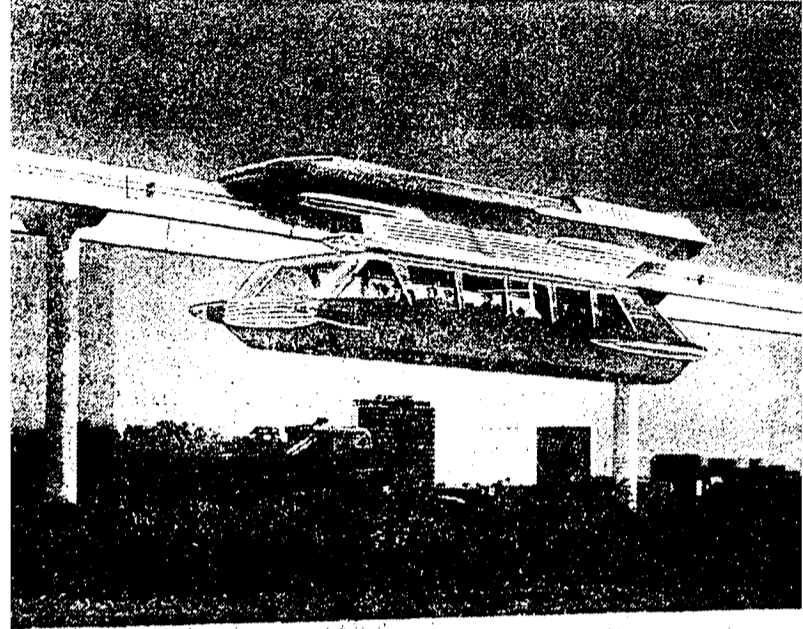


# Monorail From Downtown to Airport Planned by MTA



## Route Set for Initial Transit Line

**BY RAY HEBERT**  
**Times Urban Plans Editor**  
The Metropolitan Transit Authority intends to build a \$40 million monorail line that would speed passengers in 12 minutes without a stop from downtown Los Angeles to International Airport.

But actual construction is contingent upon obtaining rights-of-way and acceptance of additional feasibility studies being completed by Goodell Monorail Systems, Inc.

### Subject to Problems

Details of the MTA's conditional selection of the 17-mile airport line as Los Angeles' first venture into the rapid transit field were contained in a letter to George Cantelo, vice president and general manager of the Goodell firm.

"It is the intention of the MTA to build the Goodell Monorail System from downtown Los Angeles to the airport, subject to the satisfactory resolution of these several problems," C. M. (Max) Gilliss, MTA's executive director, wrote.

The 90 m.p.h. line was originally proposed in September as a joint offer by Goodell and an investment house, Paine, Webber, Jackson & Curtis.

A Goodell spokesman said the investment firm's financing proposal, which would "not cost county taxpayers a penny," still stands.

The line would employ 28-passenger, air-conditioned cars suspended from "T" bar-type supports.

### Starting Point Told

Under the plan, the line would start in the "general vicinity" of the Statler-Hilton, swing down the Harbor Freeway and cut west along Century Blvd. to the airport.

Nine cars, each carrying detachable baggage pods for quick unloading, would be used, giving the monorail a capacity of 800 trip passengers an hour.

Gilliss stressed that the line is being designed especially for airport traffic, not as a commuter installation. He said it would take heavier equipment, capable of carrying greater passenger loads in six and eight-car trains, to meet the needs of MTA's proposed regionwide transit system.

### Stand On Own Feet

His letter to Goodell, he explained, was written on the basis of preliminary economic and engineering reports submitted to the MTA a few weeks ago.

"Their equipment will do the job," he said. "The preliminary reports indicate that the line will stand on its own feet."

Gilliss informed Goodell that the right-of-way condition involves MTA's ability,

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**PROPOSED MONORAIL**—Artist's sketch of 28-passenger, air-conditioned car proposed for a monorail line from downtown Los Angeles to International Airport.

# MONORAIL

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with other public agencies, to obtain clearance in Los Angeles, Inglewood, county territory and along state highways.

"It is understood that your group will undertake additional economic feasibility and engineering studies of the type necessary for the sale of bonds . . ." Gilliss wrote.

"Acceptance will depend also on the ability of the project to stand on its own feet without any dependence on any other MTA systems revenue."

Goodell, it was estimated, will require from six to eight months to complete additional studies.

Thereafter, if rights-of-way have been obtained and financing arrangements completed, the line could be constructed and placed in operation in 18 months.

In the original proposal, Paine, Webber, Jackson & Curtis outlined a plan to purchase MTA revenue bonds through an underwriting group. The bonds then would be amortized with revenues specifically earmarked from the system's operation.