



RAPID TRANSIT PROGRESS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

“MARTA REPORTS TO THE PEOPLE IT SERVES...”

MAY, 1968
VOL. 3, NO. 4

MARTA CONDUCTS ITS FIRST PUBLIC HEARING



MARTA Director Mitchell C. Bishop presided at the public hearing in East Point . . .



. . . introduced the local officials and citizens, answered their questions . . .



. . . and answered questions raised by members of the audience after registered speakers had completed their remarks. About 90 persons attended the first public hearing.

The Metropolitan Atlanta Rapid Transit Authority conducted its first public hearing in April, and the opinions expressed by those attending it were generally favorable. The hearings are to allow the general public to hear in detail the proposals for rapid transit routes and station locations, and then to comment on them.

Mitchell C. Bishop, College Park, member of the MARTA Board of Directors, presided at the first hearing, which was held in the Tri-Cities area at the East Point City Auditorium, on April 29th.

In remarks formally opening the hearing, Mr. Bishop said, “The proposed routes and stations, though the result of exhaustive studies by MARTA’s consulting engineers, have not yet been approved by the MARTA Board of Directors.”

“The purpose of these hearings is to get your point of view to see whether you agree with the engineers’ recommendations or have alternative suggestions,” Mr. Bishop said.

“In short, we want to know what you think before these plans are finally adopted by the Authority.”

“The thoughts expressed in this series of public hearings will be given careful consideration before finalizing our plans,” he said.

“Locations of all routes and stations will be finalized before the ultimate decision on rapid transit is submitted to the voters in a referendum.”

After the proposed routes and station locations were outlined by John Coil, Resident Manager, Parsons Brinckerhoff-Tudor-Bechtel, engineering consultants to MARTA, Mr. Bishop opened the hearing to members of the audience.

The first statement from the audience was made by Mr. Marion Nolan, Mayor of College Park. He opened his remarks by saying, “Mr. Chairman, I don’t know much about rapid transit, but I do know we need it, and we are going to have to do something about it before too long. Our highways and our transportation system are outdated. I know that we are going to have to get something that is faster, larger and more economical than what we have today.”

Nolan continued, “Now, I have never seen a rapid transit system. I couldn’t tell you what kind of rapid transit we would need or how to operate it or how much it will cost, but I think that anything we do will be economical for the system we have now. Now, tonight, we only have a handful of people here. This place should be plumb full, with people standing out on the grounds around with loudspeakers so the people could hear what we have to say.”

“I have never spoken for rapid transit before, but this time I’m speaking for rapid transit. I think we need it. I will endorse it personally, and I think most of the people that

(Continued on Page 2, Col. 1)

**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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H. N. JOHNSON, *Administrative Assistant to General Manager*

Marta Conducts Hearing

(Continued from Page 1)

realize that we need rapid transit will do the same," Mayor Nolan stated.

Mrs. Ruth G. Gunter, Mayor Pro Tem of East Point, extended an official welcome from the City of East Point to the MARTA officials, and expressed her appreciation that the first public hearing was held in East Point. She went on to say, "As far as I am personally concerned, I do see a great need for rapid transit in this area. It's going to cost money, but I notice on our schedule that a \$20,000 house, even at the highest point of return in the three mill tax raise which you're anticipating, will only be \$18.00 a year. Your time, efforts, parking and everything else will cost you people a great deal more than \$18.00 a year, and I can see where this would be beneficial to everyone in our area," she concluded.

Several other public officials and private citizens spoke in support of MARTA plans. Some asked questions about routes and station locations, or expressed their opinions about the proposed system. Mr. Jody Brown of Hapeville stated that there was some dissatisfaction in that area be-

MARTA WINS HUD AWARD

The Metropolitan Atlanta Rapid Transit Authority is one of the winners in the first nationwide Design Awards Competition sponsored by the U. S. Department of Housing and Urban Development. The Award of Merit was presented by HUD Secretary Robert Weaver in Pittsburgh at the Third Annual International Conference on Urban Transportation on March 11. The award was accepted by Earl W. Nelson, MARTA Chief Engineer.

