

REPAIR STREETCARS

8/31/71

The El Paso-Juarez trolleys are again out of service while the streetcars' motors undergo repairs, it was learned from E.J. Diaz, vice president and general manager of El Paso City Lines.

Mr. Diaz said the trolleys were replaced by buses along the international loop last Wednesday under a 30 day temporary permit from the Mexican government. Diaz said the recent rains that flooded Juarez streets were the principal reason for the street car motor damage.

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HALT SERVICE OF JUAREZ STREET CARS

10/06/71

Street car service to Juarez has been temporarily suspended and buses are now being used, Frank Van Horn, superintendent of El Paso City Lines reported Tuesday.

The small number of street cars, Van Horn said, are also undergoing a complete overhaul, as recent rains which flooded the street car loop in Juarez caused heavy damage to the motors.

Van Horn also said, the service was suspended because of heavy electrical work that is being done under the bridges by Juarez authorities. Underground cables are being installed for the east-west river boulevard which will pass under the two bridges.

Van Horn said he did not know when the street car service will resume, but indicated it has not been eliminated.

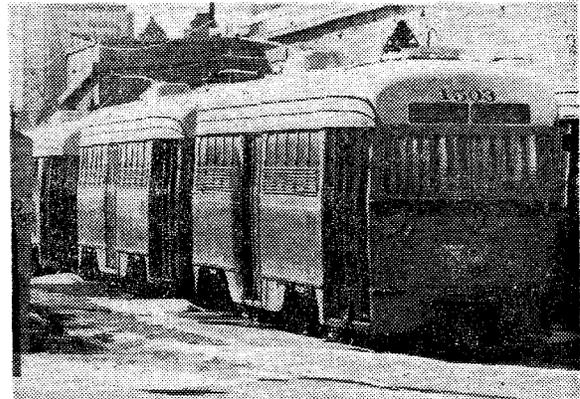
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INTERNATIONAL STREETCARS STAND IDLE

01/07/72

El Paso's highly-publicized international streetcars have been in operation only nine months of the last three and one-half years.

City Lines manager E.J. Diaz today reviewed the constructions and problems faced along the international loop since 1969.



PARKED STREETCARS—El Paso City Lines street cars have been parked since August 29, 1971, when an engine overhaul started.

ACTUALLY DIAZ prefers to operate buses instead of streetcars along the international loop that has been around since 1882, but the Mexican government will not allow foreign companies to own transit companies in Mexico. Through the last 90 years, the street car line has operated under a rail exchange agreement and street cars are considered railroads under Mexican law.

Interruptions in streetcar service occurred in 1966 and part of 1967 when buses ran the route because the new bridges were under construction during the Chamizal Treaty relocation.

The street cars were restored in 1967 after the new boundary was officially set and the lands transferred. But in 1969, the Comision

Federal de Electricidad started a one year job to re-wire the downtown Juarez area, forcing City Lines to again use buses.

That job was not completed until Sept., 1970, but there was another hitch. The street canopy section of Mexico's new port of entry was under construction at the Juarez foot of the Stanton Bridge.

JUAREZ finished the construction Nov. 28, 1970, and the streetcars resumed. The next nine months saw a six-day bus strike in El Paso and there were no streetcars for that period.

Finally on Aug. 29, 1971, El Paso City lines shifted back to buses when the 18 street cars along the route were placed in the shop for engine overhauls. "I don't know how long it is going to take," said Diaz. "But we have to send the engine parts to Phoenix."

But even if the street cars were to be ready tomorrow, they still could not operate, because Juarez is again involved in construction. Work is under way to re-structure the Juarez foot of the Santa Fe Bridge, a job that won't be finished for another 60 days.

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SAYS MEXICO DELAYS TROLLEYS

05/27/72

It may be from two weeks to one month before El Paso City lines streetcars will be traveling the international loop, but it all depends on Mexico, according to E.J. Diaz, vice president and general manager of City Lines in El Paso.

Diaz acknowledged that officials in Juarez had asked for the resumption of the streetcars, but that it is the Mexican Border Program (ProNaF—Programa Nacional Fron-

terizo) that is holding up the streetcar resumption. Diaz and ProNaF has yet to install canopies at the southern foot of the Santa Fe Bridge to allow the replacement of the trolley's wiring.

Diaz said the company has taken advantage of that ProNaF construction at the Santa Fe Bridge to overhaul and repaint the trolleys.

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E.P.-JUAREZ STREETCAR RUN ENDS

08/04/72

El Paso's much-publicized international streetcars have made their last round between El Paso and Juarez.

The El Paso City Lines office that ran the Juarez side street car operations no longer exists. The union representing the 15 Juarez toll collectors who lost their jobs when the toll was removed continues to hold a streetcar that was prevented from re-entering El Paso at the Santa Fe Bridge.

El Paso City Lines manager E.J. (Jim) Diaz said he is not trying to recover the street car. And in Mexico City, a government spokesman told The Herald-Post the Federal Arbitration and Conciliation Board, which has the labor case pending, cannot act when the transit company does not exist.

The spokesman said a new wage contract was being discussed for several weeks when talks broke down and the union threatened to go on strike by October.

Meanwhile, the streetcar that was blocked on Wednesday, continues to be in the hands of the union which is petitioning the federal government for severance pay.

Diaz admits "things look pretty gloomy" as far as the Mexican government concession to operate the international trolley in Juarez goes. The concession will not expire until 1988 under normal conditions, but if the Mexican labor board finds there is a violation of Mexico's labor laws, the concession can be terminated.

Meanwhile, City Lines has had little patronage in the shuttle bus service operating from downtown El Paso to the Santa Fe Bridge, since many former street car riders prefer to walk the seven block distance from the bridge to downtown El Paso.

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E.P.-JUAREZ TROLLEYS ARE RUNNING AGAIN

10/18/72

The trolleys are running between El Paso and Juarez again.

They've been out of service for a year due to construction on the Mexican side of the International loop.

"WE ARE HAPPY to have them back," said E.J. Diaz" vice president and general manager of El Paso City Lines. "We can now release the buses used for that route, use them elsewhere and start our bus overhaul program."

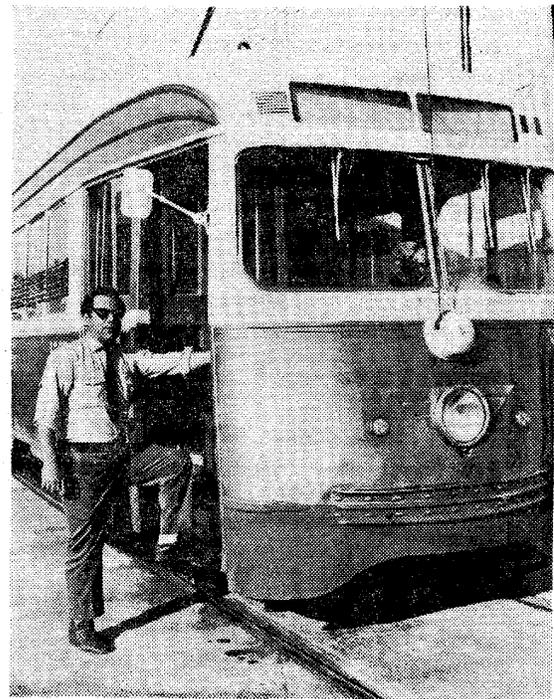
The trolleys have been repainted and their motors overhauled. They are red and green with yellow stripes and white window and top trim. They are decorated with the U.S. and Mexican flags.

The streetcars have been in operation only nine months out of the last four years.

BRIDGE construction during the Chamiza land transfer halted the trolleys in 1966 and part of 1967. The Comision Federal de Electricidad in Juarez undertook a one-year rewiring job in downtown Juarez, halting the trolleys again.

In September, 1970, the streetcar canopy section of Mexico's' new port of entry at Stanton Street bridge was constructed, forcing another halt after a short period of use.

A city-wide bus strike stopped the trolleys when the canopy work was finished. In August, 1971, City Lines went back to buses when the 18 streetcars were placed in the shop for overhaul.



STREETCARS ROLL AGAIN—Frank Diaz, El Paso City Lines streetcar operator, boards a trolley today as the streetcars go into operation once again.

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BANK WILL HONOR OLDEST EX-EMPLOYEE OF CITY LINES

P.S. Colson, oldest living ex-employee of El Paso City Lines, will be an honored guest at the public dedication of "The Sentinels" 4 p.m. Thursday on the southwest side of the State National Plaza.

"The Sentinels," which will be unveiled in a program open to the public, are the golden eagle and the State National Bank's bronze nameplate that were located on the north side of the bank's former home at San Antonio and Oregon.

Colson was operating a street car on San Antonio when the eagle was being installed in what was then the new white marble edifice housing the State National Bank in 1921

Colson, who was 90 last April 13, began work in 1919 for the street railway system that was then owned by El Paso Electric Co. For many years he was associated with the system, first as a motorman, then as a conductor, later as an operator of the one-man cars and finally as a bus operator. He retired in August of 1950.

WENT DOWN SAN ANTONIO

In the early days of his career, street cars of the Smelter, Sunset and Arizona routes, as well as the run to Juarez, passed down San Antonio.

"I must confess that sometimes I was so busy operating the street car, maintaining a schedule, and particularly watching out for horse-drawn vehicles and carriages that I didn't always see the eagle. But I knew that it was there."

"We think it is notable," said Dominic J. Bernardi Jr., assistant vice president of the State National Bank, who will preside at the

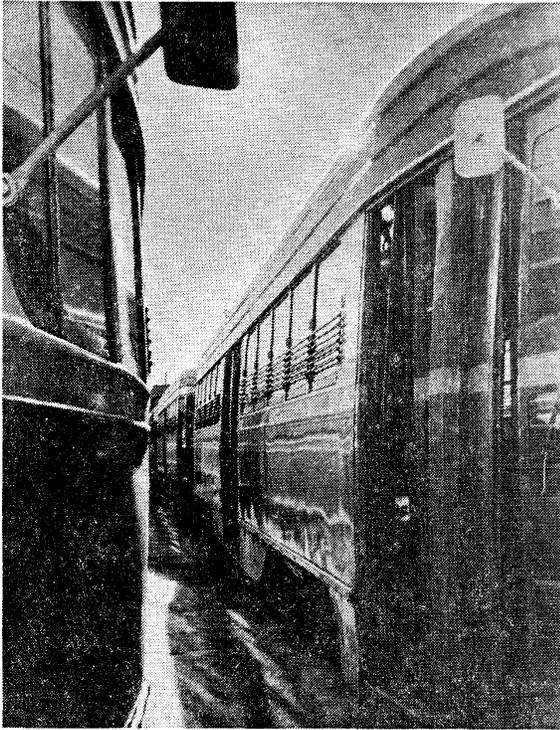
dedication on July 20, "that Mr. Colson for many years in the pursuit of his responsibilities, passed under the keen eye of the bank's historic golden eagle."

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CLANG-CLANG—El Paso City Lines street cars began rolling again Wednesday after having operated only nine months during the last four years. Arturo Rivera, left, and Henry Marquez are ready to resume their runs from the oar barns, San Antonio at Cotton, on the only international street car route in the U.S., linking Downtown El Paso with Downtown Juarez. [10/19/72]

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CHAMBER BACKS HERVEY—*The El Paso Chamber of Commerce is backing Mayor Fred Hervey "100 per cent" in his proposal to resume the El Paso-Juarez streetcar operation, chamber executive director Don Holmberg said Tuesday, "This also includes the proposal to run the streetcar tracks up to the Civic Center so El Paso will again become a national tourist attraction for having one-trolley service for two countries," Holmberg said. Joe Herrera, chairman of the International Relations Committee, said, "We're still doing a lot of digging and investigation on how to settle this issue. It's just a matter of implementation and coordination on how this thing should be studied, and we've got to come across with a solution that will be acceptable to both El Paso and Juarez."* Herrera said a mass transportation conference is scheduled in El Paso this month. [10/02/73]

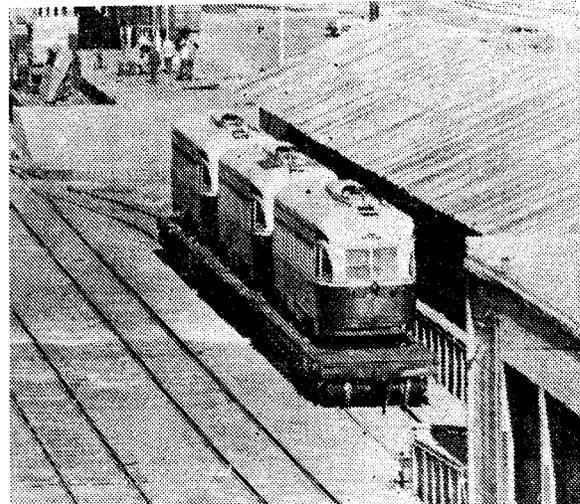
E.P. STREETCARS TEST RUN, TODAY

11/14/73

Streetcar test runs began today after the city received an insurance binder covering the operation. Alderman E.H. Baeza said passengers could ride free as the equipment is tested over the loop inside El Paso.

Meanwhile Mayor Fred Hervey said he would have an announcement about the "international" streetcars tomorrow. Speculation centered on the announcement being about continuing negotiations. Sources in Juarez said they knew nothing about that city getting permission to buy into the operation nor about permission from the Federal Government allowing international operations again.

Fare service of the streetcars will begin next Monday or Tuesday with the fare set at five cents and downtown merchants redeeming transfers for tokens after a purchase of \$3 for one token and \$5 for two.



TROLLEYS CONTINUE—El Paso's streetcar system which the City recently purchased and hopes to continue in operation is not the only one full of life. Three streetcars

from the Toronto, Canada, system passed through the city on their way to the San Francisco system. The cars were in El Paso for repair of tie-down cables that had broken loose in transit. Meanwhile, the City starts trolley test runs for service in an American-side loop today. (photo by Bill Thompson). [EPHP 11/15/73]

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BI-NATIONAL TROLLEY CAR SYSTEM STUDIED

By ALLEN PUSEY

11/08/73

City Council reviewed presentation plans for the implementation of a bi-national trolley car system Wednesday, which is to be presented by an El Paso-Juarez delegation to the Mexican federal government within the next several weeks.

The move comes in the wake of meetings between Mayor Fred Hervey and. El Paso Downtown Merchants Association, to gain the retailers' support of limited trolley service until the international system is approved.

