

City to Keep Control Over Monorail Pact

ANAHEIM — This city will hold a tight rein on building schedules if it grants a 40-year exclusive franchise to install a high-speed monorail system linking entertainment and commercial centers.

If the schedules are not maintained the franchise would be declared null and void, according to terms agreed on by the City Council and Anaheim Rapid Transit Systems, Inc.

The council will conduct a public hearing Tuesday, Oct. 3, to decide whether to issue the franchise to ARTS.

ARTS plans to eliminate heavy rights-of-way costs by building the system over public highways in Anaheim and Buena Park.

Another cost-reducing approach would be the full automation of the high-speed cars, according to Martin M. Ostrow of Los Angeles, counsel for the monorail proponents.

No estimate has been made on the total cost of the project.

The council's resolution of intent to grant the franchise stresses "all necessary studies must have been concluded and construction actually begun on the system within the city within two years after the granting of this franchise.

Timetable Explained

"Such construction shall be diligently advanced within the city until completion. If the construction has not been begun by the period of time set forth herein in the city, this franchise shall become null and void."

However, the resolution listed time-table extensions in the event ARTS is delayed by any of the following:

1—Acts of the city or its agents or employes.

2 — Acts of God (earthquake, flood or similar disaster).

3—Circumstances which ARTS could not have foreseen reasonably and provided against.

4 — Inclement weather delaying construction.

5—Strikes, boycotts, or obstructions by employes.

Ostrow has announced plans to tie Disneyland, Anaheim Stadium, Anaheim Convention Center, downtown business area and Knott's Berry Farm into the monorail network—a network which could be expanded to the beaches and to other Southland communities.

Ostrow says it will take approximately two years of engineering and feasibility studies before a route for the system can be established.

He says the project will be privately financed but has not named its supporters.

ARTS would be required to carry public liability and property damage insurance of nearly \$3 million if the franchise is granted.

Anaheim would be held harmless in damage claims arising out of the operation of the monorail system.