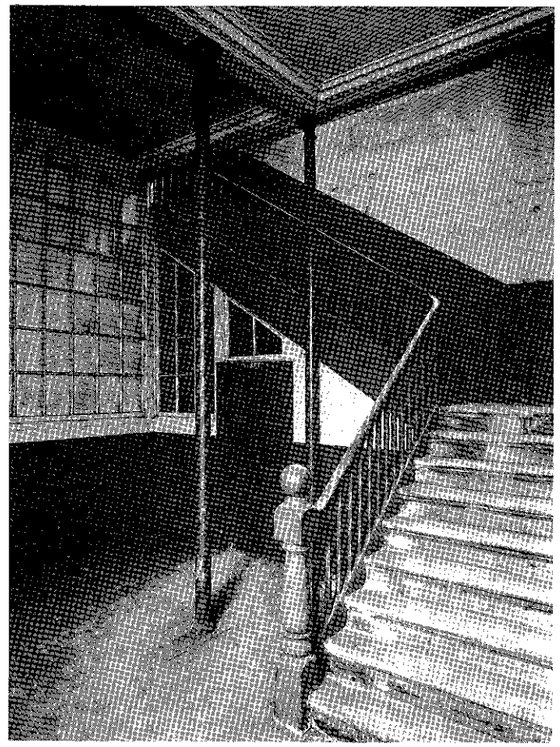
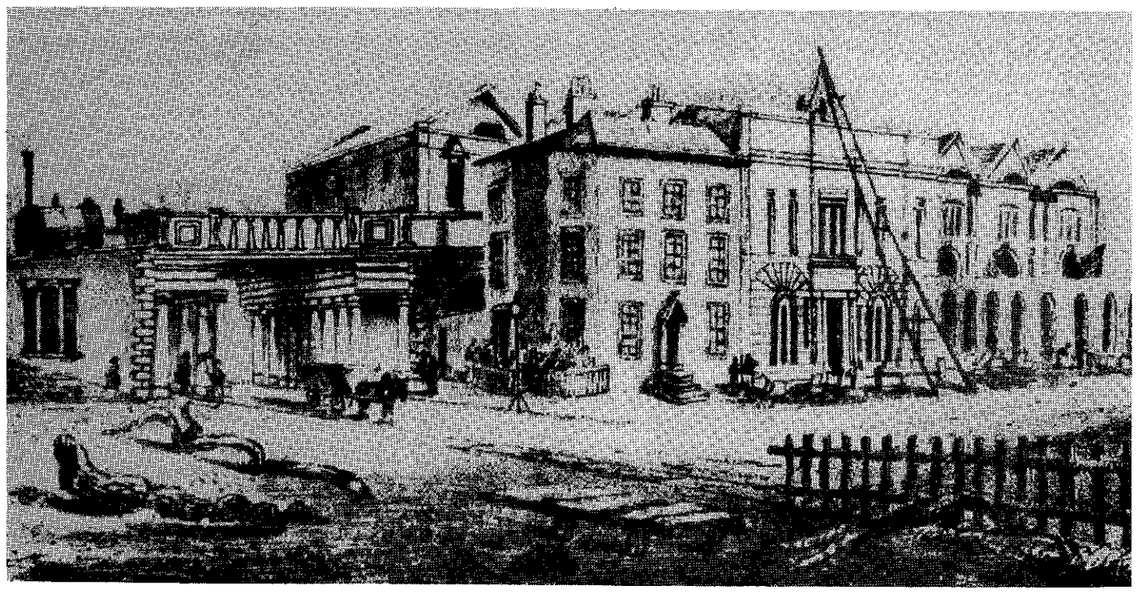
carried between ten and fourteen people the Railway would need to multiply this figure by a factor of ten at least. The problem of up to two hundred people converging upon the train at one time had to be considered. Again the Railway Company found itself nearer in character to the canal trade than to other forms of land transport, but the lack of evidence that might give some impression of the form the canal companies' passenger accommodation took makes it difficult to assess the degree to which it influenced the station designs.

