

most ambitious architectural plan by the Company.⁵⁷ Haigh was responsible for the Wavertree before.⁵⁸ It is also noteworthy that the chairman was motivated by the desire to have the Moorish Arch... and had offered services... but... for the same...⁵⁹ It is not to be able to give due to these, the first two railway stations not only are they intrinsically as models for much of the first essential features of the plan in Street, Liverpool, where the complicated by split levels. The building the departure platform is Hermann print. The two-storey and accommodation for the separates the railway from the street traffic is allowed. The the function of sheltering the that of controlling access to the and wherever the Stephensons in London, where a superficial im-out prevailed by virtue of the The portico is irrelevant to the n, for lurking behind is to be of courtyard for road traffic, departure platform. The same is Birmingham and the North Mid-architect of which was Francis ultaneous departures became ed to be serviceable and the

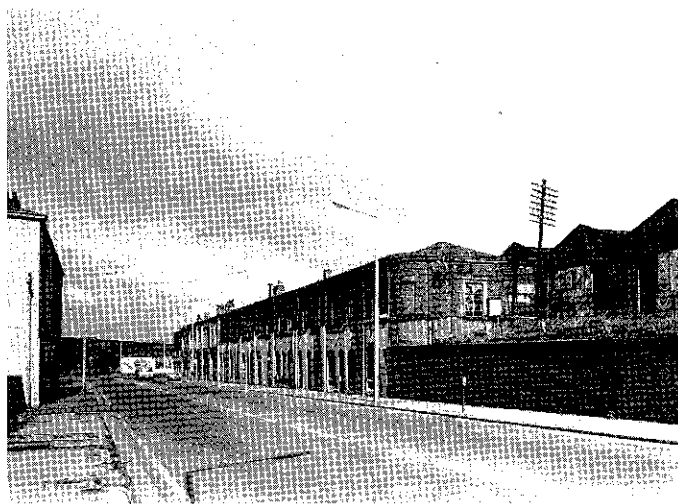
Liverpool Road of office premises from could be administered has all an afterthought. The station and-storey level when the *Man-* ed that '... a building for the ontracted for by Mr. D. Bell-is already laid...'. The build-extension of the station range ectural style of the station. The t identical in design to that of ooms, but with reduced detail chical gradation of the façade. cted as parcels receiving point omunication with rail level y of the second-class booking

office staircase. The first-floor façade to Liverpool Road gives the impression of another level of rooms but in fact the wall is merely a screen, for behind is an open space.

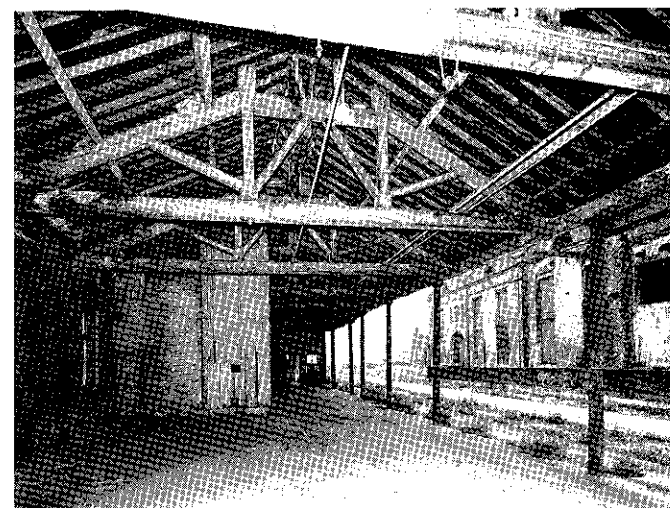
The carrier's office was occupied by Joseph Green and his staff, but by 1834 he was expressing dissatisfaction with the arrangements because the isolation of the office from rail level hindered the efficient execution of his duties.⁶² He advocated that new premises be built and that the existing office be converted to a dwelling for one of the Company's servants. The board took Green's point, and new offices were built adjacent to the down goods shed at the south-east corner of the site.⁶³

If the conversion of the carrier's office did take place, its existence as a dwelling was brief, for by 1837, at a cost of £720, it had become the station and office for the Grand Junction Railway.⁶⁴ It is this building that Wishaw referred to in 1839 as the Grand Junction's general booking office and waiting room above.⁶⁵ Wishaw implies that a further chamber had been built at rail level, although it is difficult to understand why the Liverpool and Manchester waiting rooms would not suffice. It may be that the upper room merely acted as an antechamber to the L. & M. rooms.

