

ALWEG MONORAIL

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INTRODUCTORY REMARKS

MTA letter re-opening negotiations September 12, 1962.

Resolution Board of Supervisors January 22, 1963.

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THE ALWEG GROUP

Wegematic Corporation

The Alweg Company, Inc.  
Alweg Rapid Transit Systems of California, Inc.

Aerojet-General Corporation

Car manufacturers

Raymond International Construction Company

Construction

Haas & Haynie

Construction

Associated Electrical Industries

Equipment

Consultants

W. C. Gilman & Company  
Engineering and economic feasibility studies

Glore Forgan & Company  
Financial underwriters

PROGRAM FOR TODAY

SEATTLE CONSTRUCTION FILM

LOS ANGELES PROPOSAL

Initial Routes

Extended Routes

Construction Cost

Traffic and Revenue

Operating Costs

FINANCIAL PROGRAM

QUESTIONS AND ANSWERS



ALWEG MONORAIL/SEATTLE WASHINGTON

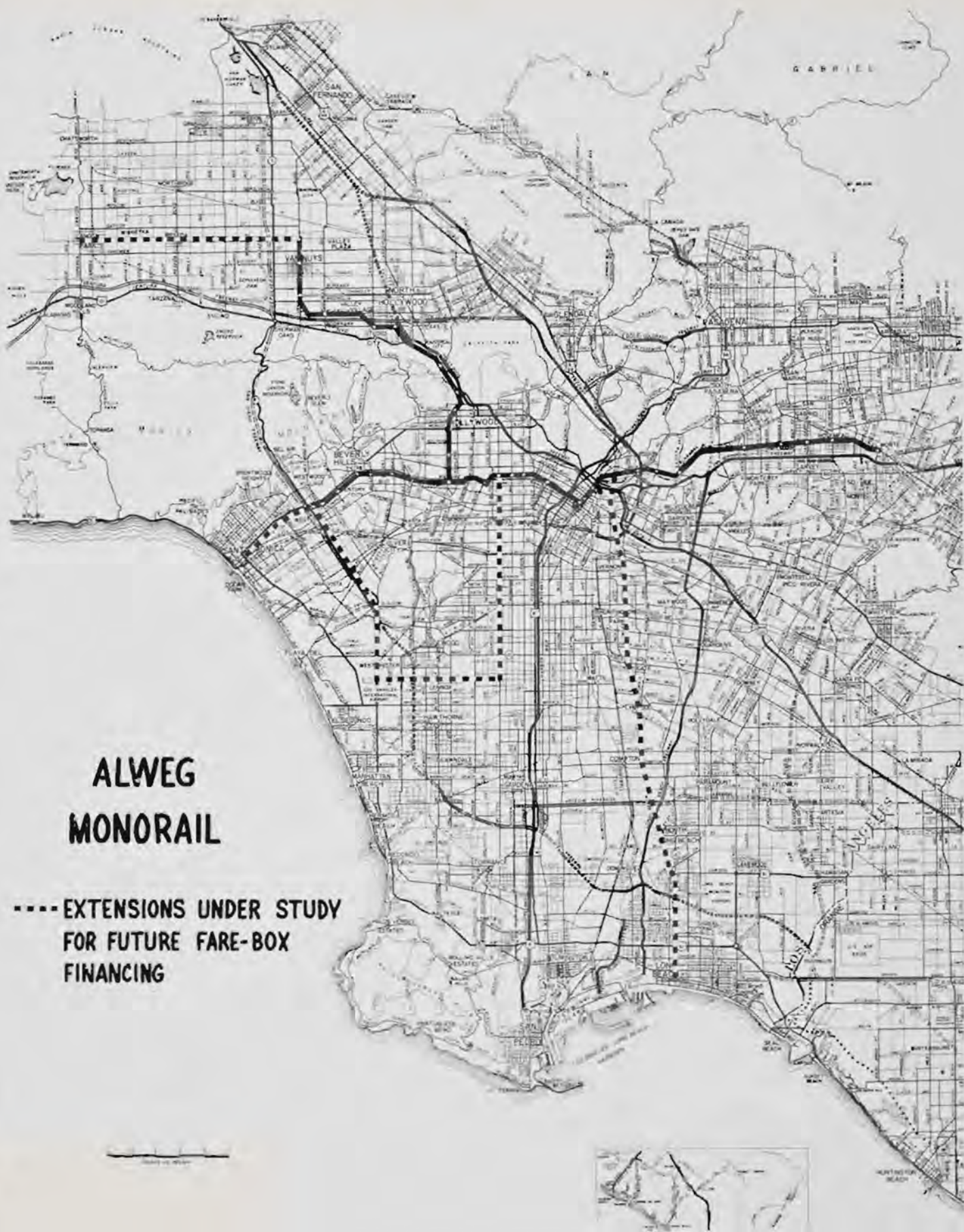


# ALWEG MONORAIL

— ROUTES FOR INITIAL  
FARE-BOX FINANCING







## ALWEG MONORAIL

---- EXTENSIONS UNDER STUDY  
FOR FUTURE FARE-BOX  
FINANCING

ROUTES, MILES - CONSTRUCTION COST

	<u>Miles</u>
Wilshire route .....	15.2
Civic Center to Westwood	
 San Bernardino route .....	 11.6
Civic Center to El Monte	
 Valley route .....	 22.0
Civic Center to Van Nuys	
 Total route miles .....	 48.8
 Less "joint-use" Wilshire and Valley routes from	
Civic Center to LaBrea-Wilshire .....	7.0
 Total miles of structure .....	 41.8
 Estimated Construction Cost .....	 \$123,100,000



STATIONS

	<u>Stations</u>
Wilshire route .....	20
San Bernardino route .....	8
Valley route .....	<u>22</u>
Total route stations .....	50
Less "joint-use" stations ...	<u>10</u>
Total stations .....	40