MARTA was honored for its Rapid Transit System Plan Concept. The judges said, "The relation of the planned Atlanta System to existing and proposed educational institutions, commercial and cultural facilities, will create a high quality of urban design."

Secretary Weaver stated in presenting the award, "The Department of Housing and Urban Development takes pride in recognizing the accomplishments of MARTA. The pioneering work we have here today points the way to urban transportation patterns of the future."

Three honor awards were presented to: San Francisco Bay Area Rapid Transit District; The City Planning Commission, Philadelphia; and The Massachusetts Bay Transportation Authority, Boston, Mass.

In addition to the award to MARTA, eight other merit awards were given: The Municipality of Metropolitan Seattle and City of Seattle; Washington State Highway Commission; The City of Seattle, Wash.; Southern California Rapid Transit District, Los Angeles; The Metropolitan Commuter Transportation Authority, New York City; The City of Philadelphia, Pa.; The Port Authority of Allegheny County, Pittsburgh, Pa. (two awards).

cause of the change in MARTA plans to provide direct service to the new proposed airport terminal, rather than to run the line through Hapeville as originally planned. Mr. Bishop responded by saying that the change was brought about by the plans to build a new airport terminal, and was necessary to provide service to both air passengers and to the 40,000 employees who will be working at the airport in the next decade or so. He assured Mr. Brown that a well-planned feeder bus service would be provided throughout the Hapeville area to transport residents to a nearby station.

A total of 12 public hearings were scheduled for late April and the month of May. MARTA is required by law to conduct public hearings on routes and stations, as well as other factors of the system in each jurisdiction represented in the Authority. After all the hearings have been completed the testimony will be transcribed, and MARTA directors will evaluate the comments and recommendations before a decision is made on routes and station locations.

A summary of comments and recommendations made at other hearings will appear in the next issue of RAPID TRANSIT PROGRESS.



Prior to the public hearings, MARTA officials briefed governmental leaders on the routes and station locations to be discussed at the public hearings. MARTA Chairman Richard H. Rich presided at a meeting with Atlanta officials on May 2. Attending were Mayor Ivan Allen, Jr.; Vice-Mayor Sam Massell, Jr.; Aldermen E. Gregory Griggs, William T. Knight, Q. V. Williamson, Hugh Pierce, Charles Leftwich, George Cotsakis, G. Everett Millican, Cecil Turner, Jack Summers, and Douglas L. Fowlkes; Earl Landers, Administrative Assistant to the Mayor; and Collier Gladin, Director, Planning Department.

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

SECOND ANNUAL REPORT 1967



METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

REPORT TO THE CITIZENS...

From: Chairman of the Board

A number of major steps were taken by MARTA during 1967 and many policy decisions were made.

The decision of the Georgia General Assembly to participate financially in MARTA is a most gratifying development. This decision gives substance to a financial proposal which allows for a full 10% State participation in rapid transit. The successful applications by MARTA for additional Federal funds encourage us to believe that substantial Federal funds will be available if local voters approve construction of the system.

The progress made in planning during 1967 encourages us to believe that we will be prepared to ask the residents of at least Fulton and DeKalb counties to vote on November 5, 1968, to finance construction of a basic rapid transit system.

During 1967 MARTA's approach became considerably broader than it had been in 1966. It was apparent that MARTA could not plan or develop a rail rapid transit to stand alone, but that MARTA would have to plan a system which would be an effective and integral part of a balanced transportation system. Rail rapid transit, along with an effective bus service, a highly developed network of arterial and surface streets and an expanded expressway system, if properly coordinated, could effectively reduce traffic congestion and make transportation faster, more efficient and more comfortable. To achieve these goals MARTA is participating fully in the Atlanta Area Transportation Study, and I represent MARTA on the Atlanta Area Transportation Policy Committee.

MARTA pledges its full support and cooperation to the effort to find effective solutions to our transportation crisis.

Recognizing the necessity for the best possible coordination among the professions involved in Rapid transit development, the MARTA board of directors created a five man Advisory Committee to assist the Authority. The Advisory Committee represents professional Engineers, Architects, Landscape Architects and Planners. The Committee has reviewed MARTA's work to date and has offered much constructive advice concerning our plans.