It cannot be said that the question of the design of the station bulked large in the Company's deliberations. Only the Crown Street depot is referred to up to mid-1830, and the Manchester station merited no comment. The planning and organisation of the building were apparently confined to the carrying committee, whose records have not survived. The obscurity which surrounds the building of the station extends further, for no specific provision occurs in the advertisements for tender which appeared in the *Manchester Guardian* of May 1830.[43] Only the warehouses are mentioned. That Bell-



(Below) this view of Liverpool Road and Water Street is the only one to show the bridge, the station and the warehouses. The station appears to be under construction. The detailing of the station is inaccurate, as are certain features of the bridge and warehouse. *(Right)* Liverpool Road Station: the first-class stairway.



house was responsible for the construction of the station building is implied by the *Manchester Courier* of 24 July 1830, which states that David Bellhouse had secured the contracts for the carriers' office adjacent to the station, the building of which was proceeding at that time.[44]

On 19 June 1830 the '. . . coach office . . . 80 feet long . . .' was about to be erected.[45] A month later it had reached second-storey level,[46] so it is safe to assume that by 15 September it was virtually complete. Even so, it played no part in the opening ceremony, the reception being confined to the warehouses. Scott Walker,[47] whose pamphlet is said to have been on sale at the opening of the line, gives this account of the building: '. . . opposite the warehouses on the other side of the railway is a spacious building with a Grecian front to the Liverpool Road. This will be the Station for the reception of passengers who will pass immediately through the building to and from the carriages . . .' A further brief allusion to the station appeared in 'Notes and Queries', derived from a diary kept by the father of a correspondent.[48] The entry for 27 October 1830 describes leaving Manchester by the ten o'clock train. The railroad was approached from the street by passing through the office, which contained a staircase to rail level.

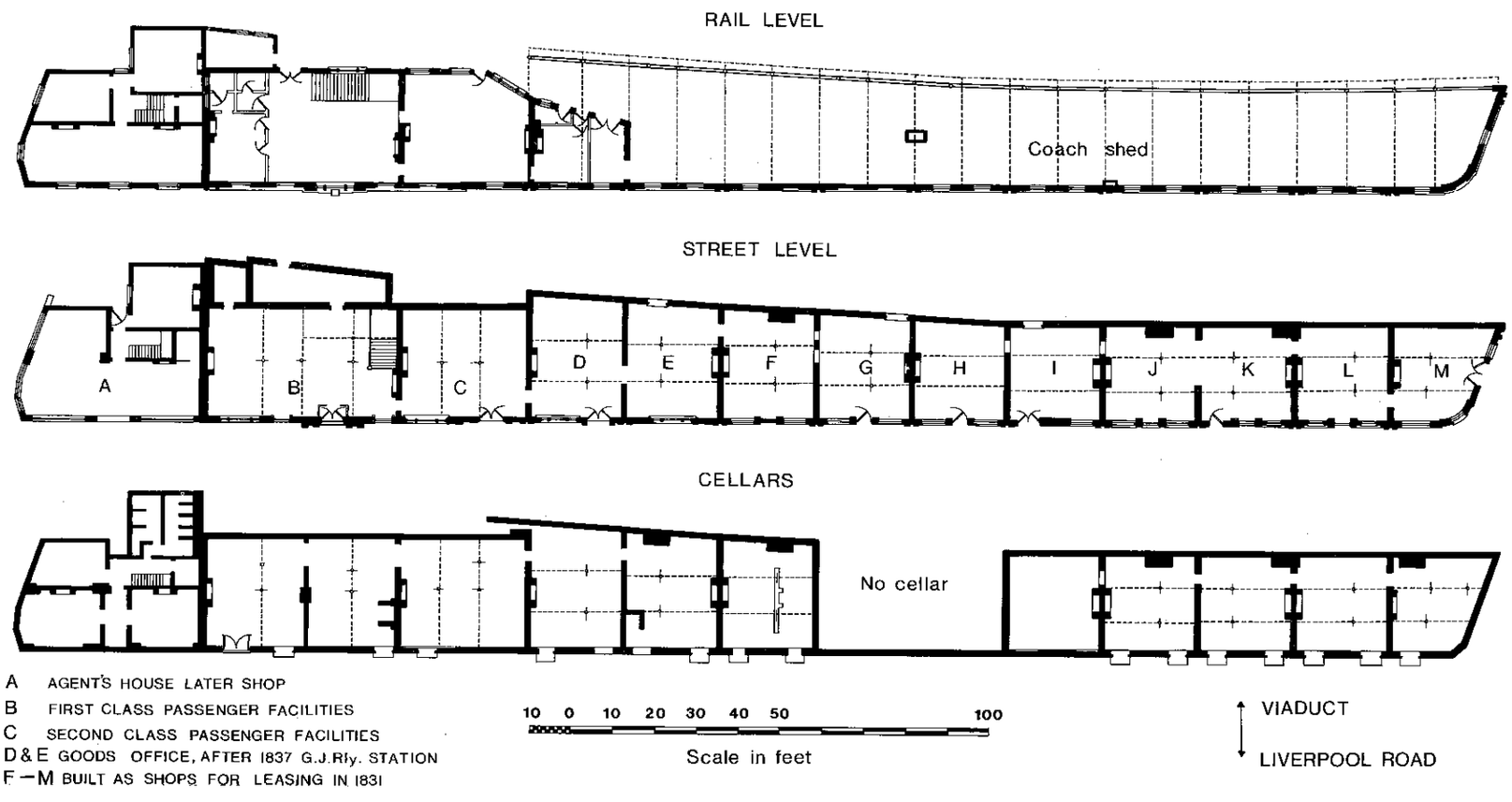
Subsequently the station attracted little attention, and Wishaw, writing in 1839, devotes only a single sentence to it: '. . . The first and second class booking offices are on the level of Liverpool Road and the waiting rooms are over, at the same level as the railway and are approached by wide staircases from the ground floor . . .'[49]

