



# RAPID TRANSIT PROGRESS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

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

NOVEMBER 1966  
VOL. 1, NO. 2

**"SPECIAL ELECTION ISSUE"**

## VOTERS APPROVE AMENDMENT 14

Georgia voters approved the proposed Constitutional Amendment 14 by a 55 per cent vote in the November 8 General Election. The final votes, tabulated on November 22, showed that 241,654 voted "YES," while 196,501 voted "NO," giving the Amendment a margin of 45,153 votes. The largest majorities were in Fulton and DeKalb Counties, which voted nearly 70 per cent for the amendment; Clayton County approved it with a 50.2 per cent vote. The amendment missed approval in Gwinnett County, receiving a 44.7 per cent vote, while Cobb County again rejected Rapid Transit with a 39.6 per cent vote.

The amendment, as approved by the majority of Georgia voters, will allow, but not require, the state to participate in building a rapid transit system in Metropolitan Atlanta. The wording of the amendment specifically limits the state's participation to "10 per cent of the total cost." The total cost of building the system will be \$437 million over the next 15 to 20 years.

The successful vote on the amendment can be attributed in a large part to the efforts of former Governor Ernest Vandiver. On October 19, Vandiver announced the reactivation of the Metropolitan Atlanta Rapid Transit COMMITTEE OF 100, in an enlarged, statewide scope. The former governor, Chairman of the COMMITTEE OF 100 since its formation in 1963, stated, "I feel that the approval of Amendment 14 is essential, and that approval will depend on an intensive, statewide effort."

"It is my opinion," he continued, "that the COMMITTEE OF 100, enlarged to include members from 13 larger cities across the state, is the best means of informing Georgia voters of what this Amendment will do."

Vandiver further announced his selection of M. C. Bishop of College Park to serve as Executive Director of the COMMITTEE OF 100 during the informational effort. Bishop, member of the MARTA Board of Directors, has been engaged in business enterprises for a number of years, reaching into many Georgia cities.

Under the direction of Bishop, business, civic, and governmental leaders were invited to attend meetings at which the proposed amendment would be discussed. A total of 610 persons attended the 12 luncheon, dinner, or breakfast

meetings across the state. Presentations were made in Augusta, Savannah, Brunswick, Waycross, Albany, and Valdosta by M. C. Bishop; in Gainesville and Athens by King Elliott, MARTA Public Information Director, and by Robert Coultas, Rapid Transit representative of the General Electric Company; in Columbus by Elliott and Tom Watson Brown, Atlanta attorney; in Carrollton and Rome by Curtis Driskell, Director of Metropolitan Affairs for the Atlanta Chamber of Commerce and by Coultas; and in Macon by William P. Corley, Vice President of Infoplan. All meetings were well-reported by local news media.

"By approving this amendment, Georgians have shown their awareness of the problems facing urban areas in the field of transportation, and their willingness to allow the state to provide financial assistance where possible," Vandiver noted. "I am optimistic," he concluded, "that the next General Assembly will include an allocation for the Rapid Transit system now being developed in Atlanta."



Former Governor Ernest Vandiver, Chairman of COMMITTEE OF 100, explains Amendment 14 at Athens luncheon meeting; King Elliott, MARTA Public Information Director, is seated at his left.

# ELECTION ISSUE



**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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**350,000 SEE**

An estimated 350,000 persons visited the Rapid Transit display in the Metro Atlanta area during October and early November. The New "SCOT"—Steel Car of Tomorrow—drew its biggest crowds while on exhibit at the Southeastern Fair Oct. 1-8. An estimated 250,000 of the total Fair attendance of over 387,000 visited the prototype of the Rapid Transit car.

The exhibit was officially opened by Atlanta Vice Mayor Sam Massell, Jr., with Richard H. Rich, Chairman of the MARTA Board of Directors, cutting the ribbon. R. C. Rhodes, Manager of Sales, represented United States Steel Corporation, developer of the New SCOT.

