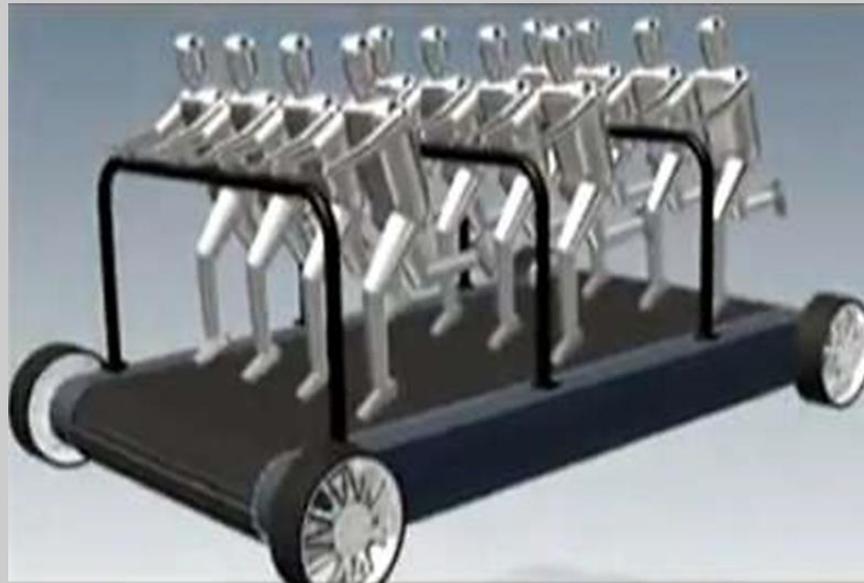




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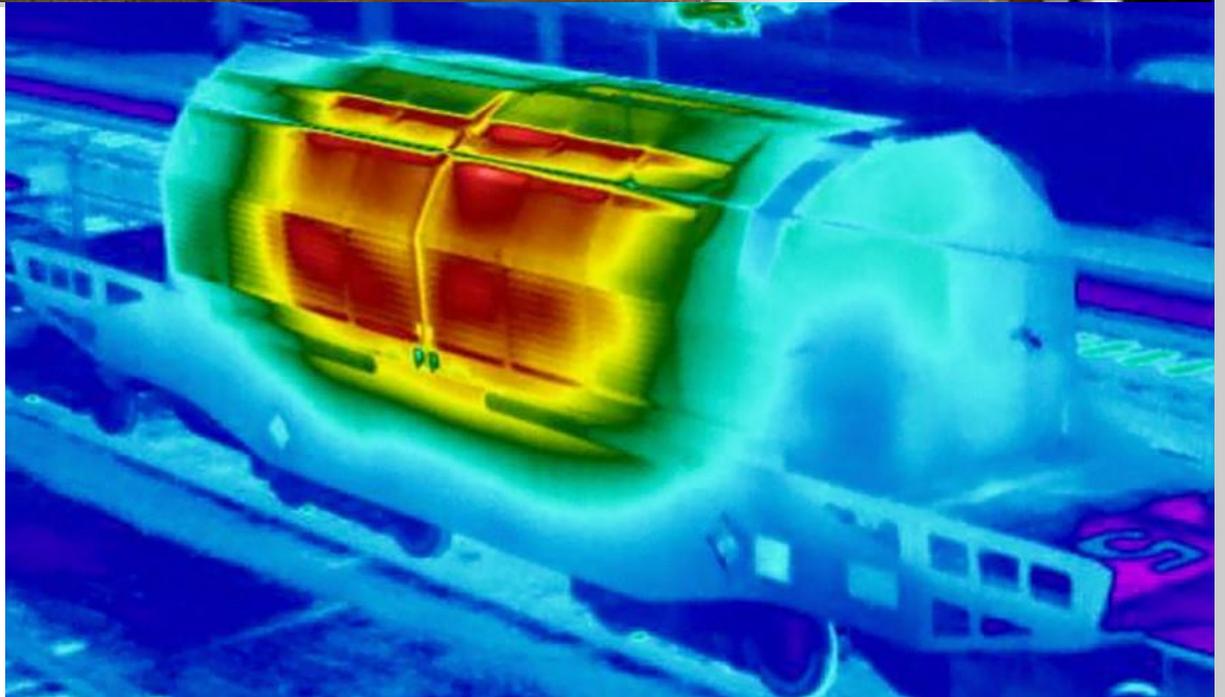
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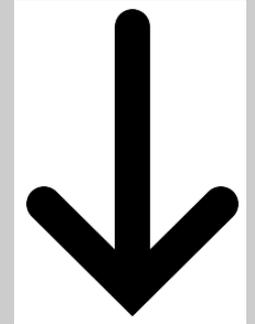
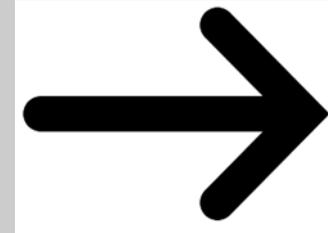


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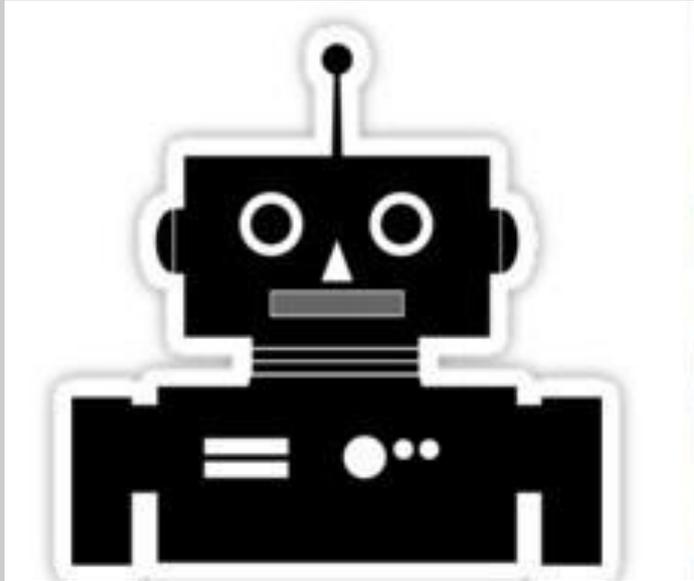