Although the closure of the station to passengers in 1844 resulted in substantial alterations to the fabric of the building, sufficient remains to allow some evaluation of its original form to be made. The above accounts in summary give a building consisting of an 80 ft. street façade with four large rooms, two at each level, connected by staircases. The ground floor acted as the booking offices, and the upper floor as waiting rooms. The first and second-class passengers were segregated.

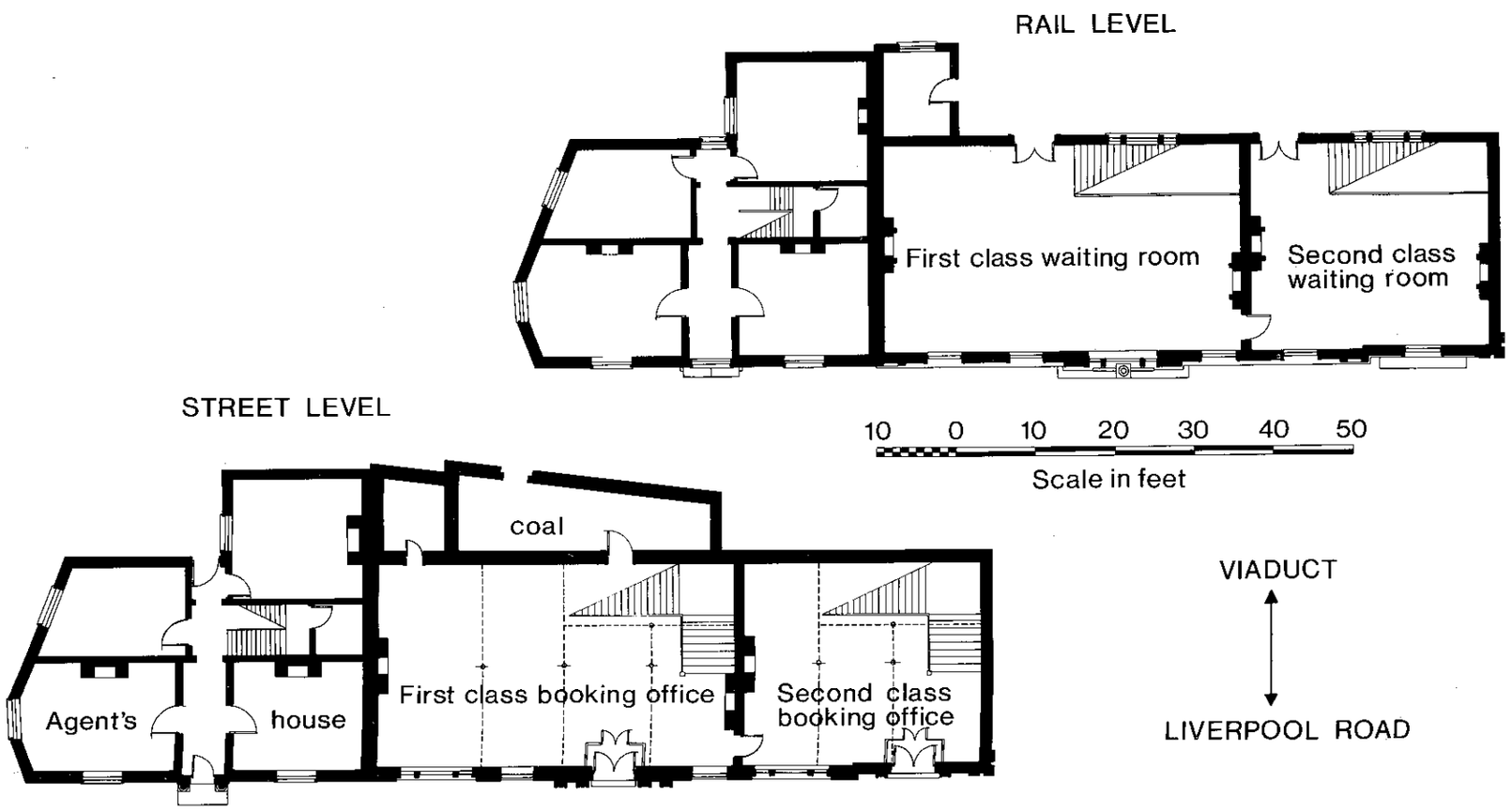
The original eastern gable of the building has been concealed by extensions and alterations, but its position is indicated by the hipped roof which remains, and the cornice which the eaves of the hip partly cover. The gable itself is unlikely to have carried any fenestration, for reasons which will be explained later. Internally, the principal division into first and second-class areas remains, the first-class area occupying rather more than half the ground plan with a length of 45 ft. and a width of 26 ft. The second-class rooms cover the remaining 30 ft. Partitions have divided the open spaces of the 1830s but these can all be dismissed as subsequent,[50] the earliest being that located on the upper floor of the first-class section. Only the first-class staircase remains. The position of the second-class stairs can be located by the configuration of the floor beams, which follow the arrangement to be found in the first-class area, and by the boarding over of the stair void, the bridging joists of which do not correspond to the earlier floor layout. The doorways on to the viaduct are situated at the top of the respective stairs and, once again, only the first-class doorway is still intact. The second-class doorway is now bricked up, with a window occupying the upper half. Illumination for the stairs can be assumed to have been identical for the first and second class. The second-class window may well have been re-used when the corner of the building was canted at a later date. This latter development dictated the alteration to the second-class accommodation.

The rooms were heated by open fires, two for each of the first-class rooms, two for the second-class waiting room and one for the second-class booking office. The fireplace at the eastern end of the first-class waiting room is offset to accommodate the stairs. Its position in relation to the stairs is somewhat hazardous, but there is no indication that either the fireplace or the stairs are anything but contemporary. An extensive coal cellar was located adjacent to the railway arches, and a chute communicated with rail level. For the purpose of excluding draughts from the street doors a closed wooden lobby was constructed, and this remains in the first-class area. At rail level the former existence of a small out-building projecting northwards from the western extremity of the station building is denoted by a right-angled turn in the cornice moulding. The drawing shows this building conjecturally restored, using a site plan of 1867, and the form of the chamber located beneath, which aligns with the above-mentioned cornice detail.