MARTA staff and consultants have spent many hours in coordinating rapid transit planning with other activities in organizations. Through such coordination and interchange of ideas, MARTA hopes to achieve the highest degree of excellence yet obtained in the creation of a rapid transit system.

The Directors of MARTA express their appreciation to the many business, civic and governmental leaders of this area who have supported rapid transit planning efforts during 1967 and earlier years. It now appears that 1968 may well be the year of decision — the year when the voters decide whether or not rapid transit will be built in the Atlanta area. With the continued enthusiastic support of the leaders in Metropolitan Atlanta, a referendum in 1968 could be successful, and 1969 see the actual start of construction on rapid transit.

Richard H. Rich

From: General Manager

The year 1967 saw much solid progress made in the development of a rapid transit system for Metropolitan Atlanta. Significant accomplishments were achieved in the fields of engineering, planning and coordination with public and private groups.

In the field of engineering, the Metropolitan Atlanta Rapid Transit Authority signed a contract with consultants to provide MARTA with preliminary engineering on the East-West line from the intersection of I-285 and Lynhurst Drive on the West, to the intersection of I-285 and Covington Highway on the East.

This contract extends the work of earlier contracts to provide preliminary engineering for the area between Doraville and Forest Park. The work now under contract encompasses a full system which will reach I-285 at four places. This is a workable basic system for this region and needs only public approval and final design work to be ready for construction.

In March, a "Corridor Impact Study" was begun; its goal was to assess the probable impact of the proposed rapid transit system on the communities and neighborhoods in which it would be located. Toward the end of 1967, this work began to develop tentative conclusions and to suggest modifications. Through the work of the "Corridor Impact Study" and the concomitant understanding of the effect of rapid transit, a system can be designed which will be completely sensitive to local needs and which will bring into reality more of the potential benefits than any other system ever built.

Another significant event of 1967 was the first direct financial contribution by the State of Georgia for rapid transit. The 1967 General Assembly appropriated \$500,000.00 for the two fiscal years beginning July 1, 1967, as authorized by a Statewide constitutional amendment in 1966. This appropriation is evidence of an awareness at the State level of the transportation problems in the Metropolitan Atlanta area, and of a determination to assist in the solution of these problems.

The activities of the Authority have been the subject of hundreds of presentations by MARTA directors and staff members to members of the general public and to elected officials and professionals at all levels of government. All the planning was brought up to date in "Rapid Transit for Metropolitan Atlanta," a special report which was introduced by the Atlanta Region Metropolitan Planning Commission at the end of the year. The report was distributed widely, received enthusiastically, and was declared "out of print" after a few weeks.

1967 was a productive year, and the way to even greater achievement in 1968 is clearly open to us.

Henry L. Stuart

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY STATEMENTS OF CASH RECEIPTS AND DISBURSEMENTS FOR THE YEAR ENDED DECEMBER 31, 1967 AND CUMULATIVE TOTAL SINCE INCEPTION (JANUARY 3, 1966)

	1967	Total Since Inception
CASH RECEIPTS:		
Participating local governments	\$304,552	\$595,447
U. S. Government	302,667	302,667
Interest on U. S. Treasury Bills	5,503	5,932
	<u>\$612,722</u>	<u>\$904,046</u>
CASH DISBURSEMENTS FOR:		
Joint project with Atlanta Region Metropolitan Planning Commission (Note)	\$ 65,939	\$ 97,189
Engineering services — Parsons Brinckerhoff-Tudor-Bechtel (Note)	283,624	325,222
Consulting services	12,928	12,928
Administrative and general expenses	168,634	264,706
	<u>\$531,125</u>	<u>\$700,045</u>
EXCESS OF RECEIPTS OVER DISBURSEMENTS	<u>\$ 81,597</u>	<u>\$204,001</u>
REPRESENTED BY:		
Cash		\$133,912
U. S. Treasury Bills		70,089
		<u>\$204,001</u>

The accompanying note is an integral part of these statements.

