

Foreign Workings

While researching the trains and rolling stock that I could run on my 1900s period model of Lime Street Liverpool, it became apparent that LNWR carriages reached many places well off the LNWR system and that many other railways' rolling stock operated over LNWR metals. For example GWR, Cambrian and NER carriages appeared regularly at Lime Street on scheduled services and LNWR carriages originating at Lime Street reached Mid-Wales, the West Country, the South Coast, York, Newcastle and Scotland.

In addition, many excursions and special trains worked both onto and off the LNWR system.

All of the above could provide a colourful and varied parade of trains for a model. The following is an attempt to summarise all of these workings to show that LNWR models set almost anywhere can find an excuse to run some 'foreign' vehicles and that similarly non-LNWR modellers can justifiably run some LNWR stock on their layouts, if only as a special train.

These workings comprise anything from single vehicles to whole trains depending upon the service and also on the season of the year or public holidays. They gradually increased from around the 1880s up to and beyond the grouping, although this article only covers the LNWR period.

Looking through the published photograph albums there seems to be little evidence of these services. Perhaps photographs of 'foreign' trains on LNWR lines only appear in books covering these other railways. Some of the special trains primarily ran on Sundays, when the main scheduled services were considerably reduced so perhaps photographers did not bother taking out their cameras or found it difficult to travel using the reduced services before private cars became common.

LNWR Workings over Joint Lines

The most obvious inter-workings were on joint lines with one or more companies.

GWR

Birkenhead Joint - Chester-Birkenhead, Chester-Acton Grange Junction, Helsby-Hooton and Hooton-West Kirby.

Shrewsbury & Wellington.

Shrewsbury & Hereford.

Shrewsbury-Buttington for Welshpool.

Vale of Towy - Llandovery-Llandilo for Swansea.

West London - Willesden-Kensington.

L&Y

North Union.

Preston & Wyre Joint.

L&Y & Lancashire Union Joint.

Furness Railway

Whitehaven, Cleator & Egremont.

GCR

Oldham Ashton & Guide Bridge.

Manchester South Junction & Altricham.

GNR

Market Harborough - Aslockton and Saxondale Junctions for Nottingham and Newark.

GWR, LB&SCR and L&SWR

West London & West London Extension - Willesden-Kensington-Clapham Junction.

MR and North London

North & South Western Junction - Willesden-Kew Bridge.

MR.

Ashby & Nuneaton Joint.

LNWR Workings over 'Foreign' Lines

LNWR Passenger Trains and Through Carriages

At various times the following services were worked by LNWR stock. For some periods 'foreign' stock operated some of the services or both companies provided stock to share the costs..

GWR

Hereford-Newport discontinued 01/03/1879.

Liverpool and Manchester via Shrewsbury, Hereford and Newport to Bristol, Plymouth, Taunton, Exeter, Penzance, Paignton, Kingswear, Weston Super Mare, Pembroke Dock and Cardiff.

Exeter to Glasgow.

Bristol to Gourock.

Kingswear to Leeds and Bradford.

Euston, Liverpool, Manchester and Birmingham via Shrewsbury and Central Wales to and Swansea.

Manchester to Carmarthen and Pembroke Dock

Crewe to Merthyr via Hereford.

Swansea to York

LSWR

Willesden to Waterloo passenger service withdrawn 01/01/1893.

Willesden to Herne Hill service resumed 01/04/1897 and withdrawn 01/11/1900.

NER

Liverpool to York commenced 01/07/1893 worked by LNWR throughout.

Trains ran from Liverpool to Newcastle and Hull via Manchester Exchange and Leeds.

Through coaches operated from Liverpool to York and Scarborough, Swansea to York and Northampton to Scarborough.

A brake van worked between Newcastle and Euston.

NLR, West London Railway and District Railway

Broad Street-Mansion House. From 06/12/1905 electric locos took over from LNWR between Earl's Court and Mansion House.

MR

Interworking of LNWR and Midland trains over Wolverhampton-Walsall from 01/01/1909.

Similar interworking on Ashby & Nuneaton Joint, Charnwood Forest, Northampton-Wellingborough and certain MR services on Ashby & Nuneaton Jt. to run via Nuneaton TV.

Leamington-Nottingham via Nuneaton and Leicester from 01/10/1908. Worked by one LNWR and one Midland train.

Sheffield (Mid) to Llandudno via Buxton from 16/07/1910 to 17/09/1910.

Midland and NSR

Euston-Buxton through coach via Nuneaton-Burton-Ashbourne from 01/10/1899.

