

Rapid Transit Cost Estimated High as \$3 Million a Mile

ANAHEIM — Estimates on the cost of building a rapid-transit system to connect entertainment and commercial centers in Anaheim and Buena Park range from \$750,000 to \$3 million a mile.

Martin Ostrow, a Los Angeles lawyer and a principal in Anaheim Rapid Transit System, said ARTS has received cost estimates from General Electric, Dashaveyor and Universal Design Limited. Cost estimates vary with the type of facilities proposed. Private financing would be used.

"Dashaveyor people have told us," said Ostrow, "the cost of erecting a fully integrated system would be around \$750,000 a mile. General Electric says the cost probably would be \$3 million. And UDL, which is associated with Anacal Engineering Co. of Anaheim, says \$2.5 million to \$3 million a mile.

"These figures include the support structures, rails and electrification of the system. They do not include the cost of the cars, which is relatively small. City and state rights-of-way would be used.

"It would probably take another half million dollars to build the cars, but that would depend on how many were required and that won't be known until a feasibility study has been completed. It might cost \$60,000, for instance, to build one 60-passenger car."

ARTS has asked the City Council

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RAPID TRANSIT

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for a 40-year nonexclusive franchise to establish a figure-eight system 16 to 18 miles long. It would link Disneyland, Anaheim Stadium, Knott's Berry Farm, Anaheim Convention Center, downtown Anaheim, Buena Park Shopping Center and Broadway Shopping Center.

Decision in January

The council is expected to act on the request Jan. 9. The proposed city-ARTS agreement has been undergoing modification.

Councilman Odra Chandler has favored granting the franchise, contending, "Let them go ahead. It's their money. The city has nothing to lose and everything to gain."

A spokesman for UDL of Wildwood, N. J., Charles D. Phipps, says the firm has developed a flexible, lightweight train capable of carrying 12,000 to 25,000 passengers an hour. Capacity would depend on the length of routes, number of stops, and the number of trains and cars used.

However, Ostrow says, "this sounds feasible for sometime in the future, but they don't have the capability today. It might be on the drawing boards. I know of no model or system in operation that would transport those numbers in that time.

"The basic problem is that there really is no—and I emphasize no—mass rapid-transit system in operation. We have small monorail-type systems going from one point to another point like at Disneyland.

"UDL has a system in Lancaster, Pa., much like

Disneyland. It is used in an amusement area. UDL has another system, monorail, in Oklahoma City connecting the airport parking lot and the main building.

"But so far there has been no system that calls on designers to produce anything other than small operations."

Ostrow says ARTS simply wants the city "to give us a chance to conduct a feasibility study and see if a mass rapid transit system is practical.

"Our survey might show that we need to transport 25,000 people an hour at certain times. The survey would show us how many persons the cars should carry and what speeds would be necessary to make a certain number of stops each hour.

"ARTS, if the study is favorable, then would go to firms like Westinghouse, GE, Dashaveyor and UDL and say, 'What can you give us to meet the needs?'"