ARTHUR ANDERSEN & Co.
ATLANTA, GEORGIA

To the Board of Directors of
Metropolitan Atlanta Rapid
Transit Authority:

We have examined the statements of cash receipts and disbursements of the Metropolitan Atlanta Rapid Transit Authority (a Georgia municipal corporation) for the year ended December 31, 1967, and cumulative total since inception (January 3, 1966). Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the accompanying statements present fairly the cash receipts and disbursements of the Metropolitan Atlanta Rapid Transit Authority for the year ended December 31, 1967, and cumulative total since inception (January 3, 1966).

Arthur Andersen & Co.

Atlanta, Georgia,
January 19, 1968.

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY NOTE TO STATEMENT OF CASH RECEIPTS AND DISBURSEMENTS FOR THE YEAR ENDED DECEMBER 31, 1967

The Authority was formed on January 3, 1966, by an act of the General Assembly of The State of Georgia to design and implement a rapid transit system for the Atlanta, Georgia, metropolitan area. Since its organization, the Authority's principal activities have included the updating of the 1962 plan and program of rapid transit for the Atlanta metropolitan region and contracting for preliminary engineering on the proposed transit system. The contracts let and the related sources of funds are as follows:

	Amount of Contract	Disbursements to Date		
		Total	Local	Federal
a. Atlanta Region Metropolitan Planning Commission —	\$ 61,189	\$ 61,189	\$ 61,189	\$ — (c)
Update 1962 plan	49,000	36,000	36,000	— (c)
Corridor Impact Study	<u>\$110,189</u>	<u>\$ 97,189</u>	<u>\$ 97,189</u>	<u>\$ —</u>
b. Parsons Brinckerhoff-Tudor-Bechtel —	\$125,000	\$ 90,000	\$ —	\$ 90,000
Preliminary engineering for initial system (702 loan project)	500,000	180,000	(32,070)	212,070(d)
Preliminary engineering and planning for major lines (Section 9 project)	100,000	55,222	55,222	—
Retainer contract for extended support	<u>\$725,000</u>	<u>\$325,222</u>	<u>\$ 23,152</u>	<u>\$302,070</u>

c. The Department of Housing and Urban Development (HUD) of the United States Government is participating with the Atlanta Region Metropolitan Planning Commission (ARMP) by funding up to two-thirds of project costs.

d. As of December 31, 1967, there was an additional \$90,000 payable to Parsons Brinckerhoff-Tudor-Bechtel for work completed to that date. Payment was made on January 24, 1968.

The Authority has received \$90,000 of a \$125,000 advance commitment from the United States Government under Section 702 of the Housing Act of 1954. The advance is non-interest bearing and repayable only upon the start of construction of the System.

The \$500,000 contract with Parsons Brinckerhoff-Tudor-Bechtel for completing preliminary engineering and planning for major lines is being funded under Section 9 of the Urban Mass Transportation Act of 1964. Under the provisions of the grant signed under the Act, two-thirds of the contract will be funded by the United States.