Derby to Llandudno via Crewe.

Derby to Birmingham.

NSR.

Manchester to London via Macclesfield, Stoke and Norton Bridge.

Birmingham to Stoke.

L&Y.

Liverpool Exchange to Preston for Scotland and Lake District. Manchester Victoria to Preston for Scotland and Lake District. Through coaches Euston to Colne, Rochdale and Clitheroe, Euston to Southport via Edge Hill.

Caledonian.

Using LNWR and West Coast Joint Stock.

Euston, Liverpool (Lime Street and Exchange) and Manchester (Exchange and Victoria) to Glasgow, Edinburgh, Perth, Dundee, Aberdeen, Stirling and Oban.

Exeter and Taunton to Glasgow.

Euston to Gourock, Stranraer and Inverness

Edinburgh-Weston Super Mare.

Highland.

Through coach Euston to Inverness via Perth.

Furness.

Euston, Liverpool and Manchester to Barrow via Carnforth.

Cambrian.

Euston and Birmingham via Shrewsbury to Aberystwyth and Barmouth.

Liverpool and Manchester via Whitchurch to Aberystwyth and Barmouth.

Euston and Tamworth via Shrewsbury to Welshpool.

Euston to Pwllheli and Portmadoc via Chester and Afon Wen.

Leicester to Aberystwyth.

GER.

Wolverhampton to Yarmouth via Peterborough.

Birmingham to Cromer, Lowestoft, Yarmouth, Hunstanton and Harwich via Peterborough.

Lowestoft to Liverpool (c1920).

SE&CR.

Liverpool, Manchester and Birmingham to Folkestone, Dover (for Calais and Paris) and Deal via Willesden and Clapham Junction. Commenced to Dover 1889.

LBSCR.

Liverpool & Manchester to Eastbourne and Brighton via Willesden and Clapham Junction.

Broad Street to London Victoria c1880.

Broad Street to East Croydon via Willesden and Clapham Junction.

Manchester Victoria to London Victoria Brake Van

L&SWR.

Liverpool & Manchester to Southampton, Bournemouth and Weymouth via Willesden and Clapham Junction. Discontinued from 01/10/1910 being replaced by service via Birmingham and Midland Railway.

Manchester to Waterloo Brake Van

Excursions and Special Trains onto and off the LNWR

Excursion trains

These trains were organised either by the LNWR 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.

From 1907 GWR agreed that LNWR should work excursions from the LNW line to Cardiff throughout.

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

Such excursions could have been seen almost anywhere.

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 encampments all over the country. The bulk of the troops travelled 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 workings included Scotland, Aldershot, Salisbury Plain, the New Forest and South Wales.

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.

Hunts and Race Meetings

Trains of horseboxes for hunts, race meetings could be sent almost anywhere mixed 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 trains probably comprised a family saloon or composite carriages with luggage space, horseboxes, carriage trucks and/or CCTs.

Individual Vehicles

Carriage trucks and CCTs conveying road carriages, motor cars, and pantechnicons 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.

LNWR Goods Workings on 'Foreign' Lines

Willesden/Camden to Doncaster via Market Harborough and LNW & GN Joint commenced 01/12/1879.

LNWR locos worked coal and empty goods between Colwick and Mexborough, and Colwick and Dovecliffe via Annesley and Dumall Junction over GNR and GCR.

The LNWR commenced working coal and empties to/from Colwick and collieries on GNR Leen valley, Leen Valley Extension and Erewash Extension lines.

Welshpool via LNW & GW Joint and Cambrian.

The Swansea area via Carmarthen GWR.

Willesden to Hither Green from 19/09/1899 (loco to Blackfriars Jcn only up to 30/09/1899 then throughout from 02/10/1899).

Willesden to Lower Sydenham via Blackfriars Junction and Park Bridge. The route was amended via Herne Hill and Beckenham Junction from 15/11/1900.

Willesden to Norwood Junction LBSCR via Clapham and Balham worked by an LNWR engine.

LNWR had goods stations at Clapham Junction LBSCR and Knight's Hill near Tulse Hill LBSCR, an LNW & MR Coal Depot near Peckham Rye and London Haydon Square Goods station off the GER.

Derby LNW Goods, Leicester LNW Goods and Burton on Trent LNW Goods off the MR.

Sheffield City Goods and Nunnery Goods off the GCR/MR.

Nottingham LNW Goods off the GNR.

LNW Goods at Chorley off the L&Y.

LNWR goods vehicles could be seen virtually anywhere, with the exception of special traffic vans for meat and bananas which worked on fixed routes.