

CRITICIZES RTD METHOD

Monorail Advocate Acclaims His System

A monorail advocate contended the rapid transit program being proposed for Los Angeles will not do the job adequately in describing to the Chatsworth Chamber of Commerce how his system would perform the task rapidly and economically.

Norman Greene, employed in an aviation firm's engineering department, said he has been promoting his Greene Monorail System for several years as the alternate approach to other rapid transit systems.

The Southern California Rapid Transit District said it studied monorail extensively, as have many other cities, and rejected it as "not practical for mass transportation."

While his organization is not incorporated, Greene said he will "work through and with large engineering firms" for the system he proposes for the Valley and the inner city.

Overhead System

Rebuffing developers of rapid transit, who he says are just taking existing commuter systems and dressing them up with new exteriors, Greene said his system will overcome the three major problems of speed, convenience and comfort.

Operating on a single overhead rail loop system to "which multiple stations can be hooked," the cars would be in constant use, being transferred to

the various stations according to the commuter's demand," according to Greene.

During the off-peak hours the cars would be used for paper and parcel delivery as well as for transferring cargo from harbors and airports.

'Fail-Safe' Device

Cost of constructing the system would be about \$600,000 a mile compared to the millions estimated for the rapid transit system, Greene said.

Greene says his cars would be in continual operation at an average speed of 50 m.p.h. and would feature a "fail-safe" switch to prevent derailments.

He said planners of proposed rapid transit systems are leading the "public to believe old systems have been improved" when actually they are still working with commuter trains and stations which have been on the decline for years. Referring to an automated system, he said automatic cars have a great reward in terms of the future, but not with present equipment.

Touching on the economy of transit systems, Greene said there are very few that are self-sustaining and their services can only be maintained by subsidies from the municipalities or by raising of fares.