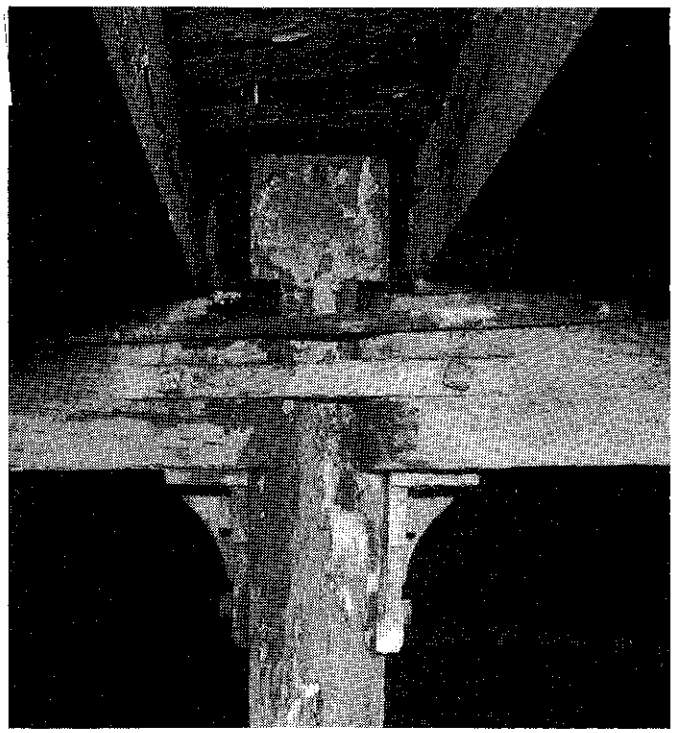
The architectural treatment of the principal elevation has, for the purposes of the drawing, been derived from a photograph taken in 1903. As remarked by the observers quoted above, the order might be freely (perhaps rather too freely) described as 'Grecian Doric'. The superintendent's house was rather more academic in the use of classical orders, particularly in the doorcase. The building antedates the station and is known to have been in existence in 1825.[51] It was formerly the dwelling of John Rothwell, of the dyeworks partnership Rothwell Harrison.[52] The Railway Company acquired it along with the rest of the Rothwell Harrison property. It was occupied by Joseph Green, the Railway Company's agent for the Liverpool Road site from July 1830. The elevation of the



The passenger station: ground plan as at June 1979.



The passenger station and agent's house: reconstruction of ground plan in 1830.



Liverpool Road, warehouse: *(above)* main rail access doors and *(below)* support for the additional floor of 1831.

lowing May Thompson Swift and Cole, of Bolton, secured the contract to provide a steam engine for £340. The boiler and steam mains were apparently to be built in the company workshops. The new engine was accommodated at the western end of the building. The boilers were adjacent to the engine house, and a tall chimney was built to dispel the smoke. The power was transmitted from the flywheel into the warehouse by shafting and vertically to the top floor by an upright shaft, supported at cellar level by a brick plinth. Across the top floor the line shafting was attached to timber beams mounted between the roof trusses. Where the shafting interrupted the transverse walls, bearing boxes were installed, and because of the angularity of the building it was necessary to block several doorways that lay in the path of the shafting. The final drive to the jiggers was less obvious at the time of the survey in 1978. A geared drive was evident at the end of the winch barrel but the intermediate motion between the line shafting and the jigger had disappeared without trace. Most probably it consisted of a belt drive with provisions for reversing. The drives were progressively extended to each section of the warehouse, but not until 1835 was the job completed.

One development which has left no trace was the installation of a wrought-iron water tank in the top room of the easternmost division. Its purpose was fire prevention, and, according to the *Manchester Guardian*,[33] its capacity was 12,000 gallons, or about 1,927 cu. ft. The contract was let to Michael Woods for £152. That such an enormous vessel should have left no visible sign is particularly surprising.

By 1831 the expansion of freight traffic was overtaking the ability of the single warehouse to cope. The pressure was increased by the Bolton and Leigh Railway's traffic, which had to be accommodated within the eastern end of the building.[34] In January Haigh Franklin of Liverpool were requested to prepare designs for a new shipping shed to be erected at the south-eastern corner of the site and for a further range of warehouses capable of holding 10,000 bags of cotton. Five Manchester firms tendered for the work. The two highest quotations were from William Southern and David Bellhouse at £15,299 and £15,055 respectively. The choice lay between James White at £13,900 and Samuel Buxton's £13,885. The latter was successful.[35] During the course of construction Mr Earle (one of the directors) recommended that a third