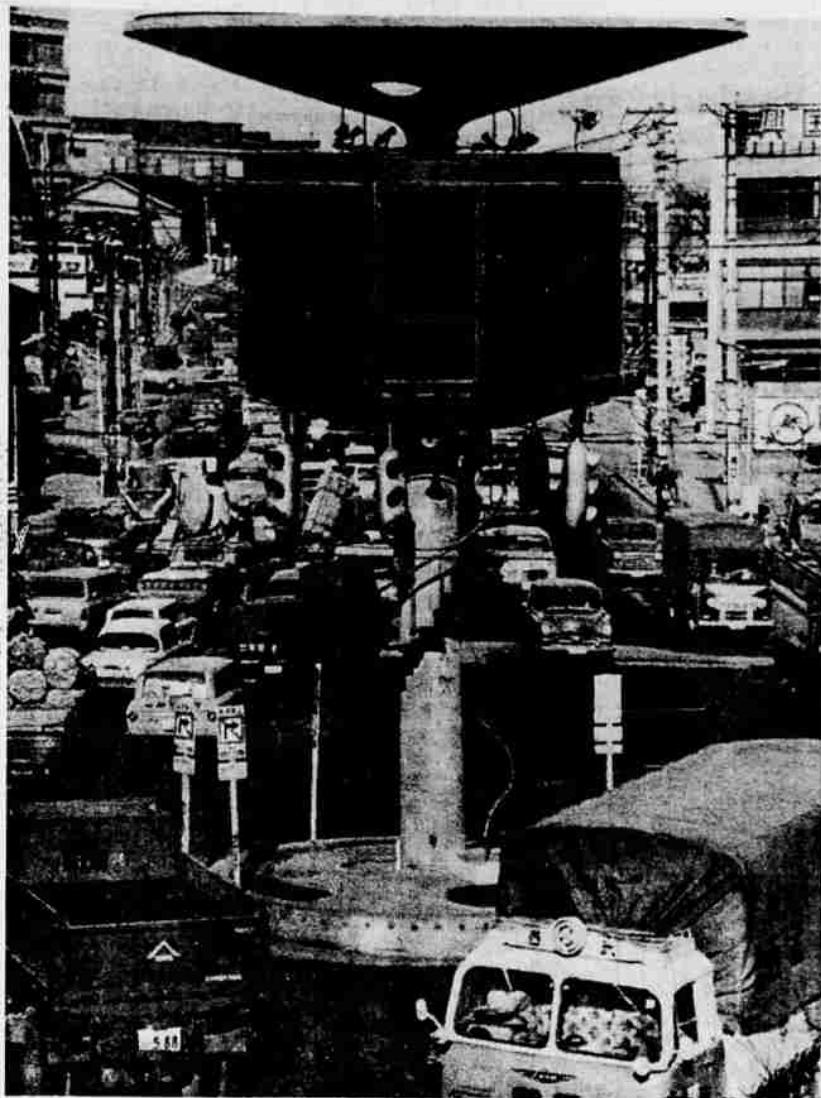


# Tokyo Starts Construction of World's First Monorail Network



**TOKYO TRAFFIC LIGHTS**—Four sets of tri-colored lights suspended from a traffic control tower are used to handle ever-increasing traffic in the world's largest city.

By WILLIAM F. WRIGHT  
United Press International  
Tokyo — UPI — The world's first extensive monorail network may soon crisscross the world's largest and most congested city, turning it into a futuristic metropolis where commuters are whisked across town at treetop level in a matter of minutes.

Other great cities, such as London, Chicago, Washington, Philadelphia, Baltimore, Los Angeles, San Francisco, Manila and even Lagos, Nigeria, have expressed interest in monorails, and at least two — Turin, Italy, and Seattle, Wash., already have monorails operating commercially.

But none of these cities is as close as Tokyo is to adopting the monorail for mass urban transportation.

**Tokyo Is First**  
Construction already has begun on an eight-mile monorail between downtown Tokyo and Tokyo International airport; the line is expected to be completed before the 1964 Olympics. Construction

is expected to begin within the next two years on 11 other monorail lines — including one which will run alongside Tokyo's renowned shopping boulevard, the Ginza.

Also planned are monorails between Tokyo and a proposed Brasilia-like satellite city of government office buildings, which the government plans to begin building by 1966.

**Need Is Great**  
Nowhere in the world is the need for a radical new mass transit system greater or more urgent than in Tokyo. The city's existing systems are dangerously overtaxed.

No matter now he travels, the commuter in Tokyo is likely to find it a nightmare. So great is the rush-hour crush on the subways, inter-urban and urban trains and streetcars that offices have been forced to stagger their working hours.