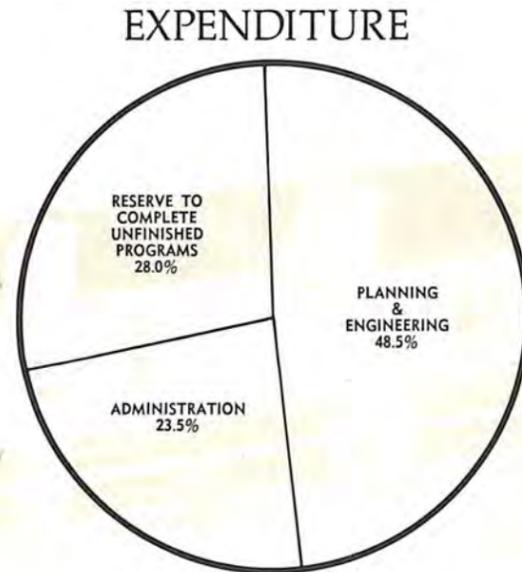
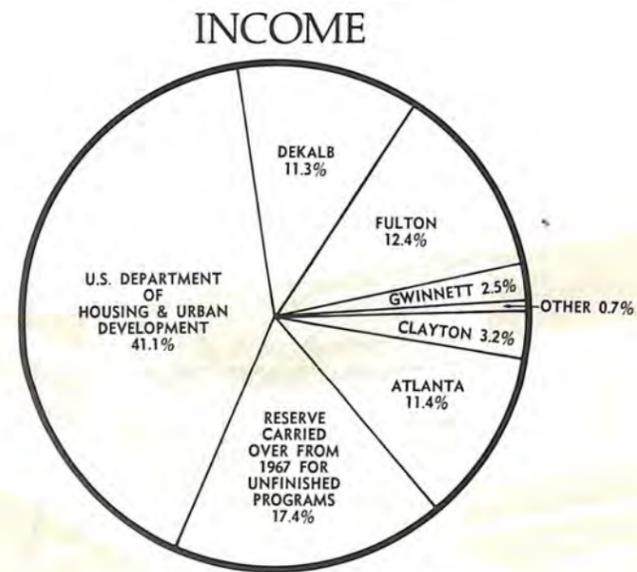


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BOARD OF DIRECTORS

<p>OFFICERS: RICHARD H. RICH, <i>Chairman</i> ROY A. BLOUNT, <i>Vice Chairman</i> HERBERT J. DICKSON, <i>Treasurer</i> EDMUND W. HUGHES, <i>Secretary</i></p>	<p>DEKALB COUNTY: ROY A. BLOUNT DR. SANFORD ATWOOD</p>	<p>COBB COUNTY (Observer): OTIS A. BRUMBY, JR.</p>
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<p>GWINNETT COUNTY: K. A. McMILLON</p>		

Edited by KING ELLIOTT



HIGHLIGHTS - 1967

March—contract signed for Corridor Impact Study.

March 7—Charles M. Haar, Assistant Secretary for Metropolitan Development, U.S. Department of HUD, visited MARTA.

March 17—Gov. Lester Maddox signed appropriations bill, which included an allocation of \$500,000.00 for MARTA.

April 4—MARTA received the "Meritorious Award" of the Association of County Commissioners of Georgia for its multiple-county service.

April 24—Earl W. Nelson becomes MARTA chief engineer.

May—Robert F. Adamson becomes MARTA director, succeeding Mills B. Lane, Jr.

May 24-26—Institute for Rapid Transit convenes in Atlanta.

June 9—MARTA creates 5-man Advisory Committee.

June 9—Herbert J. Dickson named Treasurer of MARTA.

May 22—MARTA exhibits past and present work at the conference on Design in Urban Transportation in Washington, D. C.; conference sponsored by HUD.

August 4—Rapid Transit's first "hole in the ground" was dug at Trinity and Broad Street—first of 35 soil test holes.

August—Chief Engineer Nelson was appointed as MARTA's representative on the Technical Coordinating Committee of the Atlanta Area Transportation Study.

September 12—MARTA participates in formation of Atlanta Area Transportation Policy Committee.

October 22-26—American Transit Association Convention held in Atlanta.

December—Up-dated rapid transit plan received from consulting engineers.

December—MARTA Director Sanford Atwood of DeKalb, L. D. Milton of Atlanta and Ken McMillon of Gwinnett, reappointed to new 4-year terms.

MARTAdditions

Three new additions have recently been made to the MARTA Board and Staff.

John C. Staton has been appointed by the Fulton County Commission as Fulton County member of the Board of Directors of the Metropolitan Atlanta Rapid Transit Authority. Staton, Staff Vice-President of the Coca-Cola Company, will fill the unexpired term of W. A. "Dick" Pulver, who recently assumed new duties with the Lockheed Aircraft Corporation in California. Staton's term will expire December 31, 1970.



John C. Staton joined the Coca-Cola Company in 1925. He has served in executive posts in Canada, New Zealand, Australia, and Brazil. In 1948, he was elected Vice-President in Charge of Manufacturing, making his headquarters in Atlanta. He was named Staff Vice-President and Assistant to the President in August, 1966.