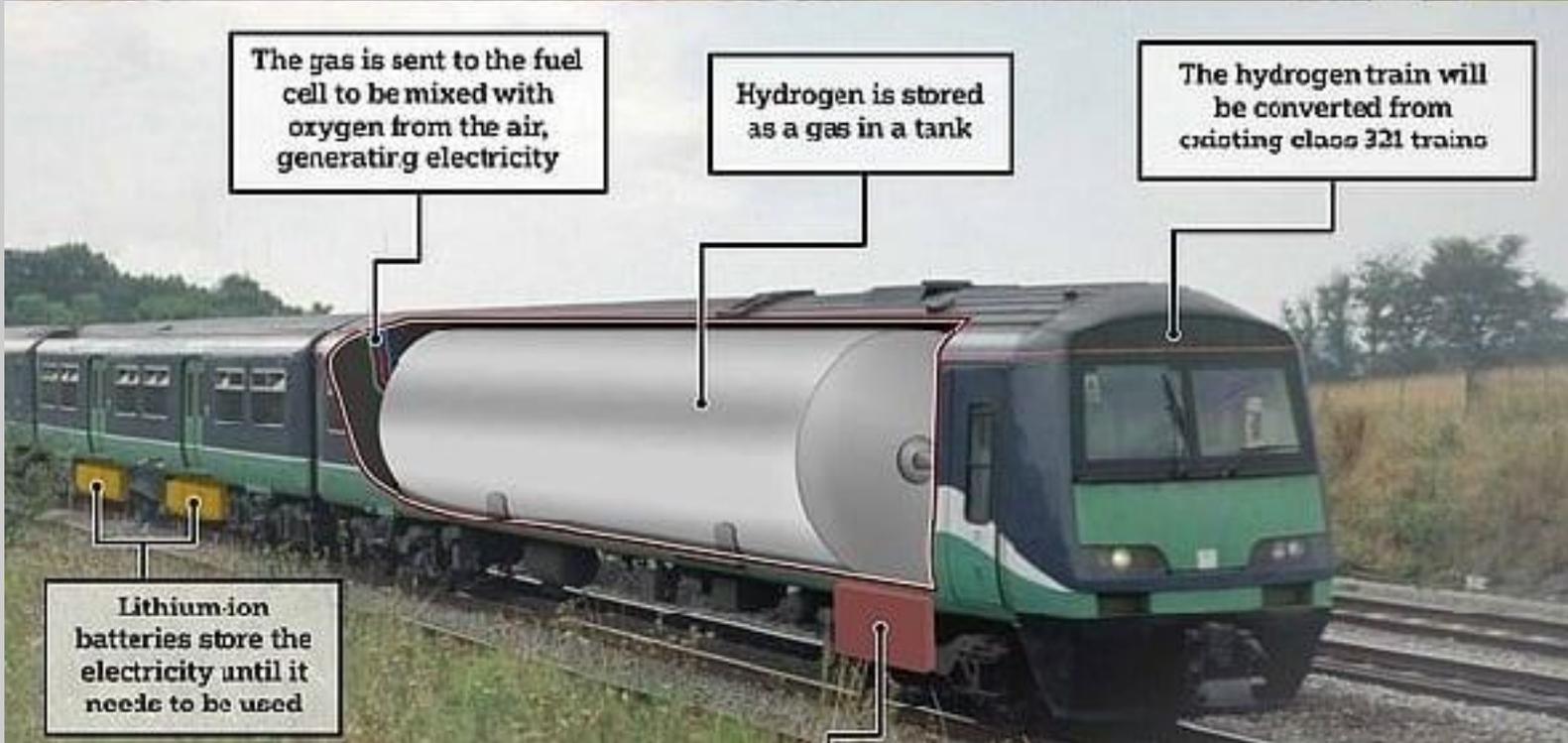


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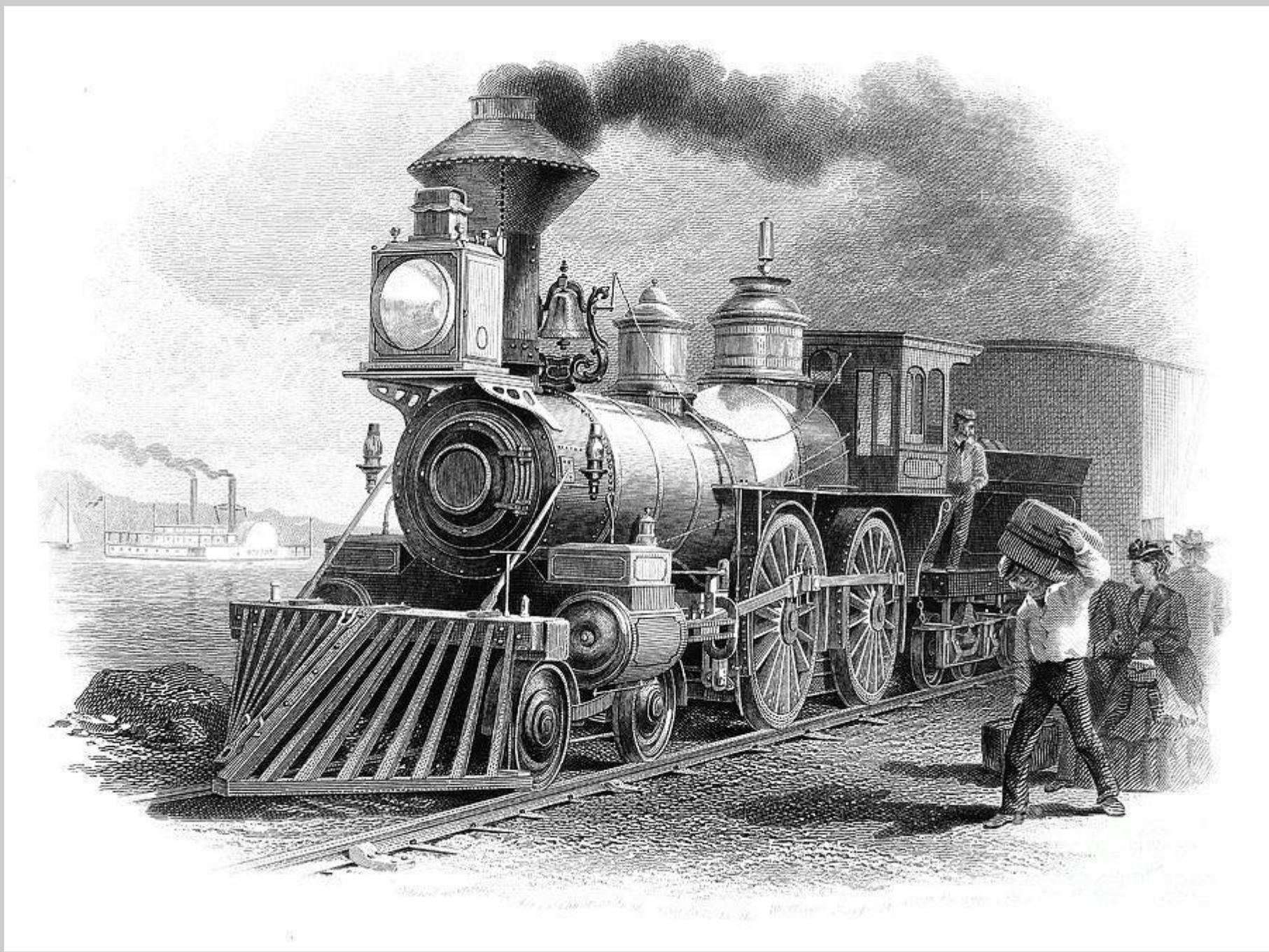


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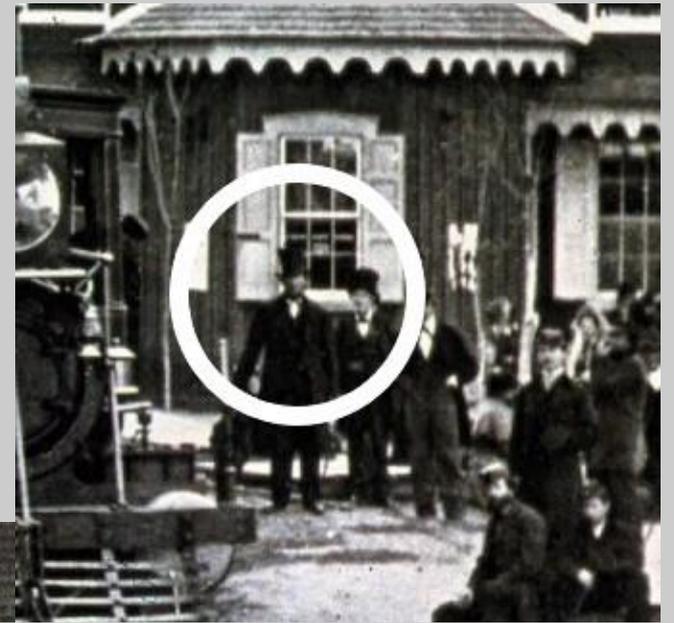


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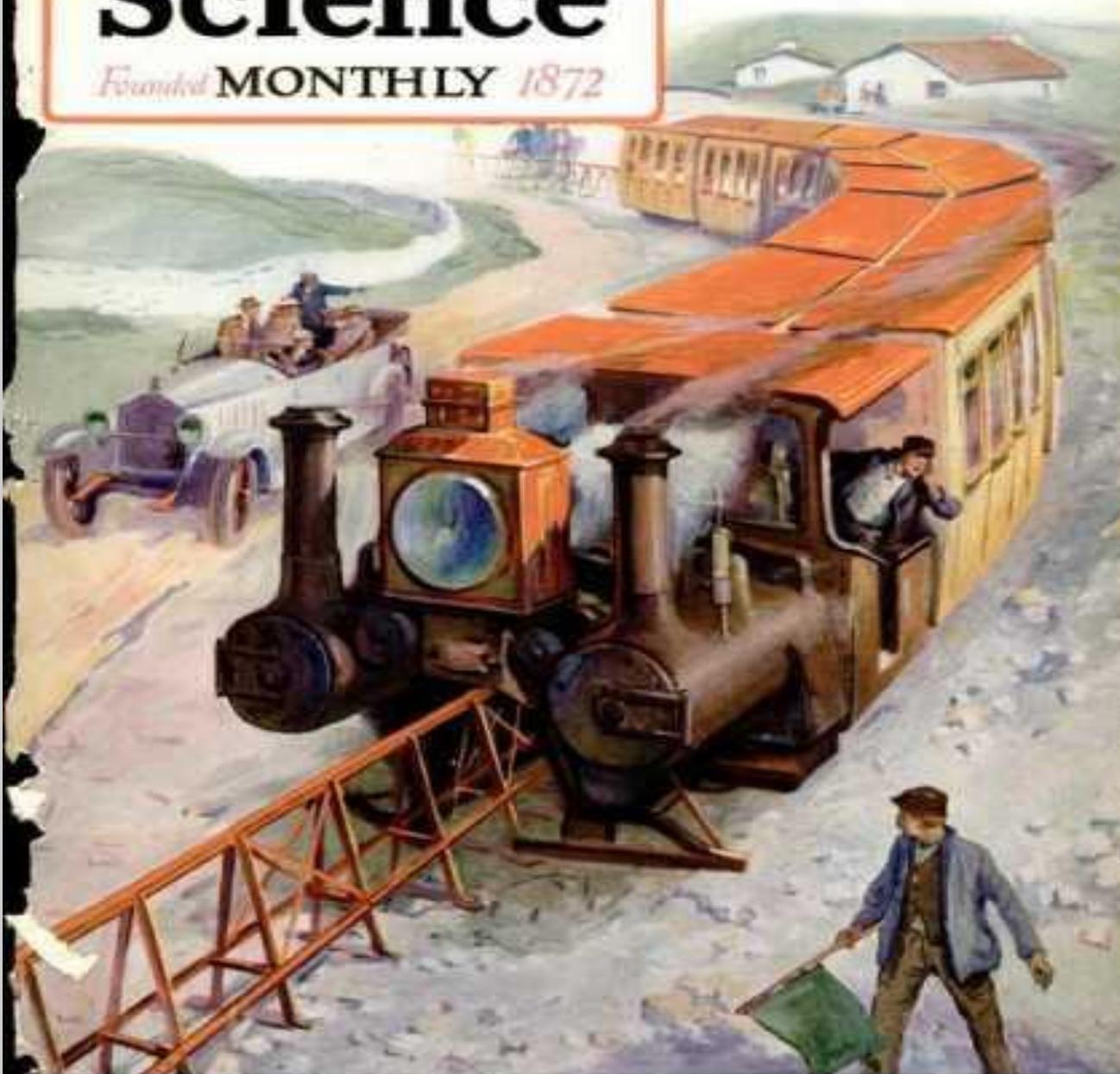


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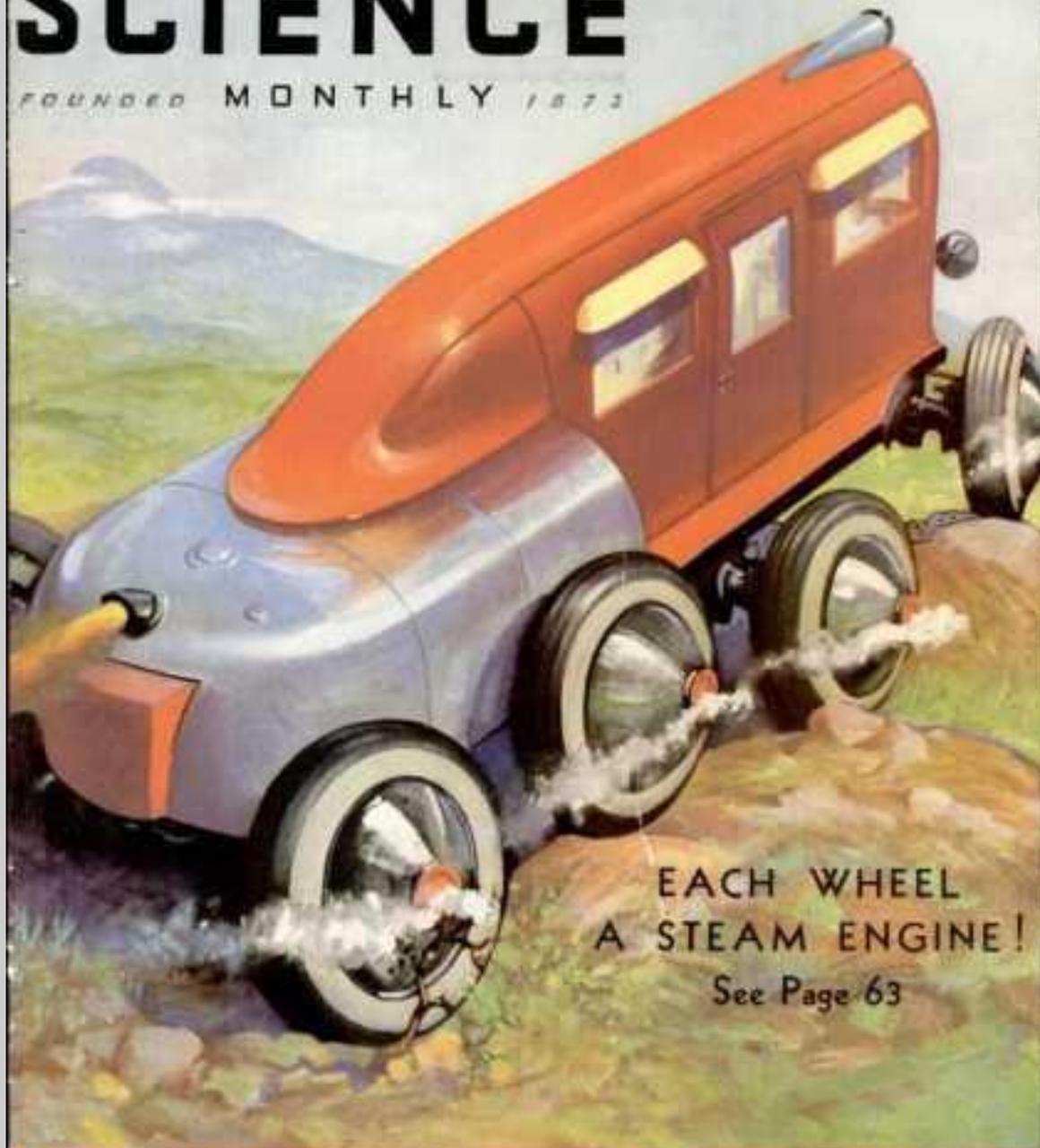


