

ANDREWS & CLARK
CONSULTING ENGINEERS

W. EARLE ANDREWS
ERNEST J. CLARK
DONALD W. SMITH

305 EAST 63RD STREET
NEW YORK 21
TEMPLETON 8-2600
AREA CODE 212

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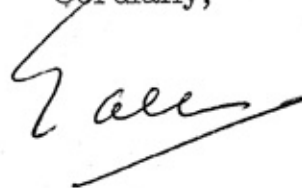
Major Gilmore D. Clarke
Clarke & Rapuano
830 Third Avenue
New York 22, New York

Dear Gil:

This is the last copy of the Monorail Report prepared by Disney. We have another copy here and the rest of them are distributed.

I think it is well worth reading.

Cordially,

A handwritten signature in dark ink, appearing to read "W. Earle Andrews", with a long horizontal flourish extending to the right.

FEASIBILITY OF THE DISNEYLAND-ALWEG MONORAIL SYSTEM
AT THE 1964-1965 NEW YORK WORLD'S FAIR
AND IN FLUSHING MEADOW PARK 1966-1973

A Report Prepared By

WED ENTERPRISES, INC.

in co-ordination with
Andrews and Clark

For

THE NEW YORK WORLD'S FAIR 1964-1965 CORPORATION
Flushing Meadow Park, New York

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Section I

INTRODUCTION

In May, 1962, representatives of WED Enterprises, Inc., Disneyland, Andrews and Clark, Economics Research Associates, and the New York World's Fair 1964-1965 Corporation, met with the Honorable Robert Moses to evolve preliminary ideas and concepts concerning the installation and operation of a periphery Monorail ride at the Fair. The type of Monorail under discussion was the Disneyland-Alweg designed system operating at Disneyland, which after investigation by the New York Fair staff, is considered to be the most appropriate attraction for demonstrating progress in this field of transportation at the Fair.

Preliminary estimates and calculations on capacity, cost and revenue suggested that such a project would likely generate a profit both during the Fair and after the Fair as a Flushing Meadow Park attraction. It was also a concensus of opinion among those in these meetings that such an attraction would add substantially to the overall Fair presentation, and further that its installation was a technically feasible undertaking from the standpoint of such site factors as right-of-way availability, utility interference, foundation conditions and road crossings.

Also discussed in considerable detail was the suitability of Monorail operation as a major attraction in Flushing Meadow Park after the Fair, and it was agreed that such an undertaking was a desirable public service in keeping with the importance of this Park in New York's total recreational planning, and that, therefore, the Monorail should be viewed as a permanent attraction and its feasibility evaluated in this light.

On June 5, 1962, the New York World's Fair 1964-1965 Corporation authorized WED Enterprises, Inc. to undertake a feasibility study of the Disneyland-Alweg Monorail System at and after the Fair, in coordination with Andrews and Clark. The purpose of the work is to objectively evaluate the following elements of such an installation:

1. Engineering and design parameters and specifications.
2. Recommended capacity and train configuration.
3. Construction and installation costs.
4. Projections of revenue, operating cost, operating profit, and payout.

This report sets forth the findings and evaluations of the work outlined above. Its preparation at WED Enterprises has been facilitated by staff assistance from the following firms:

1. Andrews and Clark, Consulting Engineers.
2. Walt Disney Productions and Disneyland.
3. Economics Research Associates, Economic Planners.
4. J. B. Allen and Company, General Contractors.
5. Wheeler and Gray, Consulting Structural Engineers.
6. Wegematic Corporation (Alweg).

Fundamental to the considerations outlined in this report is the proposed location of the Monorail ride, which is shown in Figure 1. Significant elements of the route are as follows:

1. Its total length is approximately 12,400 feet of main line beamway and 1,000 feet of spur track.
2. It is a single track, periphery clockwise routing, designed to provide an orienting view of the entire grounds to the Fair visitors.
3. It is a single station, loop ride with its station location at the Main Entrance of the Fair.
4. Design concepts are developed from the Disneyland-Alweg installation at Disneyland adapted to Fair site physical and operational conditions.