Most of the city's narrow streets and its few wide boulevards become hopelessly snarled with morning, noon

and evening rush-hour traffic. Even on off hours traffic creeps along.

**No More Subways**  
City planners have abandoned the idea of any significant expansion of existing transit systems. What will probably be the last subway to be built in Tokyo is under construction. Any additional subways would undermine the city's already shaky foundations, transit officials say.

An elevated highway connecting sites for the Olympics is under construction and a few streets are being widened — at the expense in some areas of relatively new buildings. But no new through-streets are being built.

Yet, 10,000 new cars each month are joining those already on the road. New railroad lines in Tokyo, where property comes high and eminent domain is unheard of, are out of the question. The government office which 13 years ago approved the last

application for an urban railroad line has closed.

A new, radical transit system was needed. Monorail seemed to provide some of the answers without adding new problems. The proposed lines will run over or alongside existing roads, highways and rail lines.

**Downtown to Airport**  
The airport monorail, expected to cost about \$28 million will whisk passengers and luggage non-stop between downtown and the airport in 13 minutes — a fraction of the 30 to 90 minutes (depending on traffic) it takes to make the 16-mile trip (in actual road mileage) by cab or limousine. Fares will be about \$1.75 each way, about half the limousine fare.

The line will not follow the entire route to the airport. It will run over water for about two miles along the shoreline of reclaimed land in Tokyo Bay, then over two rivers and under a third river, surfacing next to the airport terminal.

Once the airport line goes into operation, monorail men and transit officials say, monorail will win public acceptance as an efficient means of mass transit, instead of an amusement park attraction. Monorail will snowball, they say.

**None Oppose Monorail**  
Transit officials report no opposition to monorail from private companies operating the urban and interurban trains. In fact, much of the capital to build the airport and other monorail lines is being supplied by many of

these same companies because they feel monorail will take the excess load off railroads, not replace them.

Railroads will still carry the bulk of freight, although some monorail operators are thinking of using the cars during slack hours to carry containerized cargo.

Monorail inevitably will cut into other modes of transportation, however, though the day seems far off to Tokyo's battered commuters.

Tokyo is one of the new big cities in the world which have clung to their quaint, traffic-snarling trolley cars—because to eliminate them would place an added burden on other transit systems. Monorail is expected to hasten the end of the trolley. Most of the proposed monorail lines follow streetcar routes.

**Monorail Cleaner**  
Subway travel may also slacken off because monorail will be cleaner and airier. It could slacken to half the present crush and still play to standing room only at rush hour.

Transit officials say monorail will be safer than railroads, in one respect. In Japan last year, 11 persons were killed on the average each day in railroad crossing accidents — the highest accident rate in the world. There will be no crossing on monorails.

The proposed lines will be privately operated, although officials of the Japan National Railways, a public corporation which runs more than half the trains in Japan, said JNR might step in if private

operation proves inadequate.

To provide monorail systems for domestic use and for export, several Japanese firms have formed technical triumps with foreign companies, including Lockheed Aircraft Corp. of the United States, Safeg of France, and Alweg of Germany, which is building the airport line.

**Several Styles**  
On the Nihon-Lockheed and Hitachi-Alweg systems, passengers ride in cars that straddle a concrete and steel rail supported by pillars. Safe cars are suspended from the rail.

Each Nihon-Lockheed car travels on 16 steel and rubber-flanged wheels, four along the top of the rail and six on each side for stabilization. The Hitachi-Alweg and the suspended Safeg cars travel on (or under) carriages supported by pneumatic (air-filled) tires, like car wheels.

All three systems claim low construction and operating costs, fast "safe" speeds (from 50 to 60 miles an hour with potential speeds of more than 90 mph), light car weight, maximum passenger comfort and safety, and smooth, and near-noiseless rides.

The systems are not interchangeable. Each requires its own special type of rail.

The ministry of transportation has approved all three types, but the feeling is that the monorail industry will eventually adopt one standardized system, incorporating the best of these and other types.

## 100 Items Planned For Crater Lions Television Sale

More than 100 items, ranging from choice steaks to the barbecue or rotisserie on which to cook them, will be offered the public Sunday afternoon in the ninth benefit auction to be sponsored by the Crater Lions club.

The auctioneers and their products will be seen on KBEST-TV Channel 5 from noon to 2 p.m.

A diving pool for Jackson park is the project for which the Crater Lions will be raising money. The Lions are to make the "down payment" on the diving pool, which was originally included in the Jackson park development, Robert Haworth, director of the city recreation department, explained.

