



RAPID TRANSIT PROGRESS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

"MARTA REPORTS TO THE PEOPLE IT SERVES . . ."

OCTOBER 1966
VOL. 1, NO. 1

RAPID TRANSIT CAR COMES TO METRO ATLANTA

A scale "walk-in" model of a rapid transit car of the future will be on display in Atlanta during October and early November. The "New SCOT"—"Steel Car of Tomorrow"—developed by U. S. Steel Corporation, will be one of the attractions at the 1966 Southeastern Fair, opening in Atlanta September 29. The "New SCOT" is being scheduled for exhibit in several shopping centers in the Metro Area during the succeeding weeks.

The "New SCOT" is only one of many rapid transit cars and prototypes which will be carefully evaluated by MARTA and its engineers before a specific design is chosen for the local system. The MARTA-sponsored exhibit will provide the first opportunity most Georgians will have to see an example of the equipment which could be used in the system now being developed for the 5-county Metropolitan Atlanta area.

The model car to be seen in Atlanta is a 37-foot shortened version of a proposed 75-foot rapid transit car. The full-length car would seat 300 passengers in air-conditioned comfort, and, if used in the Atlanta

system, would transport them at speeds up to 75 miles per hour, with schedule speeds, including stops, of 45 MPH.

The car is built of light-weight "sandwich" panels of steel and stainless steel, developed by U. S. Steel Corporation engineers. Each panel is made up of a steel core, resembling the structure inside an egg crate, sandwiched between sheets of steel bonded to the core with an epoxy adhesive. In the car design, panels are used both for structural side framing and floor support.

The "New SCOT" will be on exhibit in Baltimore, Md., Sept. 28, and will be shipped directly to Atlanta. It is expected to be on display at the Southeastern Fair Oct. 1-8. The display, to be located just inside Gate 2 at the Fair, will be open at all regular Fair Hours. *Admission is free.*

The exhibit is tentatively scheduled for the following locations after the Fair closes: Oct. 10-15, Rich's Downtown; Oct. 17-22, North DeKalb Center; and Oct. 24-29, Greenbriar.



**METROPOLITAN ATLANTA
RAPID TRANSIT AUTHORITY**

808 GLENN BLDG. • 120 MARIETTA ST., N. W.
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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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HENRY L. STUART, *General Manager*
KING ELLIOTT, *Director of Public Information*
H. N. JOHNSON, *Secretary to General Manager*

MEET THE MARTA STAFF

HENRY L. STUART became General Manager, MARTA, on June 1, 1966. His responsibility is the overall development of the Rapid Transit System, from engineering, to design, through construction, to operation. Stuart, operating under policies established by the 10-member Board of Directors of MARTA, acts as co-ordinator between the Board and the consulting engineering firm planning the system; various federal, state, and local governmental agencies; manufacturers and suppliers of equipment, and citizens interested in rapid transit. Stuart is the chief administrative officer.



Henry L. Stuart

Prior to assuming his post with MARTA, Stuart was Director of Service Control, Southern Railway System, Atlanta.

He is a licensed Interstate Commerce Commission Practitioner, a Certified Member of the American Society of Traffic and Transportation. He is married, with three children, and resides at 3282 David Road in DeKalb County.

KING ELLIOTT assumed his post as Public Information Director, MARTA, on August 22, 1966. He is responsible for the development and implementation of a complete public information and education program. He edits MARTA's "Rapid Transit PROGRESS," and works closely with news and other media. He will also be responsible for developing other means of telling the Rapid Transit story, thru displays, public meetings, speeches, trade shows, etc.



King Elliott

Elliott was News Director, WSB Radio, before assuming his present position. While at WSB, he received numerous station and individual awards for excellence in news programming. He is a member of Sigma Delta Chi, national professional journalism society.

He resides with his wife and four children at 811 Brookridge Dr. N. E., Atlanta.

H. N. "JOHNNY" JOHNSON, secretary to the General Manager, came to MARTA June 13, 1966, from the Lockheed-Georgia Company, where he held a position in the employment office. Johnson handles much of the administrative work of the office, in addition to his other duties.



H. N. Johnson

He was for three years Administrative Assistant to James V. Carmichael, Chairman of the Board, Scripto, Inc.; and for seventeen years was Executive Secretary to the Vice President of the Central of Georgia Railway.

Johnson, who resides at 1004 Williams Mill Rd. N. E., has a son and daughter who attend Decatur High School.

ATLANTA NEEDS RAPID TRANSIT... NOW!