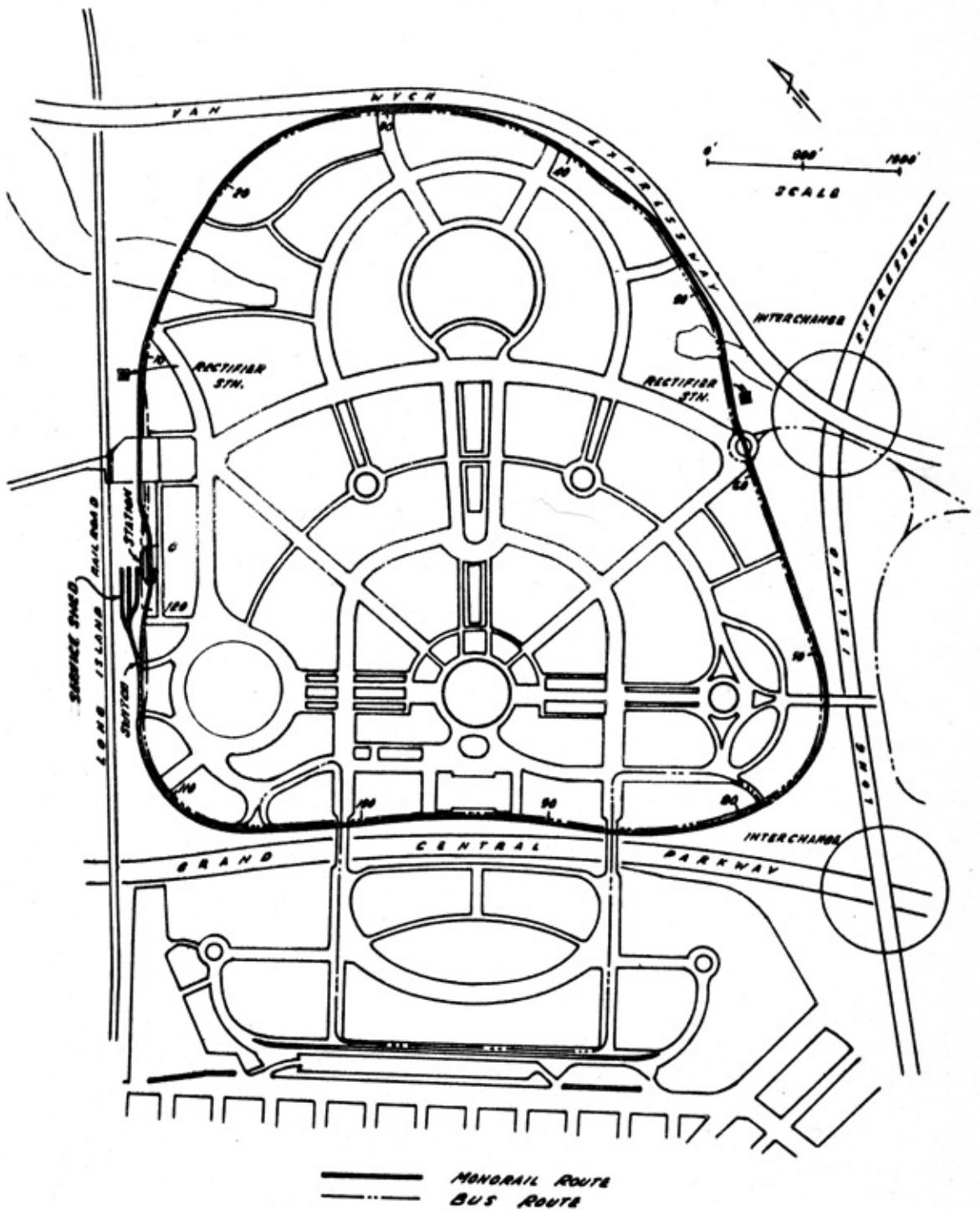


Figure 1

NEW YORK WORLD'S FAIR 1964-1965
 PROPOSED DISNEYLAND ALWEG MONORAIL ROUTE

Section II

SUMMARY AND CONCLUSIONS

The following four sections of this report develop and analyze data concerning the engineering and economic feasibility of the proposed Disneyland-Alweg Monorail as a periphery ride at the 1964-65 New York World's Fair. These sections treat ride capacity, design and engineering parameters, construction and installation cost, operating profit and payout. Findings are summarized in this section.

Capacity Analysis

On the 12,400 feet right-of-way of the periphery loop, total cycle time is calculated at seven minutes 28 seconds, equivalent to 8.03 trips per train per hour. This cycle is based on an average speed of 25 M. P. H. , which is well below design capability of 45 M. P. H. With its starting and stopping acceleration capabilities the train can cruise at less than 30 M. P. H. and achieve an average speed of 25 M. P. H.

The four compartment car, six-car train recommended in this study seats 204. Its hourly peak capacity is thus 1,638 passengers. On an operating schedule of two years at the Fair, 180 days per season, 14 hours average operation per day, total ride volume is projected at 4.95 million passengers per train at a capacity utilization of 60 percent. Three trains develop a ride volume of 14.86 million passengers. Sixty percent utilization is considered an appropriate estimating factor for the New York World's Fair, although it can conceivably be exceeded.

Three trains is the maximum number that can be run on the system. In a three train operation, dispatch interval of two minutes 29 seconds (7:28 divided by 3) is reasonably in excess of total station time of one minute 50 seconds.

Operations after the Fair are established on a one train system, with a yearly theoretical capacity of 2,734,000 on a 145 day schedule (April 1st to October 31st, week-ends only, except during the period June 10th to September 30th, and Spring Vacation, when a seven day weekly schedule is appropriate). Total hours operated equal 1,608 per year; 12 hours per day during the summer, 8 hours per day at other times.