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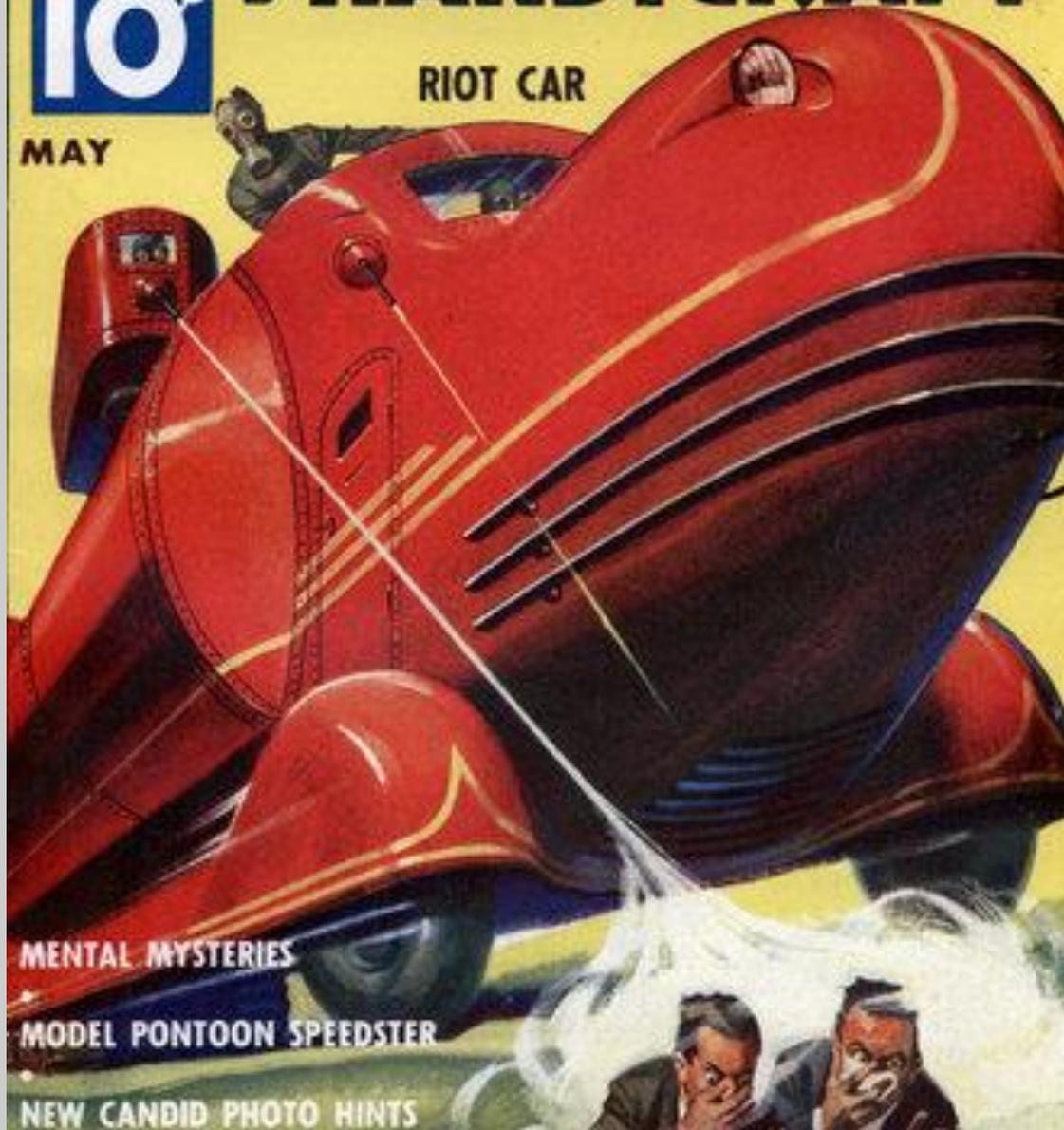
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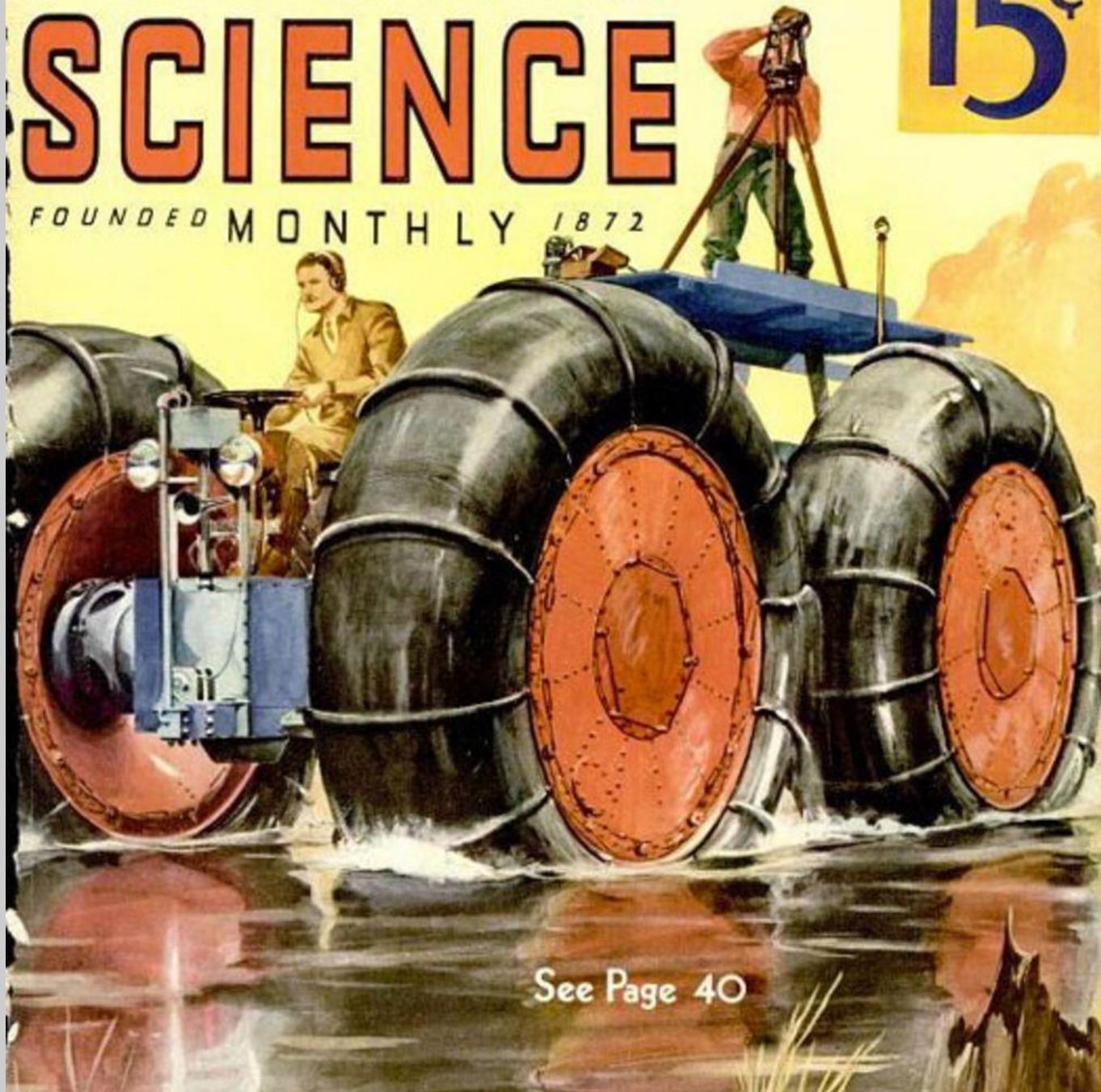
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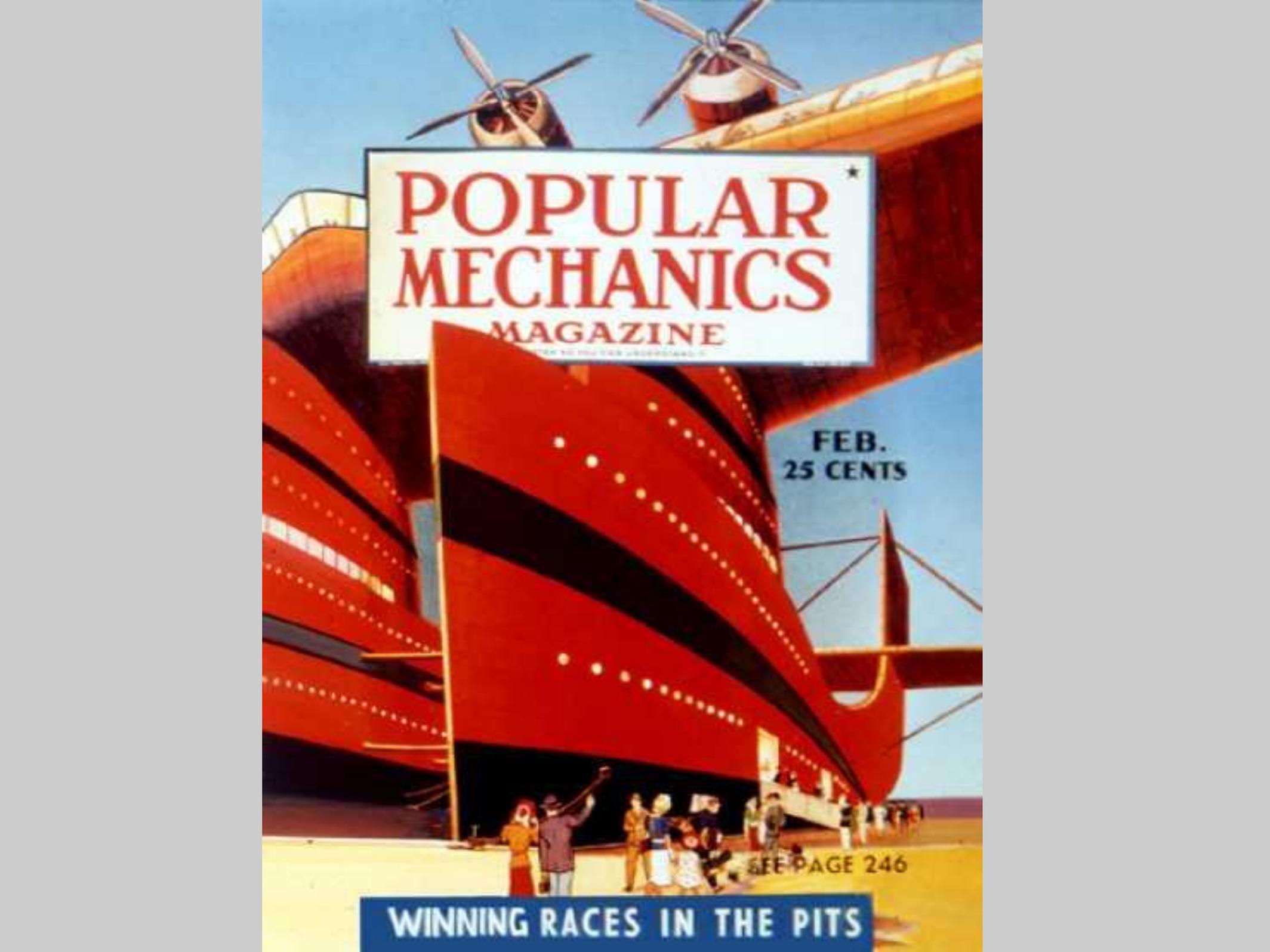
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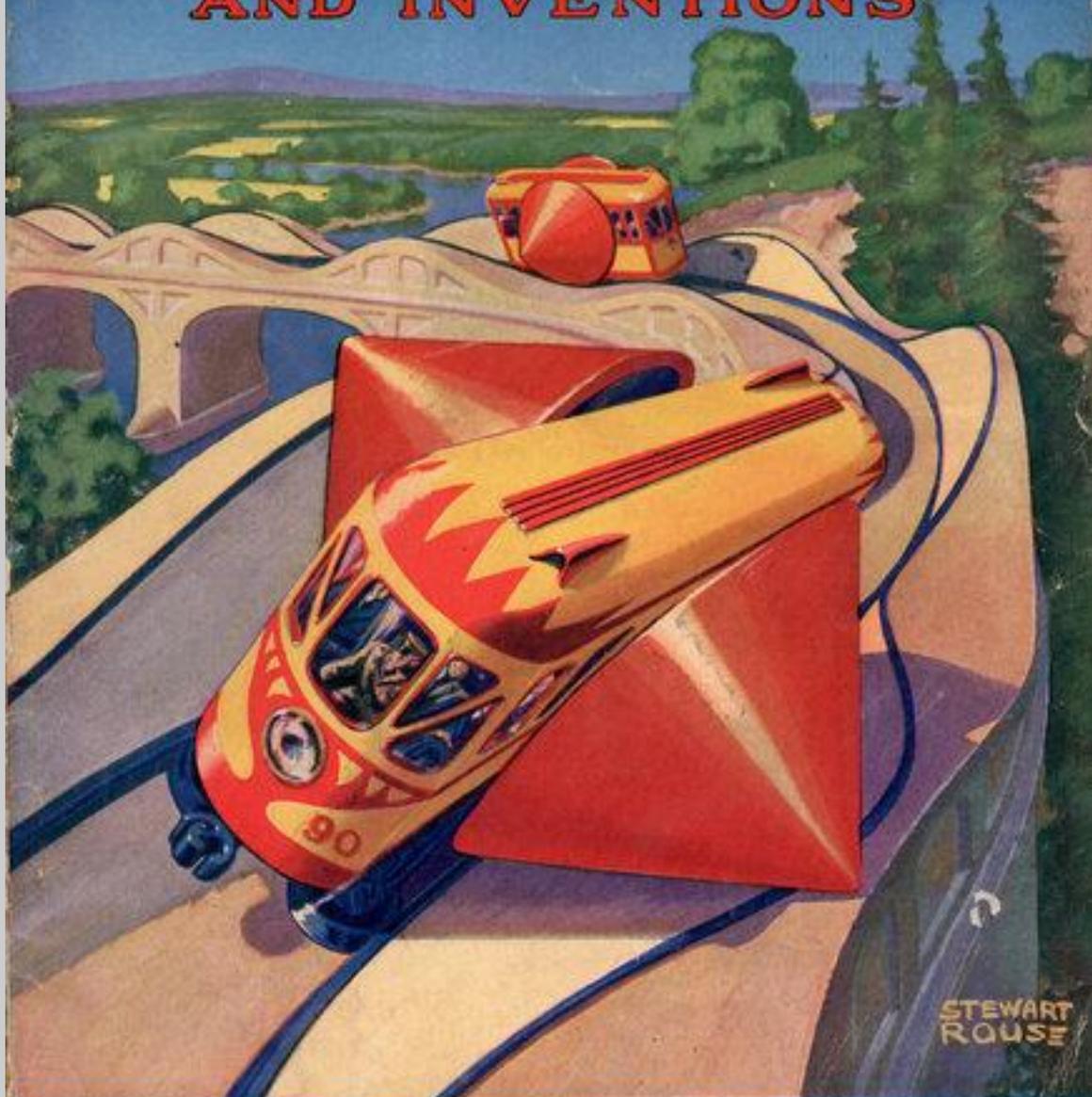
