

# International Group to Offer Monorail System to L.A.

## Won't Ask Any Subsidy Financing

BY RAY HEBERT

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An international joint venture has been formed to plan a high-speed privately-financed monorail system and offer it to the Los Angeles Metropolitan area.

Sixten Holmquist, president of the Wegematic Corp., which controls the Alweg monorail rights in the United States, announced formation of the venture Thursday in New York.

He said the group will present a proposal to finance and build the monorail in areas where studies show fares will pay for the system.

### Won't Seek Subsidy

"We do not contemplate asking for a property tax subsidy or any federal or state guarantees as a means of financing the system," he declared.

Holmquist's announcement followed an uproar created by the Metropolitan Transit Authority's recent announcement that it plans to seek enabling legislation to tax property owners for a proposed 58-mile standard rail rapid transit system.

The MTA said it plans to ask the Legislature for the right to set a maximum tax rate of 15 cents per \$100 of assessed valuation to raise part of the funds needed for the \$649 million project.

Holmquist gave no details of the new monorail plan, but said the group is already engaged in engineering and financial feasibility studies.

### Studies Under Way

These investigations, he explained, involve possible lines fanning out from downtown Los Angeles to the San Fernando Valley, to the Wilshire and West Los Angeles shire district and West Los Angeles, to the south central part of the city and International Airport, to Long Beach and along a portion of the San Bernardino transit corridor.

R. Gilman Smith, a partner in the engineering firm of W. C. Gilman Co. of New York, is directing the financial investigation.

Holmquist identified

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# MONORAIL PLAN

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members of the joint venture as the Aerojet-General Corp., which will build the monorail cars; Raymond International, Inc., which will build the system's overhead structures in association with Haas & Haynie Corp., a Los Angeles and San Francisco contracting firm, and Associated Electrical Industries of London.

The latter is expected to supply the system's electrical equipment.

In his announcement, Holmquist explained that the Seattle World's Fair Alweg monorail installation "demonstrated the practicality of monorail for high speed mass transit."

## Enters Picture Again

"Monorail can support itself out of the fare box where subways and elevated systems cannot because of the considerable construction economies," he said. "Further, monorail will attract passengers out of the automobile and onto the transit system."

Holmquist, who has observed the Los Angeles area's confused attempts to finance and build a rapid transit system for many months, decided to enter the picture again despite the

unfavorable reception he received from the MTA in November, 1961.

At that time Wegematic offered to finance and build a \$63 million monorail line linking West Los Angeles and downtown. But the MTA discarded the idea in favor of its proposed subway under Wilshire Blvd.

Holmquist's announce-

ment gave no indication when the studies would be completed or a formal offer made. However, a spokesman here said it would be at least two months before the investigations are completed.

Wegematic, parent company of Alweg Rapid Transit Systems of California, Inc., has opened an office at 3275 Wilshire Blvd. to serve as headquarters for the study group.

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