"Early completion of the Rapid Transit System is the only hope for relieving the traffic problems which plague Atlanta," according to Richard H. Rich, Chairman of MARTA. Rich pointed out that one of the most



Richard H. Rich

important things in the economic development of any area is the ability to move people and things effectively and quickly; and, therefore, the primary purpose of a rapid transit system is to get people to and from their jobs quickly, easily, and comfortably. "Rapid Transit will not solve all of the traffic congestion," Rich emphasized. "but it will go a long way toward the solution."

Rich noted that State Highway Department figures show that, on a 24-hour-a-day basis, the North Freeway between 14th Street and downtown is already operating at 35% above its rated capacity. By 1975, the Highway Department estimates that this same section will have 70% to 88% more people wanting to use it than it is designed for. By 1975 all Atlanta expressways will have more people wanting to use them than the expressways are designed to handle.

"By completing our planned Rapid Transit System, we can remove tens of thousands of commuter cars from the expressways, and make it easier for those who have to drive to reach their destinations; by doing this, not only will Atlanta continue 'on the move', but traffic itself will be able to 'move'," Rich concluded.



METROPOLITAN ATLANTA RAPID TRANSIT HIGHLIGHTS

"Where We've Been..."

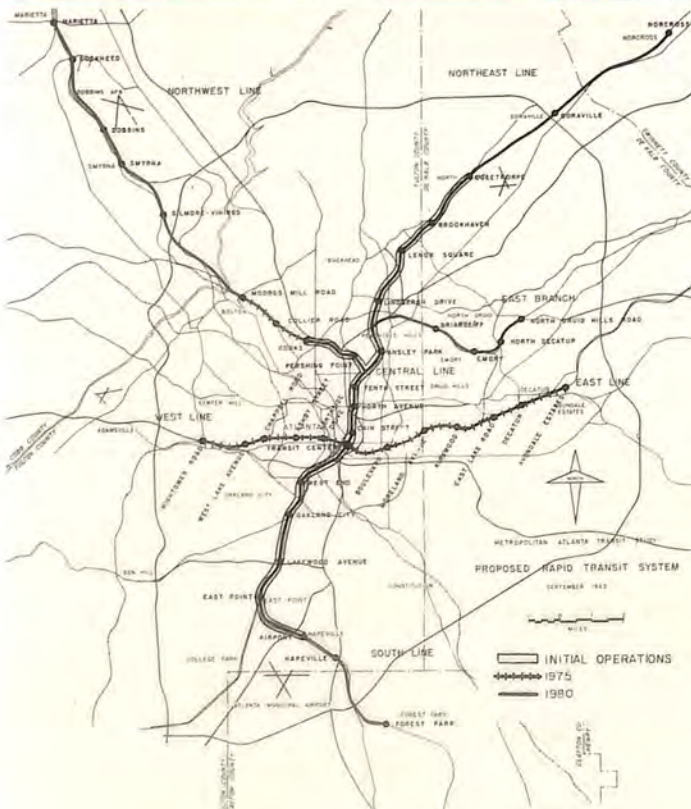
- 1954—Metropolitan Planning Commission notes need for rapid transit "within a few years"
- 1959—MPC begins series of transportation policy studies
- 1960—MPC develops exploratory investigation of rapid transit as possible supplement to freeway network
- 1961—Expanded 5-county Atlanta Region Metropolitan Planning Commission proposes comprehensive 5-county R-T plan
 - Atlanta Transit System (privately-owned bus company) endorses idea of publicly-owned rapid transit system in own preliminary proposal, "Rapid Atlanta"
 - Atlanta Chamber of Commerce studies and endorses R-T
- 1962—General Assembly creates "Metropolitan Atlanta Transit Study Commission"; MATSC lets contract to Parsons, Brinckerhoff, Quade and Douglas to develop final plan; PBQD work, completed December 1962, is approved as "official" plan
 - Constitutional amendment to make rapid transit a legitimate public function passes in Fulton and DeKalb counties, but fails statewide
- 1963—"Committee of 100" is formed, with former Governor Ernest Vandiver as Chairman
 - General Assembly creates "Georgia State Study Commission" to study problems from state's viewpoint
- 1964—Rapid Transit Amendment (affecting only 5 counties in Metro Atlanta area) passes
- 1965—General Assembly passes "Metropolitan Atlanta Rapid Transit Authority Act of 1965," providing for an Interim Study Commission; six eligible governments hold special election on whether to participate; only Cobb County votes not to take part

"...and Where We Are..."

