

## SUNRISE OVER CURZON STREET



The latest graphic from HS2 shows Curzon Street station in the early morning. The wave shaped train shed covers about half the length of the seven platforms, then canopies continue to the platform ends. In the peaks, double sets will be used and, off peak, it may be single sets.

The 1838 station building can be seen in the foreground, next to the Woodman pub which is retained in the plans. In the bottom right corner is the roof of Millennium Point and top right is the Rotunda next to New Street station. The 'front door' of Curzon Street station is alongside Moor Street station, with the land between them to be a public open space. Across the middle of the picture is the Great Western viaduct out to Bordesley, although it may gain new arches just in front of it for tracks off Bordesley north chord leading to new terminal platforms alongside Platform 1 at Moor Street.

The Eastside Metro extension comes down from a delta junction (triangle) at Bull Street, alongside then underneath Curzon Street's train shed. A tram is just visible coming out. It will be interesting to see if a safe way of running trams through a massive building site can be found or whether this part of the Metro will simply not open until the station is built. When it is finished, it will be Birmingham's biggest building.

*Words: Keith Flinders, Image: HS2*

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