A committee that included City Transportation officials and several El Paso merchants was set up and is expected to have the system moving between the Stanton and San Antonio bridges within two weeks.

City Engineer George Dieter has agreed to put the final touches on plans for the new system, which will apparently need no new tracking for a Downtown El Paso loop. The route is expected to go through Downtown El Paso over Seventh and San Antonio streets between El Paso and Stanton.

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TROLLEYS TO RUN AGAIN STARTING NOVEMBER 20

El Paso's streetcars will begin rolling again Nov. 20 with two cars scheduled to handle the service from 6 a.m. to 10 p.m. on a constant basis at first—and riders will ride free for at least the first three days and possibly four.

The reopening date of the service was negotiated with the city by a committee of downtown businessmen. The committee will give Mayor Fred Hervey a budget by Nov. 14.

VINCE PETERSON of American Furniture, chairman of the committee said plans are being developed for a big "Welcome Back" sale to coincide with the resumption of streetcar service.

Final details on tokens for businessmen to give shoppers according to purchases made in stores will be firmed up today. The tokens are expected to be available in the City Cashiers office.

Tony Ponce of the city will be superintendent of the streetcar line. Stops will be made in the same spots as the previous route. The cars will pickup passengers at the middle of the Santa Fe Bridge and unload at the middle of the Stanton street bridge.

EL PASO City Lines has agreed to discontinue its bus service from the Santa Fe bridge once the streetcars begin operating.

A transfer documentation will be given to riders who plan to make shop purchases. Tokens will be given on a basis of one for a \$3 purchase and two for a \$5 purchase upon presentation of the documentation.

Employees for the streetcars will be hired on a temporary basis with no termination penalty clause.

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FREE TROLLEY RIDES BEGIN DOWNTOWN

11/17/73

Free trolley service began for El Paso residents Friday.

Shoppers in the Downtown area took advantage of free trolley transportation Friday, which will continue until next Friday when the price for a trolley ride will jump to five cents.

George Dieter, director of Public Works for the City said tokens for the streetcar can be purchased by Downtown Merchants beginning at 8 a.m. Monday, at the City Comptroller's office. Local merchants are expected to utilize the tokens as inducement to draw shoppers to the Downtown area.

In addition, Dieter said, Ride and Shop tickets will be passed out by streetcar motormen Monday, allowing shoppers to trade in the coupons for tokens for a minimum purchase in the Downtown area stores.

Dieter said the street cars will run from 6:20 a.m. to 10 p.m. on weekdays, Monday through Saturday and on Sundays from 10 a.m. to 6 p.m. There will be no service Thanksgiving Day.

The temporary tokens, said Dieter, are not valid on City Buses nor are they transferable for bus service to other parts of the City.

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EL PASO STREETCAR ROUTE EXTENSION TALKS SCHEDULED

12/21/73

El Paso streetcar routes may be, extended to the Ft. Bliss, Canutillo, Anthony and Ysleta areas if the plans outlined by Mayor Fred Hervey Thursday become realities.

Hervey said officials of the Department of Transportation will be in El Paso on Jan. 4 to discuss his proposal to extend the streetcar routes.

Hervey indicated earlier he would like to see streetcars operate in a loop between El Paso and Juarez from Downtown El Paso to the Chamizal National Memorial to the Pronaf in Juarez and back to downtown Juarez and, El Paso.

Hervey said the streetcars would provide inexpensive transportation to persons from these areas to El Paso and Juarez, providing suitable parking areas at loading sites can be found for passengers not wishing to drive.

"The streetcars are a real tourist attraction," Hervey said, and hopes are that they will draw travelers off of I-10 to the Chamizal area by running the tracks close to the Interstate.

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TROLLEY SALE, ZONING TOP COUNCIL PLANS

Authorization for a contract of sale of the streetcars to the city and a controversial zoning case lead tomorrow's regular City Council meeting agenda.

The contract for the streetcar sale is with El Paso City Lines, Inc., and the El Paso-Juarez Traction Co. and calls for the city to pay

\$150,000 for 4.72 miles of single track (including 3.475 miles in the loop of Juarez and downtown El Paso), a cross connection in a loop via Seventh avenue, overhead power .distribution system, substation equipment, parts and equipment, and a shop building on Cotton street. Included are 18 streetcars with two of them being used for spare parts.

THE ZONING case involves some 81.9 acres of Lower Valley land owned by developer Enrique Franco where he seeks residential, apartment-office, and commercial zoning east of Pendale road between the Mesa Drain and the Juan de Herrera lateral. Area residents have fought the zoning and recently won a minor victory when the Plan Commission approved a special Planning Department study of the area that recommended lesser density on the land where the commission has already recommended the zoning sought by Franco.

Also up for first reading is a zoning request in the 9800 block of Alameda avenue and Socorro road for: Residential-3 on 53.9 acres Residential-4 on 52.2 acres C-1 commercial on 6.29 acres and A-2 apartment on 19 acres.

Council is expected to endorse a grant application to the Texas Criminal Justice Council for the El Paso Police Academy with the city contributing in-kind monies of \$59,573.

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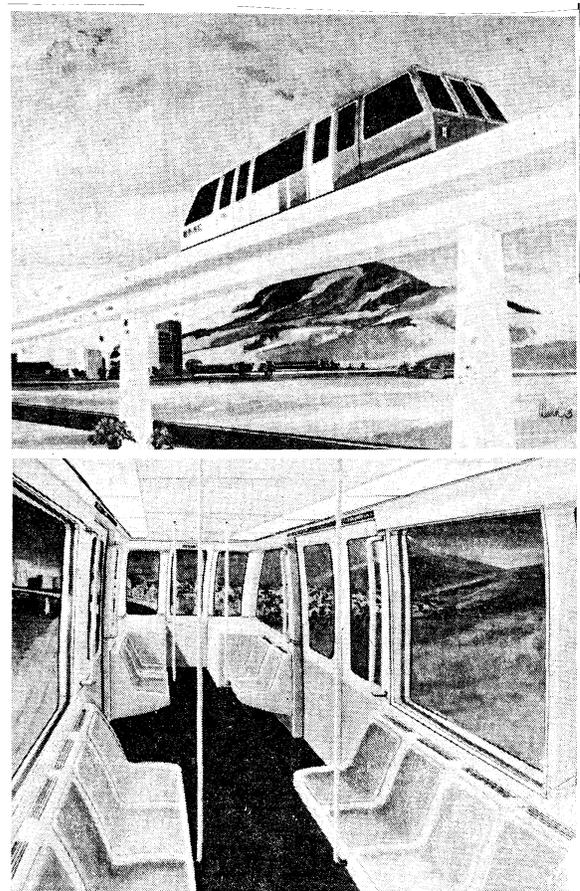
MONORAIL CONTRACT TO FORD

The Ford Motor Co. will build the International Monorail, expected to be under construction within two or three months and be operational by early 1976.

Maintenance and control facilities will be in Juarez.

The selection of Ford was announced today by Stephen W Kent, president of International Monorail Corp., at a conference in the Chamber of Commerce Building, and by Julio Laguette, president of Monorriel Internacional, S.A. in Juarez.

THE SYSTEM will cost from \$14 to \$15 million, including Juarez and El Paso terminals.



EL PASO-JUAREZ MONORAIL—Driverless. rubber-tired vehicles . . . electrically powered and computer controlled . . . will cruise at 40 miles per hour on the guideway that Ford Motor Company will build to connect the central business districts of El Paso and Juarez. Bottom: the interior of the vehicle that will accommodate passengers for seating or standing. The system is to be operational in mid-1976 and travel time between the two cities will be less than 2½ minutes.

CITY TO SEEK STREETCAR LEASE BID

The route will be along Oregon street in El Paso and along Francisco Villa street in Juarez. Although not disclosed today, the Juarez terminal is expected to be located near the downtown Juarez bullring and the El Paso terminal where the American Furniture Co., stands today.

An elevated narrow bridge is to span the Rio Grande between the two international bridges.

The Ford system will carry from 25,000 to 30,000 international travelers a day, and Mr. Kent said the fare should range from 25 to 50 cents per passenger.

RUSSELL F. THIELMAN, marketing manager for Transportation Systems Operations of Ford, said in El Paso today that the monorail system will be computer operated with each car carrying 70 persons along the 1.5 mile international route in 2.5 minutes.

Powered by electric motors, the monorail cars, called Automatically Controlled Transportation, will cruise at 40 MPH and will move on a 10-foot wide guideway ranging from 16.5 to 23 feet above ground. The vehicles will have spacious windows on four sides and will be carpeted.

A spur off the Juarez guideway will connect the system with a maintenance facility where the vehicles can be serviced or kept on a stand-by basis. The power transmission and control facility will be located in Juarez,

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City Council agreed Wednesday to authorize the city to advertise a proposed franchise and lease agreement with the International Monorail Co., which could, lead to the resumption of the El Paso-Juarez street car service.

The lease agreement calls for IMC to lease the entire street-car operation from the city for five-year periods at \$1,500 per month.

The agreement also calls for the cancellation of the Autobuses Internacionales (red buses) route presently operating over the former streetcar route between the two cities.

Terms of the agreement are contingent on IMC's obtaining the needed permits from the Mexican government. Steve Kent, IMC president, said he feels certain he can obtain the permits.

The advertising and passage of the franchise by the city will take about five weeks to complete which means the Fred Hervey administration will not be in office when the ordinance is approved on final reading.

Only the red bus route through the downtown area will be canceled leaving their other South El Paso routes intact.

George Finger, IMC attorney, said the rate anticipated for the resumption of streetcar service is 20 cents one-way which is five cents lower than fares charged by the red buses for the same trip.

After final approval of the franchise ordinance IMC will have 150 days to obtain the needed Mexican permits.

“We are extremely optimistic that we will be able to secure all the permits necessary within that short period of time,” said Finger.

Mayor Fred Hervey, who has been fighting to have a resumption of street car service to Juarez for more than a year, said “We would like to get them started as quickly as we can.”

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STREETCAR, BUS PLAN PROPOSED

A proposed lease of the city’s idled streetcars and a bus-streetcar franchise to go along with the streetcars will soon go before City Council in order to start a timetable which would in fact give the next City Council the final say in the lease and franchise agreements.

The lease was first unveiled one week ago in City Council session. Today, the lease had undergone some word changes, primarily where the original proposal called for termination of the October 1959 red Autobuses Internacionales franchise, an action which would put all the red buses out of business and which drew on from the red bus owners.

THE PROPOSED franchise called for termination of an April 11, 1974, amendment of the 1959 agreement only. That action would terminate the red bus operation over the downtown international bridges only, it was explained by Monorail Corp. Attorney George Finger, late yesterday at a pre-council session.

Also, the IMC is given 150 days instead of the original 120 days to get all the necessary Mexican permits or find the franchise canceled.

The franchise agreement calls for a minimum one way fare of 20 cents and 40 cents round trip during the first five years of the franchise.

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EP STREETCARS MAY RUN AGAIN BY PACT WITH MONORAIL FIRM

El Paso’s streetcars may be running again in the near future between El Paso and Juarez provided several conditions are met and the proposed program for leasing the streetcars to the International Monorail Corp. is approved by city council.

Mayor Fred Hervey released copies of a lease agreement drawn up by IMC attorneys and city attorneys calling for IMC to lease the streetcars from the city for \$80,000 for five years ending in 1980. The \$90,000 would be payable to the city in advance in monthly installments of \$1,500. The city paid El Paso City lines \$150,000 for the streetcar operation.

The lease would include all facilities including overhead lines, streetcars, tracks and the streetcar barn on Cotton Street.

Hervey called a meeting for 2:30 p.m. Wednesday to discuss with IMC officials the terms of the lease agreement.

IMC has a franchise to install an international monorail, expected to be under construction this year, and permission to operate in Mexico.

The city is prohibited by its own charter from operating an international mass transportation system in a foreign country, although such was the case for several months after the purchase in 1973.

If the lease is approved by the council, the agreement calls for the termination of an agreement with Autobuses Internacionales presently operating a bus route over the streetcar route.

The operation of the streetcars by IMC would be contingent on obtaining "any permits required to operate . . . in Mexico" and obtaining a 30-year franchise from the City of El Paso.

Contacted in his office, IMC president Steve Kent was reluctant to talk about the agreement, saying he was "pleased to learn the application has gone this far" and that he had no further comment.

Hervey, who has been trying to get the streetcars operating in Mexico for the past year, said he thinks IMC could "get the job done.

"The streetcars had been operating 90 years and we need to get back to where we were. IMC thinks it can be accomplished," said Hervey.

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**EXPERTS: EP SHORTSIGHTED
(Continued From Page 1-A)**

downtown dominated by pedestrian malls instead of traffic snarls.

"We need to convince the store owner that the three parking meters in front of his store are not a big factor in his business," Staten said.

The current woeful state of El Paso mass transportation is an important factor in weakening the downtown economy, Staten believes.

Ridley agrees.

"If I were a store owner, I wouldn't be as interested in validating parking lot slips as I would be in validating bus tickets. I wouldn't wait for the city to subsidize the bus service," Ridley said.

Ridley termed closing off streets to create pedestrian malls "an exciting idea."

Staten says the comfort and safety of the pedestrian will be one of the key objectives in his study. This will involve minor items like decorating downtown buildings with graphics, putting up more informative and attractive signs, and providing benches.

Another important part of the Staten study will be a review of possible funding sources for the downtown revitalization.

"We don't want this to be another study that says, 'Gee, here are all the things we could do if only we had the money,'" Staten said.

Staten and Ridley believe that downtown retailers have an advantage unique in the nation because of the border traffic.

"Let's face it. The downtown is a shopping center for Mexico," Staten said.

Staten worries that downtown businessmen may be losing their unique advantage because of aggressiveness on the part of Juarez retailers.

Once upon a time, Staten notes, Mexican tax barriers prevented Juarez stores from selling U.S.-made goods. Those barriers are mostly gone, and Juarez retailers are selling more and more American products to their fellow countrymen. Staten believes that lobbying by Juarez retailers killed the international

streetcars. And retailers in the old Juarez business district have commissioned a study to discover more ways of increasing their share of the border trade.

Staten believes his study is coming at a crucial time in the history of downtown El Paso.

“Studies of this type should have been going on all along,” Staten said. “Ideally, you do your planning to prevent problems, not to repair them after they occur. In this city we’ve concentrated more on repair than on prevention.”

