

# Council Asks for Concrete Plan on Granting Monorail Franchise

**ANAHEIM** — The City Council called Tuesday for a concrete proposal before it makes a decision on whether to grant a 99-year franchise for a high-speed monorail system linking Disneyland, Knott's Berry Farm and other entertainment and commercial points.

Councilmen instructed City Atty. Joe Geisler to meet with Martin M. Ostrow of Los Angeles, attorney and principal for Anaheim Rapid Transit System (ARTS), which proposes to build the mass transportation network.

Councilman Jack Dutton said, "I would question whether a 99-year lease would be in the best interests of the city."

Geisler assured the council franchise documents can be prepared to contain the proper safeguards for the city.

Ostrow says the system could be put into opera-

tion by Dec. 31, 1973. However, he contends it is impossible at this time to say what type monorail "would be most compatible and could be integrated into a larger southern California system."

Harry Horn, chairman of the Anaheim Urban Renewal Advisory Committee, said, "We are all for the monorail if it is accord with our planning. But we want to be sure no mistakes are made."

## Doctor's Advice

ARTS is headed by Earl J. Welch of Los Angeles, who proposed to build an \$800 million monorail system for MTA in 1959. However, MTA rejected the plan for the greater Los Angeles area.

Welch did not appear before the council Tuesday. Ostrow said Welch had been advised by his doctor not to make the Anaheim trip.

ARTS was represented

by Ostrow and M. G. Jenkins, who is with the transportation division of Union Pacific Railroad.

Ostrow stressed ARTS is not connected with Duorail Aerospace Rapid Transit Corp. (DART), which approached the council with a monorail plan in 1963. Welch was with DART.

The council declined at that time to go along with the proposal on the basis that it would have been financed chiefly with a federal government demonstration grant.

Ostrow and Jenkins say private financing is ready for the ARTS monorail.

## Feasibility Study

Ostrow told the council it will cost between \$700,000 and \$1 million to conduct a feasibility study. He said ARTS backers will not spend this money until they are assured of a franchise.

Geisler said Buena Park, Anaheim and the California Public Utilities Commission would have to vote on the franchise after public hearings.

He said most of the rights-of-way for the project apparently would be in city-owned streets. Lincoln Avenue would be a logical choice, according to Geisler, because its center divider could provide land for the monorail structure.

Ostrow said the network could be the crux of a massive rapid transit system spanning the entire county and hooking into mass transportation stations in Los Angeles and San Diego counties.