- January 3, 1966—Interim Study Commission becomes "Metropolitan Atlanta Rapid Transit Authority"
 - Budget of \$300,000 for 1966 is approved (\$175,000 local funds, \$125,000 federal funds); also, Atlanta Region Metropolitan Planning Commission has \$122,000 federal grant for rapid transit planning
- June 1—Henry L. Stuart becomes MARTA General Manager
- June 13—H. N. Johnson becomes Secretary to General Manager
- June 28—Contract is let to Parsons, Brinckerhoff, Tudor and Bechtel to up-date 1962 plan, and for preliminary planning on North-South line (Oglethorpe to Hapeville)
- July—Cobb County Chamber of Commerce appoints special committee to study question of another referendum
- August 22—King Elliott becomes Public Information Director
- Sept. 13—Otis Brumby, Jr. of Marietta is appointed official "observer" for Cobb County at MARTA meetings
- Sept.—Work begins on application for \$500,000 in federal funds for preliminary engineering on East-West line

"...and Where We're Going..."

- Nov. 8—Constitutional Amendment to allow state to participate in cost of mass transit to be voted on
- 1967—up-dating of 1962 study to be complete
- 1968—Referendum to finance system to go to voters
- 1972—North-South Line complete, begins operation
- 1975—East-West line (Avondale Estates-Adamsville) opens
- 1980—Entire System complete



HOW FAR HOW FAST?

The map at left shows the proposed routes for the Metropolitan Atlanta Rapid Transit System. The following table shows typical distances and travel times from Stations to Transit Center, which will be located downtown south of Marietta St., between Broad and Peachtree Streets.

Station	Distance	Time
Norcross	18.2 miles	23 minutes
Doraville	13.6	19
Oglethorpe	10.4	15
Lenox Square	7.1	11
Ansley Park	3.4	6
Tenth Street	2.0	4
Forest Park	12.9	16
Hapeville	9.9	13
East Point	6.4	9
West End	2.2	2
Avondale Estates	7.4	11
Decatur	6.1	9
Moreland Avenue	2.8	4
Hightower Road	4.5	8
Ashby Street	1.6	3
Marietta	18.3	25
Smyrna	12.9	18
Moores Mill Road	7.2	12
Cooks	4.7	8
North Druid Hills Rd.	10.3	15

ENGINEERS REVISE 1962 PLAN

Engineers for Parsons Brinckerhoff-Tudor-Bechtel, MARTA engineering consultants, are in their new offices in Atlanta, revising the 1962 Rapid Transit Plan. The staff of seven is headed by John Coil, Resident Manager; Raymond K. O'Neil, Deputy Resident Manager; and Raymond W. Gustafson, Supervising Engineer. Coil says major emphasis is being given to the railroad "gulch" area, where the Transit Center is to be located. Engineers are also working on confirmation of route locations downtown and in outlying areas. Patronage studies are continuing, along with studies of downtown distribution of passengers. This part of the work is about 20 percent completed.

A library study of soils factors is also underway, and is estimated to be 50 percent completed.

The revision of plans for the North-South line is expected to be completed in June, 1967; and the target date for revision of the East-West line is December, 1967.



Engineer Dave McBrayer (left) discusses changes with John Coil, Ray O'Neil, and Assistant Draftsman Laverne Parks

RAPID TRANSIT BRIEFS

CONSTITUTIONAL AMENDMENT on transportation of passengers goes to Georgia Voters in Nov. 8 General Election. The proposed amendment would declare public transportation of passengers to be "an essential governmental function," and would allow the state to allocate funds to public transportation authorities. The state is limited to "not more than 10 per cent" of the total cost, either directly or indirectly. A simple majority of those voting on the amendment will be required for passage.

COBB COUNTY COMMISSION appointed an official "observer" to attend MARTA meetings and report on its actions. The Commission September 13 named Otis A. Brumby, Jr., Assistant to the Publisher of the Marietta Daily Journal, to the post.

HENRY L. STUART, General Manager of MARTA, has been telling the Rapid Transit story; recent appearances include those to Atlanta Chapter of the Public Relations Society of America; Atlanta Chapter American Right of Way Association; Atlanta Chamber of Commerce Rapid Transit Committee, and Dunwoody Lions' Club. Coming up are speeches to the Atlanta Chapter, Georgia Society of Professional Engineers, and to the Druid Hills Kiwanis Club.

STATE PROPERTIES CONTROL COMMISSION heard from MARTA representatives on August 23 relating to new lease for state-owned Western and Atlantic Railroad properties. SPCC, L. & N. and Southern Railways agreed to work out details in lease which would allow subway, aerial, and station construction in downtown railroad "gulch" area.

"**RAPID TRANSIT PROGRESS**" is name given to MARTA's newsletter, with this issue being the first one. "RTP" is expected to be published monthly, with King Elliott as editor, and will be sent free to those requesting it.

MARTA ACTION

In the September 6 meeting, the Board of Directors approved the selection of "Arthur Andersen and Company" as auditor for the Authority. Action on appointment of fiscal agent was postponed until the October meeting.



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