

# MTA Denounces Monorail, Urges Twin Rail System

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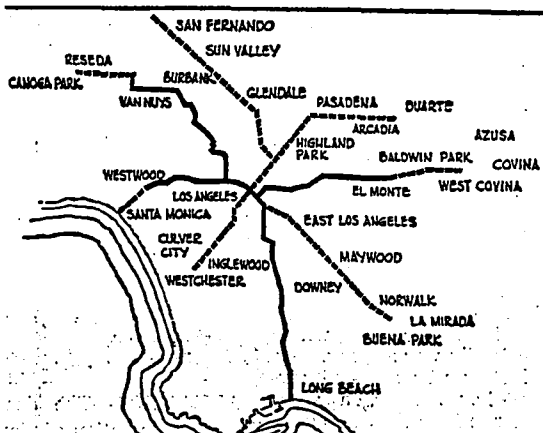


**MONORAIL DENOUNCED**— Monorail was severely criticized at a transit hearing in the State Building. Present, left to right, with backs to camera are A. J. Eyraud, MTA chairman, Walter Braun-

schweiger, MTA treasurer and E. R. Gerlach, MTA chief engineer. MTA officials in front row from left are C. M. Gilliss, executive director; Fred Dean, vice chairman, and Martin Pollard, director.

Times photo by John Malmrin

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**TRANSIT EXTENSIONS** — Possible extensions of MTA's basic 64 miles of service, as projected under long-range planning and added to the foundation system, are depicted by the dotted lines on the map.

### Calls for Tax and Fares to Finance Setup

By Ray Hebert

Times Urban Affairs Editor

Metropolitan Transit Authority officials severely criticized monorail systems Monday in an attack apparently intended to kill any further consideration of such networks in Los Angeles' rapid transit plans.

The authority's transit planners pulled no punches in declaring that "private financing" proposals submitted by the Alweg and Goodell firms were "not feasible—they offer no magic solutions, either in a rapid transit system or in its financing."

Instead, MTA spokesmen told an Assembly investigating committee, this area's transit needs can best be met by a "twin rail," or duorail, system financed by a combination of fare revenues and increased motor vehicle taxes.

#### Tax for Deficiency

"Only the deficiency would be made up from real property taxes," said A. J. Eyraud, MTA chairman.

He appeared with the authority's engineering and financial experts as the Assembly Interim Committee on Transportation and Commerce launched a two-day hearing into Los Angeles' transit problems in the State Building.

The session was enlivened by differing opinions about the need for a rapid transit system here, suggestions that existing rail lines be used to start a "pilot" commuter project and strong criticism of the use

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# MONORAIL ATTACK

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of motor vehicle taxes for transit purposes.

The MTA's testimony was coupled with a report favoring construction of a 64-mile, \$669 million system operating in subway, on the surface and on elevated structures.

Such a network, costlier and containing more trackage than an MTA proposal

announced earlier this year, would serve North Hollywood, West Los Angeles, the San Gabriel Valley, Long Beach and downtown Los Angeles. The system's four initial legs could be supplemented later, the MTA said.

Eyraud told the committee, headed by Assemblyman Tom Carrell (D-San Fernando), that the Alweg and Goodell proposals call

for systems "built to bare standards."

"They insist on building overhead systems in areas where it is neither wanted nor warranted," he said.

Ernest Gerlach, MTA's chief engineer, said a supported monorail system of the type advocated by Alweg would cost \$709 million compared to \$669 million for the less expensive twinrail facility.

"When the same community and service require-

ments are fulfilled," he said, "the twin rail vehicle system is safer, more adaptable and flexible, more comfortable, more efficient, cheaper to operate and maintain and less expensive to build than the patented monorail system."

Eyraud repeated a recommendation, presented Sept. 10 to the Board of Supervisors, in which the MTA agreed to support any legislative proposal to solve the

Los Angeles area's transit dilemma.

This, he said, would even include reconstitution of the MTA and "reassignment" of its powers to resolve the financing question.