A 1924 graduate of Georgia Tech in Electrical Engineering and All-Southern end on the football team. Staton also received a law degree from the Atlanta Law School and was admitted to the Bar in 1928. He has served as President of the Georgia Tech Alumni Association and other Georgia Tech groups; and has been a leader in Boy Scouting, Rotary Club and numerous other organizations.

Edmund W. Hughes has been appointed as Secretary to the Authority. Hughes is Managing Director of the Greater Atlanta Traffic and Safety Council. He succeeds Glenn E. Bennett, Executive Director of the Atlanta Region Metropolitan Planning Commission, who has served as Secretary since MARTA was officially organized in January, 1966.



Edmund Hughes has been Managing Director of the GAT&SC since 1962. Prior to that, he was Editorial Associate with *The Atlanta Journal* and had been a reporter with the *Journal* since 1955. He is currently President of the Association of Safety Council's Advisory Group for Safety Organizations. He is a member of the Governor's Traffic Safety Study Committee.



Sue Logan is the new Secretary to the Public Information Director, and assists in the editing of *Rapid Transit Progress*. Miss Logan attended Keystone Junior College in La Plume, Pennsylvania, after graduating from Northside High School. Before coming to MARTA, she was Receptionist and Secretary to the Manager of the International Division of an Atlanta-based textile chemical firm.

MONTREAL-TORONTO TRIP PLANNED

Some 87 prominent Atlanta businessmen and governmental officials will make a two-day tour of rapid transit facilities in Toronto and Montreal in June. MARTA is organizing the trip to allow local leaders the opportunity to ride modern rapid transit systems and to observe the impact rapid transit has had and is having on real estate developments and other phases of activity in the two Canadian cities.

Over 300 individuals were invited to make the trip—those accepting are paying their own expenses. Cost of the trip to each is \$180.00.

The Eastern Air Lines charter flight will leave Atlanta at 8:00 A.M., Wednesday, June 12, and fly to Montreal. The group will tour Montreal the rest of the day and fly to Toronto that evening. After spending the night in Toronto,

EXPERTS SEE NEW SYSTEM

MARTA General Manager Henry L. Stuart was among a group of transit experts which inspected the new \$85 million Lindenwold-Philadelphia Rapid Transit Line being constructed by the Delaware River Port Authority (DRPA).

The tour was conducted Tuesday, April 23 in conjunction with 1968 Rail Transit Group Conference of the American Transit Association in cooperation with the Institute of Rapid Transit in Philadelphia Monday through Thursday. Some 400 visitors were to be transported by bus to visit the new facility along the 10.4 miles of new construction between Camden, N. J. and Lindenwold, N. J.



Train at station, Delaware River Port Authority System.

The morning trip included a ride on one of the new stainless steel transit trains now undergoing tests. In the afternoon, separate inspection trips for various advisory committees were arranged to the maintenance and shop facilities, the control center at Camden, power substations, passenger stations and various track structures.

Stuart commented after riding the system, "The 75 miles per hour automated rapid transit ride is no longer a theory; it is now a fact of life. The same is true for the automatic train control concept, which will allow trains to run only 90 seconds apart. This system is doing now what is being planned for San Francisco, Atlanta, and a host of other cities."



Large parking lots are being built at suburban stations to accommodate cars of the "park and ride" passengers.

He continued, "The train accelerated from a standing start to 75 miles per hour in 55 seconds, and the ride is not as noisy or as rough as the average automobile ride. There is no doubt in my mind that a modern, comfortable rapid transit system such as this can be built in Atlanta; and when the people in Atlanta see it and try it, they will like it and ride it."

the group will tour rapid transit facilities along with a group of individuals who will be attending the Institute for Rapid Transit meeting in Toronto. The group will return to Atlanta Thursday evening, June 13.

MARTAction

At its meeting March 5, the Board of Directors of the Metropolitan Atlanta Rapid Transit Authority by resolution accepted preliminary engineering work on the North-South Line from Oglethorpe to the Airport. The work was performed by Parsons Brinckerhoff-Tudor-Bechtel under Section 702 of the Urban Mass Transit Act.

