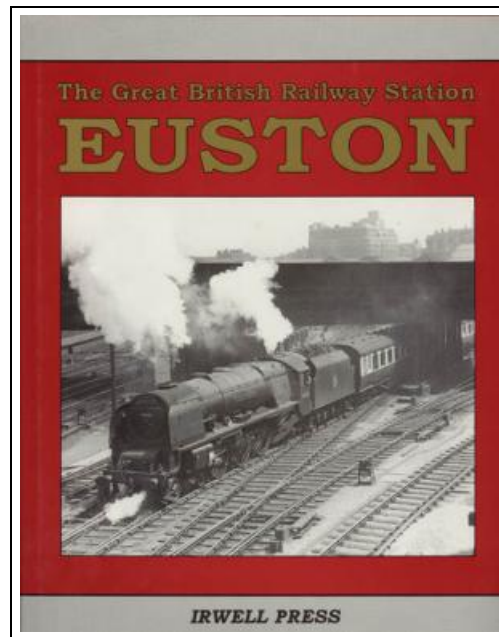


## The Great British Railway Station Euston



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Irwell Press, Clophill, Bedfordshire, England, 1994. Hard Cover. Condition: New. Dust Jacket Condition: New. First Edition. 92 pages b/w photos - The original station was opened on 20 July 1837, as the terminus of the London and Birmingham Railway constructed by William Cubitt. It was designed by a well-known classically trained architect, Philip Hardwick with a 200-ft (61 m) long train shed by structural engineer Charles Fox. Initially it had only two platforms, one for departures and one for arrivals. Also designed by Hardwick was a 72 ft (22 m) high Doric propylaeum, the largest ever built, which was erected at the station's entrance to serve as a portico and became renowned as the Euston Arch. Stephenson's original plan was to route the railway through north London so that it terminated where King's Cross station currently stands, but after encountering severe opposition from landowners, he was forced to build the railway through Tring, Watford and Harrow, terminating at its present site at Euston. Until 1844, trains were pulled up the incline to Camden Town by cables because the London and Birmingham Railway's Act of Parliament prohibited the use of locomotives in the Euston area; this prohibition is said to have been at the request of Lord Southampton, who owned land bordering this section of the line. The station grew rapidly over the following years as traffic increased. It was greatly expanded in the 1840s, with the opening in 1849 of the spectacular Great Hall (designed by Hardwick's son, Philip Charles Hardwick), built in classical style. It was 126 ft (38 m) long, 61 ft (19 m) wide and 64 ft (20 m) high, with a coffered ceiling and a sweeping double flight of stairs leading to offices at the northern end of the hall. Architectural sculptor John Thomas contributed eight..



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