

'Foreign' Workings over LNWR Lines

Through Services of 'Foreign' Carriages and Trains

At various times the following 'foreign' through trains or carriages ran over LNWR lines.

GWR.

Many of these are summer only services with through carriages:

Through carriages - Bristol, Plymouth, Taunton, Exeter, Penzance, Paignton, Kingswear and Weston Super Mare to Liverpool and Manchester via Shrewsbury and Hereford.

Newton Abbott to Liverpool.

Penzance to Bradford.

Barnstaple to Manchester.

Cardiff and Pembroke Dock to Crewe., Liverpool, Manchester, Leeds and Newcastle.

Bristol to Bradford, Leeds, Edinburgh and Aberdeen.

Plymouth to Leeds.

Chester to Manchester Exchange (carriages and locomotives).

Wellington to Manchester via Stafford.

Welshpool to Birmingham

GW trains worked into Crewe from the Market Drayton line.

Cardiff to Yarmouth via Leamington, Rugby, Peterborough and Norwich. 10/07/1908 to 30/09/1908 and 16/07/1909 to 30/09/1909 but not repeated. GW and GE stock on alternate days.

Cambrian.

Through carriage services:

Euston to Aberystwyth.

Aberystwyth and Barmouth to Liverpool, Manchester, Leeds and Birmingham via Whitchurch or Shrewsbury.

Welshpool to Crewe.

Portmadoc to Euston via Chester and Carnarvon.

NER.

Kendal-Tebay NER passenger train and loco from 01/07/1897.

Newcastle-Liverpool via Leeds and Manchester Exchange. Services shared between LNWR and NER train sets.

NER Emigrant Specials Hull to Liverpool Lime St. Passengers hauled by NER locomotive throughout, Baggage trains hauled by LNWR from Leeds. All NER stock.

NSR.

NSR trains to Walsall commenced early 1882.

Through carriages from Manchester to London via Macclesfield, Stoke and Norton Bridge.

Trains from NS line (e.g. Uttoxeter) to Manchester via Macclesfield.

Trains from Derby, Nottingham and Burton to Llandudno via Birmingham, Stafford and Crewe.

L&Y.

Through carriages Euston to Colne, Rochdale and Clitheroe.

Liverpool Exchange to Scotland, Whitehaven and Windermere via Preston (joint services shared with LNWR stock as part of traffic agreement with L&Y, largely replacing services from Lime St.).

Manchester Victoria to Morecambe, Windermere and Whitehaven (joint service shared with LNWR stock as part of traffic agreement with L&Y).

GER

Cardiff to Yarmouth via Leamington, Rugby, Peterborough and Norwich. 10/07/1908 to 30/09/1908 and 16/07/1909 to 30/09/1909 but not repeated. GW and GE stock on alternate days.

Harwich to Birmingham.

GNR

Grantham to Llandudno.

Passenger trains from Northampton to Nottingham via joint line. From 1881 allowed to stop at local stations Northampton-Market Harborough. From 07/1882 GNR trains from Newark to Northampton. From 05/07/1914 Sunday services commenced on Dunstable Branch operated by GNR.

Caledonian.

Edinburgh to Bristol.

SE&CR.

Through carriages - Manchester to Folkestone, Dover and Deal via Willesden and Clapham Junction.

L&SWR.

Through carriages - Manchester to Southampton, Bournemouth and Weymouth via Willesden and Clapham Junction.

Midland.

Through carriages from Manchester and Birmingham to Bournemouth from 01/10/1910. Replaced service via Willesden and the LSWR.

Furness.

Trains from Morecambe to Grange-over-Sands from 01/07/1892 withdrawn 30/09/1892.

Excursion trains

These trains were organised either by the foreign company or were hired by travel companies for their own excursions. They ran over the various holiday periods, particularly over the summer months when there were regular excursions each week. Over the Christmas and the New Year excursions ran from the main cities up to Scotland. Special excursions were operated for works outings, large picnic groups and for visits to events such as horse races and exhibitions. Some excursion trains included dining cars.

Small excursion groups could hire Family or Picnic saloons for their trip.

Such excursions could have been seen almost anywhere, but the popular destinations on the LNWR were in North Wales, Blackpool, Morecambe, the Lake District, Liverpool for New Brighton and the Isle of Man, and Manchester Belle Vue.

Troop Trains

At weekends over the summer months many special trains were run to take Territorial Army volunteers and their guns, horses and vehicles to and from their training encampments all over the country. The bulk of the troops travelled on Sundays with advanced and rear parties on Fridays, Saturdays and Mondays. These trains were a mixture of passenger stock, horseboxes, cattle wagons and carriage trucks depending upon troops being carried. Foreign stock was often sent empty to LNWR stations to carry troops to camps on the foreign company's line or was used to carry troops to/from camps on the LNWR.

Theatrical Specials

Theatrical specials comprising passenger stock, open scenery trucks, CCTs and brake vans usually ran on Sundays for one or more theatrical companies moving between venues, although there were workings during the week as well. Sometimes several trains from different places were combined and divided on route for more efficient working. The stock was provided by the originating company.

Hunts and Race Meetings

Trains of horseboxes for hunts and race meetings could be sent almost anywhere with stock from a variety of companies.

Parties of the Aristocracy

Whole households of the aristocracy were moved to the country and back during the summer. The stock probably comprised a family saloon or composite carriages with luggage space, horseboxes, carriage trucks and/or CCTs attached to scheduled services.

Individual Vehicles

Carriage trucks and CCTs conveying road carriages, motor cars, and pantechicons could be sent virtually anywhere in the country. Full brakes and fruit vans worked to the south of England for soft fruit traffic in season. GWR milk traffic vans worked into Liverpool Lime Street and Manchester.

Goods Workings

NER mineral trains worked via Penrith and the Cockermouth, Keswick & Penrith Railway to the Workington area for the iron industry.

NER goods trains ran via Wortley Junction to Copley Hill from 01/03/1883.

GWR goods trains worked into Crewe from the Market Drayton line.

Foreign goods vehicles could be seen virtually anywhere on the LNWR, with the exception of special traffic vans.

Other Workings.

No doubt there are other workings missing from the above. If you can add any please let us know.