The Board established the amount of \$200 million as the appropriate local share for constructing the system. The balance of the cost would come from federal and state funds.

John C. Staton, newly appointed member of the Board from Fulton County, was welcomed to the Authority. Edmund W. Hughes, Managing Director of the Greater Atlanta Traffic and Safety Council, was appointed Secretary to the Authority. (See separate stories on page 3.)

At the meeting April 2, the MARTA Board reviewed the auditors' report for 1967, and adopted it unanimously. The 1967 Annual Report contains the auditors' report.

Four contracts were presented for work to be done subject to approval by the U. S. Department of Housing and Urban Development. The four contracts cover the following work:

1. To determine value of Atlanta Transit System \$20,000.
2. To develop system-wide criteria and standards for engineered facilities; compilation of design control data in connection with Transit Center; and other engineering work \$99,000.
3. Technical studies for accounting and financial control systems, etc. \$25,000.
4. Research on certain parcels of land deemed critical right-of-way (work to begin after routes are definitely established) \$49,000.

General Manager Henry L. Stuart reported that HUD had asked that the proposal for a cost/benefit analysis be withdrawn as it is the type study which should be done by a university system instead of a transit system. Stuart recommended that the money for the study (\$30,000) be used instead to study a line in the Model Cities area. The Board approved the change, subject to approval of the federal application by HUD.

The Board approved in principle a set of rules for the conduct of public hearings.

Stuart reported that competitive bids had been received for the printing and distribution of *Rapid Transit Progress*. Darby Printing Company was the low bidder at \$992.50 per issue, based on printing 12,500 copies, addressing 12,000 copies, mailing, and adding an average of 200 new addresses per month. This was the first MARTA contract to be let under competitive bids.

The Board adopted a resolution expressing sorrow at the death of Mr. Robert L. Sommerville, President of the Atlanta Transit System, and expressing deepest sympathy to his family and business associates.

CAN SUBWAYS SERVE AS FALLOUT SHELTERS?

MARTA is discussing with Civil Defense officials the possibilities of incorporating facilities in the design of subways to allow them to serve as shelters for protection against radioactive fallout in the event of a nuclear war.

Three high-ranking Civil Defense officials met with MARTA Chief Engineer Earl Nelson, April 5, to begin initial talks. The officials were Gen. W. R. Woodward, Director, and Col. W. E. Smith, Assistant Director, Atlanta Area Civil Defense; and Dr. Robert N. Bruce, Jr., Tulane University, Technical Advisor to the Federal Office of Civil Defense.

After reviewing MARTA subway plans, Dr. Bruce stated an opinion that, "With minor design changes, the basic subway structures could be converted to highly effective fallout shelters for little or no increase in cost. The major problem," he said, "would be to provide service areas for the storage of shelter supplies." He added, "The cost to make the subways into blast shelters would be prohibitive. It would be more economical to provide for this protection in some of the downtown buildings."

A set of the preliminary engineering plans and transit station drawings were sent to the Civil Defense office in Washington.

The idea for using subways for fall-out shelters was suggested to MARTA by Georgia's Fourth District Congressman Ben Blackburn of Decatur.

Congressman Blackburn stated that he would propose legislation enabling the federal government to provide up to 90% of the costs to modify rapid transit systems for civil defense use.

RAPID TRANSIT BRIEFS

THE TORONTO TRANSIT COMMISSION opened, on May 11, 1968, for regular service, two new subway sections, totalling six and a quarter miles.

Added to the 14-mile East-West (Bloor St.—Danforth Ave.) line, the additions are three new stations and 2.77 miles eastward — and six new stations and 3.49 miles westward.

Total cost of the two extensions, approximately \$77 million, is being met by Metropolitan Toronto and the Toronto Transit Commission with assistance from the Province of Ontario.

LOS ANGELES has completed preliminary engineering for the 89 mile proposed rapid transit system. Voters are expected to decide this November on financing the \$2.5 billion project.



RAPID TRANSIT PROGRESS

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