ALWEG MONORAIL



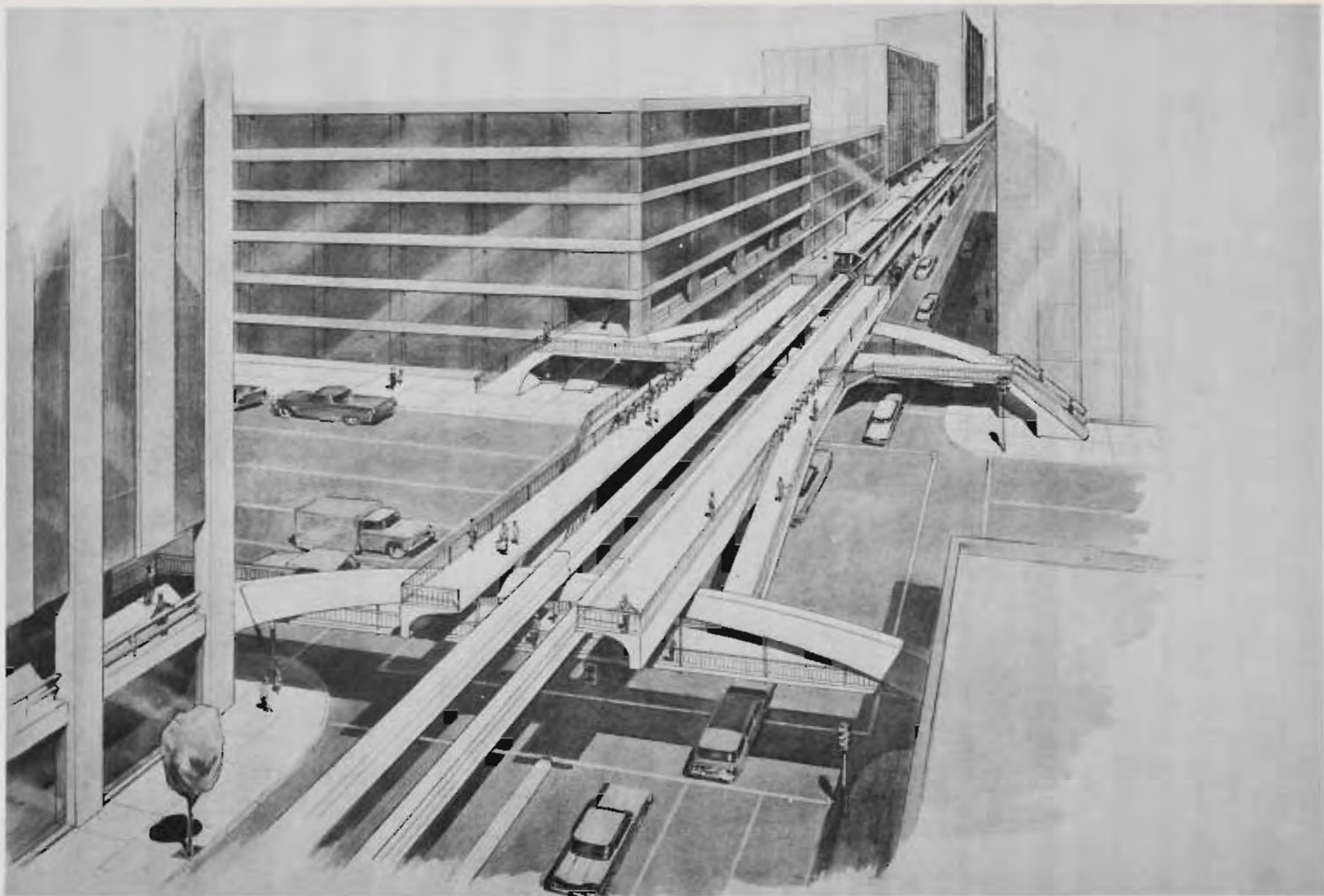


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ALWEG MONORAIL

PASSENGER VOLUMES - 1965

	<u>Average Weekday</u>	<u>Annual</u>
Wilshire Routes	91,300	25,700,000
San Bernardino Route	21,600	6,000,000
Valley Route	<u>34,200</u>	<u>9,500,000</u>
TOTAL	147,100	41,200,000



## TRAIN AND CAR REQUIREMENTS

### Based on:

Cars per Train	2	
Seats: - per Car	84	
per Train	168	
Passenger Load per Train - Rush Hours		350
	Day Base	135

