

# Private Group Offers Bigger Monorail Plan

## 42-Mile Stretch Would Connect Civic Center to Three Basic Areas

BY RAY HEBERT, Times Urban Plans Editor

Expanded plans for a \$170 million rapid transit system that would be designed and built with private funds were outlined Thursday by Sixten Holmquist, president of the Wegematic Corp., holder of the Alweg monorail rights in the United States.

He said the proposed 42-mile system would link the Civic Center with Westwood, El Monte and the San Fernando Valley on three basic lines.

He said the group also is studying two other "potentially feasible" lines — one serving Long Beach and the other International Airport.

Basically the plan follows the routes laid out for the Metropolitan Transit Authority's proposed 58-mile, \$649 million standard rail rapid transit system. The authority has suggested financing this system in part with a limited property tax.

Holmquist's proposals, backed by an international combine, were presented to an invited audience of city and county officials and all seven members of the MTA at a meeting in the Hall of Administration.

### Session Arranged

County supervisors arranged the session after their refusal to support the MTA's subsidized plan had provoked charges by Gov. Brown that they had failed to show leadership in the transit field.

Holmquist told the meeting he plans to present to the MTA by May 15 a firm offer to finance and build the \$170 million basic system. If the plan is accepted, the completed system would be turned over to the authority for operation.

The proposal actually constitutes an expansion of a 14-

mile monorail line Alweg offered to build between downtown Los Angeles and Westwood in 1961.

The MTA rejected that proposal because it called for an overhead line on Wilshire Blvd., an installation merchants strongly opposed.

R. Gilman Smith, senior vice-president of the W. C. Gilman & Co. engineering firm, said the new plan envisions a monorail line adjacent to—but not on—Wilshire and Santa Monica Blvds. on the system's Civic Center-Westwood leg.

### Property Purchases

He told the meeting that the estimated \$123 million construction and right-of-way costs, an allowance of nearly \$14 million had been made for property purchases along the Wilshire corridor.

The construction figure also includes the cost of building 52 two-car trains and 40 stations.

In its firm proposal to the MTA, Holmquist said, the Alweg group will offer to pay off the authority's present indebtedness, amounting to about \$41 million. Other costs of the basic system would raise the total outlay to \$170 million.

The total cost, Holmquist said, would be financed by revenue bonds to be repaid out of the fare box.

Glore, Forgan & Co., a New York underwriting firm, said it was prepared to join Alweg in offering the MTA this type of financing.