By reversing some current unfavorable trends in the downtown, Staten hopes the city will be able to avoid a wrestling match with the urban decay which could follow.

Ridley waxes exuberant over the business prospects for the downtown, once the current nationwide recession eases up enough to permit more construction.

“If we don’t see a major new building announced before the beginning of the third quarter, I’m going to be very surprised,” Ridley said.

The high cost of downtown land dictates that new construction in the downtown area will be of the skyscraper variety, Ridley believes.

“Any new downtown buildings will be at least as tall as the State National,” Ridley said.

Ridley’s studies show a 94 per cent occupancy in all El Paso office space, a rate he terms “fantastic.” And 58 per cent of the city’s 1,700,000 square feet of office space has been added since 1970.

The major banks and public utilities have committed themselves deeply to the downtown area, Ridley says, and this means that a big chunk of future office space development will continue to be located in the downtown.

A second happy event on the horizon, Ridley believes, is the construction of the Hyatt Regency Hotel near the Civic Center. The hotel will put El Paso into the competition for major conventions. And once the conventions start coming, Ridley says, retail outlets will prosper.

“El Paso soon will be in a position to attract major new retailers to the downtown area,” Ridley said. “Not many U.S. cities are in that position.”

The hot properties in the downtown area now, Ridley says, are the Southern Pacific railroad yards to the northeast and Sunset Heights to the northwest.

One-third of El Paso's labor force is employed along a 30-block corridor along Mesa and Oregon streets south from Executive Center, Ridley says. Yet fewer than 10 per cent of these persons live in the area.

For this reason, Ridley believes, Sunset Heights is a prime location for development of luxurious high-rise apartments. But Ridley believes the lovely old mansions in the area should be preserved too.

People living in this area could walk to work and to shop, Ridley says, eliminating the need for either mass transit or auto traffic.

The only negative factor in the equation, Ridley says, is the reluctance of local businessmen to act. He terms this situation “hazardous.”

“Everyone is sitting around waiting for the other guy to move,” Ridley said.

Baylor, the business professor, thinks the hesitation is all that can be expected at this stage in El Paso's development.

“El Paso is a cowtown turning into a city,” Baylor remarked.

To turn economic dreams into reality, Baylor says El Paso needs wealthy investors who can afford to sink millions into long-term investments. He believes city government could encourage this by providing property tax incentives.

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STREETCAR TALKS TO CONTINUE

Mayor Fred Hervey today told his Intergovernmental Relations Committee that the city will persist in efforts to return international streetcar service to Mexico despite recent statements by high Mexican government officials that the streetcars will never return.

The mayor said he would continue meetings with Rene Mascarenas, former Juarez mayor on ways and means to keep the subject alive.

MASCARENAS was attending his first meeting of the committee and receiving Mexican government approval to be a part of the committee without losing his Mexican citizenship. The permission was recently published in the Mexican Federal Register.

The mayor also reported to the committee that their recommendations to establish law enforcement in the “no man’s land” on the international bridges was accomplished in part with police now assigned there. He said

he was unable to get U.S. federal participation.

He also said the city's computer problems have now revolved to a position where talks will go on with the county for the establishment of a third or neutral authority to run the county's computer and service both governments. “Everybody wants to be the boss of the computer,” he said. “They're afraid the other guy won't do what they say.” The mayor said the decision was for the city to have its own computer, but talks on a computer authority or czar will continue. He said the city's current operation through Region XIX is unsatisfactory. “We don't like the operation. We think we can do it better.”

The group drew lots on two and one-year terms, and switched the term beginnings to Jan. 1, 1974.

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El Pasoans Could Breathe Again CLEAN AIR MAY BE MASS TRANSIT BENEFIT

By FRED WILLIAMS

Of all the potential or actual benefits of the city's proposed mass transit program, which includes public ownership of the city's bus system, not the least is the possibility for cleaner air for El Pasoans to breathe.

El Paso has embarked on a five-year program, in partnership with the state and the federal government, which will cost a total of \$11.8 million and will see a gradual to significant improvement in the local transit system.

Lost in the shuffle of city ownership of the bus companies, a fleet of shiny new vehicles, new bus stops, information booths,

shelters and a new garage facility is the prevention of sniffing, sneezing and wheezing due to air pollution.

Admittedly city ownership and operation on the city's transit system will not eliminate air pollution, but it will be a giant step in the right direction.

Presently, more than half the carbon monoxide and hydrocarbons spewed into the air in the Air Quality Region where El Paso is situated comes from the automobile. The region is quite widespread and includes portions of southern New Mexico, including Alamogordo, and Las Cruces, and reaches down the valley to include Fort Hancock.

One of the principal goals of the city's transit development plan is to reduce the use of the private automobile, with which Americans have seemingly fallen in love, by making the use of mass transit more attractive to commuters and all motorists—hence the city's plans for modernizing the transit facilities and a wholesale marketing program spelling out the benefits of using mass transit. If there are no passengers, the program will be a failure from the start.

The source strength of a polluting vehicle depends on two things—what kind of vehicle is creating the pollution and for how long or how many miles of travel the vehicle is operated.

How the vehicle is operated also enters into the picture. For example, as speeds increase, carbon monoxide emissions go down and hydrocarbon emissions go up. This is due to intricacies of the fuel pump resulting in more unburned fuel and higher temperatures.

It is predicted that by the end of 1975 the diesel engine, such as will be found in the 30

new passenger buses the city plans to buy next year, will outperform the gasoline engine of the private automobile. By 1980, on the other hand, the automobile is expected to experience improved performance approaching the diesel engine.

However, it is not completely fair to compare a single bus with a single automobile, says Tom Kelley of the Texas Highway Department and Public Transportation.

To get a "fair comparison," Kelley said, passenger miles of travel must be used as the common measure of performance.

"In the years 1975 to 1980 we expect to increase the number of bus riders by about 6.5 million per year. Using a representative vehicle occupancy in El Paso, this represents over five million auto trips (of a little less than eight miles)," said Kelley.

"This project shows that the buses should permit us to avoid about 40 million miles of passenger car travel. Using the emission factors for 1980, we can avoid over 900 tons of carbon monoxide and about 115 tons of hydrocarbons," Kelley emphasized.

In 1972 alone, there were more than 200,000 tons of carbon monoxide and about 35,000 tons of hydrocarbons belched into the El Paso Air Quality region for inhabitants to breathe.

Buses also rate high in simple operating efficiency—passenger miles per gallon.

A standard automobile with one occupant averages only 9.9 passenger miles per gallon and 19.3 with two occupants. On the other hand, a local bus gets in excess of 46 passenger miles per gallon. Thus, while helping prevent air pollution, there is an additional savings on fossil fuel usage as well.

Air pollution affects the human body only indirectly by the total load of pollutants in the air.

“What our bodies do respond to is the concentration over (a period of) time of the pollutants around us. For every source of pollution and for every receptor or location, a different computation would have to be made,” Kelley said.

Using a representative example, Kelley pointed out that Stanton Street below Paisano is one of the most severely impacted by the Transit Improvement Program since nine buses per hour are scheduled to be added to that location.

“Right in the middle of the traffic, these additional buses would add only about .06 milligrams of carbon monoxide to each cubic meter of air. Carbon monoxide is almost completely dissipated in being dispersed about 400 feet away from the source. The allowable one-hour concentration of carbon monoxide is 40 milligrams per cubic meter, so you can see there really is no significant effect from the improved bus scheduling,” Kelley said.

However, if the buses were not operated and all travelers used automobiles, the necessary cars could produce concentrations of about three milligrams of carbon monoxide per cubic meter at a distance of about 50 feet from the street. This is an apparently small figure but, says Kelley, it must also be remembered there will be other cars and trucks and stationary sources pumping pollutants into the air in the area same.

“The three milligrams per cubic meter which the buses would permit us to avoid represents about 8 per cent of the allowably concentration,” said Kelley.

J.M. Shoults, former environmental engineer for the City-County Health Department and now deputy director of public works, for the city said the figures included in the transit plan are realistic and are a viable first step in reducing air pollution.

“It certainly sounds reasonable from what I’ve seen of the plan. It is a short term program and will allow a more concentrated effort to reduce pollution,” said Shoults.

“It is a first step and a necessary step to switch from the private auto· mobile to a more economical and less pollution form of transportation,” he concluded.

* * *

NO STREETCAR SERVICE BETWEEN E. P., JUAREZ

“The streetcars definitely will not return to service between El Paso and Juarez,” said Attorney Oscar Aguirre Lopez, juridical director of the Communications and Transportation Ministry in Mexico.

Aguirre Lopez on Friday officially turned over the Juarez end of the Santa Fe Bridge to the decentralized government-owned Federal Toll Roads and Bridges and Related Services Co,

He said necessary service to replace the streetcars would be subject to rules of the Transportations Ministry and must be functional, unlike the streetcars which he said the ministry considered deficient.

Aguirre was accompanied by Fernando Martinez Inclan, of the Road and Bridge Company. Martinez said the company would not

increase the tolls on the Mexican side as had been rumored last December,

The vehicular toll is still three cents for northbound traffic. Pedestrian tolls have gradually increased from one cent to two



cents,

* * *

UNION BLOCKS STREETCAR SERVICE

7/31/73

Streetcar service from El Paso to Juarez was stopped today when members of a Mexican union blockaded the first streetcar across the border at 5:15 a.m.

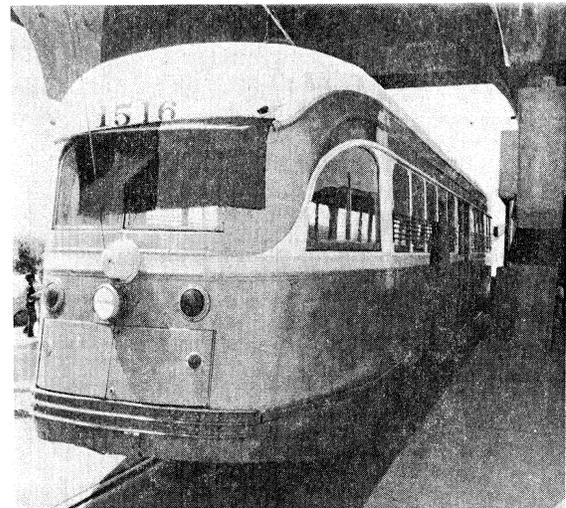
E.J. Diaz, vice president of El Paso City Lines, said he has appealed to federal authorities in Mexico City for help in the problem.

He said 14 union members, a supervisor and a representative had their jobs eliminated when City Lines made the Stanton street bridge to Juarez toll free. The union men had worked as toll collectors.

Diaz said City Lines is providing bus shuttle service from the north end of Santa Fe street bridge to San Jacinto Plaza .

- Only one streetcar had crossed the border and was prevented from continuing its route, Diaz said.

STREETCAR STOPPED—Today's first streetcar to enter Juarez at 5:15 a.m. was blockaded by members



of a Mexican union protesting abolishing of 16 jobs when Stanton Street bridge was made toll-free last week. El Paso City Lines was providing bus service from the border to San Jacinto Plaza. The firm has appealed to the Mexican Federal Government for help in resolving the problem.

THE FORMER toll collectors went on strike at midnight.

In Mexico City, meanwhile, the Federal Conciliation and Arbitration Board was studying a petition by the former streetcar lines employees seeking severance pay in accordance to Mexico's strict 1970 labor law. This was the reason cited for the strike.

In Juarez, Jose R Munoz Espinoza, head of the Federal Labor Inspection Office, said he

was informed from Mexico City that the strike was legal and sanctioned by the Labor Department.

There was word in federal transit circles that violations of Mexican labor laws could rescind the concession given City Lines nearly 100 years ago to operate the trolley/

* * *

IMPOUNDED TROLLEY—Car 1516 of the international street car system owned by El Paso City Lines sits on the Santa Fe Bridge after striking Mexican workers impounded the car to protest the firing of toll collectors on the Mexican side of the bridge, after the bridge was made a free crossing instead of toll. The strike, with no solution in sight, could mean the end of operations for the street cars,' (Related Story on Page I-A.) -(Times Staff Photo). [8/3/73]

* * *

**MEXICAN STRIKE MAY END
EL PASO-JUAREZ STREETCARS**
By STAN RUSSELL

8/3/73

El Paso's International streetcars may become a thing of the past due to a strike by members of the Mexican Electrical Workers Union which has halted the system since Tuesday morning.

The workers, formerly toll collectors on the Mexican side of the Santa Fe Bridge, are striking due to the elimination of their jobs. El Paso City Lines, which operates the street cars, cut the 16 collectors from the Mexican

side when it made the bridge a free crossing to the U.S. side.

Joe Diaz, line manager and vice president, said the toll operation cost more in salaries and business expenses than was collected in tolls.

The jobs and tolls were eliminated July 25 and the striking workers Tuesday morning impounded a streetcar at the bridge by halting service on the single track.

Diaz said the outlook for continued operation of the famous border street car line looked "pretty dismal," with no negotiations under way with the workers.

He said his company had contacted the Mexican government about the situation and it was in the government's hands to halt the strike.

He said City Lines at one time requested the Mexican government to allow an increase in tolls to offset the salaries and other expenses but had been turned down.

* * *

STREETCAR REPRIEVE IS SOUGHT,
8/8/73

A delay of six months on the Mexican Government's order to remove streetcar tracks in Juarez will be asked of the . . .

. . . firm proposal to the Secretary on ways to keep the streetcars operating between the border cities.

HOPE FADES FOR STREETCARS—*Despite talks between the El Paso and Juarez city governments on getting streetcar services resumed between the cities, officials are not optimistic. Scenes like the one above may not ever be seen again after the Mexican Government canceled a 1903 franchise agreement with El Paso City Lines. A stopgap measure will be made by El Paso and Juarez to ask for a delay in an order to remove streetcar tracks in Juarez within 30 days. Both cities are preoccupied not only with the loss of one of the border's premiere tourist attractions, but with the stoppage of a major mode of transportation that daily carries thousands of shoppers and workers from Juarez to El Paso and from El Paso to Juarez.*

There was little hope of a quick resumption of streetcar service between El Paso and thus face the prospect of finding other means of transportation.

Stores in El Paso face the loss of a “substantial” amount of business. It is reported that more than two million pesos are changed every week from Juarez shoppers and an untold amount of American money.”

