

Committee Formed to Plan Monorail

ANAHEIM—A nine-man citizens advisory committee has been formed to guide the move to establish a \$35 to \$40 million high-speed monorail system here and in Buena Park, says Martin Ostrow, a principal in Anaheim Rapid Transit Systems, Inc.

ARTS goes before the City Council Tuesday at 1:30 p.m. in a bid for a 40-year exclusive franchise to build the system which would link entertainment and commercial centers.

Ostrow said the committee is made up of Rex Coons, former Anaheim mayor; J. W. DeDapper, a member of the city's Urban Renewal Advisory Committee; Larry Henderson, member of the Community Center Authority; bankers Bernard Jordan and Richard Gay, and Russell Knott, general manager of Knott's Berry Farm.

Principals Named

Others are Richard Lyon, general manager of J. W. Robinson's store, Anaheim; David Richards, promotional director of John S. Griffith Co., builder of the Buena Park Shopping Center, and Cedric Tallis, vice president of the California Angels.

Ostrow says he expects a representative from Disneyland to be named to the committee.

So far the principals in ARTS are M. G. Jenkins, formerly with the transportation department of Union Pacific Railroad; Ostrow and Coons.

Ostrow, a Los Angeles lawyer, said the presentation Tuesday will have to be "more general than anything else. Until we get into our engineering studies we are reluctant to talk

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about types. Therefore, I have to stay quiet at this time.

"We will give a general presentation on the area we plan to cover, but not specific streets. For instance, we will want to service downtown Anaheim. But we don't want to be pinned down to putting the system on Broadway or Lincoln Ave. until our studies are completed."

Ostrow said a general presentation also will be made on the kind of system which is planned. He has contended preliminary studies show a high-speed, light-weight, air-conditioned vehicle carrying 30 to 40 persons appears best suited for the operation.

Ostrow said costs and design will depend on an engineering survey which would take approximately two years from the date of the granting of the franchise.

"The studies we have done so far indicate the costs between \$1 and \$2 million a mile," Ostrow said. "And we are talking about 16 to 18 miles. The system will be fully automated."

Plans call for looping Disneyland, Anaheim Convention Center, Anaheim

Stadium, downtown Anaheim, the Broadway Shopping Center, Buena Park Shopping Center, Knott's Berry Farm and Movieland Wax Museum.

Ostrow said there would be no cost to the city.

The proposed franchise agreement calls for ARTS

to pay the city 1% of the gross receipts after the first seven years of operation.

The City Council already has passed a resolution of intent to grant the franchise.

The resolution says the engineering studies must

be completed and construction begun on the project within two years after granting a franchise.

ARTS expects to send its fast moving vehicles along tracks over public right of way and thus avoid high costs of acquiring right of way, Ostrow says.

He stressed ARTS has no connection with a similar monorail system proposed by Duorail Aerospace Rapid Transit Corp. (DART). DART sought council approval of a monorail system in late 1963.

The \$21 million plan was rejected by the council because it would have required a federal demonstration grant.

Ostrow says ARTS project would be privately financed.