



RAPID TRANSIT PROGRESS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

"MARTA REPORTS TO THE PEOPLE IT SERVES..." APRIL 1967
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A TALE OF TWO CITIES:

MONTREAL

MARTA General Manager Henry L. Stuart recently visited Montreal; the following story summarizes his comments and observations.

The happy citizens of Canada's largest city boast a brand new subway that they describe as a work of art. After a close inspection one is inclined to agree. Lines began to open last October, and April, 1967, saw the end of the first phase, although extensions are already actively discussed. Are they happy with it? 350,000 riders a day stick their 25¢ magnetic ticket in an automatic turnstile at one of 26 stations to go for a ride on some part of the sixteen mile system. Considering Montreal's 2.3 million population they are heavy users. They are proud of their new subway, too.

Sleek, blue, 9-car trains, set off with a white stripe and picture windows, run swiftly and quietly (up to 50 miles per hour) between bright, airy and colorful stations. They are rubber tired trains, propelled by electricity, running on concrete ribbons. The result is a quiet, smooth ride, with a high rate of acceleration that gets the train up to cruising speed very quickly.

The fourteen station architects went all out to get away from dungeon-like atmosphere of conventional subways. Plenty of indirect lighting, mezzanines overlooking the tracks, and the artful use of color and ceramics did the trick!

Montreal got its subway by simple determination. They made up their minds that rapid transit in subway was the answer to their problem, and then the Montrealers proceeded to act on their convictions. In this way rapid transit came to reality in Montreal in the incredibly short span of less than five years. There had been talk for 50 years, but Jean Drapeau, in his mayoralty campaign of 1960 offered to put a stop to the talk. He told the voters that if they

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Montrealers make heavy use of their new subway. This picture, taken at JEAN TALON shows passengers crossing the platform from train to exit. Bi-lingual signs are universal in Montreal.

SAN FRANCISCO

MARTA Public Information Director King Elliott visited San Francisco recently, and reports on progress being made by the Bay Area Rapid Transit District.

"In two-and-a-half years, we will be riding on the world's most modern rapid transit system, right here in the Bay Area." This prediction is made confidently by B. R. Stokes, General Manager of the Bay Area Rapid Transit District (San Francisco, Alameda (Oakland), and Contra Costa Counties).

Stokes says that nearly half of the 75-mile, \$1 billion, system is already under construction. Construction Contracts totalling \$330 million have been awarded, and work is under way on 38-route-miles of the system. Included in these figures are 5 miles of subway, twin tunnels thru the Berkeley Hills, and the Trans-Bay Tube, "the engineering marvel of the century."

An additional \$150-200 million in contracts is expected to be let by the end of this year.

Two construction projects are complete: the 4¼ mile Diablo Test Track and a 1-mile aerial section in Albany.

In many parts of the Bay Area, construction projects are under way, and the beginnings of rapid transit are being observed daily by local residents and commuters.

In several sections of downtown San Francisco, crews are at work relocating the underground utility lines and equipment. In most of these areas, one lane of the street is closed to traffic, but other lanes are still in use. Work continues on the building of the 57 tube sections which will be required for the 4½ mile tube underneath the Bay between San Francisco and Oakland. The steel shells are built at the Bethlehem Ship Yard, and are floated to a nearby pier for outfitting. The first of the sections are in place in the mud at the bottom of the Bay, and the schedule calls for another section to be completed every two weeks.

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Temporary decking over subway construction.

MONTREAL...

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would vote for him he would build them a fine new subway. They did, and he did.

Mayor Drapeau junked 50-year-old plans and turned to the Paris Metro for the basic engineering and design criteria. Indeed, officials from the Paris Metro came to Montreal to guide the work. In 1961 the City Council authorized the first of \$213 million of general revenue bonds, and Mayor Drapeau told his Montreal Public Works Department to get busy.

Digging began in 1962 and the Montrealers rode to town in 1966! They blasted 70 percent of the tunnels out of solid rock, and after being lined with concrete it was 23 feet wide and 16 feet high. Their tunnels range from 20 feet deep to 90 feet deep in the earth. Hundreds of speedy escalators solve the problems of getting out of the stations. MARTA General Manager, Hank Stuart, who attended a Rail Committee Meeting of the American Transit Association in Montreal recently reported, "The speed of the engineering and construction of this system is more than remarkable, but it fades into the background when you open your eyes and take in the beauty of a system that was clearly designed to give its customers a treat. I am impressed. It looks good, it runs smoothly, and it's there."

An up-to-date signal and power distribution system provide a safe, dependable operation which is a must for modern, high speed and safe transportation. Two men operate each train riding on opposite ends, taking turns running the equipment.

A total of 369 of the rubber-tired rapid transit cars have been purchased at an average cost of \$123,000. The Metro operates 9-car trains at all times, with 2½ minute headways during rush hours, and 5 minute headways at other times. The maximum capacity of each line in each direction past a given point is estimated at 57,600 passengers per hour. This is based on 160 passengers per car and nine-car trains at the rate of 40 trains per hour.

Line No. 1, running 4.3 miles east and west, and Line No. 2, running 8.6 miles north and south, were opened for passengers October 14, 1966. On the first week-end of service, over one and one-half million passengers rode the system. Line No. 4 connects with Expo 67, the 1967 World Exhibition commemorating Canada's centennial as an independent nation. Plans for the missing Line No. 3 have been suspended indefinitely.