The remaining street frontage, is contemporary with the carrier's office. Scott Walker⁶⁶ seems to have been anticipating events when he wrote in 1830, '... besides the coach office there are in front several handsome shops...'. One shop at least was complete by July 1831, when William Vickers paid a rent of £35 to the Railway Company.⁶⁷ The Manchester rate book for 1832 lists Vic-



Liverpool Road: the shops, constructed in 1830-31.



The covered accommodation for twenty coaches, constructed about mid-1831.

kers's shop along with nine others, all of which were empty.⁶⁸ Vickers expanded his tenancy over the next ten years, and by 1836 one of his buildings had been converted into a beer shop, whilst the other two were offices.⁶⁹ Progressively the Company utilised an increasing number of these buildings for its own purposes.⁷⁰ In 1840 it had an engineer's office and a joiners' shop within them, but the beer shop remained, to achieve the status of a public house in July 1843, when the Railway applied for a licence for the premises. Only the street level was habitable, for, as with the coach office, the first-floor façade was simply a screen concealing a covered area for the accommodation of twenty railway coaches.

The passenger facilities which have been discussed so far were exclusively concerned with departures from Manchester. Arrival passengers were left in the hands of coach and omnibus operators, who ferried them into the town centre. The road transport awaited the trains on the north side of the Irwell Bridge, having approached the railway by means of a ramp up from Water Street.⁷¹ Until October 1831 the standing area was unpaved.⁷² In July 1833 a minor concession was made to arrival passengers when the landing stage on the bridge was roofed over by an open shed, supported upon cast-iron columns.⁷³ Although the directors were increasingly aware of the need to improve the arrival accommodation, their actions were restrained by uncertainty over the impact that the London and Birmingham trade might have when the Grand Junction Railway was completed.⁷⁴ The board had also to consider the possibility of the railway penetrating

farther into Manchester.⁷⁵

In mid-1835 plans for a new arrival station to occupy the site of the Rothwell Harrison dyeworks had been submitted to the board,⁷⁶ but two years elapsed before the project was embarked upon. In August 1836 tenders had been invited for the construction of '... warehouses, sheds, offices and appurtenances, an approach road to be supported principally from Water Street to the Irwell Bridge for the arrival station...'⁷⁷ but the cost of the project to have deterred the board from proceeding. It was re-advertised in May 1837⁷⁸ and let the month to William and Henry Southern for £7,000, designs by Haigh Franklin, a range of buildings constructed on the west side of Water Street, to include an approach road on arches with colonnade beneath which were stables. The new building was opened in December 1837.⁸⁰ The main building was two storeys from rail level, 156 ft. long and 51 ft. high, the canopy extended from the front of the building over the rails, supported at 13 ft. intervals by cast-iron columns. At the western end of the station a carriage dock was provided for off-loading road vehicles from the trains. Access to Water Street was by means of a ramp down from the railway to the rear of the building.⁸¹

Between 1850 and 1867 the London and North Western Railway, into which the Liverpool and Manchester had by now been subsumed, set about redeveloping the Liverpool Road site. The boundary was extended eastwards to New Street and the transit shed of 1831 demolished to make way for an enlarged building of generally similar design completed about 1855. In the mid-1860s warehouses 2 and 3 were removed to make way for an additional viaduct consisting of cast-iron columns and fabricated wrought-iron beams running parallel to the present Grape Street. The warehouse facilities were enlarged by the construction of two additional buildings to serve the needs of the London and North Western and the Great Western Railway, which had obtained running powers into the site. These buildings were known respectively as the London and North Western bonded warehouse and the Great Western warehouse. At the same time the arrival station was demolished to make way for improved access to the newly developed site.

Although the Liverpool and Manchester Railway has always been a heavily used line, a high proportion of the original civil engineering features remain in use. The continued existence of so many of the brick and masonry