

Atlanta Northern Railroad		ATL&N	RRR
Interurban: Electric Traction		Mileage: 18	
Parent codes	ATL-MARTA-GEOP-SEP&L-GR&P-ATL&N		
Corp History	Organized in 1904 Opened 7/17/1905 Interurban service ended in 1946		
Owned/Control	Georgia Railway and Power		
Main Route	Atlanta, GA to Marietta, GA [Georgia]		

2023 - Atlanta-Region Transit Link Authority  
 1965 - 2023 Metropolitan Atlanta Rapid Transit Authority (MARTA)  
 1926 - 1949 Georgia Power Co.  
 1924 - 1929 Southeastern Power & Light Co.  
 1912 - 1926 Georgia Railway & Power Co.  
 1904 - 1946 Atlanta Northern Railroad

#### References

1. <http://www.dot.ga.gov/BuildSmart/research/Documents/GAStreetcar.pdf>
2. <https://npgallery.nps.gov/GetAsset/03541f6d-19e6-4095-9237-dbd329ee46ce/>

#### Importance

The Atlanta/Marietta interurban was the largest system in the South, with an average annual passenger load of 800,000 and providing peak year passenger travel of 1,402,503 in 1920 and 2,976,609 in 1945.

#### Comments

On July 17, 1905, the first run of the Atlanta/Marietta interurban trolley system was initiated. Service continued for some forty years, connecting Atlanta, with a small southern town, Marietta. The Atlanta/Marietta interurban was the largest system in the South, with an average annual passenger load of 800,000 and providing peak year passenger travel of 1,402,503 in 1920 and 2,976,609 in 1945.

The line provided service from within downtown Atlanta, from Walton and Fairlie Streets, to Marietta Square in Marietta. The service line was 18.07 miles with stops at Fair Oaks, Smyrna, Gilmore Bolton, Hills Park and the Bell Bomber Assembly Plant in Marietta (1943). Cars could reach speeds of up to 65 MPH, making the Atlanta / Marietta trip, with stops, in less than 60 minutes. Various layover and storage loops existed along the route as the system was of single track; total trackage was 195 miles. The entire right of way was privately held by the company.

The interurban was a significant factor in the lives of the people of Atlanta and Marietta who depended on the service during a time of few automobiles or buses. When the line was established in 1905 no modern major roads existed between the two cities. US 41, then Georgia Route 3, was not opened to major traffic until 1940, when it was vastly improved. Until then this road was not sufficient to carry heavy vehicles or traffic volumes. The interurban filled a need and provided cheap transportation for the general public. Its major contribution was during the two world wars, especially World War II when defense workers utilized the system to near capacity from 1942 to 1945. Between these years the Atlanta Northern became the major means of transport for construction and production crews working at the Bell Bomber plant in Marietta. Due to war-time gas rationing, many Georgians parked their cars and rode the interurban. The system provided a valued service to the nation and the local community.

In 1946, the line was purchased by J. C. Steinmetz (born 1903). The trolleys continued to operate until February of 1947 as the buses ordered by Steinmetz (to replace the trolleys) were not ready for service. The last interurban car ran on January 31, 1947.

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