

LOS ANGELES METROPOLITAN TRANSIT AUTHORITY

Minutes of Special Meeting of
the Members of the Authority

June 4, 1963

Upon notice duly given, the Members of the Los Angeles Metropolitan Transit Authority met at a special meeting in the Board of Supervisors' Hearing Room, 381 Hall of Administration Building, 500 West Temple Street, Los Angeles, California, at 2:00 p.m. on June 4, 1963 to receive the proposal of the Alweg Monorail Corporation of California to construct and finance, solely from revenues from the farebox, a mass rapid transit system to serve the Los Angeles area, which meeting was called to order by the Chairman.

Chairman A. J. Eyraud, Members Mark Boyar, Walter M. Briggs, Fred S. Dean and Warden Woolard were present. Members N. R. Dumont and Martin Pollard were absent. Also present were General Attorney Gerald G. Kelly of Musick, Peeler & Garrett; General Manager Cone T. Bass; Treasurer Walter J. Braunschweiger; Controller H. L. Black; Director of Public Relations R. O. Christiansen; Chief Engineer Ernest R. Gerlach; and Secretary Virginia L. Rees.

Present from the Los Angeles County Board of Supervisors were Chairman Warren M. Dorn, Members Frank G. Bonelli and Ernest E. Debs.

Present from the City of Los Angeles were Councilman Harold A. Henry, Acting Mayor, and certain Councilmen-Elect.

Also attending were Don Roberts of the Herald-Examiner; Ray Zeman of the Times; Joyce Peterson of the City News Service; Gus Borio of Copley News Service; Don Brackenberry of the Long Beach Press Telegram; Tod Hunter of KNXT T-V; Bill Brown of KNBC T-V; Hugh McCoy of KNX Radio; Bo Bonfield of KABC T-V, and George Lewin of KTLA T-V.

The Chairman thanked the Board of Supervisors for the use of its spacious hearing room in order to accommodate the representatives of the many communities vitally interested in the Alweg proposal for a rapid transit system in the Los Angeles area. He further stated that under the Act the Authority is responsible for the development of a mass rapid transit system in the Los Angeles area, but that it is prohibited from constructing any subway, elevated railway, overhead suspended transit or any other structures constituting a method of mass rapid transit, in, upon, over, under or across any public streets, highways, freeways, etc. without the consent of the city, county or state having jurisdiction over such traffic arteries and that, therefore, the evaluation of the proposal to be presented at the meeting would be a joint effort of each of the several communities in which the system is proposed to be located.

Thereupon, Mr. Sixten Holmquist, President of Alweg Rapid Transit Systems of California, Inc., presented his firm's proposal to finance and construct an Alweg Monorail rapid-transit system 43 miles in length, serving the San Fernando Valley, the Wilshire corridor, the San Bernardino corridor and downtown Los Angeles, a copy of which proposal entitled "Alweg Monorail Rapid Transit System Proposal for Los Angeles," dated June 4, 1963, is filed with the Secretary. Also filed with the Secretary, in support of the proposal, were the following documents:

1. Alweg Monorail Technical Data for Los Angeles, dated June 1963, and
2. Los Angeles Monorail Proposal - Route Maps and Drawings

Mr. Scott Russell, Partner of Glore, Forgan & Co. of New York, presented his firm's proposal to finance the Alweg Monorail rapid transit system, as set forth in letter dated May 28, 1963 filed with the Secretary.

Mr. Perrie Nutwell, Representative of W. C. Gilman & Co., presented his firm's economic feasibility study in connection with the construction of the Alweg proposal, a copy of which, entitled "Proposed Alweg Monorail For Los Angeles-Westwood-El Monte-Van Nuys - Estimated Passengers, Revenues and Expenses," is filed with the Secretary.

After the presentation of the Alweg proposal, the following appeared and were heard:

Dale L. Ingram
10316 Asher Street
El Monte, California

James L. Beebe, Esq.
900 Title Insurance Bldg.
Los Angeles, California

Henry E. Stead
9031 Glendon Way
Rosemead, California

William J. Probert
City Hall
San Gabriel, California

Ed Tufte
City Hall
Beverly Hills, Calif.

Edward T. Telford
120 South Spring Street
Los Angeles, California

Mr. Crawford
Pomona, California

E. L. Rimpau
521 So. Curson Avenue
Los Angeles, California

J. F. McCann

Representing the City of El Monte, favored route through El Monte via San Bernardino Freeway in lieu of Valley Boulevard

Chairman of Los Angeles Chamber of Commerce State & Local Government Committee, commented that in view of Alweg's experience in Seattle, a monorail in the Los Angeles area might be a good investment

Councilman of City of Rosemead, favored route via San Bernardino Freeway in lieu of Valley Boulevard

Chief Administrative Officer of City of San Gabriel, stated that the proposed station stops were not located in the proper places

City Engineer of Beverly Hills, authorized by City Council to express its opposition to any overhead construction within the City of Beverly Hills

Represented the State Division of Highways

Representing the City of Pomona, expressed the hope that the City of Pomona would be the terminal point

Representing the Wilshire Boulevard Committee of Property Owners, opposed overhead construction in the Wilshire District

Representing the Wilshire Chamber of Commerce, opposed overhead construction in the Wilshire area

Donald Buckingham
President of
J. W. Robinson Co.

President of Downtown Business Men's Association, stated that his organization was in favor of rapid transit, but generally opposed to overhead transit.

Gabriel C. Duque, Jr.
121 Fremont Place
Los Angeles, California

Representing Wilshire Square, Wilshire Crest, Hancock Park, Oxford and Fremont Place residents, objected to the planned route account effect on property values

Mrs. E. Lester Cutting
743 South Lucerne
Los Angeles, California

President of Ebell of Los Angeles, objected to route via 8th Street and overhead construction

Arthur Ross
Alhambra, California

Representing Valley Boulevard Association, opposed to route via Valley Blvd. and proposed use of San Bernardino Freeway

Carl J. Hoffman
11322 So. Hoover St.
Los Angeles, California

President of Harbor District Chamber of Commerce, commented that overhead construction may be good for Seattle, but not for Los Angeles

Ray Bradbury
10265 Cheviot Drive
Los Angeles 64, Calif.

A science-fiction author, speaking for himself, felt that the stations should be constructed with the space age in mind

Paul R. Jones, Esq.
550 South Flower Street
Los Angeles 17, Calif.

Commented that subway construction should not be overlooked

In conclusion, the Chairman announced that it was the intention of the Authority to either accept or reject the Alweg proposal presented to this meeting as soon as possible after the completion of a detailed study and evaluation of the proposal in correlation with the numerous feasibility and cost studies made during the last five or six years.

There being no further business, the meeting adjourned.

VIRGINIA L. REES

Secretary