

## MOOR STREET STATION PLATFORM 5 (AREA 2)

### GRAEME LENG-WARD

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The city's third main train station – Moor Street – was first opened in 1909 and is the only one to have retained its original construction. It was sympathetically restored in 2002 and is Grade II listed. Platforms 1-2 are for Snow Hill through services and Platforms 3 and 4 are end terminals for the Chiltern Line between London Marylebone/Leamington Spa and Birmingham Moor St.

Platform 5 has been disused for a long time, apart from being used to display a 1930s Great Western Railway steam locomotive for ten years until 2013. So its a lonely world for Platform 5:

The Station-ary world of Platform 5,  
It stays in its own lane,  
1909 artefacts built in,  
It doesn't mind the gap

Photo A: Platform 5 looking along the platform edge out of the city. Disused, grass and weeds between the lines, and with remnants of old goods shed B now converted to a car park building off to the right.

Photo B: However on a sunny afternoon after a coffee in the station cafe it makes a lovely walk all the way out along the edge of Platform 5 without any risk of annoying 'Mind the gap' and 'Please stand back behind the yellow line' alerts.

Photo C: View looking back down onto Platform 5 from the former goods shed/car park building.

In 2013 the steam locomotive that had been on display at Platform 5 for ten years was winched high over the boundary brick wall by a giant crane down onto a lorry where the nearest red double decker bus is in Photo C. See the following link for some extraordinary photos of this event:

<https://www.bbc.co.uk/news/uk-england-birmingham-22766494>

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Photo D: Close up of the underside of the roof structure, the 1930s style reproduction lamps and wooden platform benches.

Photo E: Looking left across Platform 5 to a Chiltern Railways train at Platform 4.

Photo F: Looking right across Platforms 4 and 5 showing the curved facade of Selfridges framed by the station platform and roof structure.

Note: The report 'Birmingham Moor Street Station. The vision – Initial concepts\_04' published in February 2019 suggests integrating Birmingham Moor Street Station into a 'One Station' concept with Birmingham New Street and HS2 Curzon Street stations. This would involve creating a walkway from Curzon Street to Moor Street station leading to a new centrally located transfer deck above the Moor Street platforms, restarting train services from platform 5 and creating a new platform 6. It remains to be seen how cancelling the northern part of HS2 and the state of local council finances will affect these proposals for Moor Street station.

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15th November 2023