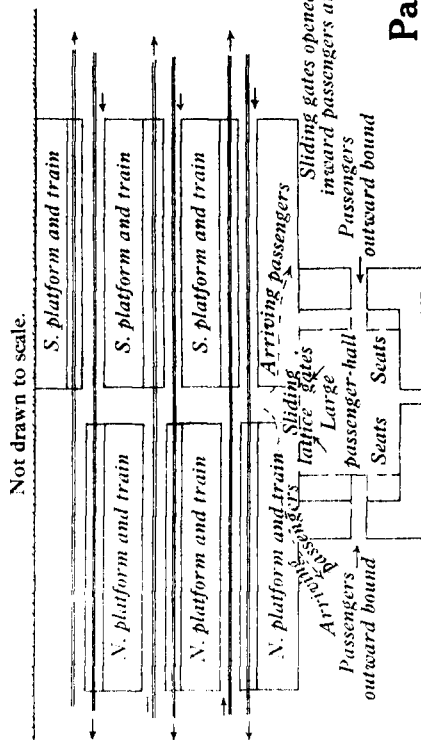


TYPICAL RAILWAY-STATION.

SEATTLE is a good example. All American platforms are flush with rails. They handle no luggage. Island platforms therefore only about 15 ft. wide.

Incoming passengers are clear before those outward bound are liberated from station-hall. British, French, Belgian, and German platforms are wider, and all are near the station-house. Platform access there mostly by subway; in Britain occasionally by over-bridges. Long platforms, with two trains standing on same line of rails, are rarely, if ever, seen. This is of course common knowledge, only written here suggesting various designs.



PASSENGER-HALL, like Seattle, has seats, telephone-office, cigar-stall, refreshments, barber, bookstall, toys, fruit, buffet, railway-office, &c. Roofed platforms for surface traffic asphalted flush with rails.

With subway access use shorter platform, with trains head to tail.

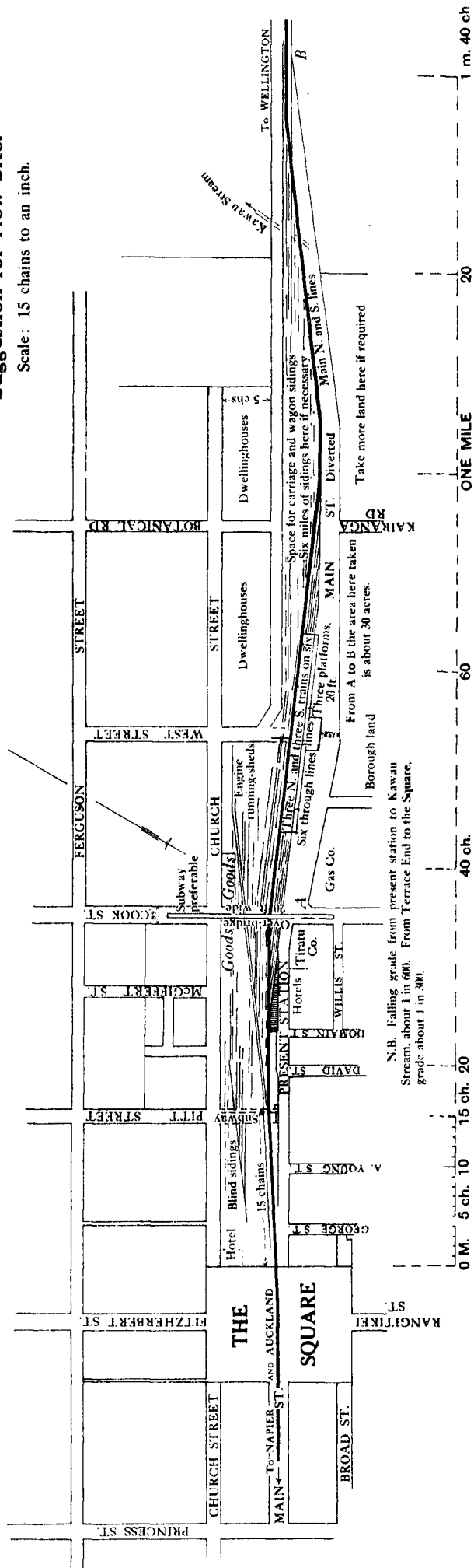
Diagram illustrating a large passenger hall configuration. The hall is divided into sections by sliding gates. Arrows indicate the flow of passengers: 'Inward' and 'Outward' directions. The text 'Sliding gates opened after inward passengers are clear' is present. The diagram shows a 'Large passenger hall' with 'Sliding gates' and 'Passengers' moving in both directions.

Seats	Seats

Palmerston North Railway-station.

Suggestion for New Site.

Scale: 15 chains to an inch.



N.B. -Falling grade from present station to Kawau Stream, about 1 in 600. From Terrace End to the Square, grade about 1 in 300.