**Help From Club**  
"Without the help of the Crater Lions we could not consider going ahead with this necessary part of the total compound," Haworth said.

"If the auction is successful, and we are sure that it will be just as those sponsored in the past have been, we feel we can have the facility ready

for use sometime during the summer," Haworth said.

The diving pool, included in the original design for Jackson park, will be 30 by 40 feet in size with a depth of 13 feet off the board. It will have a high board and a low board, Haworth said.

The diving pool and the swimming pool will be divided by a sun deck 20 feet wide with both inside the general enclosure on the northwest corner of the present pool development.

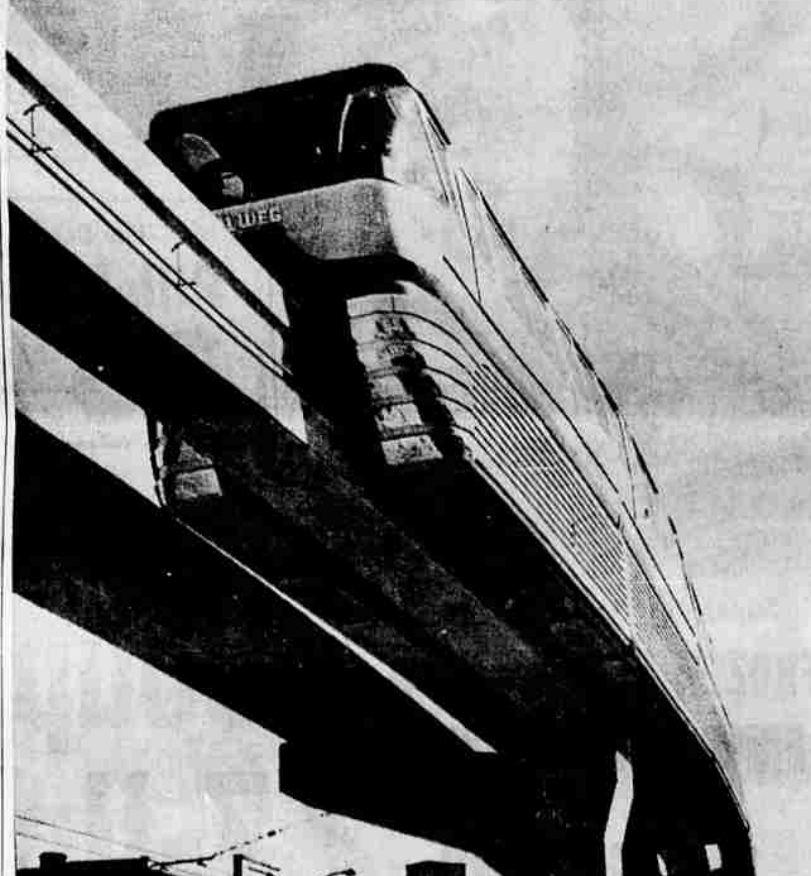
**Estimated Cost**  
Estimated cost of the pool is \$23,000, and it is important that construction get under way before any more time elapses, Haworth said.

"We have already waited three years," he explained, "and materials and construction costs are increasing at the rate of 4 per cent each year. This makes it difficult to build up a reserve adequate for the job. That's why this assist from the Crater Lions means so much to the recreation department."

Three years ago the Crater

Lions auction money went to provide the wading pool at the Jackson park. Two years ago, the club helped get the Sacred Heart hospital building fund inaugurated with a donation of \$4,500 and last year the club members raised \$3,000 for the Bear Creek park development to which they also donated many times that much in work and equipment.

Tom Boyd is chairman of the 1963 auction and Wayne Medford is sales chairman. Dave Allen of Channel 5 and Dick Walsh will be the auctioneers.



**WORLD FAIR MONORAIL**—This is the new-fangled "El" type \$4-million monorail that shuttled visitors from downtown Seattle to the World's Fair grounds last year. Monorail, part of the "World of Tomorrow" theme at the fair, may soon be used on a grand scale in Tokyo, world's most congested city (UPI)

### Official Nationwide Consumer Testing Institute Report:

## PLYMOUTH WINS PERFORMANCE TEST. PLYMOUTH WINS GAS ECONOMY TEST.

It happened in the second big meeting of Ford Galaxie "500", Chevrolet Impala and Plymouth Fury at Riverside, Cal.—in a "Showdown" Plymouth asked for. The cars were all V-8s, comparably equipped. And Nationwide Consumer Testing Institute was there to conduct the competition and see to it that its strict rules were followed. When it was over, Plymouth had victories in almost every performance test, plus victory in the all-important economy run. Plymouth for '63 also has the only 5-year/50,000-mile warranty\* in the tough Plymouth-Ford-Chevrolet league. See your dealer. Plymouth's on the move.