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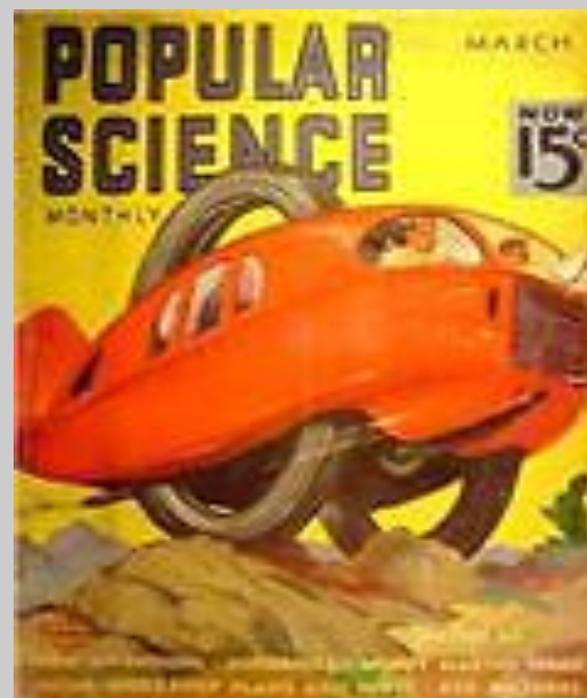
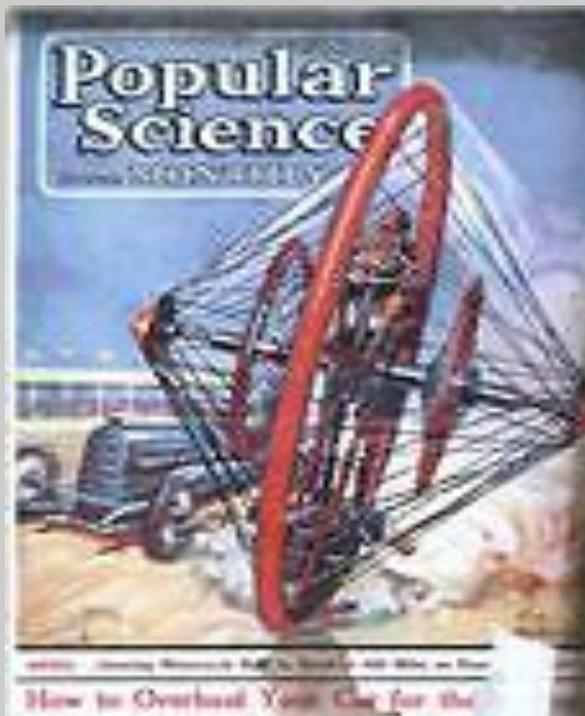
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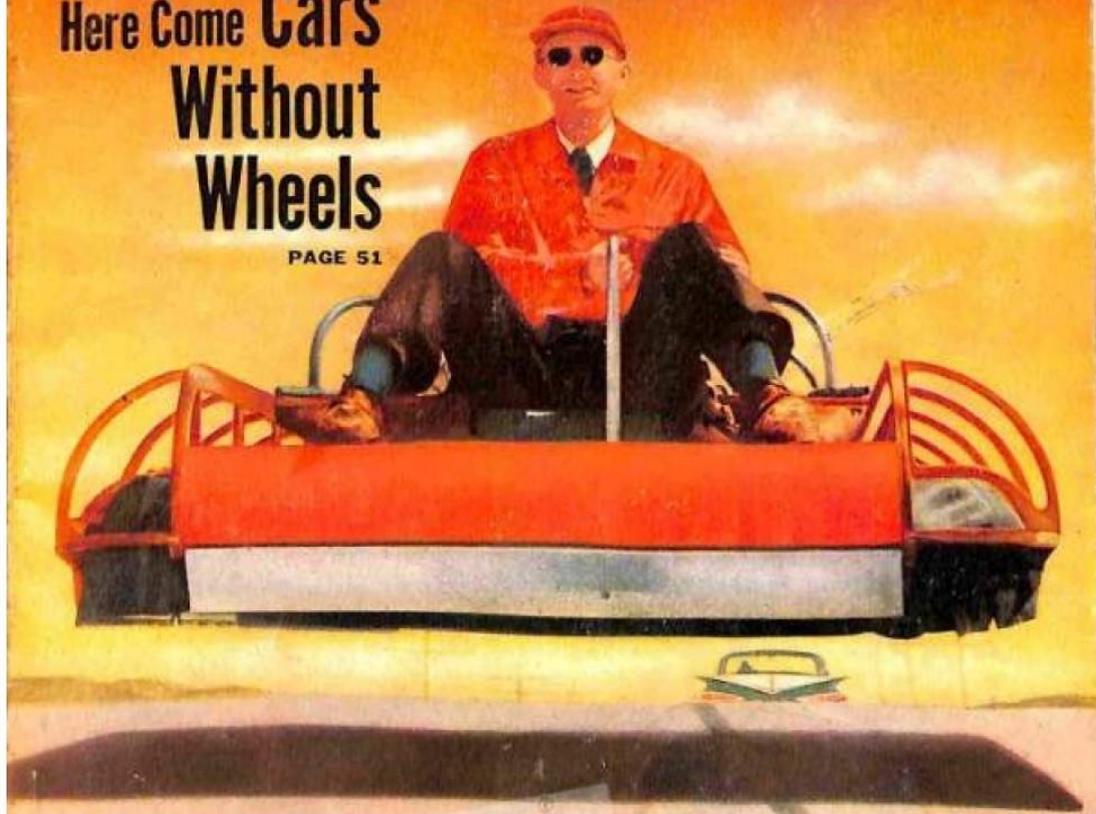
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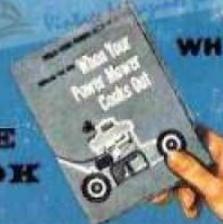
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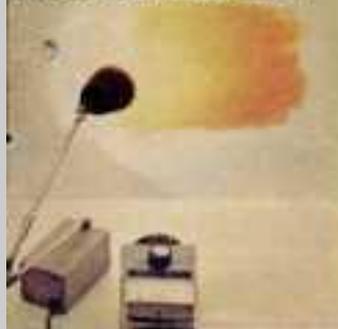
