repatriated 1950)
69	Hopper Wagon BR – Iron Ore 22-/24-ton (Diags.1/161 & 1/162 of 1949 & 1950))
67	Shock Absorbing Van BR (Diag.1/209, 1/218, 1/220 of 1951, 1957, 1959) *
54	Meat Van BR – Ventilated, 10-ton (Diag.1/250 of 1952, Ale Van later)
50	Containers BR – Speedfreight (Diag.3/006 etc from 1961)
49	Pallet Van BR – 1953 Conversion of GWR Diag.V21 Covered Goods Van *
45	Open Goods Wagon BR – 3-plank (Diag.1/017 of 1950) *

Results for *Freight Stock: 1964-Current* follow on the next page…

87	Pallet Van – UKF Fertilisers PWA/JWA
81	Tank Wagon 2-axle – Liquid Petroleum Gas TTA/TTV
77	Hopper Wagon 2-axle – Coal – BR 21-ton HTO/HTV
74	Tank Wagon 2-axle – Cement – Depressed Centre PCA
68	Container Flat – BR Freightliner FSA/FTA
67	Air-braked Van 2-axle – BR VCA
66	Container Twin Flats – EWS/DBC FCA
61	Car Carrier – Articulated – WIA
57	Container Well Wagon – EWS/DBC FAA
57	Hopper Wagon 2-axle – Coal – HBA/HEA *
57	Tank Wagon – Fuel – TIA
57	Scrap Wagon – 102-tonne POA/JXA
56	Scrap Wagon 2-axle – Allied Steel & Wire 'Blackadder' POA
56	Tank Wagon 2-axle – China Clay TTA
51	Tank Wagon – Bitumen – VTG ICA
51	Tank Wagon – China Clay – TEA
47	Covered Steel Wagon – IHA
45	Tank Wagon – Fuel – Tiphook/Murco TDA
42	Covered Steel Wagon – Tiphook Rail KHA
41	Tank Wagon – Cement – JGA
40	Hopper Wagon – Biomass – GBRf TANOOS *
38	Hopper Wagon 2-axle – Covered – British Industrial Sand/WBB Minerals PAA
38	Tank Wagon 2-axle – Dry Powder – ICI Soda Ash PC012A
36	Box Wagon – Aggregates – Tiphook/GE JRA
36	Box Wagon – Aggregates – Yeoman JYA
35	Sliding Wall Van 2-axle – 46-tonne VGA
34	Box Wagon 2-axle – MEA/MFA
33	Hopper Wagon – Fly Ash Presflo – 12ft 6in wheelbase – CSA/CSV CS002C *
30	Hopper Wagon – Aggregates – MRL/GBRf IIa *
29	Hopper Wagon – Aggregates – DBC HRA
25	Box Wagon – Aggregates – MWA
23	Hopper Wagon – Coal – Freightliner HXA

Results for *General Railway Service Stock: Departmental (Steam Era)* follow on the next page…