Did the Montrealers appreciate what was done for them? They re-elected Mayor Drapeau by a whopping majority, and gave his party 45 of the 48 seats on the city governing body.



The example of Metro Station architecture at Sherbrooke illustrates the beautiful use of light and ceramics to provide a feeling of spacious cheerfulness. (This picture was taken before passengers were being accepted).



The Mezzanine concourse at JARRY is another example of how light and spaciousness get one away from the old-fashioned "gopher-hole" subway station.



This view of CREMAZIE looking down from an open mezzanine conveys the feeling of free and uncramped movement.



Tunnels on the Metro are lighted all the way for safety and comfort. Note the signal (upper right) that provides the train operator with indications about the track ahead.

SAN FRANCISCO...

(Continued from Page 1, Column 2)



Subway construction in Oakland; steel form for subway shell in place on right.



Almost-completed construction on transition section of subway; construction goes from cut-and-cover subway to ground level track.



Completed section of aerial structure, with landscaped "linear park" beneath.

The major part of the construction work actually underway now is across the Bay in the Oakland Area. In addition to the Test Track and the completed aerial section in Albany, other projects are in varying stages of completion in downtown Oakland. One section of the cut-and-cover subway is virtually completed, with only the rails and other equipment to be installed. Excavation work is in progress in several of the streets, including Broadway, one of the principal downtown thoroughfares. In order to maintain as efficient a flow of traffic as possible, the tunnels are "boarded over" and traffic is permitted above while work continues below. All stages of this type of construction are visible now. The utilities are first dug up and relocated; the ditching is accomplished and the vertical beams and retaining walls are installed. Horizontal beams are then put into place; wooden decking (boards about 12 by 6 inches bolted together and laid edgewise) is installed; and traffic is restored.

Farther out, construction has begun on sections of the Grove-Shafter Freeway, with the BART lines running down the median. Much of the area has been cleared, and bridges have been started. BART officials point out that considerable savings will be made by both the Highway Department and BART because of the economic advantages of joint planning and development of the freeway-rapid transit complex. Some 15 miles of the BART lines will occupy joint right of way with the freeway.

In other areas, crews "holed thru" the second of the Berkeley Hills Tunnels; various test procedures are in progress at the test track; and landscaping of aerial structure continues.

The 75 mile system is being financed with proceeds from a \$792 million bond issue and \$180 million in state funds from Bridge tolls. BART is now seeking ways of meeting a \$200 million "over-run", which resulted from excessive inflation, construction delays because of litigation, and changes in original proposals. BART officials are confident that the necessary funds will be secured, and that trains will run as scheduled in late 1969.

INSTITUTE FOR RAPID TRANSIT CONVENTION May 24-26, 1967—Atlanta Marriott Motor Hotel AMERICAN TRANSIT ASSOCIATION CONVENTION

Oct. 22-26, 1967, Atlanta Regency-Hyatt House



Full-scale mock-up of car to be used in BART system.

COUNTIES HONOR MARTA

The Metropolitan Atlanta Rapid Transit Authority has received the "Meritorious Award" of the Association County Commissioners of Georgia for its multiple county service to Clayton, DeKalb, Fulton, and Gwinnett Counties and to the City of Atlanta.

Richard H. Rich, MARTA Chairman, accepted the award at the Annual meeting of the ACCG at Jekyll Island April 4.



ACCG President Dr. Bruce Schaefer presents award to MARTA Chairman Richard H. Rich.

In accepting the award, Rich outlined the progress which has been made through the cooperative efforts of the five governments in establishing the Authority, securing a basic staff, and beginning preliminary engineering on the system. He described the rapid transit project as one in which "four counties and a city, each with varying and extensive needs and problems of its own, have united their efforts and resources to solve a problem common to them all ... that of providing rapid and comfortable transportation for their citizens."

Rich noted that the State of Georgia has now joined into partnership with the four counties and the city by appropriating \$500,000 for MARTA, and concluded, "With the continued support of our counties, I am thoroughly convinced that we not only CAN, but WILL, complete this absolutely and vitally needed rapid transit system."

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

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"DIRECTED BY THE GEORGIA STATE LEGISLATURE TO DEVELOP A RAPID TRANSIT SYSTEM FOR THE 5-COUNTY METROPOLITAN ATLANTA AREA."

Edited by KING ELLIOTT



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MARTA ACTION

At the April 4 meeting, the Board of Directors of the Metropolitan Atlanta Rapid Transit Authority instructed the General Manager to explore the possibility of extending the West Line to serve the new "Six Flags Over Georgia" amusement park, and to report his findings at the May Board meeting.

The observation was made that similar study should be given to possible future service to the Stone Mountain Memorial Park.

Chairman Richard H. Rich reported on the presentation of The Meritorious Award of the Association County Commissioners of Georgia; the ACCG presented the award to MARTA for its multiple county service to the four counties and city composing the Authority.

The next meeting of the Board of Directors is to be held Tuesday, May 2, 1967, at 3:30 p.m. in Room 619, the Glenn Building, 120 Marietta, St. N. W.



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