ZERO-TO-SIXTY		CITY PASSING	
PLYMOUTH.....	11.99 sec.	PLYMOUTH.....	278 ft.
CHEVROLET.....	13.64 sec.	CHEVROLET.....	279 ft.
FORD.....	18.01 sec.	FORD.....	305 ft.
QUARTER-MILE		HIGHWAY PASSING	
PLYMOUTH.....	18.04 sec.	PLYMOUTH.....	462 ft.
CHEVROLET.....	18.99 sec.	CHEVROLET.....	516 ft.
FORD.....	20.53 sec.	FORD.....	554 ft.
KILOMETER RUN		EMERGENCY STOP	
PLYMOUTH.....	33.43 sec.	FORD.....	120 ft.
CHEVROLET.....	34.44 sec.	PLYMOUTH.....	125 ft.
FORD.....	37.59 sec.	CHEVROLET.....	133 ft.
ECONOMY RUN		GO-STOP-PARK	
PLYMOUTH.....	18.77 mpg.	PLYMOUTH.....	2:32 min.
CHEVROLET.....	17.04 mpg.	FORD.....	2:44 min.
FORD.....	16.14 mpg.	CHEVROLET.....	2:57 min.
HILL CLIMB		3/4-MILE CLASSIC	
CHEVROLET.....	15.00 sec.	PLYMOUTH.....	2:51.74 min.
PLYMOUTH.....	15.44 sec.	CHEVROLET.....	2:55.67 min.
FORD.....	**16.00 sec.	FORD.....	3:04.89 min.

\*Incomplete third heat. See dealer for full details.



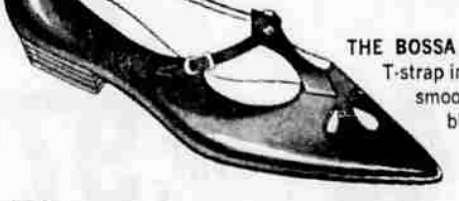
\*Your Authorized Plymouth-Valiant Dealer's Warranty against defects in material and workmanship on 1963 cars has been expanded to include parts replacement or repair, without charge for required parts or labor, for 5 years or 50,000 miles, whichever comes first, on the engine block, head and internal parts; transmission case and internal parts (excluding manual clutch); torque converter, drive shaft, universal joints (excluding dust covers), rear axle and differential, and rear wheel bearings, provided the vehicle has been serviced at reasonable intervals according to the Plymouth-Valiant Certified Car Care schedules.

PLYMOUTH DIVISION CHRYSLER MOTORS CORPORATION

DICK KNIGHT CO. 33 S. Riverside, Medford, Oregon

## Karl's SHOES FEBRUARY FOOTWEAR FIESTA!

BIG REDUCTIONS! GREAT VALUES! HUGE SAVINGS!



**THE BOSSA NOVA**  
T-strap in black smooth leather or black patent leather.  
Sizes 4-10.

REDUCED TO  
**3<sup>77</sup>**



**TWIN PEAK FLAT.**  
In black combination or bone combination.  
Sizes 4-10.

REDUCED TO  
**2<sup>77</sup>**



FIRST QUALITY  
**DRESS SHEER NYLONS**

REDUCED TO  
**2 prs. 66¢**



230 E. Main • Phone 773-9081  
OPEN FRIDAY NIGHT 'TIL 9



There are over 300 Karl's shoe stores in the west



weigh the facts...

ZALE DIAMONDS GIVE YOU BETTER QUALITY\*...MORE VALUE\* PER CARAT!



\*FEEL FREE TO COMPARE! WE GUARANTEE\*\* IN WRITING!  
**3/4 carat of diamonds**

TOTAL WEIGHT  
**\$169<sup>95</sup>**

a. 10 diamonds distinguish bridal pair totaling 3/4 carat in 14K gold.  
b. Wedding set is enhanced by 10 diamonds in 14K gold mounting, totaling 3/4 carat.  
c. Lady's dinner ring with 11 radiant diamonds totaling 3/4 carat. Features 14K pearl setting.  
d. Man's ring has 3 diamonds totaling 3/4 carat in 14K polished and Rosegold.

your choice

\*\*GUARANTEED IN WRITING  
Wear, compare your Zale diamond for 60 days... your money back in full if you find a better diamond value anywhere!

NO MONEY DOWN • UP TO 1 YEAR TO PAY



218 E. Main — Phone 779-1331 — Open Friday Nights 'Til 9