Among the visitors to the exhibit was Mrs. Muriel Humphrey, wife of Vice President Hubert H. Humphrey. Mrs. Humphrey expressed great interest in the display, remarking that similar vehicles may be in service in Washington in a few years. A \$431 million subway program has been approved for the nation's capital.

**"RAPID TRANSIT IS A 'MUST' "**

"The great additions to Atlanta, such as major league baseball and football, new auditorium, cultural centers, and other metropolitan improvements will soon lose their glamour if something isn't done to make more pleasant the trips to and from," says Roy A. Blount, MARTA Vice Chairman. Blount, President of the Decatur Federal Savings and Loan Association adds, "The excitement of a game or opera or play soon gives way to the exasperation of getting home."



*Roy A. Blount*

"Rapid Transit for Metropolitan Atlanta will not answer all our traffic problems, but will go a long way toward the solution of moving local traffic, allowing expressways to indeed be *express* ways," he continues.

The erection and completion of the system will benefit every Georgian. New industry and distribution facilities will be attracted, when it is found that their employees can get back and forth to work with greater ease and less expense."

Experiences in other areas reveal improvement in property values, upgrading of "business slums," and general improvement of appearance of areas not only adjacent to the lines, but in wide sections of outlying metropolitan areas."

Blount concludes, "Rapid Transit is a MUST for Atlanta, now!"

Gov. Vandiver named the following to the expanded COMMITTEE OF 100: Griffin R. Smith, Cartersville; Julian H. Cox, Athens; Robert C. Norman, Augusta; Anton F. Solms, Jr., Savannah; Judge Harold Ward, Dublin; John Langdale, Valdosta; Howell Hollis, Columbus; Thomas E. Greene, Jr., Macon; James C. Owen, Jr., Griffin; James Dunlap, Gainesville; William Huffman, Rome; J. Ebb Duncan, Carrollton; and Asa D. Kelley, Albany.



*Vice Mayor Sam Massell, Jr., (L); R. C. Rhodes, United States Steel Corporation, and Richard H. Rich, MARTA Chairman*



## STUART REPORTS ON TRANSIT CONVENTION

Henry L. Stuart, MARTA General Manager, attended the Annual Convention of the American Transit Association, which met in San Francisco in October. In addition to attending the sessions of the convention, Stuart also surveyed the progress being made in the billion-dollar San Francisco Bay Area Rapid Transit System, now under construction. He was accompanied by John Coil, resident manager in Atlanta for Parsons-Brinckerhoff Tudor-Bechtel, engineering consultants for MARTA; and by Robert L. Sommerville, President of the Atlanta Transit System.

Stuart reports, "The construction in Oakland is moving in an orderly manner. Subway openings are being constructed, but stations for the subways have not yet begun. The surface and aerial lines in East Bay are also progressing. All of this construction is bigger in sheer size and impact than anything seen in Atlanta, with the possible exception of the downtown connectors."



*Robert L. Sommerville (L), John Coil, and Henry Stuart look over subway construction work in San Francisco. Overhead is a gas pipeline which has been re-routed during subway construction.*



## "SCOT" CAR

Atlanta Mayor Emeritus William B. Hartsfield escorted Mrs. Humphrey to the SCOT car exhibit, where J. J. Lyons, representative of the United States Steel Corporation, explained the concept of the vehicle.

After the Fair closed, the New SCOT was on display for one week each at Rich's downtown, North DeKalb Center, and Cobb Center. The final showing of the prototype of the rapid transit car was at the Georgia Exposition of Commerce and Industry November 1-6 at the Marriott Motor Hotel.

Those viewing the exhibit had many favorable comments and sincere questions; the one recurring question was "When will I be able to ride a car like this in Atlanta?" When the answer of "1972 or 1973" was given, the uniform comment was "I sure wish we had this running in Atlanta NOW!"