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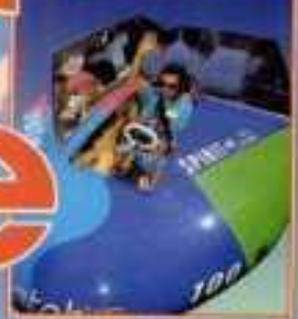
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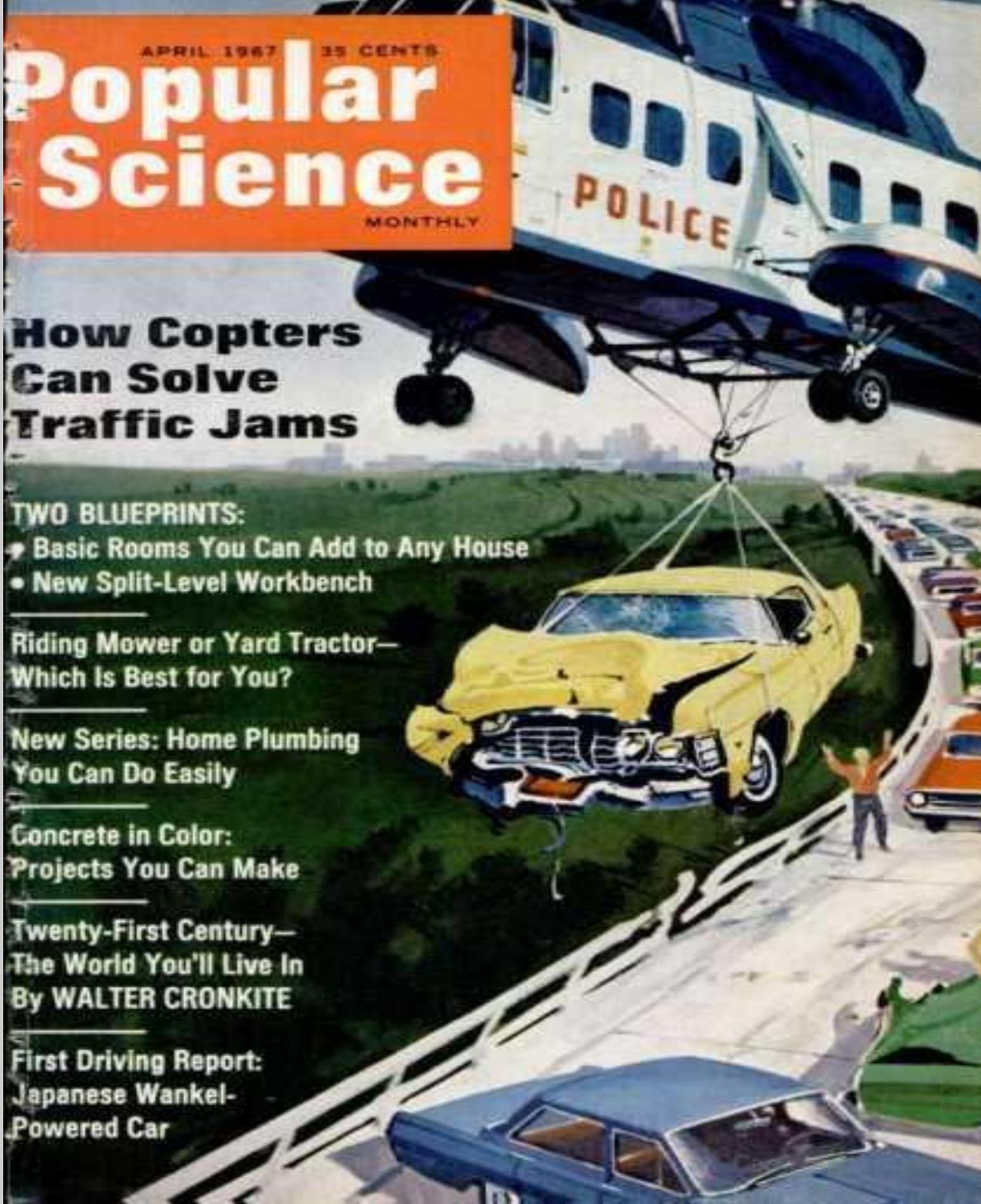
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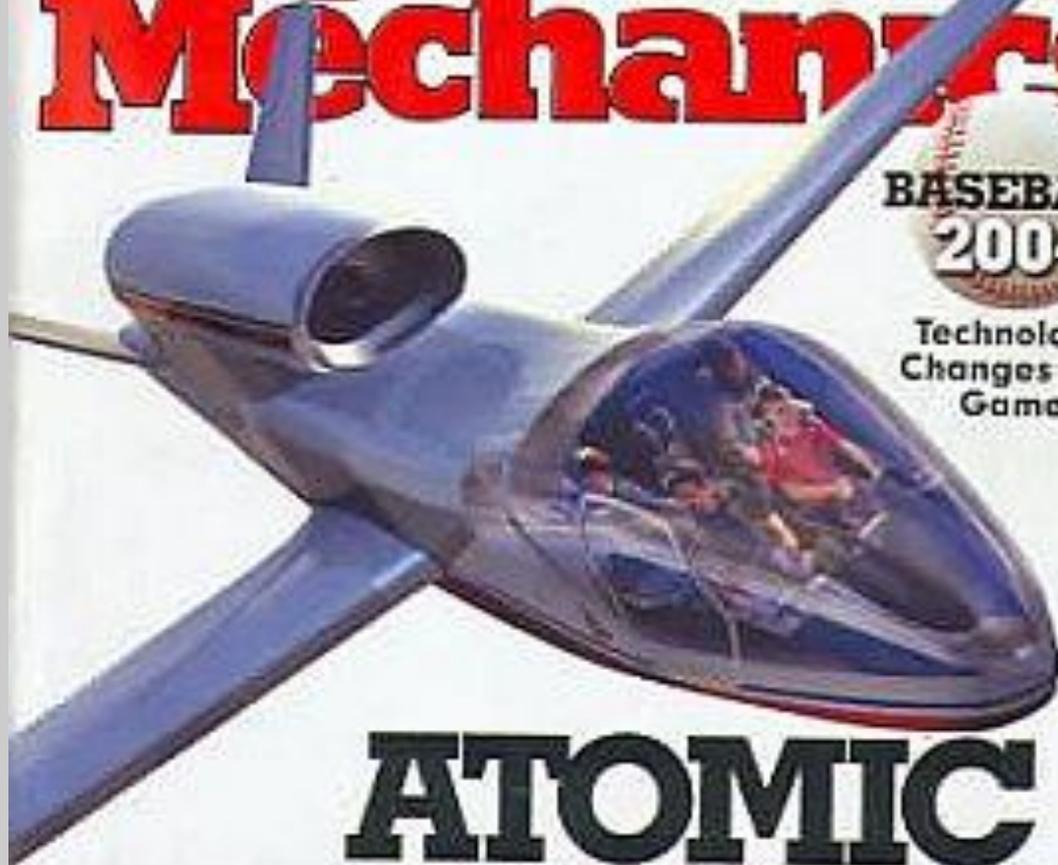
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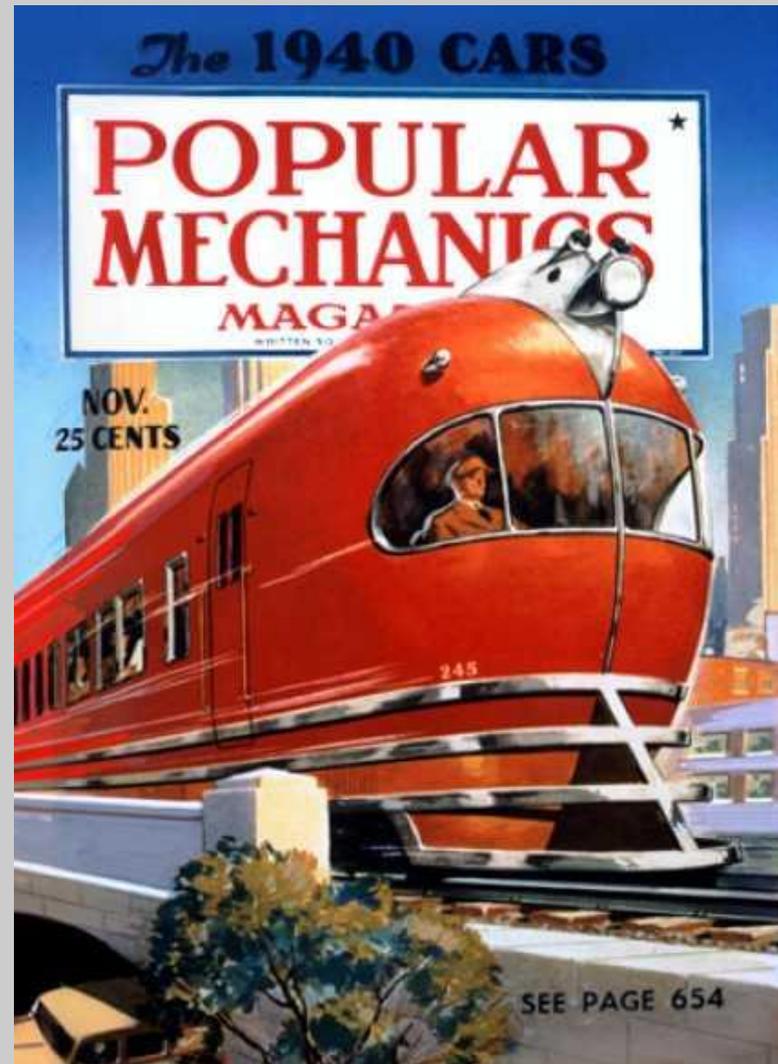
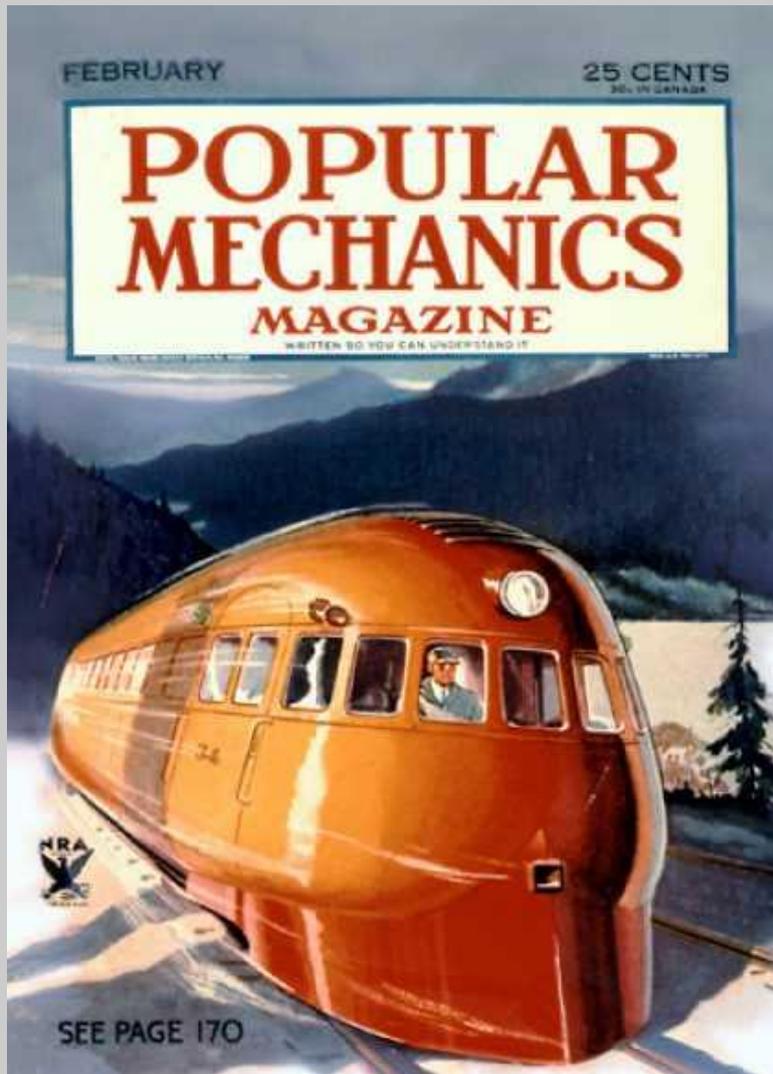