MAYOR HERVEY and Mayor Jaquez emphasized that the streetcars are important not only as a tourist attraction but as the cheapest form of transportation between the cities.

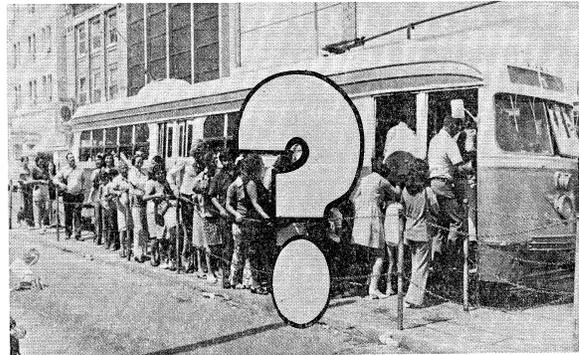
There are many ramifications of the situation. Apparently when El Paso City Lines ended toll collection on the Mexican side of the Santa Fe bridge it violated a covenant of the 1903 franchise agreement with the Mexican Government. There is speculation that the violation may have given possession of the Mexican halves of the bridges to the Mexican Government.

Talks meanwhile may revolve around proposing a new concessionaire to run streetcar service between the cities. It is felt that Mexico will not back down from its cancellation of the agreement with City Lines.

Labor officials in El Paso also are disturbed and are going to publicize illegal taxis from

Juarez operating in El Paso and attempt to get them closed down. The officials say 25 City Lines employes have been laid off due to the end of streetcar service.

El Paso merchants are urging that the City set up some sort of streetcar loop within the U.S. to reestablish transportation for those shoppers from Juarez that are willing to



walk over the bridge.

* * *

KEEP THE STREETCARS

8/8/73

Unless present plans are swung into reverse, it looks like the decades-old international streetcar service between El Paso and Juarez is ended.

And that, we think, is a shame and a mistake.

Since 1903, El Paso City Lines has held a concession to operate the streetcars across the border. Recently, City Lines faced with rising costs of operation, made the Santa Fe street bridge toll-free and eliminated a number of toll-taker jobs.

The ousted employes immediately struck and shut down streetcar operations, as well as seizing one car.

Now the Mexican government has decided to re-impose the bridge tolls and put the fired personnel back to work as federal employees. And it's canceling the long-standing concession with City Lines for operation of the cars.

Without trying to pass judgment on City Lines or its fired employees, we hate to see the streetcars go. They have carried countless thousands to work and to shop across the border, and they've been a boon, in terms of tourism, to both Juarez and El Paso. Both cities; we think, will suffer from cancellation of the service, particularly since this was one of the few remaining international streetcar lines in the world.

Mayor Fred Hervey proposes to discuss the situation with Juarez Mayor Mario Jaquez in an attempt to keep the cars running. We hope the talks are successful.

* * *

Trolleys in Trouble
CITIES UNITE FOR STREETCAR
ACTION

8/9/73

A delay of six months on the Mexican Government's order to remove streetcar tracks in Juarez will be asked of the Mexican Secretary of Communications and Transportation by the City Councils of El Paso and Juarez it was announced today.

The action came from a meeting between Mayor Fred Hervey and Juarez Mayor Mario Jaquez.

THE MAYORS also agreed to hold joint meetings of both City Councils to make a firm proposal to the secretary on ways to keep the streetcars operating between the border cities.

There was little hope of a quick resumption of streetcar service between El Paso and thus face the prospect of finding other means of transportation.

Stores in El Paso face the loss of a "substantial" amount of business. It is reported that more than two million pesos are changed every week from Juarez shoppers and an untold amount of American money.

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Labor officials in El Paso also are disturbed and are going to publicize illegal taxis from Juarez operating in El Paso and attempt to get them closed down. The officials say 26 City Lines employees have been laid off due to the end of streetcar service.

El Paso merchants are urging that the city set up some sort of streetcar loop within the U.S. to re-establish transportation for those shoppers from Juarez that are willing to walk over the bridge.

* * *

**TROLLEY HALT WILL HURT
E.P. ECONOMY**

8/10/73

Termination of the El Paso-Juarez International streetcar service, because of its tourist attraction value, will be damaging to the El Paso economy, but will have even a greater effect on the Juarez tourist trade, according to Don Holmberg, executive manager of the Chamber of Commerce.

“One of the most effective pieces of national advertising by the County Board of Development included a full-page color picture of the El Paso-Juarez International Streetcar in Holiday Magazine,” he said. “This ad drew more requests for information than any other piece of advertising done in many years.

“EVEN TODAY, tourists ask more questions about the trolley service than on any other subject. The trolley is, of course, the prime means of transportation for the greater part of the 41 million people who enter El Paso from Juarez annually to shop, work and visit. What portion of this traffic will be lost is unknown.

“City lines has operated these street cars at a loss for some time, but because of popular opinion and their tourist attraction value, has continued the operation. A complete rebuild of the cars was accomplished recently so that cars could negotiate the new bridge. A further loss to the company will undoubtedly result their being required to remove the tracks in Juarez.”

* * *

**STREET CAR OPERATION
THROUGH IN JUAREZ**

8/18/73

By BOB YBARRA

The internationally-famous streetcars will not be back in operation at the border regardless of any lobbying El Paso and Juarez may do in Mexico City.

What little lobbying was done in Juarez by Mayor Fred Hervey was criticized by Mexican Consul General Fernando Fernandez. Hervey said the Mexican government's action in ending the streetcars “was hasty” (in one published report) and “did not do the right thing” (in another published report).

THE HERALD-POST has learned from Mexico City that the 1903 Mexican government's streetcar and toll-taking concessions were taken over by the Mexican government because City Lines “abandoned the toll booths” and because of traffic and safety problems caused by the trolleys in Juarez.

Another mode of transportation may replace the streetcars, but the decree ending the 3.1 mile, 91 year-old international trolley run definitely rules out streetcars.

The word from Mexico City as recorded in the official gazette is: “Because of the problems of the present transportation system (streetcars) future development must be both functional and modern.”

A 30 DAY limit has been set for City Lines to remove the trolley tracks and turn over the southern end of the Santa Fe, Bridge to Caminos y Puentes Federales de Ingresos y Servicios Conexos, a government-owned decentralized road and bridge company.

The road and bridge agency may either use the transportation concession directly or may authorize a franchise.

Any plan for a U.S. company to hold the franchise will run afoul of a new Mexican

law which limits railroad development to the Mexican' government exclusively. The streetcars operated under a 1903 concession granted by Mexico under a railway exchange agreement with the U.S., since even at that time foreigners were not allowed to operate transport companies in Mexico.

THE 1973 Investments Law specifies limiting "urban, interurban and federal highways transportation" to Mexicans exclusively.

The only recent effort to obtain another transportation system between El Paso and Juarez was the nine-year-old monorail plan. The U.S. has long since approved the monorail's crossing over its portion of the Rio Grande and the city has authorized at least three franchises but there has never been any Mexican government approval.

Details on the cancellation of the streetcar concession as recorded in the official gazette stated "the streetcar service had been inadequate" and that trolley problems included: "slowness in movement," "traffic congestion," "danger to boarding passengers for lack of protection at the boarding points."

THE GAZETTE also said the sharp incline of the international bridges made the streetcar transportation "dangerous during periods of rain and snow."

The gazette said the authorized city line's system was "abandoned" July 24, leaving the government open to exercise its power under the law over construction and operation of bridges over national waters.

A total of 14 toll taker's jobs were eliminated in Juarez when El Paso City Lines decided to make the Santa Fe Bridge a toll-free bridge Northbound. City Lines said it was losing money with the Juarez toll operation. The Mexican government argued the aban-

doned toll operation monies that could go to the people of Mexico were left uncollected.

WHILE MAYOR Fred Hervey opened negotiations with Juarez Mayor Mario Jaquez backed by the El Paso Chamber of Commerce, there has been little or no support to restore the international trolley on the part of Juarez business and civic leaders.

For the most part, Juarez members of the Chamber of Commerce's International Committee welcomed the end of the trolley line, both because of the relief in traffic congestion, and from a nationalistic point of view deploring the operation of a transportation provided by a foreign company.

Many Juarez leaders took exception to Mayor Hervey's statement declaring the Mexican government did not do the right thing.

Mexican Consul General Fernando Fernandez Farina said: "Mr. Hervey could not have been aware of Mexican laws when he criticized the federal government. Under our Constitution, the waterways, transportation modes, communications modes, and natural resources belong to the people and the government must protect and regulate these resources for the good of the people.

"The government did only what is was supposed to do under the law when it rescued the toll operation."

* * *

STILL CHANCE FOR STREETCAR

8/21/73

There may yet be a chance for streetcar service between El Paso and Juarez, Mayor Fred Hervey. said today after having had a look at the official Mexican Government's

degree ending the 1903 franchise of El Paso City Lines to run the trolleys.

Mayor Hervey said the decree contains a reference to a "third party" being able to run the streetcars. In addition, the decree gives the "municipality" of Juarez the same right.

BUT THE Mexican Government apparently wants no business with El Paso City Lines.

Mayor Hervey said he had made a return visit to Juarez Mayor Mario Jaquez to see the official document, and plans another meeting with Jaquez.

He also said City Council has now received its study of City Lines books by the accounting firm of Mandy, Banning & Davis and has a meeting week after next with City Lines to go over the findings.

The Mexican order to remove the streetcar rails is apparently being held in abeyance.

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JUAREZ STORES SELL MORE SINCE STREETCAR HALTED

8/25/73

By BOB YBARRA

Sales in Juarez stores are increasing which is, in part, attributed to discontinuance of streetcar service. Juarez residents are buying at home.

The Mexican government has long been dissatisfied with the trolley concession. It has also pushed for the border market, particularly during the past two years.

WHEN EL PASO City Lines announced a toll-free bridge, and discontinued use of the toll booths at the south end of the Santa Fe Bridge, Mexico said the booths had been

abandoned and stopped the Juarez-El Paso trolley.

When this occurred, El Paso City Lines got out of a complex bookkeeping method. The U.S. operation had subsidized the Juarez side and the fare system penalized persons using U.S. currency for bridge tolls and trolley fares.

Mexico refused to okay a fare or toll increase to El Paso City Lines since it acquired the streetcars and international bridges in 1943.

PASSENGERS could board streetcars in Juarez for one and a half cents (15 centavos). But the fare cost 10 cents if paid in U.S. currency in Juarez or if the passenger boarded in El Paso.

City Lines in 1963 obtained a 5 cent re-boarding fare at the El Paso end of the Santa Fe Bridge, but that only worked until 1967 when the Chamizal Land Transfer moved the border closer to downtown El Paso and fewer persons re-boarded, preferring to walk.

Automobile bridge tolls at the Juarez end of the Santa Fe Bridge, even today under Mexican government control, penalize those using American currency. The fare is 1.2 cents (15 centavos) if you use Mexican currency but 3 cents if you use American currency.

CITY LINES lumped both operations together and allocated 50 per cent of the total revenues to either operation. A City audit in 1968 showed the Juarez bridge revenue at \$69,437 and El Paso side bridge revenue at \$488,091. This meant \$209,327 of the El Paso side subsidized the Juarez bridge operation.

Likewise, Juarez streetcar operations were lumped into the entire City Lines operation. Money was allocated OR a ratio of operating miles regardless of where the revenue was earned. The 1968 audit showed the Juarez street car line budgeted for \$50,400 while it earned only \$42,400 in trolley revenues. The El Paso side earned \$319,200 in revenues.

But the streetcars are gone, and for Juarez there are reports of increased store sales that otherwise would be registered in downtown El Paso stores. For several years the Mexican government has wanted these persons to shop in Juarez, but government programs have had little effect because of the better quality, cheaper price, better selection, and pleasanter atmosphere offered in El Paso stores.

PORFIRIO GARCIA Carbajal, manager of the Small Business Chamber said an increase in foot traffic in Juarez is obvious.

He said the streetcar halt was good from a business viewpoint, but that for the convenience of the public, a new international transport system should be put into operation.

“We have seen increased foot traffic in a number of our stores, but it is difficult to say whether it is because of the streetcars or because of increased prices of goods in El Paso stores,” said Jose Gonzalez Montejano, president of the Juarez Economic Development Committee.

“**I CAN SAY** however that we are not getting as many merchants’ petitions for duty-free imports of U.S. goods for their resale in Juarez stores as we had in the past because of higher U.S. food prices,” he said.

“We have registered a 16 per cent increase in the sales of Mexican manufactured goods this month as compared to July,” Enrique Moreno, manager of the Juarez Chamber of Commerce said of Juarez store sales.

“I believe the streetcar halt has brought increases in sales in clothing, shoe and appliance stores in downtown Juarez, but increases registered in food sales in Juarez stores are directly linked to higher food prices in El Paso,” he added.

THE MEXICAN Ministry of Industry and Commerce in a study released last month at La Paz, Baja California, showed Juarez residents were spending \$60.8 million in food, clothing, furniture, and appliances a year with the figures climbing. The study showed Americans in 1970 were spending less per person in Juarez than five years earlier, while Juarez residents were spending nearly three times as much in El Paso per person than five years earlier.

The study came after two years of its inter-secretarial border development program that first resulted in the government giving generous transportation subsidies to Mexican firms selling their products at the border.

Next came the dropping of tariffs on some 80 types of U.S. products, with the idea of providing in Juarez stores the same U.S. products that lure Juarez shoppers to El Paso stores. Juarez merchants from December, 1971, to April, 1973, acquired \$16.8 million in duty-free enticement articles, accounting for 57 per cent of all the \$29.4 million in enticement articles acquired in northern Mexican border cities.

MORE RECENTLY, a third measure was approved by the federal government calling for facilities, credits, and fiscal incentives for the construction and operation of modern

supermarkets in border cities. Two, including one in federal lands to be built in the form of a Mexican pueblo, are on the drawing boards in Juarez.

The Mexican government says retail sales indexes have increased in border cities in the time the enticement articles program has been in effect.