The display was a joint project of United States Steel Corporation and the Metropolitan Atlanta Rapid Transit Authority.



*Mayor Emeritus William B. Hartsfield (L); Mrs. Muriel Humphrey; and J. J. Lyons, U. S. Steel Corp., Atlanta*

"The more difficult projects are started first," he notes, "because they take so much longer to complete. The easier projects begin later, so that the several projects are completed at approximately the same time. We expect to follow a similar pattern in Atlanta, beginning construction of the very complex North-South line first, then the shorter and more simple East-West line, and completing both at about the same time.

"San Francisco is working on two major projects which will not have counterparts in Atlanta. These are the twin tubes underneath the Bay, and the tunnel through Mt. Diablo. The Trans-Bay Tubes will be the major engineering marvel of our time when the project is completed. The other projects will be quite similar to the planned system here in Atlanta," Stuart concluded, "and we intend to observe closely the San Francisco system, to benefit from their experience in building a modern Rapid Transit System."



## ENGINEERS REPORT PROGRESS

Revision of the 1962 plan for a Rapid Transit System in Metropolitan Atlanta continues to make satisfactory progress, according to John Coil, Resident Manager for Parsons-Brinckerhoff Tudor-Bechtel. Engineers have completed the location of the lines running to the east and to the west from Transit Center, and have completed a detailed study for the line running north from Transit Center to the Pershing Point area.

Alternate routes from Pershing Point to the northeast are being studied. These routes include direct service to the Buckhead area as well as the route shown in the 1962 report along the Southern Railway to Lenox Square and on to the northeast.



*Walter S. Douglas, Senior Partner of Parsons-Brinckerhoff-Quade-Douglas (L) and Henry L. Stuart, General Manager MARTA, are brought up to date on engineering changes by Ray O'Neil, deputy Resident Manager, and by John Coil, Resident Manager.*

Preliminary engineering on the section between Transit Center and Pershing Point, including studies of the rock formations, utilities, and detailed alignment of the subway north from Transit Center is being prepared.

Development of several alternate routes to provide service to the south of the city represents the major current effort by the engineers. This should be completed in about six weeks.

## MARTA ACTION

In the October meeting, the MARTA Board of Directors approved an application for federal funds from the U. S. Department of Housing and Urban Development. The request was for \$369,333 under Section 9 of the Urban Mass Transit Act of 1966. The funds would be spent largely for preliminary engineering on the East-West line.

The Board also unanimously passed a resolution endorsing Amendment 14 and urging its approval.

In the November meeting, the Board approved the appointment of a financial advisory group to the Authority. The group is composed of Robinson-Humphrey Company, Inc., and Courts and Company, both of Atlanta; and White, Weld and Company of New York City.

## RAPID TRANSIT BRIEFS

FULTON SUPERIOR COURT JUDGE Stonewall Dyer Nov. 2 dismissed a suit seeking to declare Amendment 14 unconstitutional. The suit was brought by Wayne Gossett, a Republican candidate for Cobb County District 33 post in the State Senate. Judge Dyer ruled that there was no legal basis for the suit.

"RAPID TRANSIT PROGRESS" is reaching its readers late in the month this issue. This "Election Issue" was planned to center on the voting on Amendment 14; in this year's election, the Amendments were not completely tabulated until November 23, which delayed publication.

A COLOR SLIDE presentation of Atlanta Rapid Transit is being developed, and is almost completed. In addition to slides on Atlanta's plans, the pictures include work being done in Toronto, Cleveland, and scene from the San Francisco System now under construction. For further information, call MARTA, 524-5711.

SOME VERY PROMINENT Georgians endorsed the passage of Amendment 14; Gov. Carl Sanders, former Gov. Ernest Vandiver, Lt. Gov.-elect George T. Smith, and Highway Director James L. Gillis, Sr., and Congressman James A. Mackay all strongly urged its approval.



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