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North-South Rail Corridor Study Minnesota North/south Rail Corridor Report South Corridor Light Rail Project, Charlotte-Mecklenburg County City of South Gate/Orangeline Development Authority Southern Rail Corridor Community Impacts and Opportunity Assessment Rail Corridor Conversion Options Along the Chicago South Shore & South Bend Rail Line North-south Rail Corridor Study Executive Report ??? ????? A Stratified Systems Framework for North-South Rail Corridor in Southern Africa (Business Model and Concept of Operations) South Corridor Commuter Rail Project, Environmental Assessment, King and Pierce Counties Improving South Boston Rail Corridor Macon-Charlotte Southeast High Speed Rail Corridor Plan Evaluation Report of the Secretary of Transportation's Preliminary Classification and Designation of Rail Lines LONDON & SOUTH COAST RAIL CORRIDOR STUDY. South Corridor, I-205/Portland Mall Light Rail Project Atlantic Coast Line Railroads of Rhode Island Central Florida Light Rail Transit System Transportation Improvement to the North/South Corridor Project NEC-1976 Transportation Improvements in the Denton to Carrollton Regional Rail Corridor, Denton and Dallas Counties South Corridor Commuter Rail Project Scoping Comments South Corridor Commuter Rail Service Alternatives The T -- Southwest to Northwest Rail Corridor Preliminary, Views on Rail Restructuring When the Railroad Leaves Town How Fast is a Fast Train? Regional Transit Project From Stage Trail to Light Rail South Florida East Coast Corridor Transit Analysis Study The Southeastern High Speed Rail Corridor Utilisation of Rail Corridors An Appropriate Rail Mode for the South West Corridor Rails Through the West Milwaukee-Madison Passenger Rail Corridor Project in Milwaukee, Waukesha, Jefferson and Dane Counties, Wisconsin Converting Rails to Trails Alameda Corridor (Alameda Railroad Corridor) Consolidated Project, from Downtown Los Angeles to Badger Avenue Bridge Iron Confederacies LOSSAN, Los Angeles to San Diego Proposed Rail Corridor Improvement Studies Evaluation Report of the Secretary of Transportation's Preliminary Recommendations on Amtrak's Route Structure South Corridor Major Investment Study

"The key issues examined by the Committee are the benefits and challenges associated with utilising land adjacent to and air space above the rail corridor, a possible reforms to overcome these challenges."--Executive summary. Covering t

1960s to date, this is a portrait of the Limerick to Sligo line which will revive memories of this unique railway. A century after the GSWR took over, the Western Rail Corridor is a display of its own history. At the south end, a busy passenger service, in the middle, renewal work is under way, and at the northern end all is quiet. During Reconstruction, an alliance of southern planters and northern capitalists rebuilt the southern railway system using remnants of the Confederate railroads that had been built and destroyed during the Civil War. In the process of linking Virginia, the Carolinas, and Georgia by rail, this alliance created one of the largest corporations in the world, engendered bitter political struggles, and transformed the South in lasting ways, says Scott Nelson. *Iron Confederacies* uses the history of southern railways to explore linkages among the themes of states' rights, racial violence, labor strife, and big business in the nineteenth-century South. By 1868, Ku Klux Klan leaders had begun mobilizing white resentment against rapid economic change by asserting that railroad consolidation led to political corruption and black economic success. As Nelson notes, some of the Klan's most violent activity was concentrated along the Richmond-Atlanta rail corridor. But conflicts over railroads were eventually resolved, he argues, in agreements between northern railroad barons and Klan leaders that allowed white terrorism against black voters while surrendering states' control over the southern economy. Started in 1901 as a three-mile-long trolley line in East Chicago, Indiana, the Chicago South Shore and South Bend Railroad expanded in 1908 to connect South Bend, Indiana with Chicago, Illinois. Once a treasure in the Sam Insull utilities empire, today it is the only functioning electric interurban in the United States. From a world-class view through rolling agricultural acres, from steel mills through a national lakeshore, some 200 vintage photographs illustrate the unique view of the Calumet region that South Shore passengers have traditionally enjoyed. Images of rolling stock, passenger depots, excursion destinations, and historic sites along the way combine to reveal the century-long story of the railroad and its 90-mile corridor. Dominated by Narragansett Bay, Rhode Island's scenic coast is paralleled by the tracks of some of the oldest and now fastest railroads in the United States. With determination and ingenuity, early civil engineers overcame barriers such as the Great Swamp, which stretches from Kingston to Westerly. The state's key position at the intersection of trade routes and between the major population centers of New England also shaped the placement of its railroads, as well as their dynamic character. Tour the state's historic railways with longtime railfan and railroad historian Frank Heppner. From the Stonington Line to the Boston and Providence Railroad, speed along the pioneer tracks in Rhode Island. The steam and diesel operations of the line that was famous for New York-Miami passenger service and freight haulers. Trains, depots and memorabilia. Rail services in older cities such as Boston include an urban metro

system with a mixture of light rail/trolley and heavy rail lines, and a network of commuter services emanating from termini in the city center. These legacy systems have grown incrementally over the past century and are struggling to serve the economic and population growth within the urban center, and increasing needs for mass transit to relieve traffic congestion from the surrounding suburbs. The rail systems themselves were not designed as a coherent system, with variations in systems, vehicle fleets, block signaling systems, platform, station and even tunnel dimensions all inherited from an earlier era. The capacity of the system relies on the state of good repair of the physical assets, but bottlenecks can also arise from physical constraints on space, track alignment and configuration etc. One of the major challenges for legacy urban rail systems is to improve services by mitigating bottlenecks and to do so, while minimizing disruption of current operations. This thesis explores the physical causes of bottlenecks for the MBTA Red Line and possible mitigation strategies. The main focus is the South Boston corridor where the Red Line and Old Colony commuter rail lines occupy a common corridor, abutting a major highway (I-93 SE Expressway). Here, bottlenecks in the Red Line are related to track configuration at Columbia junction which serves as the sole access point to Cabot Yard, for vehicle maintenance and dispatch, as well as the branch junction for trains to Ashmont and Braintree; while services on 3 commuter rail lines operate on a single track. We propose a mitigation scheme that will move the Red Line branch junction to a location South of Savin Hill station, will double track the Commuter rail (over a 2.6 mile span), and will improve transfers between the Red Line and Commuter rail services at UMass/JFK station. We consider three possible schemes for project construction that allow different rail vehicle access to the Red Line from Cabot Yard, while minimizing disruption of rail travel throughout the corridor. The proposed schemes will enable improved headways along the Red Line and increase significantly the capacity of the Commuter rail to accommodate new services for the new South Coast rail line and future regional rail services. These outcomes are well aligned with current MBTA strategy to achieve a state of good repair, get the most service out of the existing system, increase the capacity of rapid transit, and expand the reach of commuter rail services.

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