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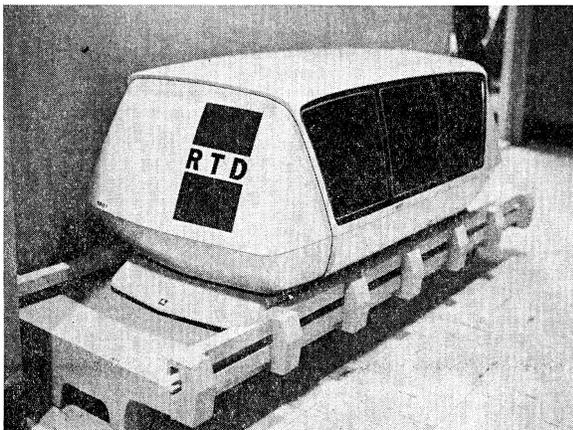
**MONORAIL TO LINK
EL PASO-JUAREZ
Construction Slated for '74
8/27/73**

By Bob Ybarra and Wayne McClintock
El Paso and Juarez will be linked by a monorail system, it was learned today. Construction will start early next year.

The Mexican government has approved a 50-year franchise with a Mexican monorail company.

This system will be linked to its El Paso's counterpart. It will replace the old international trolley system which was stopped Aug. 7.

The approval by the Mexican Communications and Transportation Ministry was printed in the official Federal Government Gazette.



MONORAIL MODEL—The new mode of transportation being planned for El Paso will resemble this model, and will run between El Paso and Juarez. Not a true monorail (one rail) as can be noted by the “guideway” dual rails, the cars rest on horizontal elevators rather than hang from supports as originally planned. Both El Paso and Juarez firms, which will operate the system, have the “monorail” in their names.

The Mexican company will be known as Monorriel Nacional, S.A. and Julio Laguette, Chihuahua City, will be chairman of the board.

THE AMERICAN company will be known as International Conorail Corp. Stephen Kent will head the firm, which has 16 stockholders.

The planned new mode of transportation has been referred to as “monorial” since its inception, but it is not a true monorail. Such systems are now more popularly known as the personalized Rapid Transit or People Mover System. They are also called horizontal elevators.

An in depth transit study must be made before construction begins in view of the fact that trolleys are no longer competing.

The Mexican franchise is effective Sept. 1, the deadline for removal of the old streetcar tracks.

THE TWO firms have executed a joint agreement for mutual construction and operation of the system.

Each company is acting independently in negotiations with their respective governments, removing the conflict that tinged the 70-year old streetcar concession, the U.S.-owned El Paso City Lines.

That a monorail would replace the trolley run had been hinted in the concession termi-

nation decree that called for “a more modern and functional” mode of transportation.

THE ROUTE of the Monorail in El Paso is tentatively planned along Oregon street, but is not pinned down at any one place. City of El Paso franchises have been renewed several times since the monorial plan first came up in 1964. The late President Lyndon Johnson granted approval for the monorail over the U.S. portion of the Rio Grande on April 9, 1968.

The Mexican government concession, renewable after the 50 year period, places the location of the monorail route along Francisco Villa street (one block east of Juarez avenue) with the monorial station to be located at 16th of September and Francisco Villa avenues.

The El Paso stations are tentatively planned at Oregon and San Antonio streets, according to Kent. However spokesmen at the Civic Center said the monorail would get maximum tourist use if the station were placed at the Civic Center.

THE RAIL will be of the “guideway” variety, and will be 1.5 miles in length. There will be two rails in each direction.

Kent said three major companies are in the running for the monorail construction: Otis-Transportation System; Aerial Transit System (a subsidiary of the Pullman Co.); and a subsidiary of the Boeing Aircraft Co.

He added the cars will average 30 miles per hour making the run in 2.5 to 3 minutes. The border is expected to be crossed in the area of the railroad bridge between the Santa Fe and Stanton bridges.

KENT SAID: “The cars are expected to carry from 20 to 24 passengers and will

move on a demand system, leaving every 20 to 30 seconds so that there will not be any long lines of passengers waiting. The systems will be automated and synchronized during peak movement periods. An attendant at the stations will dispatch during non-rush hours.”

Customs inspections will be at each station area processing passengers before and after the monorial trip.

The Monorriel Nacional, S.A. is formed by Laguette, president; Roberto Ortiz, vice president; Juan Manuel Terrazas, secretary, Gustavo Elizondo, Pedro Herrera, and Josefina Terrazas de Laguctte, all from Chihuahua.

THE SAME Chihuahua group is planning to construct a monorail between Tijuana and San Diego.

The El Paso monorial construction cost is tagged at \$10 million, “very tentatively,” according to Kent. The Chihuahua group pegged the total cost at \$40 million broken into \$24 million for the monorial and \$16 million for the terminals.

The number of employes to be hired by the monorial firms is still “very tentatively” at 30.

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HERVEY REFUSES TO LIFT BAN ON JUAREZ TAXI CABS

The Fred Hervey Administration today refused to rescind its action banning Juarez taxis from El Paso and said a legal opinion by the City Attorney was that a City Charter change would be necessary for El Paso to

participate in a proposed bi-national transportation authority for bus service.

Mayor Hervey said any kind of a bi-national authority would involve a lot of legal red tape on both sides of the border and even then, might be a long time in coming.

LOCAL INPUT on the proposal made yesterday is expected in a meeting of the City Intergovernmental Relations Committee tomorrow.

Alderman Don Henderson said that in a meeting between the Mayor, himself and Mexican Transportation and Communications Undersecretary Ernesto Garcia Marban yesterday it was stated that Juarez cab operators must get their "house in order" in terms of liability insurance before any action can be taken to allow them to come to El Paso.

The Hervey administration apparently is now resigned to the fact that streetcar service to Juarez will never be allowed again by the Mexican government and plans meetings to further attempts at a bi-municipality owned bus service proposed by Juarez, Chihuahua, and federal officials.

The new proposal, still facing several hurdles before it can be accomplished, would basically consist of fleets of buses owned by both cities and alternating over the loop between the two downtowns. Each would collect the same fare separately, according to Mayor Fred Hervey.

Hervey announced the details of the Juarez proposal after hearing it yesterday from Juarez Mayor Mario Jaquez, Chihuahua Lt. Gov. Ramiro Cota Martinez, and Mexican Consul General in El Paso Fernando Fernandez Farina.

A BI-NATIONAL Committee would supervise the operation of the bus operation which Hervey termed, "A good solution to



the problem."

Juarez officials told the Herald-Post that the new Bi-National Committee would cover all phases of transportation, including the possibility of streetcars if the federal government approved and the problem of the requirement for complete Mexican ownership could be cleared.

The Mexican group is already reported to have buses on order, but Hervey said El Paso might have to buy buses from El Paso

City Lines. He still ruled out the purchase of the entire City Lines operation.

Speaking of the streetcars, Hervey said the City might still run them in El Paso strictly as a tourist attraction on a reduced schedule.

DR. MANUEL Garciagodoy, owner of Autobuses Internacionales today proposed an expansion of his service that would include points in Anapra, Deming, and Columbus in New Mexico and Fabens, Zaragosa-Ysleta in El Paso in: addition to present service, to downtown through the Cordova entry.

NO STREETCARS, BUSES OR JITNEYS HERE—The Santa Fe Street Bridge between El Paso and Juarez, where thousands of citizens of both countries cross the Rio Grande daily, seen here from the Juarez side, with the old streetcar tracks visible, is totally devoid of public transportation during the present impasse between the two cities. El Paso police parked just over the middle of the bridge turn back unfranchised Mexican taxicabs and the State of Chihuahua which shut down the streetcars, will not permit Mexican Red buses to run into the U.S. (Herald-Post photo by Bill Thompson.)

Dr: Garciagodoy said he has obtained permission from the Interstate Commerce Commission to operate the additional routes. He said he has the buses necessary to undertake the service in El Paso but needs permission from the Juarez side.

He proposes to run the service from the middle of the international crossing points to the destinations until the Mexican permission is received.

HOWEVER, he said he has a blanket permission from the Mexican Commerce Ministry that, in essence, already gives him the permission for the service.

He is without 12 of his 14 buses that have been impounded by officials in Juarez.

No domestic pickup of passengers would be performed in El Paso over the new routes.

He also expects to have to obtain El Paso City Council permission for the new routes.

DR. GARCIAGODOY is awaiting the result of a federal court deadline against the state of Chihuahua to show cause why they seized nine red buses on Tuesday. He contends, the action violated a protective order issued by the Juarez Federal Court against the state of Chihuahua traffic officials. Chihuahua claims it needs the buses as proof of payment, should they win the hassle with Garciagodoy next Wednesday.

In the meantime, Ernest Garcia Marban, undersecretary of Mexican Transportation and Communications ministry met with Chihuahua Executive officer and Lt. Gov. Ramiro Cota and state traffic officials over the proposal by Gota for a bi-national transit authority.

* * *

CITY COUNCIL TO OK TROLLEY CAR PURCHASE

10/12/73

By Allen Pusey

El Paso City Council will confirm their purchase Thursday of the El Paso-Juarez Trac-tion Co., for \$150,000 for the now-idle trolley cars.

But despite action by the Mexican government that stilled the rail cars, the trolleys might be on their way sooner than expected at least to some limited extent.

Mayor Fred Hervey said Wednesday his staff is researching the possibility of using the trolleys on the U.S. side of the border operating the vehicles in Downtown El Paso only.

Mayor Hervey said local merchants have reacted favorably to the suggestion, which would have the trolleys rolling on a circuit between the Stanton and Santa Fe bridges. Hervey said use of the trolleys on a limited basis would help the City while negotiations continue with the Mexican government to allow the trolleys to operate between El Paso and Juarez.

“We would need the support of Downtown merchants,” said Hervey. “One plan would be to have the merchants buy tokens from the City and give them to store customers, much like Downtown parking arrangements. We would need this kind of support if we were to break even on the proposition.”

The plan would probably force the City to lay some new track to connect a complete circuit around the Downtown area. Suggested fare for the ride would be five to 10 cents. Hervey said he had received favorable response to inquiries about such a move and that the Downtown merchants associations looked with favor on a token program.

“Not only would it do a lot to get the trolleys going,” said Hervey, “I think it would do a lot for Downtown El Paso.”

Juarez Mayor Mario Jaquez has pledged his support to get the trolleys moving and plans have been made ultimately for a partnership between El Paso and Juarez under an international trolley commission owned and operated by both cities. If such a plan were approved it may include expanded service to the new Chamizal National Monument and Pronaf Center in Juarez.

* * *

STREETCAR CESSATION CUTS DOWNTOWN SALES

By Steve Peters

Interruption of El Paso-Juarez street car service has caused substantial losses to Downtown businesses, shopkeepers reported Thursday.

How's business? a dry goods merchant was asked. "It stinks," he said.

Although most replies were less vivid, they were in general agreement. Along the trolley tracks, several shop managers estimated 90 per cent of their business was from Juarez before Mexican toll collectors barricaded the line in protest of El Paso City Lines' elimination of their jobs.

City Lines owned the streetcar system until a few weeks ago the City of El Paso bought it. Negotiations for resumption are planned with the Mexican government, but have not yet materialized.

One source estimated the only reason the metropolitan area of El Paso flourished when downtowns of other U.S. cities were dying was the Juarez trade. Whether this is true or not, effect of the streetcar cessation on the Downtown economy has been drastic.

The situation is worst on El Paso Street, where the streetcar ran north before turning east on San Antonio and returning to Juarez on Stanton. Merchants reported losses in excess of 50 per cent.

A woman whose shop had 60 or 70 customers a day a few months ago would describe the number of customers now only as "very few."

Another store on El Paso street reported previous sales to Juarez residents to comprise 75 per cent of its business. Business has slipped "at least 40 per cent."

The manager said if half the previous Juarez customers are shopping in El Paso these days "it's a lot."

Less afflicted by the reduction but nonetheless suffering are the shops on Stanton. Their proximity to the southbound bridge may be the reason. Shopkeepers report significant numbers of "outlaw taxis" parked up and down the street, packing their cabs with Mexicans and merchandise.

"If anyone's getting rich off of this deal it's them," judged an assistant manager.

Others speculated Juarez shoppers were spending their money in Juarez. If so, there would seem to be little incentive on behalf of the Mexican government to permit restoration of services.

* * *

**EP-JUAREZ TROLLEY SERVICE
MOVE STALLED
BY COMMUNICATION LACK**

EPT 9/26/73

By STEVE PETERS

The El Paso-Juarez street car may be back in operation within a month but first representatives of the City administration and members of the Chamber of Commerce International Committee must arrange a meeting.

Mayor Fred Hervey on Sept. 13 charged the committee and its chairman, Joe Herrera with negotiating with Juarez for resumption of service. Herrera said Tuesday he had not been able to meet with Hervey or other city officials to obtain guidelines for his activities.

The assignment "came as sort of a bombshell," Herrera said, because "all I know

about those streetcars is what I've read in the newspapers."

He and City officials have been trying to meet ever since. "I'm ready and willing to do some work on it if I can just find out what to do," he said.

Herrera has ideas on the subject but feels he should discuss them with the City before discussing them in Juarez. A meeting scheduled for Thursday with Nestor Valencia, the mayor's executive assistant and Mayor Pro Tem Ruben Schaeffer was cancelled when other commitments intruded.

The cars have been out of service since July 31 when a strike by members of the Mexican Electrical Workers Union was inaugurated in protest of the loss of their jobs. They were toll collectors employed by El Paso City Lines at the Santa Fe Bridge until the company made the bridge a free crossing and dismissed them.

They barricaded the tracks. Five weeks later the City bought 15 trolley cars in what Hervey called "a \$150,000 gamble."

Valencia said Tuesday the administration would work directly with the committee and he expected a meeting this week or at the latest next week. Recommendations and advice would be traded.

"We are going to approach the local (Juarez) government to coordinate with them the suggestions and recommendations of the committee," Valencia said.

"We are going to work directly with (Mayor) Mario Jacquez Provencio of Juarez and jointly support efforts to bring the street car system back into operation."

He said the City of Juarez could “count on our support wholeheartedly in any negotiation that may take place at the (Mexican) federal level.”

* * *

MAYORS EYE EL PASO-JUAREZ JITNEY ON STREETCAR LOOP

An international jitney service between El Paso and Juarez along the old international streetcar loop was discussed behind closed doors yesterday by Mayor Fred Hervey and Juarez Mayor Mario Jaquez, according to traffic department sources in Juarez.

Even when the streetcars operated, an illegal jitney service was in operation along the three mile route, known as “pirate cabs” charging 25 cents a person to cross the international bridge. Pirate cab vehicles are unmarked and unlicensed; conditions protested by local and Juarez taxi companies.