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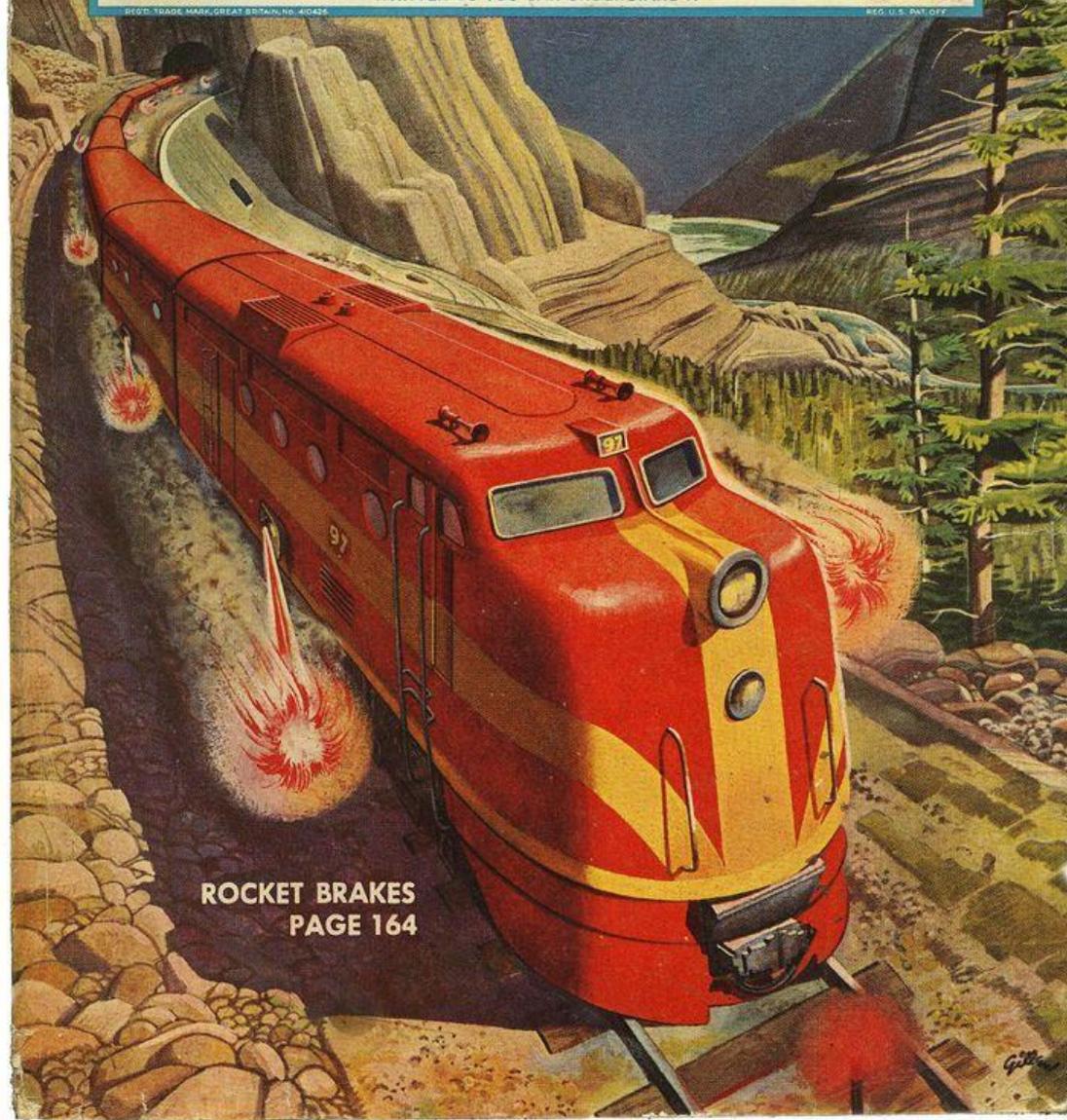
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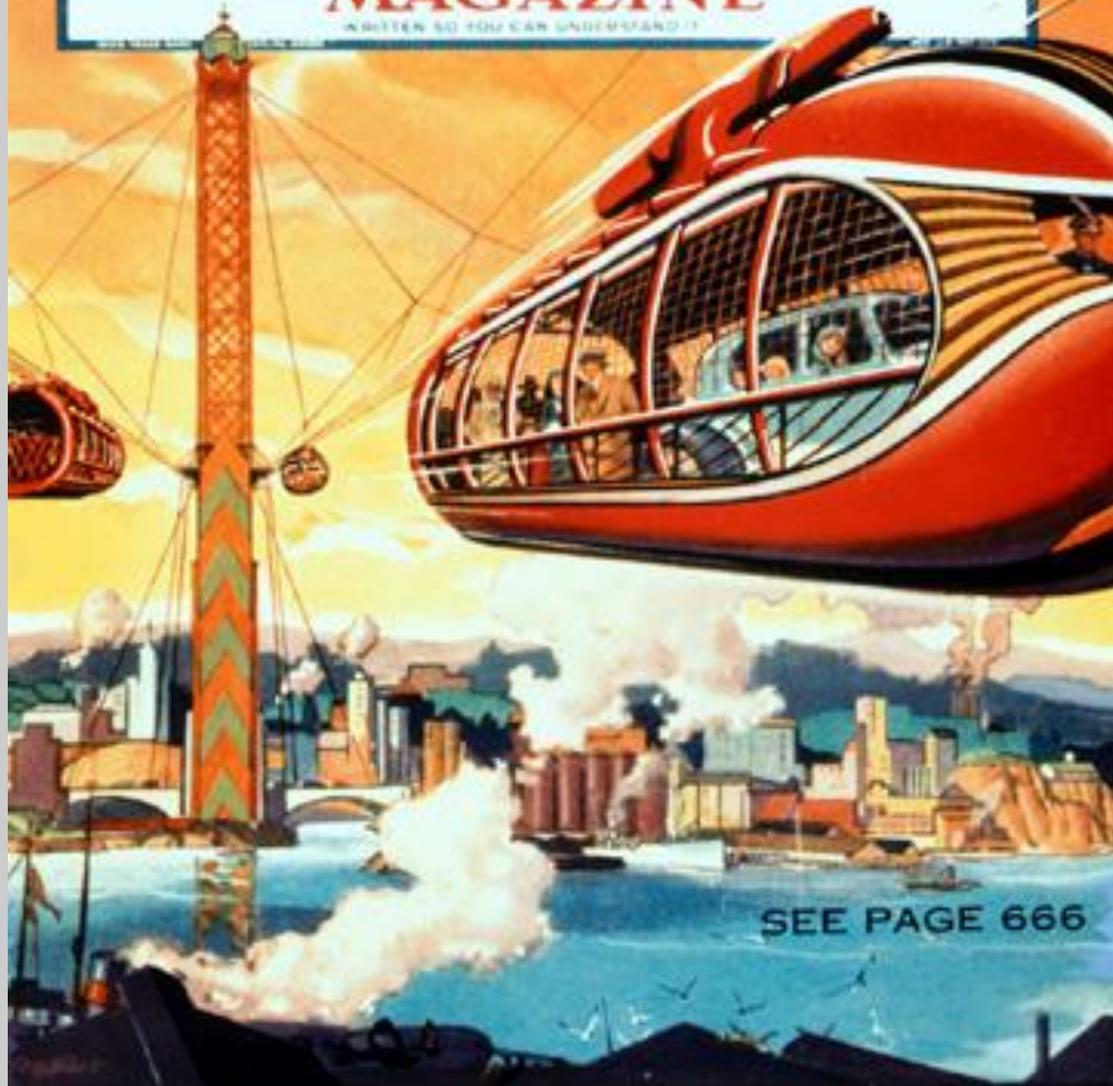
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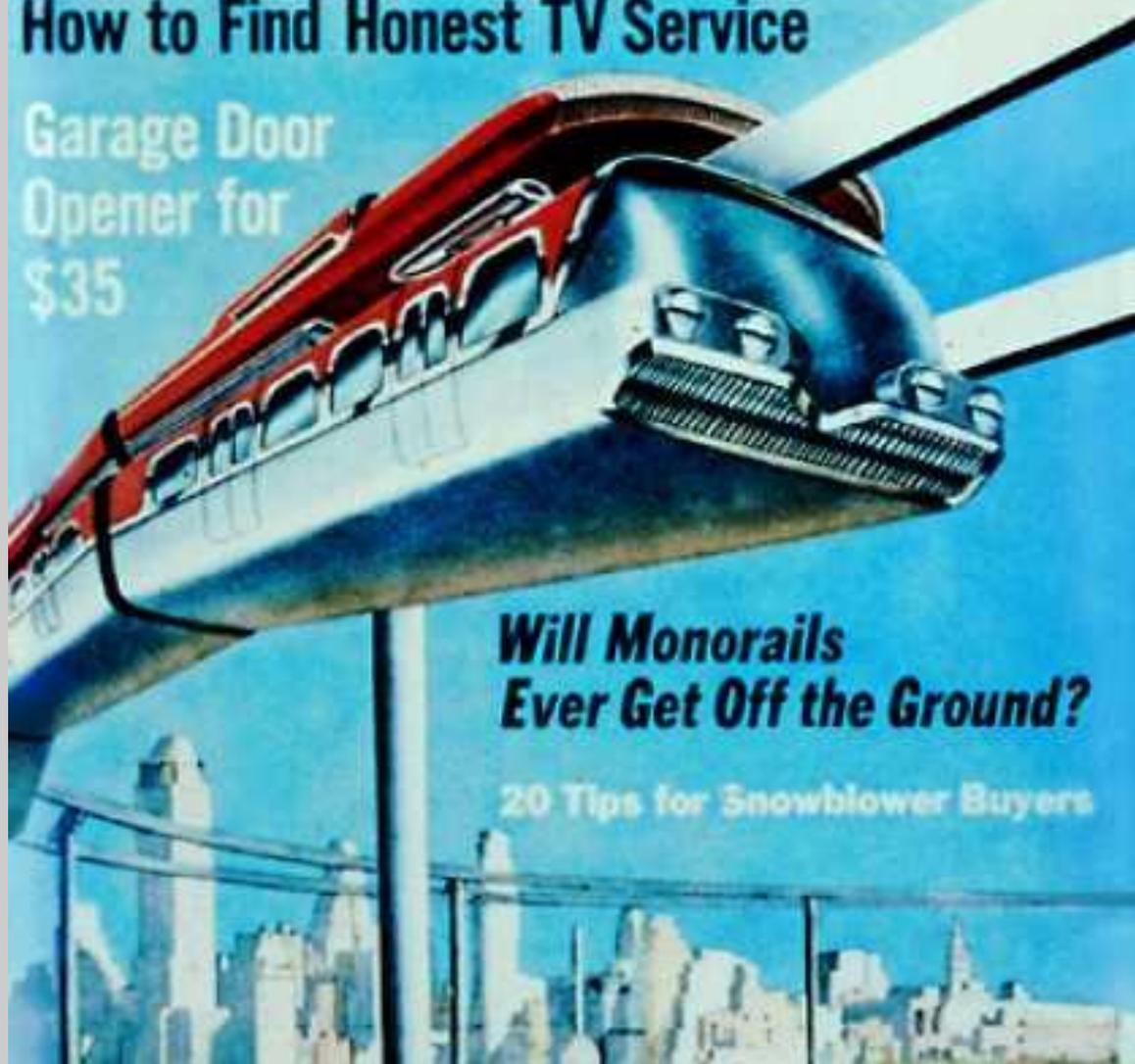
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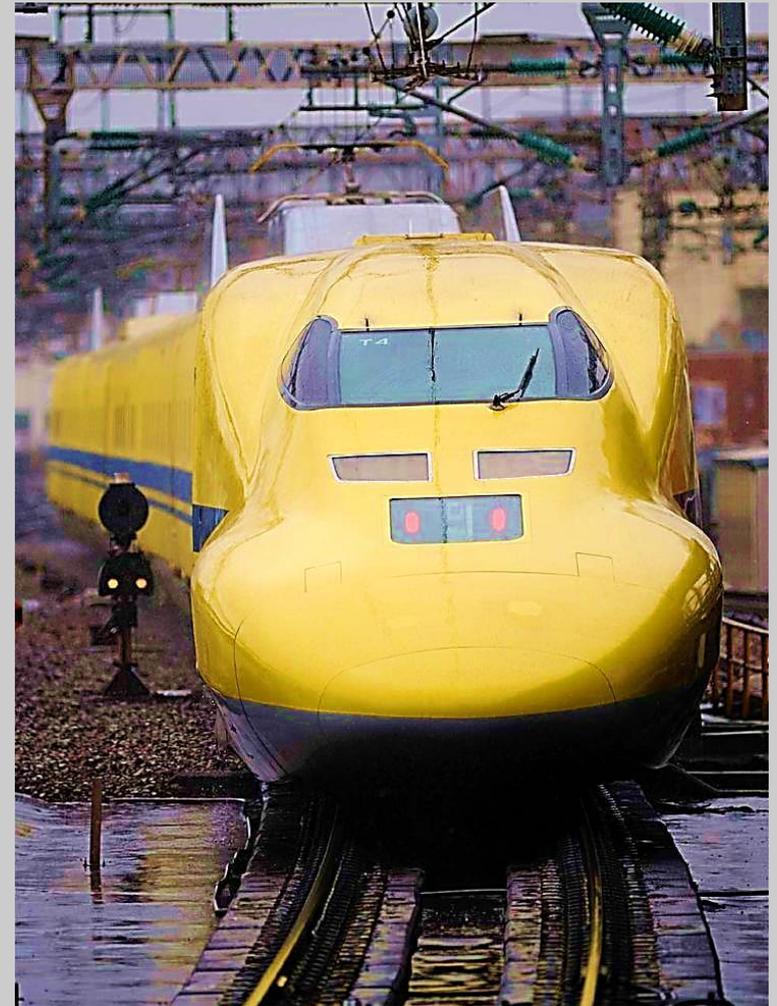




