

On the above date at 3:00 o'clock P.M., five members of the Los Angeles Metropolitan Transit Authority met in Room 402 at 545 South Figueroa Street, Los Angeles, California. Members present:

Martin E. Pollard
Jim Wilson
Walter J. Brunmark
B. O. Miller
Lloyd S. Whaley

Members absent:

H. C. McClellan and
Fred S. Dean

Upon motion duly made, seconded and unanimously carried by the members, Resolution No. 5 was adopted. Resolution No. 5 is as follows:

RESOLUTION NO. 5

The Los Angeles Metropolitan Transit Authority DOES HEREBY RESOLVE, DETERMINE AND ORDER that from and after April 4, 1952 the office of the Authority shall be and the same is hereby fixed at Room 810, 433 South Spring Street, Los Angeles, California, and that until April 4, 1952 the office of the Authority shall remain and continue at the place fixed by Resolution No. 2, to wit: at 545 South Figueroa Street, Los Angeles, California.

Mr. Ralph Merritt presented a report on the need for rapid transit in the City of Los Angeles, the feasibility of monorail transit, and reviewed some of his preliminary negotiations with representatives of agencies of the United States Government.

Messrs. S. B. Barnes and Harry Olmstead, engineers, made statements and answered questions regarding their engineering studies on the physical possibility of construction of monorail facilities, and reviewed some of the factors involved in any construction upon the Los Angeles River.

MINUTE RECORD OF LOS ANGELES METROPOLITAN TRANSIT AUTHORITY

MEETING HELD ON THE

First

DAY OF

April

1952

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CHARLES R. HADLEY CO., PATHFINDERS, LOS ANGELES, SAN FRANCISCO, NEW YORK, CHICAGO

REG. U.S. PAT. OFF. STANDARD MINUTE RECORD

The Authority discussed a statement of policy prepared by Stephen L. Wells.

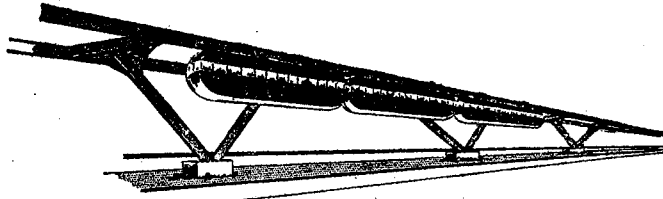
Upon motion duly made, seconded and unanimously carried by the members, the meeting was adjourned to 10:00 o'clock A.M., Thursday, April 3, 1952, at 545 South Figueroa Street, Los Angeles, California.


Secretary

Monorail Engineering & Construction Corp.

349 VENTURA BLVD.
NORTH HOLLYWOOD, CALIF.
SUNSET 1-8331
STANLEY 7-5265

1470 PINE STREET
SAN FRANCISCO 9, CALIF.
ORDWAY 3-4148



April 1st, 1952

LOS ANGELES METROPOLITAN TRANSIT AUTHORITY
LOS ANGELES, CALIFORNIA

ATTENTION: MR. MARTIN POLLARD, CHAIRMAN

Gentlemen:

Monorail Engineering & Construction Corporation offers a most important and unique service to the LOS ANGELES METROPOLITAN TRANSIT AUTHORITY. This service is similar in policy and procedure to that in practice by many Federal Agencies and industrial corporations.

It is proposed that a service contract be entered into by which Monorail Engineering & Construction Corporation shall be retained by the Authority for administrative and construction management, to be paid on a fee basis as and when funds are available to the Authority and without liability to the Authority for repayment.

The Transit Authority, created by the Legislature of California in 1951, to construct and operate a Monorail system between the San Fernando Valley and Long Beach, is at this time without operating funds, experience, engineering information, or administrative personnel.

Monorail Engineering & Construction Corporation, a privately owned California corporation, has operating funds, administrative personnel, many years of engineering studies on Monorail in general and the Los Angeles area in particular, and the experience of participation in all negotiations and legislation leading to the creating of the Transit Authority. Monorail Engineering & Construction Corporation was organized five years ago to construct, engineer or operate Monorail mass rapid transit systems to supply essential inter-urban rapid transportation for metropolitan areas in many parts of the United States. Engineering studies have been made of all available Monorail systems with special reference to the system successfully operated in Germany for the past 50 years. The corporation owns designs on safety and switching devices and construction patents. It has a large consulting engineering staff. It has participated in all negotiations with Federal Agencies looking toward Federal approval of financing and certification for the required construction materials. The corporation has adequate funds to advance to the Authority without liability for the current administrative requirements of the Authority.

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The corporation proposes to offer to the Authority all rights to the use of it's patents, engineering reports, and it's Monorail library without cost to the Authority. This offer is based upon the prior concurrence of the Southern California Monorail & Transit System, Inc. with whom Monorail Engineering & Construction Corporation presently holds a contract to perform similar services.

A successful operation of a Monorail inter-urban mass rapid transit system in Los Angeles in which Monorail Engineering & Construction Corporation may serve the Authority through a contract of management and supervision, is regarded by the corporation as a vitally important asset to the corporation in the demonstration of the success of a Monorail transit system in the solution of the transit problems of all major cities in the United States. To acquire this asset of a successful demonstration of Monorail the corporation makes the offer contained in the proposed contract.

The corporation concurs in the soundness of the conclusion reached by the Los Angeles Chamber of Commerce in 1947 and 1948 which found that mass rapid transportation was essential to the life and growth of Los Angeles and rail rapid transit coordinated with all other systems of transportation is a practical and essential requirement of the metropolitan area. It believes that Monorail is the most practical form of rail transit.

Compensation to the corporation shall be based upon a mutually agreed service fee comparable to that in practice in California in standard contracting or architectural management agreements. No compensation is proposed for any services rendered to this date and only such service fees shall be charged in future as mutually agreed.

Among the advantages to the Authority would be:

- (1) Free use of all engineering data compiled to date.
- (2) Free use of all patents owned by the corporation.
- (3) Immediate availability of experienced management.
- (4) Freedom from the possibility of Civil Service requirements as a public corporation.
- (5) Freedom of all administrative responsibility.
- (6) Immediate availability of staff of consulting engineers and industrial engineers including General Electric, General Motors and St. Louis Car Company.

April 1st, 1952

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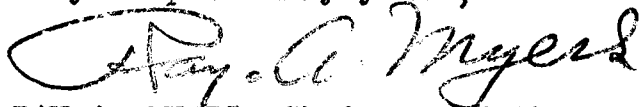
- (7) Immediate access to the result of negotiations with Federal Agencies including Defense Transport Administration, Reconstruction Finance Corporation, Department of Defense, and others.
- (8) Adequate finances for mutually agreed budget requirements without liability to the Authority.
- (9) Access to all information on Monorail from every source with full opportunity for consideration of all types of Monorail offered to the Authority by any of the established Monorail systems.

The Authority, under this plan, will hold all powers of policy making and full rights of decision on all matters authorized by law. The Authority may thereby immediately proceed to the holding of all necessary hearings, and the pursuance of all necessary negotiations, saving years of time in preparation of plans.

The corporation, under the direction and authorization of the Authority, would direct all traffic studies and public hearings, recommend systems of operation and after study and recommendation by competent national engineering authorities, act as a coordinating medium of the Authority in all services authorized.

A tentative form of contract embodying the essential features by this letter, will upon invitation of the Authority be presented for study and consideration.

Very respectfully yours,



RAY A. MYERS, Chairman of the Board

MONORAIL ENGINEERING &
CONSTRUCTION CORPORATION

RAM:s