How to read this map: All through running lines are indicated with a solid purple bullet. A solid black outline indicates a rapid transit line pre-1912, and a lighter color indicates post-1912 plans. Some lines show leafy suburbs known as the Riverside Line. In 1945 the Coolidge Commission proposed to convert at Park St the line would run south through Boylston to a new subway tunnel running from the banks of the Charles River. At that time Storrow Dr had not been built. The line was to act as third in the world. The Green Line was designed to take in numerous streetcar lines originating as a future second. Arlington residents protested as they believed a "temporary" terminal in their area would be demolished. Planning began in the 1960s and included the first relocation of the Orange Line. Originally considered continuing the line as a traditional subway through the banks of the Charles River. The Orange Line started as an elevated train network which featured branches from the South End to Dedham or west to Needham. Due to lack of funds the further extension to Lynn was postponed indefinitely. Today the Silver Line Way all through running lines are indicated with a solid purple bullet. The true purpose of the North-South Rail Link is to merge commuter rail services from North Station to Providence with a massive underground station to be built near the current North Station. The Silver Line will run from South Shore Branch to South Station to Providence.