



The passenger station and agent's house: reconstruction of Liverpool Road elevation in 1830.



Liverpool Road Station in 1905 (above). (Right) the first-class entrance. Its condition is that of 1830.

superintendent's house, with its exposed brick finish, contrasts with the station, which, although also of brick, is stuccoed with 'Roman Cement',<sup>53</sup> possibly Aspidin's hydraulic cement. The ground floor was treated with banded rustication separated from the first floor by a string course. The parapet was raised from a cornice to conceal the roofline. The first-class entrance was given due emphasis by paired pilaster strips and a heavy entablature topped by a curious baluster-cum-urn. The doorcase is echoed above by a five-light window with architraves and mullions repeating the design of the pilasters below. The window is headed by an entablature which also follows that of the doorcase in reduced form. In an attempt to achieve some symmetry the fenestration is paired on either side of the main entrance, and incised pilaster strips on the upper level seek to give an effect of unity. All this is completely destroyed by the second-class entrance and elevation, which are simply tacked on to the end of the first-class façade. In keeping with its status, it echoes the first-class entrance in a suitably diluted form. The rail elevation has no architectural pretensions. The brick walls were left exposed and the sole embellishment consists of a raised architrave around the doorways.

It has not proved possible to attribute the design of the building to any individual. As with the warehouse,

