

Monorail System Project Sought

Anaheim Council to Consider Proposal for High-Speed Loop

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ANAHEIM—A revised proposal to build a high-speed monorail system looping this area's business and entertainment centers will be unfolded before the City Council next Tuesday.

The multimillion dollar rapid-transit service would link Disneyland, Knott's Berry Farm, Anaheim Stadium, Anaheim Convention Center and the downtown business section of this city into a transportation network.

The plan has been submitted by Anaheim Rapid Transit System (ARTS) through a letter to councilmen from attorney Martin M. Ostrow of Los Angeles.

No cost estimate has been made.

Councilmen Tuesday delayed consideration of the proposal at the request of the proponents.

A similar plan was placed before City Council late in 1963. It was submitted by Duorail Aerospace Rapid Transit Corp. (DART), headed by president Jere Strizek. At that time the monorail was to tie in Disneyland and Knott's Berry Farm.

The new monorail bid is headed up by Earl J. Welch of the financial and investment firm of Welch and Assoc. of Los Angeles. No other principals were named by Ostrow.

Welch was in the DART group.

DART estimated three years ago that the system would cost \$21 million. The company planned to ask for a federal demonstration grant which would underwrite two-thirds of the cost. The remaining one-third was to have been put up by the firm. Anaheim would have had to sponsor the federal grant application.

Against Federal Funds

However, the city refused to go along with the proposal because it was against using federal funds for the system. It indicated private enterprise should be the approach.

Ostrow says ARTS is "now in position to proceed with the project with private capital and private financing. It is now our proposal to build and to operate a high-speed rapid transit monorail installation.

"Our preliminary investigation reveals that a high-speed, light-weight, air-conditioned vehicle carrying 30 to 40 passengers is best suited for this installation. Such a system embodying the latest engineering and technology would be superior in speed and efficiency of operation to anything in existence today."

Ostrow pointed out the system could be expanded in the future to take in UC Irvine, beach resorts and northern county regions.

ARTS seeks an exclusive franchise for a 99-year term.

The city's involvement, according to Ostrow, would be limited to helping acquire rights-of-way—at no cost to the taxpayers.

"Barring delays beyond our control," Ostrow said, "ARTS agrees that the system will be built and operating on or before Dec. 31, 1973.

He quoted no figures on the cost of the system or the number of miles it would cover.

He listed four immediate benefits of the monorail:

1 — Mass transportation of tourists and local residents between Anaheim Stadium, Anaheim Convention Center, downtown Anaheim, Knott's Berry Farm, Disneyland and motel-hotels would be provided. Traffic congestion and traffic hazards, therefore, would be reduced.

2 — Integration of the downtown business section with tourist, sports and convention areas would occur. It would be another step in revitalization of the center city.

3 — Integration of the tourist-oriented areas, Knott's, Wax Museum, Alligator Farm of Buena Park with Disneyland, Melodyland, Anaheim Wax Museum with motels and hotels near convention center would mean more spending of visitor dollars.

Franchise Asked

Ostrow says the system could provide the nucleus and basis for an expanded transportation network that could serve Southern California.

Heavy investments in refined studies of the project make it necessary that ARTS obtain an exclusive franchise, Ostrow said.

Disneyland registered no opposition to the monorail proposal in 1963. Disneyland's public relations department said Tuesday it did not know if the Magic Kingdom had been contacted about the new venture.

Walter Knott, founder of Knott's Berry Farm, said it is all news to him.

"I was never contacted on the monorail before," Knott said. "All I know is what I read in the papers. The same is true now. I would have no objections if they have the private financing. I don't know if there is enough traffic to support it."