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

147	**Ballast Wagon Steel Hopper BR – Catfish/Dogfish** (BR Diags.1/586 & 1/587)
128	Ballast Plough Brake Van LNER/NER *
115	Staff & Tool Vans GWR – known as Breakdown Vans & Tenders *
107	Gas Holder Tank Wagon GWR – Cordon, 9-tanks (Diag.DD4)
106	Staff & Tool Vans LNER (exc Scotland) – to run with Breakdown Cranes *
101	Staff & Tool Vans SR – to run with Breakdown Cranes *
99	Inspection Saloon LNER DE900580 Chief Engineer
96	Snowplough LNER/NER (exc Scotland) – Steel with Guard's compartment (as at NRM)
94	Ballast Plough Brake Van GWR – Toad AA5 (becomes AA6 PW Van without the ploughs) *
93	Ballast Wagon Steel Hopper 8-wheel SR/BR – Walrus (Diags.1772, 1774, 1775 & BR Diag.1/585)
90	Dynamometer Car GWR – W7W (with Retractable Speed Recording Wheel)
89	Ballast Plough Brake Van SECR/SR (Diag.1748, one for SECR 1914, three for SR 1932) *
88	Loco Coal Wagon GWR – 10-, 20- or 40-ton
86	Inspection Saloon SR DS1 – Ex-LSWR
86	Rail-mounted Crane – Goods Yards – 4-wheel
85	Ballast Wagon Dropside 5-plank SR – Tunny (Diag.1771)
84	Ballast Wagon Steel Hopper GWR/BR – Herring/Mackerel (P22 & BR Diags1/582, 1/583 & 1/584)
84	Inspection Saloon BR (GWR Diag.Q13)
82	Ballast Wagon Dropside Steel GWR/BR – Starfish/Ling (Diag.P15-P21 & BR Diag.1/566 & 1/567)
82	Ballast Wagon Dropside 8-wheel LNER/BR – Sturgeon (also Rail & Sleepers) (BR Diags.1/638, 1/645, 1/647)
81	Snowplough SR – Converted ex-steam loco tender *
80	Ballast Wagon Dropside 8-wheel LNER/BR – Dolphin (also Rail & Sleepers) (Diag.99 & BR Diag.1/639)
80	Inspection Saloon SR DS291 – Ex-LBSCR, 12-wheel
78	Ballast Brake Van BR – Diag.1560 *'Dance Hall'* Brake Van conversions, 1950s (SR Diag.1761) *
77	Staff & Tool Vans LMS (exc Scotland) – to run with Breakdown Cranes *
76	Ballast Plough Brake Van LMS – Oyster (Diag.1805 Cravens Ltd 1932) *
76	Rail-mounted Crane – Coal & Ash in Loco Shed Yards – 4-wheel
72	Ballast Plough Brake Van LSWR (Diag.1737 Hurst Nelson & Co 1898/1903) *
72	Ballast Wagon Dropside 5-plank NER/BR – Gudgeon (also for Sleepers) (BR Diag.1/569) *
69	Chaired Sleeper Wagon GWR (Diags.T1, T12, T13)
69	Loco Coal Wagon LNER – 21-ton (Diag.207)
67	Ballast Wagon Dropside 3-plank LMS – Sole/Haddock (Diags.1953/4, 2095/8 & BR Diags.1/565 & 1/621)
67	Ballast Wagon Steel Hopper GWR (Diag.P7) *
60	Dynamometer Car LMS
60	Rail-mounted Crane – Track Panel Relaying, DW274-DW276 – to run with PWM 651-654 *
59	Ballast Wagon Steel Hopper LMS/BR – Gannet (Diag.1804 & DR Diag.1/581) *
58	Inspection Track Testing Car GWR/BR – W139W/DW139 – *'The Whitewash Coach'*
56	Ballast Wagon Steel Hopper LNER (Leeds Forge Co Ltd 1926) *
53	Maintenance Train for Overhead Line Equipment BR – 1950s/1960s
52	Maintenance Van for Weighing Machines, Pooley & Sons – GWR Area *
50	Ballast Wagon Dropside Steel BR – Lamprey (BR Diag.1/570)
49	Maintenance Van for Weighing Machines, Pooley & Sons – LNER/NER Area (inc Scotland) *
41	Snowplough LMS (exc Scotland) – Steel with Guard's compartment (similar at NRM) *
37	Maintenance Van for Weighing Machines, Pooley & Sons – SR Area *
31	Maintenance Van for Weighing Machines, Pooley & Sons – LMS Area (inc Scotland) *

Results for *General Railway Service Stock: On-Track Plant (Post-Steam Era)* follow on the next page…

154	**Tamper – Plasser & Theurer 07-16**
134	Track Inspection DMU – Network Rail 950 001
132	Crane – Cowans Sheldon Twin Jib YJB
129	Tamper – Plasser & Theurer 08-16/16-32
126	Ballast Cleaner – Plasser & Theurer RM74
123	Test Car – 'Mentor'
120	Crane – Cowans Sheldon Breakdown with Staff & Tool Vans (75-ton DH telescopic jib)
110	Ballast Regulator – Plasser & Theurer 5000RT
96	Overhead Line Maintenance Train – 1970s on
95	Rail Grinder – Network Rail Loram C44
90	Ballast Wagon – Autoballaster – Railtrack/Network Rail HQA
90	Continuous Rail Carrier – Perch/Porpoise YEA
89	Crane – Kirow 1200UK Heavy Duty
88	Structure Gauging Train
84	Tamper – Matisa B41UE
78	Rail Grinder – Harsco Track Technologies Twinset
73	Stone Blower – Pandrol Jackson/Harsco Track Technologies
64	Ballast Wagon – Box – Lobster MXA
63	Tilting Point Carrier – IFA
61	Ballast Wagon – Box – MLA
60	Ballast Hopper Wagon – 50-ton Whale (Diag.1/589)
58	De-icer – Third Rail GLV
50	Dynamic Track Stabiliser – Plasser & Theurer DGS 62N
50	Mobile Maintenance Train – Robel

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 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***.

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 Mk1 ***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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