During the Bert Williams Administration, talks for franchising a jitney service ended with no franchise after several City Council sessions. Since the international trolleys were halted, both pirate cab and Juarez taxi cab business has gone up ..

* * *

JUAREZ OPPOSES STREETCARS BECAUSE OF MONORAIL PLANS

By Ramon Villalobos
10/11/73

The Juarez Chamber of Commerce is opposing the return of street car service between the Mexican border city and El Paso so as not to delay construction of the recent government-approved monorail system.

Enrique Moreno Alvarez, manager of the businessmen's group said Wednesday after a thorough study of the possible resumption of trolley service, member came to the conclusion the monorail, a rapid transit system, will better serve the growing transportation needs of the two major border cities.

An edict published in the government’s official “gazette” Sept. 10, the Minister of Communications and Transportation authorizes Monoriel Internacional, SA to build the monorail system.

Moreno pointed out Monoriel Internacional, S.A. is a group of reputable Mexican and U.S. investors who have committed the association to begin construction of the new system early in 1974. He said he understood the group of investors have obtained authorization , from the U.S. government to construct the monorail installations in the El Paso side.

The Chamber of Commerce official said the chamber has sent telegrams to Mexican President Luis Echeverria opposing any moves for the granting of a new street car concession forfeited b) the El Paso City Lines several weeks ago because of labor troubles.

Many Juarez merchants, it was said welcome a “tourist” trolley service like the early “mule-drawn” trolley cars that would really be a tourist attraction. On the other hand, the merchants are opposed to resumption of service with the old and antiquated streetcars that frequently broke down.

Moreno also disclaimed reports that suspension of the streetcar service was: responsible for a reported increase in store sales by Downtown Juarez merchants. The official attributed the slight, increase to the recent 18 per cent wage increase given all Mexican

workers and, the acquisition by merchants of good quality merchandise.

“It is our firm belief the monorail: system will not only become a great tourist attraction but will also serve to give residents of El Paso and Juarez better transportation service,” Moreno said.

* * *

EL PASO-JUAREZ TRANSPORTATION STUDY PRESENTED TO CHAMBER

A proposed bi-national El Paso-Juarez Traffic and Transportation study was presented to leaders of the Chamber International Committee and Transportation and Highway Committee.

International Chairman Joe Herrera and Transportation Chairman Tom Diamond recommended Chamber endorsement and support of the project following the presentation and discussion. Nestor Valencia, executive assistant to Mayor Fred Hervey said the program includes a department of Transportation grant and cooperative work between the government of Mexico and the United States Dept. of Transportation in studying problems and solutions for vehicular traffic and mass transit systems. A similar project is reported to be operating at Brownsville-Matamoros with Federal Transportation Department assistance.

* * *

EL PASO NOW IN STREETCAR BUSINESS

9/8/73

The City of El Paso went into the streetcar business Friday with the announcement by

Mayor Fred Hervey of the negotiated purchase of El Paso City Lines cars for \$150,000.

Mayor Hervey termed the deal a \$150,000 gamble because although the City owns the 15 streetcars, no actual agreement has been reached with the Mexican government for operation in Juarez .

He did however, speak optimistically about continued international trips.

“It is anticipated that the City of Juarez will cooperate with the City of El Paso in making possible the resumption of streetcar service between both cities,” a release from the mayor’s office said.

The optimism of El Paso officials comes from the wording of the Mexican decree issued earlier this year that ended El Paso City Lines’ franchise to operate in Juarez. This was a result of the removing of toll collectors on the Juarez side of the Paso del Norte Bridge, followed by the strike of the collectors and the impoundment of a street car on the bridge.

The decree states in essence the Mexican government can place operation in either the Juarez City’s hands or a third party.

Mayor Hervey said Friday he doubted that any third party could work with the Mexican government in resuming the streetcar operations.

He said the City has moved ahead in buying the streetcars in order to move as fast as possible in starting operations again.

“The streetcar service has served the cities of El Paso and Ciudad Juarez for nearly a century and has become an important component in the image of our communities,”

Hervey said. "Streetcar service to the public at the time that their operations ceased in mid-July of this year was providing approximately 150 trips daily between both cities.

It was noted in the mayor's release that while the City will improve the service, both cities must realize that alternate and more modern methods will be considered, meaning the proposed monorail system.

The deal, approved unofficially by the City Council and El Paso City Lines, includes all rolling stock, rail lines, maintenance equipment and related facilities.

Earlier in the day the mayor told City Lines manager Joe Diaz that a five-cent fare increase on bus operations would keep the firm financially sound. The decision was made after a study of the firm's books.

The firm has sought a 10-cent hike. The other bus lines are also seeking hikes in fares.

The City is seeking a buyer for the lines after telling Diaz that it would not be interested in taking over the company.

The mayor is hoping for a firm to take over operations of all bus company operating in the City.

* * *

EL PASO, JUAREZ GET MONORAIL SYSTEM

EPT 10/26/73

Construction of a privately owned and operated El Paso-Juarez monorail system will begin in February, a group of Mexican investors announced in Juarez Thursday.

Roberto Ortiz-Reynal of Chihuahua City, vice president of the Mexican group in the

joint Mexico-U.S. venture and a former mayor of Chihuahua City, said Monorriel Internacional, SA, would spend about \$30 million for construction of the first such system in Latin America and possibly the first in the world built to service two nations.

Learning that monorail plans had reached definitive stages, El Paso Mayor Fred Hervey did not feel, the project would upset plans for resumption and extension of Juarez El Paso streetcar service. The two transportation systems would, rather, complement each other and each would be a tourist attraction, the mayor said.

"They won't be able to operate this monorail at the same price," Hervey said. "It won't accomplish the task of bringing the workers from Juarez over here.

"There'll be a place for both operations."

He said the City was contemplating running streetcar lines from Downtown El Paso to Juarez' Chamizal Monument, on to the Pro-Naf shopping center in Juarez and back to the Mexican city's downtown area, making another loop.

The monorail construction will begin with the erecting of bridges over the Rio Grande and construction of the system's terminals in the two cities. Ortiz-Reynal said the project has been completed with assured financial backing from U.S. investors.

The monorail will shoot a 1.5-mile distance between the central business district of El Paso and that of Juarez in two-and-a-half to three minutes, Stephen Kent, head of the International Monorail Corp.—the U.S. side of the partnership, said.

Kent's estimate of the system's total cost differed with that announced by Ortiz-

Reynal. Kent said he understood the cost would be \$8 to \$10 million.

Each car will carry 20 to 24 passengers, and cars will depart every 30 to 60 seconds. Fare will be somewhere in the vicinity of 25 or 50 cents, depending on inflation, Kent said.

He said construction would take 18 to 24 months.

Ortiz-Reynal said a site for the El Paso terminal had been acquired, although Kent would not reveal it. Ortiz-Reynal said the only thing pending is the purchase of right-of-way property on Avenida Francisco Villa.

The Juarez route is to be along Francisco Villa, one block east of Avenida Juarez. In El Paso, the route is along Oregon.

Kent said it took several years to get the necessary permits from the U.S. and Mexican governments, but now the Mexican government has granted a 50-year permit.

Actually, the system is not a true monorail, but is of the "guideway" variety, Kent said. He said his firm obtained a presidential permit for the system through the U.S. State Department. He said a franchise was obtained from the City of El Paso in 1965

Construction will be by a U.S. company.

Hervey could not predict when the international streetcar would be back in service although he did say the City plans to run the streetcars between the bridge and Downtown El Paso until further international operations are resumed.

He said City officials met last week with the Mexican federal secretary of transportation and he requested an overall outline on how

the City intends to operate the streetcar and "what we intend to do."

Hervey said the streetcars would run again as soon as Mexico permitted.

* * *

STREETCARS CAN RETURN ON CONDITION

Certain conditions can get the streetcars back on the El Paso-Juarez run.

The system under which they were formerly operated will never be restored.

THIS IS A summation of the situation to date.

Juarez Mayor Dr. Raul Lezama told a Juarez press conference yesterday that there is still a chance for the trolleys to return.

He said. "In no form is Mexico going to accept a Porfirian concept in running the streetcars." (Porfirian refers to Mexican Dictator Porfirio Diaz who was overthrown in 1910 and it was under his administration the old franchise was drawn up).

Dr. Lezama said he was misunderstood Sunday when he arrived from Mexico City meetings and said. "Mexico took complete action when it canceled the streetcar franchise in August, 1973, and there is no probability that this type of service will be restored."

THE CONDITIONS under which the trolleys may get back on the tracks are as follows:

1—The Fred Hervey administration would wipe out the Texas liquor tax collected on Mexican liquor at the bridges.

2—El Paso would promise to take convention visitors on Juarez tours.

3—El Paso would provide an international pedestrian bridge.

4--El Paso would change the Juarez streetcar route at its own expense.

THE FRANCHISE granted, if conditions were met would be temporary cancelable by the City of Juarez. Also streetcar drivers would be Mexican citizens.

These conditions were outlined in a Herald-Post story on Saturday.

Only the City of El Paso would be allowed to operate the trolleys. Dr. Lezama said.

Nestor Valencia, special assistant to Mayor Hervey, accompanied Dr. Lezama to Mexico City and participated in talks concerning border transit problems.

DR. LEZAMA said the Mexico City talks ended in agreement by the City of El Paso to obligate itself to a number of conditions. In return Mexico City will study the transit situation here and make a decision.

“The conditions are advantageous to us,” said Dr. Lezama. “We would be willing to share our shoppers with El Paso, if El Paso is willing to share its tourists with us.”

But chances of Mexico City coming out with a decision this year are slim. Federal employes go on Christmas vacation Dec. 18 and return Jan. 2. So Juarez officials have confidently placed the annual Christmas

lighting over the trolley overhead wires and have even hung Christmas piñatas on them.

“**WE HAVE MADE** no promises that Juarez can have the streetcars back,” said Dr. Lezama, “But we have made a good faith effort at helping the City of El Paso with its streetcars.”

Dr. Lezama said that thanks to Chihuahua Gov. Manuel Bernardo Aguirre he and Valencia, were able to do in one and one-half days what it usually takes months in Mexico City.

Looking ahead, just in case Mexico does approve the trolleys, the City of Juarez has the right to decide on the streetcar route.

And that route would take the trolleys away from Lerdo (south from Stanton street) and 16th of September streets and restrict them along Juarez avenue and Francisco Villa streets and south of Abraham Gonzalez street, (one block south of 16th of September).

* * *

REPORTS OF STREET CAR BANISHMENT BY MEXICO UNFOUNDED, MAYOR SAYS

By Ramon Villalobos

Juarez Mayor Dr. Raul Lezama denied Monday any veto by the Mexican government of resumption of street car service between Juarez and El Paso.

Alarmed at published reports in a Juarez newspaper, El Fronterizo, that a decision had been made outlawing the return forever of the border city trolley service, the mayor in an interview at his office in the Palacio Municipal called the reports “unfounded.”

“What I actually said,” the mayor said, “was that the federal government had forever cancelled the concession granted to El Paso City Lines to operate street car service.”

The mayor said this meant that, under no circumstances, will the government permit El Paso City Lines to operate or be granted a future concession.

The City Lines abandoned the service several months ago in a labor dispute with its bridge collectors, refusing to negotiate for a new contract.

Lezama returned Sunday night following four days of consultations with high government officials in Mexico City where he went to seek government approval to his “modernization” plan for Juarez’ tourist sector.

Nestor Valencia, special assistant to Mayor Fred Hervey, accompanied Lezama to Mexico City and participated in the talks where the street car and border transit problem were discussed.

The mayor said the federal government is extremely anxious for the establishment by Juarez and El Paso of a twin-city bi-national mass transit system that also includes the operation of street car service.

He said officials of the Ministry of Communications and Transportation were highly impressed by Mayor Fred Hervey’s proposed mass transit plan, adding that department experts will come to Juarez early in the new year to discuss the mayor’s plan.

Mayor Lezama said officials in Mexico City were at a loss to explain why the previous administrations of Mayor Mario Jacquez and ex-Chihuahua Gov. Oscar Flores had not

placed more interest in the solution of the two cities transit controversy.

“This came as a surprise to me,” Lezama said. “We were under the im-

governor Flores had discussed the problem with proper government officials.”

Lezama said he will meet with Mayor Hervey this week to brief him on his Mexico City talks and work together in preparing the mass transit plan for Presidential Secretary Lic. Hugo Cervantes Del Rio when he comes to Juarez after Jan. 1.

Lezama expressed high optimism the problem is not too far from been solved. He said the mass transit plan has all but been approved by the federal government.

The only thing which will delay it, he said, is the legal aspect for putting the plan into operation.

He said legal experts from the Department of Roads and Bridges have been ordered to come to Juarez after the new year to make a study of the plan and make recommendations.

“One thing is certain,” Lezama said. “Street car service will return.”

While in Mexico City, Lezama said, he obtained government approval to modernize the city’s tourist zone” with assurance merchant’s wishing to remodel their buildings will be granted federal loans to carry out the project.

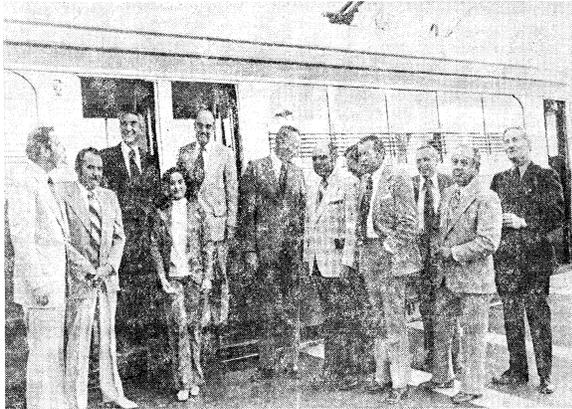
* * *

**FREE RIDES OFFERED
ON E.P. STREETCARS**

11/16/73

Free trolley rides on the city's streetcar system begin today and goes through next Wednesday with a one-day halt due to the Thanksgiving holiday.

Beginning next Friday the ride will cost a nickel and shoppers will be able to redeem a



slip for two tokens for a minimum \$2 purchase at most downtown stores.

A trial run yesterday with Mayor Fred Hervey and his City Council resulted in the decision not to run the trolleys up to the middle of the bridges for passenger loading and unloading.

The loop will take the streetcars to just beyond Seventh avenue where passengers will unload. The trolleys will then go to the Santa Fe street bridge where passengers will be loaded just below the Customs station.