Planting vegetation along light rail tracks is possible, help filter rainfall and reduce flooding, runoff would contain less pollutants than if it had fallen on hard surfaces such as concrete





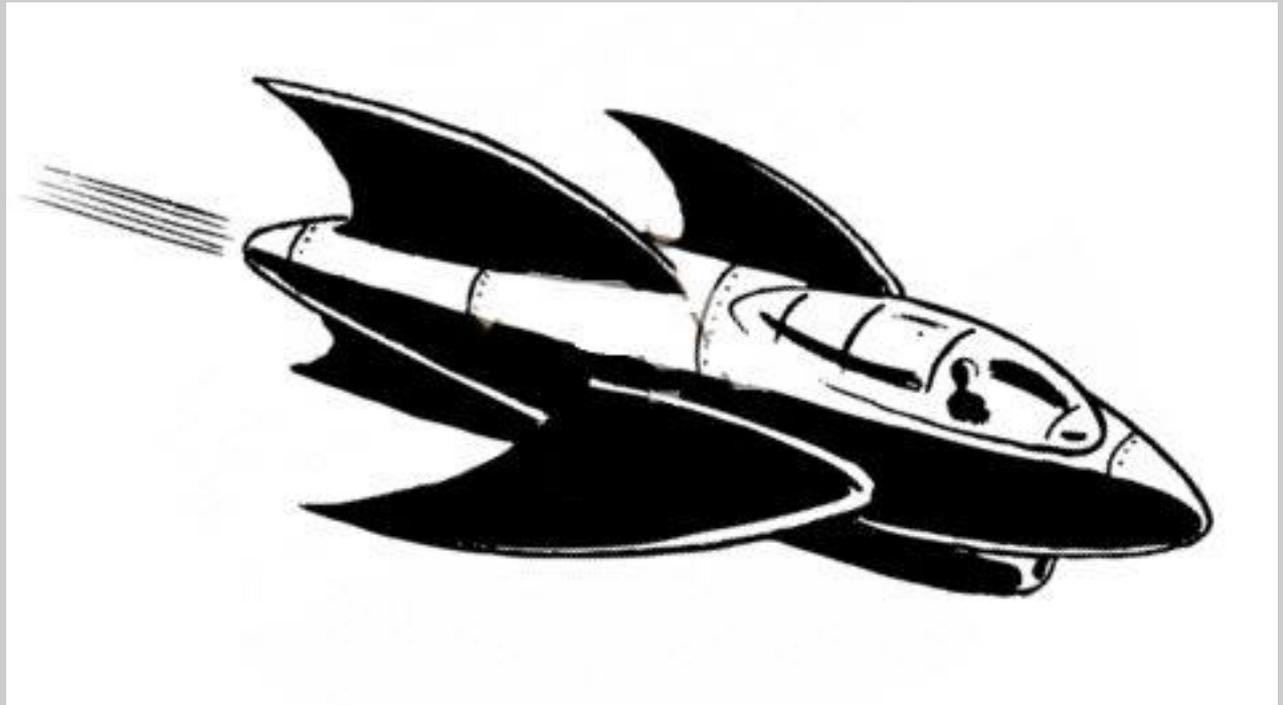








Hyperloop contains every single cost of a standard High Speed Rail system, plus the added cost of the vacuum tube, plus the massive amount of energy needed to keep the entire tube constantly pressurized. It will offer much lower passenger capacity, and zero passenger comforts, compared to a standard HSR.





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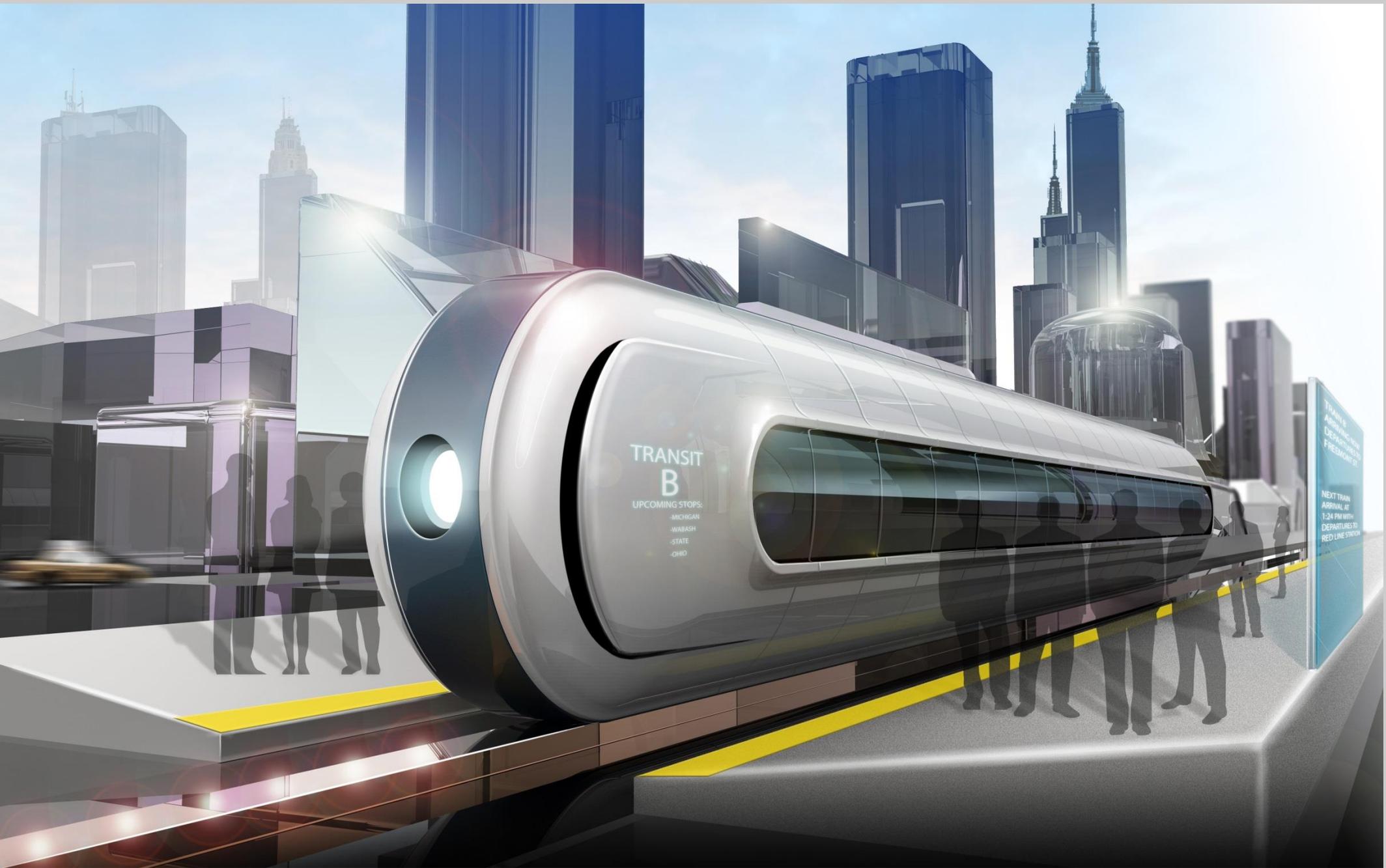
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UK Gov't announces it will be nationalizing train lines