### Number of Units Required (Including Spares)

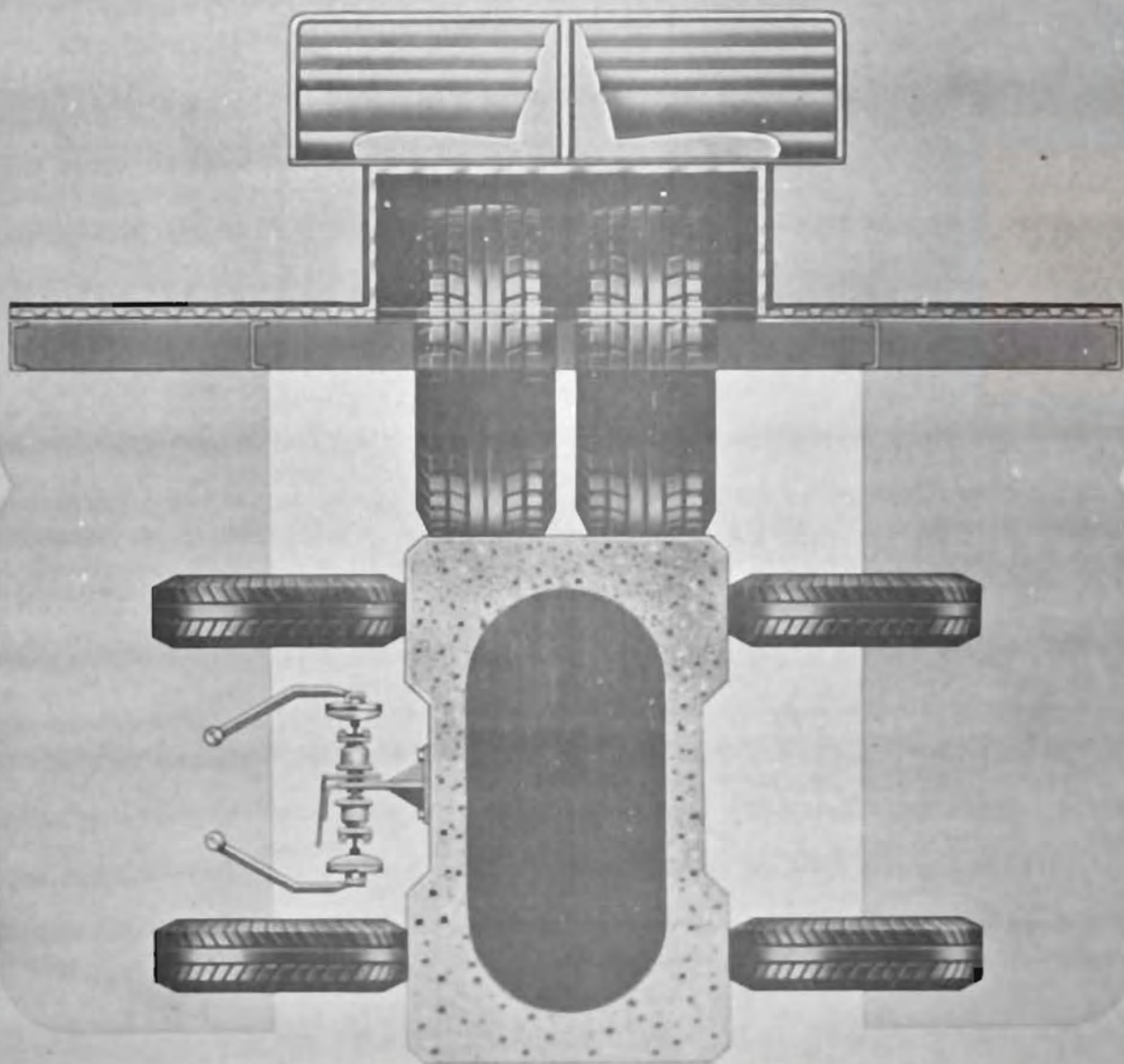
Cars	104
Trains	52

TYPICAL TRAVEL TIMES

	<u>MINUTES</u>
Westwood to Civic Center	30
Van Nuys to Civic Center	44
El Monte to Civic Center	18
El Monte to Westwood	48
Van Nuys to El Monte	62



ALWEG MONORAIL WHEEL ASSEMBLY



OPERATIONAL DATA

Top speed 60 miles per hour

Average speed 35 miles per hour

Train headways:	<u>MINUTES</u>	
	<u>Peak Hour</u>	<u>Day Base</u>
Wilshire Route	4	8
Valley Route	4	8
Wilshire between Civic Center and La Brea	2	4
San Bernardino Route	4	8

Note to Passengers:

Maximum wait for monorail train  
during rush hour: - 4 minutes!



MTA REVENUES AND EXPENSES, ADJUSTED TO  
REFLECT PROPOSED MONORAIL ROUTES

Present MTA Operating Revenues	\$ 46,200,000
Additional Revenues from Automobile Users diverted to Monorail	<u>9,800,000</u>
Total Revenues with Monorail	\$ 56,000,000
Present MTA Operating Expenses	\$ 38,200,000
Estimated Reduction due to Operational Changes because of Monorail	<u>4,900,000</u>
Balance	\$ 33,300,000
Estimated Monorail Operating Expenses	<u>\$ 4,200,000</u>
Total Expenses with Monorail	<u>\$ 37,500,000</u>
Balance for Depreciation and Debt Service	\$ 18,500,000

COMPARATIVE DATA

	<u>Alweg Monorail System</u>	<u>Proposed Subway-Surface System</u>
Miles of Structure	41.8	58.0*
Construction Cost	\$ 123,100,000	\$ 608,000,000*
Net for Depreciation and Debt Service	\$ 18,500,000	\$ 20,000,000*
Annual Car Miles	8,850,000	12,870,000*
Average Speeds (Miles per Hour)	30 - 40	35 - 40
Number of Stations	40	36
Fares	Present MTA	Present MTA

\*Includes route from downtown Los Angeles to Long Beach

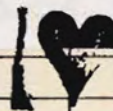


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Alwes Rapid Transit Systems  
of California.

Alwes monorail.



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