The slips will also be given out during the free rides starting next Monday.

Merchants are taking out a full-page advertisement in the Sunday Fronterizo and the Monday El Mexicano announcing the resumption of streetcar service on the El Paso loop.

Businessmen participating in the token exchange can pick them up in the City Cash-

ier's office in the City-County building Monday.

CLANG, CLANG WENT THE TROLLEY—City officials and local businessmen are shown as they boarded a trial run of the streetcars over a shortened El Paso loop yesterday. Juarez Mayor Mario Jaquez and El Paso Mayor Fred Hervey stand in the streetcar doorway. Others, left to right, are: Aldermen Ruben Schaeffer and E. H. Baeza; mayor's secretary, Mrs. Lillian Cisneros; businessmen's committee chairman Vince Peterson of American Furniture; Alderman Manny Morales; mayor's executive assistant (in back) Nestor Valencia; Alderman Don Henderson; Albert Schwartz of The Popular; Hugo Bustamante; and First Assistant City Attorney John Ross .Jr. (Photo by Bill Thompson).

* * *

ADS, TROLLEYS USED TO LURE SHOPPERS

11/20/73

By Bob Ybarra

A battle for the Christmas sales dollar (or peso) started today with reports in Juarez calling for an increase in tolls on the Mexican side of the Santa Fe Bridge.

But at the same time downtown El Paso stores, who cater to a heavy Juarez clientele, flooded the Juarez media with advertisements of special sales and heralded the resumption of the streetcars along as El Paso loop.

THE STREETCAR could be taken for free today, but starting tomorrow the streetcar ride will cost a nickel or a token available at participating downtown stores who are giving two tokens with every purchase of \$2 or more.

In addition to the saturation of advertisements and inexpensive streetcar rides, downtown merchants were given further inspiration by Mayor Fred Hervey, who predicted the international bridges would be free bridges in the near future.

But in Juarez there was a report of a toll hike stemming from a televised interview with spokesmen of Mexico's Caminos y Puentes de Ingreso. (a decentralized government company that operates the Juarez end of the Santa Fe Bridge) who indicated the bridge toll is to go up to 20 cents (U.S.) for passenger cars.

RAFAEL PEREZ Serna, president of the



Juarez Public Works Board, today said he has been contacted by numerous Juarez residents complaining of the possible increase, but added that he has not been officially notified.

He explained his office is in charge of maintenance of the bridge, but not the toll collecting.

The 14 toll collectors, once El Paso City Lines employes but now Caminos y Puentes employes, today continued to charge the usual 15 centavos (1.2 cents U.S.) if paid in pesos and three-cents (U.S.) if paid in U.S. currency.

“WE DON'T know anything about charging more,” said a toll collector this morning at the Santa Fe Bridge.

Traffic at the Santa Fe Bridge early today, as the commuter traffic entered El Paso, was backed up well into Juarez avenue. The only complaints came from motorists, who underwent a 30 minute wait through slow moving traffic before reaching the El Paso end of the Santa Fe Bridge.

TROLLEY DRAWS CROWD—One of the City's trolleys attracts a crowd of Juarez residents after they enter El Paso at the Santa Fe Bridge. The streetcars ran dull early today during the commuter rush hour. Today is the last day for free streetcars. Tomorrow the fare will be five cents or a token available in downtown stores at two with every purchase over \$2.

Only four of the total eight inspection booths were opened.

The pedestrian traffic today was as heavy as usual through the Santa Fe Bridge, where 'an estimated 731,943 pedestrians entered El Paso last month for an average of 23,600 a day. In the days when the trolleys went into Juarez, an estimated 10,000 persons rode the trolley a day.

EL PASO City Lines ran a bus shuttle after the trolley run was discontinued Aug. 1, but it never carried many patrons. It was discontinued last Tuesday after the run netted \$35 in its final day.

In its second day of free service this week, the renewed trolleys early today were full of patrons as they loaded in 15 minute intervals during the rush hour just north of the Santa Fe Bridge.

Today is a national holiday in Juarez, marking the 63rd anniversary of the start of the Mexican Revolution, and in the past, holiday time in Mexico is also the time to shop in U.S. stores.

THE RESULT has been a favorable balance of trade for U.S. stores, and the Mexican government is now trying to close the gap on that trade balance through anti-smuggling enforcement and various fiscal incentives to Mexican firms as well as removing some protective barriers.

The U.S. sees this commercial advantage as reciprocity to American investments in border assembly plants and tourist spending in Mexico's border cities.

It has been just over one week since Mexico's Customs Director Oscar Reyes Retana visited Juarez, ordering the tightened inspections.

TODAY, Mexican inspectors are checking every other car for contraband during the rush hours of return traffic to Juarez between 4:30 p.m. and 6 p.m.

The Mexican Customs service has given widespread play to its anti-contraband offensive through the news media all over Mexico.

But El Paso's stores are not sitting still.

NEWSPRINT shortage or not Juarez' daily Fronterizo is full of advertisements from downtown El Paso stores. Juarez' only locally-originated television station continues to run numerous commercials from downtown El Paso stores.

Sunday's Fronterizo, announcing the resumption of the streetcars along an El Paso loop, contained at least 12 full page ads by downtown stores. The Popular led them all with six full page ads.

Others in the full page club included: Levines, Gibsons, Myrons, Woolworths, The Stanton Store, J.C. Penny, United Store,

Franklin Store, Charm, and Signal. In addition there were many smaller ads easily topping Juarez store ads by a huge ratio.

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**CONGRATULATIONS
EL PASO CITY COUNCIL
FOR YOUR APPROVAL OF THE-NEW
TRANSPORTATION BOARD
Which Will Advance
The Planning And Installation
Of The El Paso-Cd. Juarez Monorail
9/22/74**

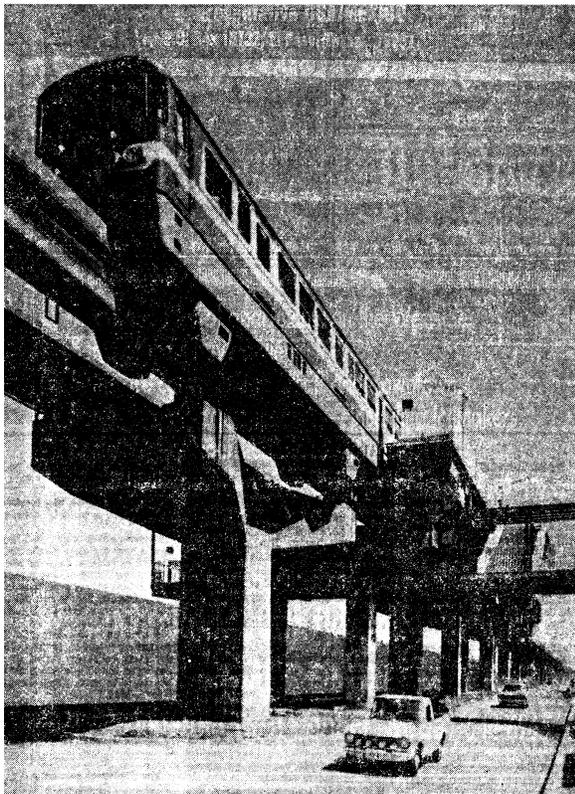
Alweg-Hitachi-Monorail Mass Transportation System has been working with El Paso-Cd. Juarez for the past five months on this most necessary installation. From our feasibility studies here and more than twenty years of experience throughout the world in installing and operating monorail systems, we agree fully that this link between El Paso and Cd. Juarez will prove to be a boon to citizens, tourists and businessmen on both sides of the border.

In spite of the proposed link having been called a "private enterprise" project, it is completely public as far as the end results are concerned. The face of El Paso will be altered by it. Property values will be affected. The success or failure of the system will certainly not be credited to individuals, but to the City Administration which approved it. For this and many more reasons we feel confident that the new Transportation Board will look carefully into ALL proposals submitted in the past as well as requesting hearings at which the various proposed systems will be compared and the best one selected.

For instance on June 11th, 1974, Alweg-Hitachi submitted a complete proposal formulated by financial and technical experts

from the U.S.A., Mexico, Europe and Japan, all well-experienced in Monorail projects. Alweg-Hitachi is the only proven, true monorail system existing today and has been developed over more than twenty years at a cost of millions of dollars. This system, whose founder was the Swedish Industrialist Dr. Axel Wenner-Gren, (from whose initials the word "Alweg" comes) was installed in Turin, Italy, the both Disney parks, Seattle, Washington, throughout the principal cities of Japan and is now in final planning stages for installation in Rio de Janeiro, Brazil, Teheran and Puerto Rico. It has safely carried more than a half-billion paying passengers.

By comparison; all other systems must fall



into the experimental categories, with unsatisfactory results as of this date" such as at Morgantown, which has cost \$57 million and not moved a passenger yet. The Airtrans system at the Dallas-Ft. Worth airport which was reported in the August 27 El Paso Times is almost a complete failure.

Differences between the Alweg-Hitachi proposal and others is that the initial cost and operating is 25 to 30% less which means lower fares. Installation time is about ½ due to the fact that components are ready to deliver, not to be experimented with and made from scratch. The rail is one concrete beam 2½ feet in width supported on a three foot column instead of unsightly overhead guideways of concrete beds of about 10 feet in width darkening the street below.

We look forward to an interview with the new Transportation Board, City Officials on both sides of the border and interested persons to further assist in the planning, installation and financing of this most proven, economical and finest monorail system yet devised.

ALWEG·HITACHI
MASS TRANSPORTATION SYSTEMS
Representative USA/MEXICO
P.O. Box 10732, El Paso, Texas 79997

* * *

**EL PASO STREETCAR LOOP
 PROPOSED AS FIRST PHASE**

01/05/74

A streetcar route linking several El Paso public housing and "low income" areas with downtown El Paso and Juarez, the ProNaf and Chamizal areas was proposed Friday as the first phase of an Urban Mass Transit system for the City by Mayor Fred Hervey.

Hervey met with Department of Transportation representatives Ed Foreman and Glen Ford of the DOT regional office in Dallas and proposed the use of existing streetcar routes including an extension as far as Washington Park as part of the initial route in the mass transit proposal.

The route would pass through low income areas of South El Paso and several public housing projects for the elderly. It will also pass by the Chamizal area.

The long-range plan for mass transit in El Paso includes extending the streetcar routes to outlying areas such as Anthony, Ysleta and Ft. Bliss and into Juarez as well as construction of two new international bridges into Juarez.

One of the proposed bridges is to be built where the Hawkins Street Extension reaches the border. Nestor Valencia, the mayor's executive assistant, said plans are to begin construction of the bridge within five years. The other proposed bridge is to be in Anapra.

Foreman said funding for the initial streetcar "inter loop" extension could be given "priority" treatment by the DOT if it is included in the Urban Mass Transit Program.

CAPITAL GRANT

He said the City could apply for a capital grant when the program is approved and receive funding "probably between 120 days and six months."

The capital grant will provide for 80 per cent of the funding of the mass transit program, Foreman said.

The long range plan includes usage of existing railroad tracks and right of ways, Valencia said, to the outlying areas. He said negotiations with the railroads will begin soon.

Foreman commended the City Council for "taking early action" in purchasing the streetcar system and said "95 per cent of mayors and councils don't take this kind of early action and run into problems later."

* * *

OFFICIALS TO CONFER OVER TROLLEY ROUTE

01/10/74

Mayor Fred Hervey, Mayor Pro Tern Ruben Schaeffer and Juarez Mayor Mario Jacquez will fly to Mexico City Tuesday to confer with Mexican officials about reopening streetcar routes to Juarez.

They will meet with Eugenio Mendez Decurro, the Mexican secretary of transportation to outline recently developed long range transportation plans between Juarez and El Paso.

The plans are related to proposals recently presented to United States Department of Transportation officials to extend streetcar routes to the Pronaf and Chamizal areas in Juarez as well as El Paso inter-city route extensions.

* * *

CITY MAPPING STRATEGY ON BUS TAKEOVER

02/23/74

The City of El Paso is working on a contingency plan to take over the privately-owned City Lines buses in the event El Paso City Lines pulls out of the local bus business two months from now.

The threat that City Lines may do just that came up yesterday, when members of the Amalgamated Transit Local 1256 met with Mayor Fred Hervey and city staff officials behind closed doors.

AFTER THE LATE afternoon meeting, Local 1256 official Sam Heredia said the meeting sought by the mayor was amicable

and that the union was in favor of the city taking over the transit system.

Amid reports that the union would seek high salary increases, Mayor Hervey said the meeting was called to get union officials and the city together in light of the pending City Lines Union contract agreement termination coming up April 15.

Meanwhile, Local 1256 has been notified by E.J. Diaz that its current contract "is terminated and canceled April 15." Diaz is City Lines vice president.

MAYOR HERVEY said he feels negotiations are still possible, but Heredia said he gets the impression there may not be any serious negotiations because of the word "canceled" and the fact that Diaz has already notified the federal mediator in Albuquerque of the contract end.

"Right now, we are not so concerned over salary increases and fringe benefits," said Heredia. "We simply want to simply want to make sure we get to keep our jobs."

In favoring a city take over of the bus lines, Heredia said "it is the trend in major cities and has worked out well."

HERVEY CONTINUES to be opposed to the city going into the bus lines, preferring to have a private party operate the buses. However he admitted "the city has the task of providing bus service" and may have to buy the transit system.

Mayor Hervey has not wavered from his \$1.8 million bid for the buses and the U.S. part of the international bridges. Diaz wants \$2.8 million.

But just in case City Lines does pull out at the last minute, it stands to lose its franchise

at which time Hervey said the city should have a contingency plan ready to avoid leaving El Paso without bus transportation.

* * *

STREETCAR FARE WILL BE HIKED

03/13/74

The fare for streetcars will be jumped to 10 cents from five cents beginning Friday, El Paso City Public Works director George Dieter Jr. announced today.

He said the increase was an attempt to cut losses from \$150 a day to a break even point. The City recently cut back service times, but that resulted in only a drop \$150 to around \$100 a day in losses.

SERVICE WAS reduced from 6 a.m. to 10 p.m. to last car service at 6 p.m. on weekdays. The number of cars was also reduced from four to three. Sunday service was cut to 10 a.m. to 6 p.m. with only one car.

Dieter said patronage had dropped from its peak of 12,000 passengers a day when international service to Juarez was in effect to today's 2,500 passengers a day.