further proof that privatization is being discredited around the world



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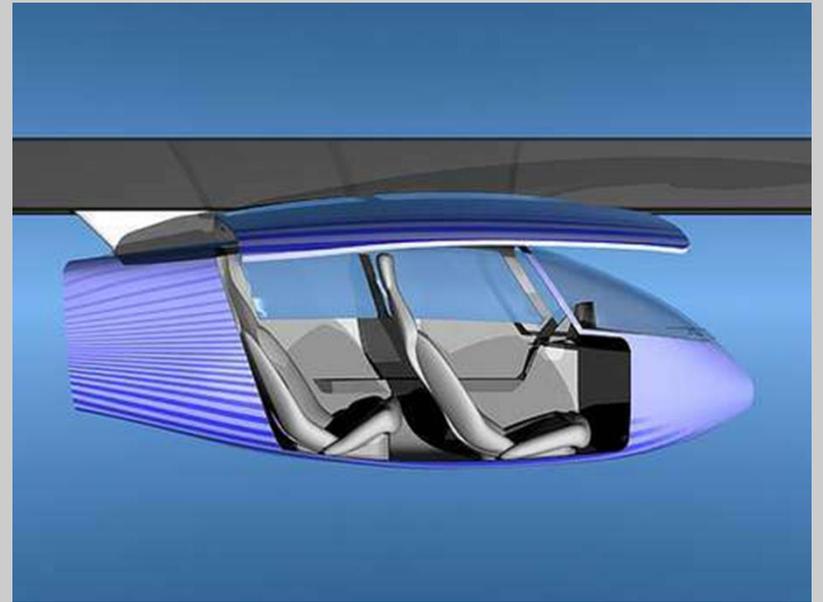
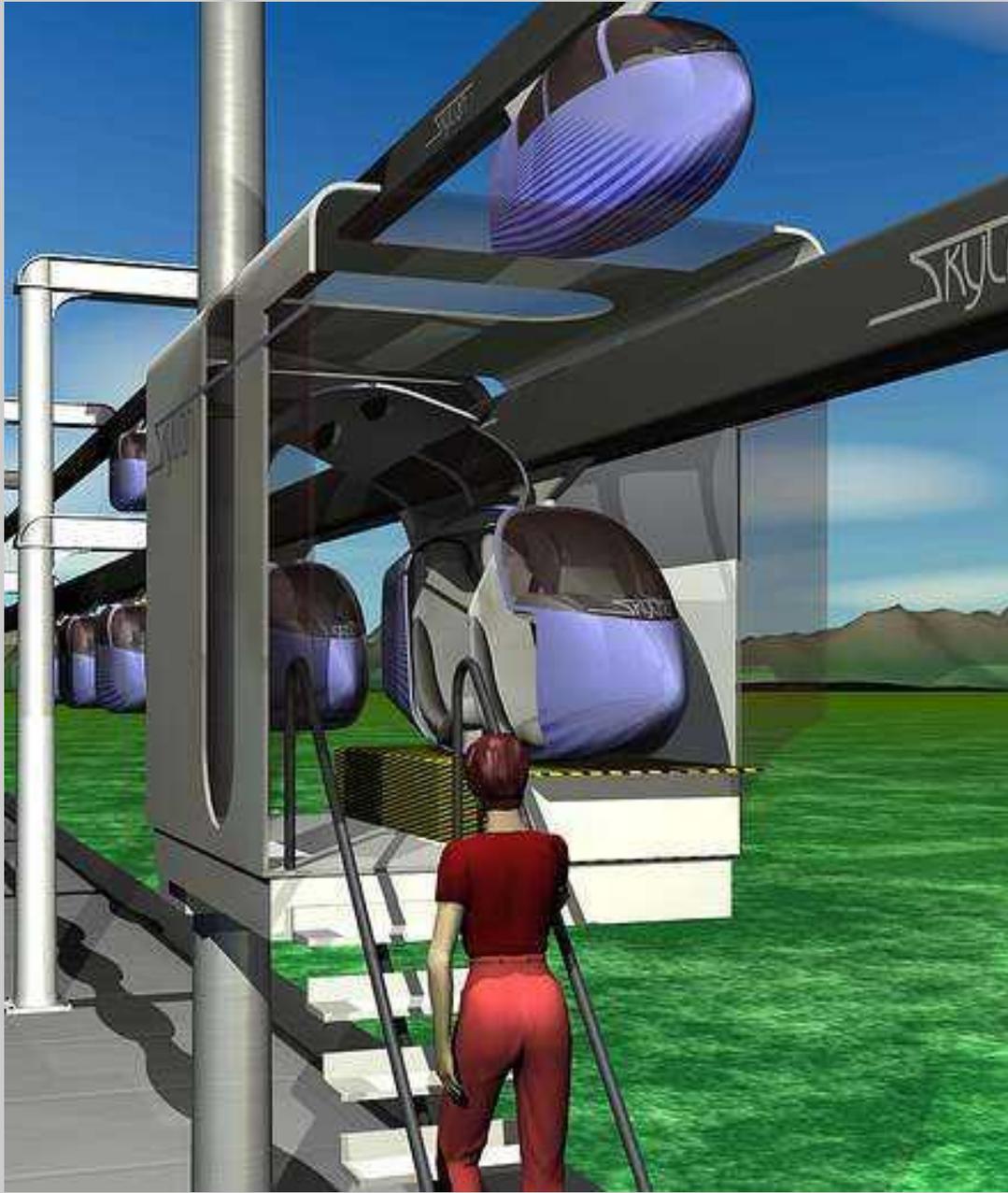
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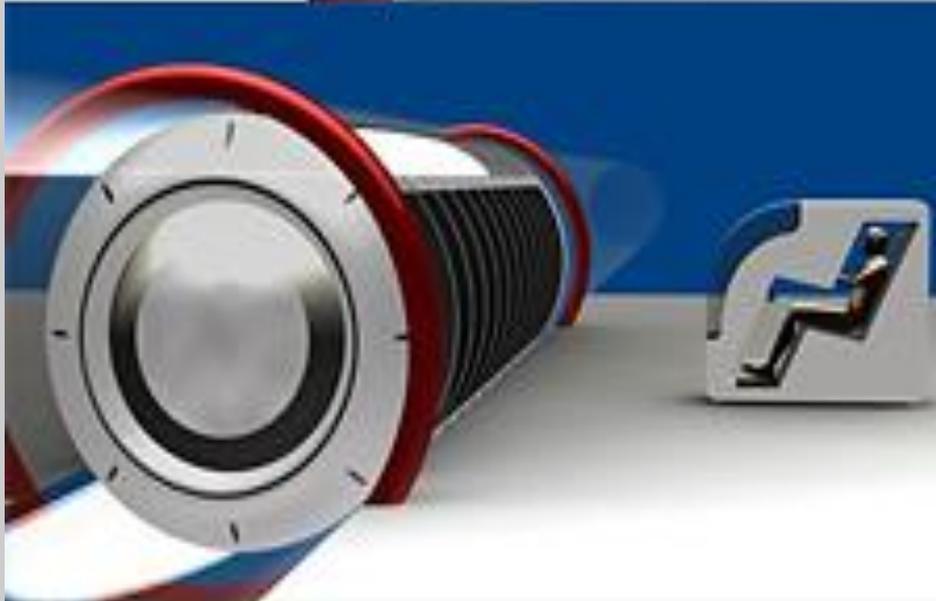
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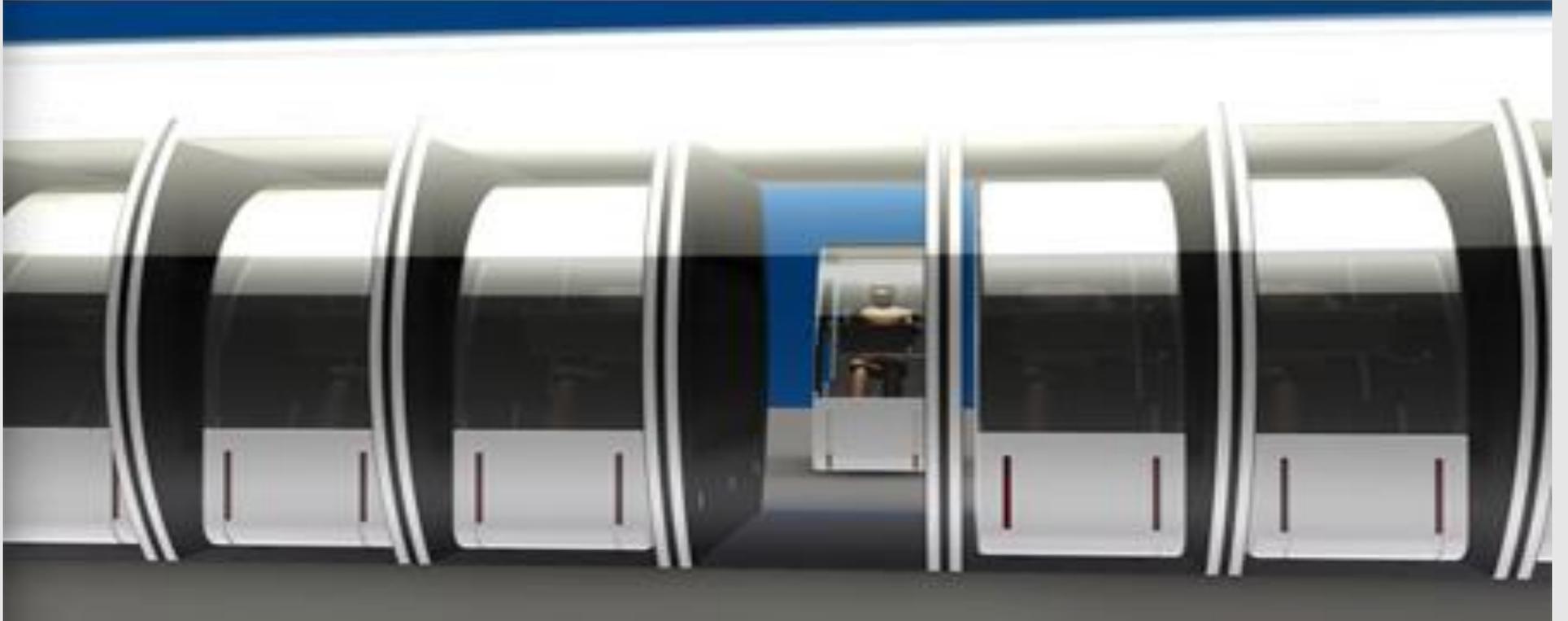














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Taking the Bus

Chicago, Illinois, 1950s



After World War II, residential and commercial development spread further from the central city into less densely populated areas, and further from existing transit routes through systems like the L and elevated. A bus, though forced to compete with trucks and private cars on congested roadways, could go anywhere. It was a convenient mode of transport with the L, and with the city's expanding population, it was a cheaper than building more transit systems.

By the late 1950s, the Chicago Transit Authority had expanded the city's extensive network of elevated rail lines. One-quarter of all long-distance travel in the city was by bus. The bus was a key part of the city's transportation system and a key to its rapid growth and to its future.

CHICAGO TRANSIT AUTHORITY
1950s

CHICAGO TRANSIT AUTHORITY
1950s







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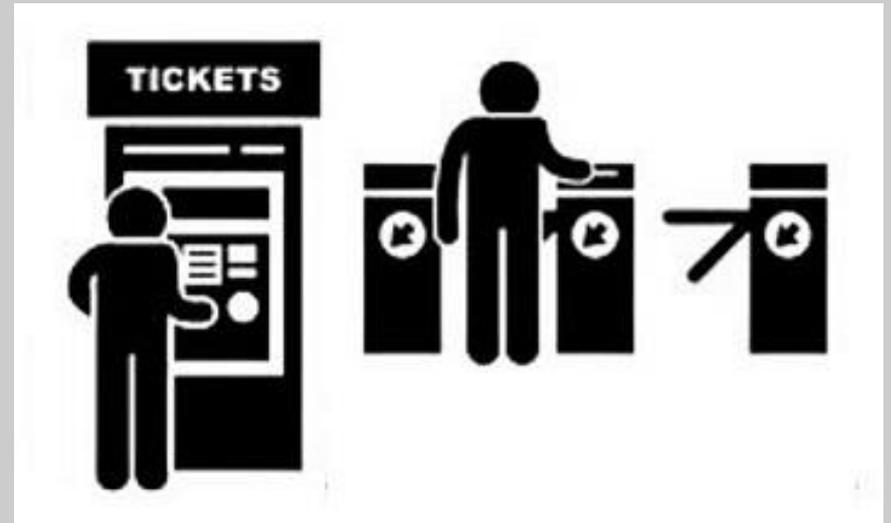
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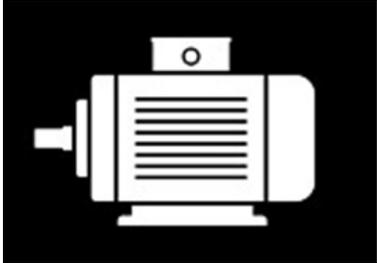




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