"Streetcars are still a necessary part of the transportation program," he said. He revealed the City is seeking a supplemental grant of about \$25,000 to make a new transportation survey to bring data up to date following the loss on international service.

* * *

BORDER CITIES' MONORAIL PLANNERS SET DATE FOR LETTING CONTRACTS

4/27/74

The new target date for letting of the contract for construction of the El Paso-Juarez monorail system has been set for June 1, said monorail architect Stephen Kent.

Kent outlined the monorail system for the executive committee of the steering committee of the El Paso Transportation Study.

The Parks and Recreation Board recently approved locating the El Paso monorail terminal on Oregon next to San Jacinto Plaza but final approval of the site rests with the City Council.

The monorail will travel down Oregon to a point between the two international bridges downtown where it will cross the border and enter the Juarez terminal near the downtown bullring.

Kent said off-street parking has been secured in El Paso but a problem with parking remains in Juarez. He said negotiations are continuing in Juarez concerning off-street parking facilities.

* * *

CONSTRUCTION OF MONORAIL PROJECTED WITHIN THE YEAR

07/18/74

International Monorail Corp. (IMC) President Stephen Kent told the Downtown Kiwanis Club Wednesday the El Paso-Juarez monorail would be under construction this year if all goes according to plans.

He said as soon as negotiations with the City and other contractual and financial matters are completed within the next four months construction should get underway.

Once under construction, the monorail system will take two years to complete, Kent said.

The monorail route will follow Oregon Street to the international border and end near the downtown bullring in Juarez.

The El Paso terminal location has yet to be established, Kent said. He said the preferred location on Oregon next to San Jacinto Plaza has turned into a "political hot potato" and IMC plans to locate the terminal elsewhere.

Several other locations are under consideration, Kent said, "but we're going to get it away from the plaza."

The original franchise called for the El Paso terminal to be located on Oregon between Mills and Main streets but was later modified and called for the terminal to be located between Franklin and Overland.

"We want to locate the terminal as near to the center of the City as possible," he said.

Kent said the monorail will have a capacity of carrying 30,000 persons daily at 30 cents per ride between the two cities and will have cost about \$15 million for the fully automated system.

IMC was organized in 1965 to build and operate a monorail system between El Paso and Juarez. A similar corporation has been organized in Juarez.

The system will be financed through private bonds at no cost to citizens of either city.

* * *

CONTRACT CLOSER ON CITY MONORAIL AS TALKS GO ON

EPT 7/27/74

An agreement between International Monorail Corp. and the Ford Motor Co. has been signed to move toward a contractual agreement to begin work on the proposed El Paso-Juarez monorail system said IMC president Stephen Kent Friday.

Kent said the proposed monorail should be under construction before the end of the year.

Representing Ford at the signing was George T. Peterson, manager of Project Management of the Transportation Systems operations of Ford Motor Co.

Peterson is expected to relocate to El Paso soon and establish a base of operations to supervise construction of the proposed monorail system.

IMC is currently involved in negotiations with the City concerning refinements in the monorail franchise held by IMC. Involved in the negotiations are requests by IMC to change the name from monorail to guider ail and update language in the franchise.

Kent recently announced IMC is searching for a terminal site for the El Paso end of the monorail.

Previous plans called for the terminal to be located in San Jacinto Plaza but due to political pressures, Kent said, the terminal will be located elsewhere.

* * *

CITY TALKS ON SELLING STREET-CAR SYSTEM TO PRIVATE FIRM ARE REVEALED

EPHP 10/12/74

By Wayne McClintock

The city is in the talking stage with the International Monorail Corp. (IMC) on selling the firm the streetcar system it bought from El Paso City Lines, with the idea the private enterprise would have a better chance at getting a resumption of service.

That fact came out reluctantly during yesterday's meeting of the city's Mass Transportation Board (also known as the El Paso Transportation Board) when IMC president Steve Kent brought the members up to date on the monorail situation.

KENT SAID the talks are in a preliminary stage, but that he has made the offer to buy the streetcars. He said there is no guarantee that the Mexican government would allow the streetcars to resume.

Highly-reliable sources have told the Herald-Post that a high Mexican government official has notified the city that it cannot expect to get permission to resume streetcar service.

In briefing the board about the status of the monorail, Kent said he has been asked by the City Council to change the route from Oregon street to Santa Fe street, and move the El Paso terminal from Main drive and Oregon street to the Civic Center.

BOARD MEMBER Ted Karam explained that the idea was that council feels fewer businesses would be affected on Santa Fe street by the position of the monorail structure.

Kent pointed out that under a "guideway" concept rather than the "suspended" system allowed under his current franchise, the support columns would be placed in the parking lane, about 60 feet apart. Under the franchise, which Kent is trying to get changed to the guideway system, the monorail cars are

to go down the center of the street supported by looping arches anchored at street sides.

Kent told the board there is an urgency to a solution to the franchise change because construction costs are rising daily along with interest rates. He said the May, 1974, estimates of a \$15 million construction cost may soar as delays occur.

HE REPEATED most of a presentation made in August to the Bi-National Planning Committee. That proposal was for a non-profit organization to issue revenue bonds to build the system and leave ultimate ownership with the city no financial responsibility during the period of paying off the bonds.

He downplayed the idea of changing the route to Santa Fe street, noting that it would involve more curves, lower the passenger-carrying capacity per hour, cause a six-month delay in construction of the system, and cause design delays.

Kent also cited a 15 per cent decrease in border crossings this year for both pedestrians and vehicles. He expressed the fear that further delays might permanently change the crossing pattern.

THE BOARD took no action, but asked for copies of feasibility studies of the monorail to get a firm grip on the situation.

The Mass Transportation Board was holding its second meeting. The first was held in private in Mayor Fred Hervey's office .on Oct. 8. During that meeting, Tom Diamond was elected chairman; William Gardner as vice-chairman; and Joe Santos as secretary. . Lots were drawn for terms of office. Getting two-year terms were Tom Diamond, Ted Karam, and Humberto Sambrano. One year terms went to William Gardner and Joe Santos.

Minutes of the first meeting show that the board was told that the federal Urban Mass Transit Administration (UMTA) has earmarked \$80,000 for El Paso to use to carry out a long-range mass transit study. The city will have to match the amount with \$20,000 in either cash or in-staff services (in-kind services).

The final study proposal is not yet worked out, but it must include all feasible mass transit systems that might be required to meet El Paso's needs over the next 20 years.

* * *

IRONY MARKED DEMISE OF EL PASO ELECTRIC STREETCARS

EPT 10/20/74

By Larry Harmon

On Jan. 11, 1902, the first electric streetcars to run in El Paso made their first trip from El Paso to Juarez, after the public inspected the series of four electric cars and three trailers and the McGinty Band played.

Prior to the use of electric cars passengers rode in mule-drawn cars, which had begun service in 1882, one year after the railroads came to El Paso.

From the time of their appearance until they were discontinued (excepting the Juarez trolley) the streetcars would carry El Paso residents throughout the City for many years on about 20 different routes.

The last electric streetcar ironically met its fate at the same location where the cars started. More than 70 years later, the "trivia" was stopped when it could not proceed beyond a barrier put in its path on the south side of the bridge by Mexican electrical un-

ion workers, toll collectors who had been laid off—thus helping to precipitate the modern international traffic controversy between the sister cities of El Paso and Juarez.

That was the beginning of the end of the trolley. For a while, the City of El Paso operated a short streetcar loop to the bridge which kept to the El Paso side of the river.

The City purchased the streetcars in November of 1973. At present, they are stored in barns awaiting further developments.

In the same year electric streetcars began crossing the international bridges, another line also operated on north Oregon. At that time, there were only six miles of track.

Streetcar fare was increased from five to six cents in 1920, due to a decline in patronage, according to a 1940 history of the streetcars published by El Paso Electric Co.

It was decided in 1926 to use motor buses for service to new areas, and a bus garage was built on Cotton in 1928.

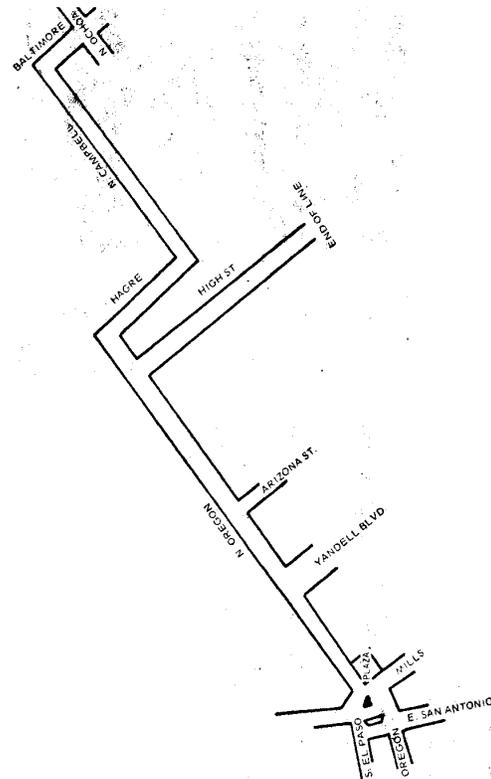
At the time of that EPEC publication (1940) only three streetcar lines were in use Ft. Bliss, Park and Mexico lines.

When the demand for electric power for both domestic and industrial use became so great the revenue of the electric division of the company exceeded that of the transportation division, the company dropped the term “Railway” from the title.

When Stone-Webster started up the El Paso Electric Railway Co. in El Paso, it was technically a part of El Paso Electric Co., which was owned by Engineers Public Service Co., a Stone-Webster subsidiary.

LEGEND - LINES NOT TO SCALE - MESA HIGH SCHOOL

OLD ROUTES—The Mesa Line and High School Line took the same route until the school cars left the line for Hugh, which led to the High School



In compliance with the Holding Company Act of 1947, Engineers Public Service Co. was dissolved, and EPEC became publicly owned. In the meantime, it had sold its transportation properties to National City Lines, the parent company of El Paso City Lines, in 1943.

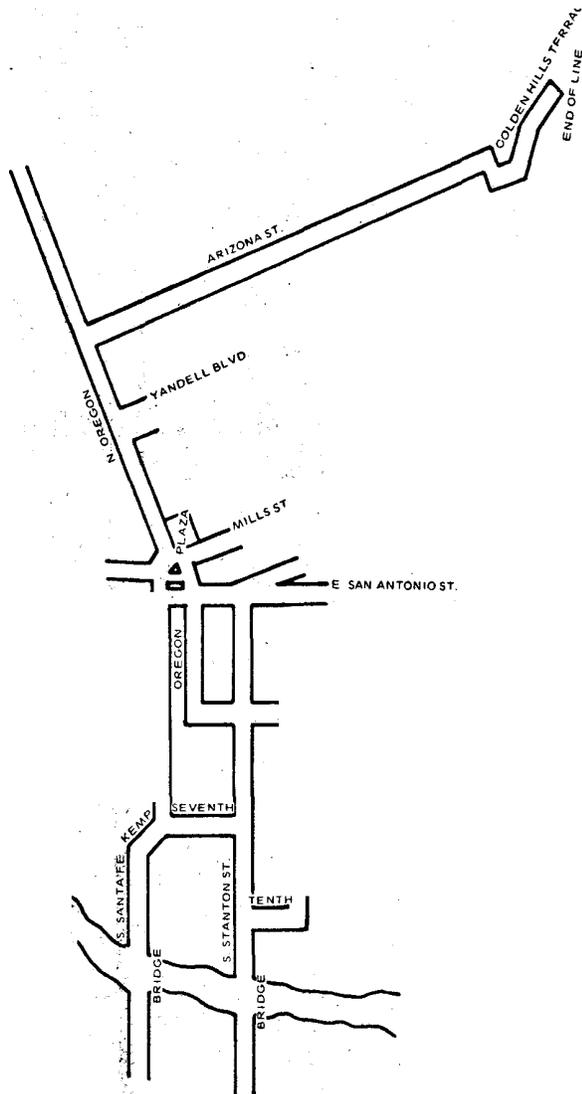
Fred S. Bryars, who entered the service of El Paso Electric Railway as a streetcar conductor in 1917, remembers the streetcars in much detail. He retired in 1959 after 42 years of service.

Bryars was on the spot when most of the history of electric cars was made and recalls the locations and directions of the routes and the changes they took throughout a half-century.

Most of the old streetcar routes had names still used by present bus lines.

LEGEND - LINES NOT TO SCALE - SECOND WARD, MEXICO, ARIZONA

MOST PASSED THROUGH PLAZA—*The Old Mexico Line served passengers going to and from Juarez, while the Arizona line, a short 30-minute*



round trip, served a densely populated area of El Paso.

Routes developed throughout the years were the Ft. Bliss line, Morningside Heights, Government Hill, Richmond Terrace, Highland Park, Arizona, and Mesa lines, the High School line and Park line.

Also, there were the Val Verde, Manhattan, Smelter, Depot, Mexico Race Track, Second Ward and Ysleta lines.

The Ft. Bliss line, Bryars said, was among the last to be permanently discontinued, having been reactivated in 1940 because of the large area troop concentrations during World War II.

The route began at the Plaza and followed San Antonio east to Cotton, then to Myrtle as far as Alameda, then went up Piedras to Ft. Bliss. It returned along the same route but followed N. Oregon back to the Plaza.

The Ft. Bliss route used most of the old track laid down in years past. After 1945 buses were used again.

The Morningside Heights line was a shuttle line on Russell between Fort Boulevard and

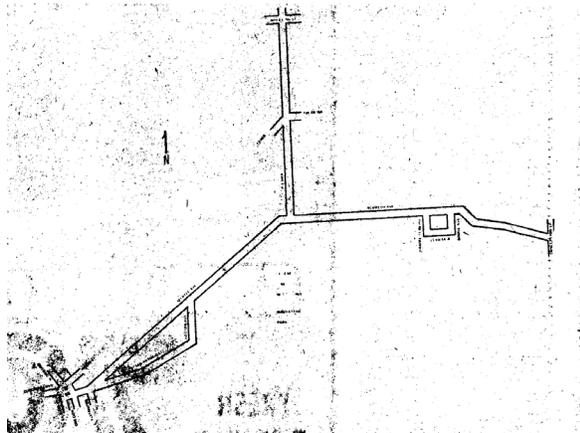
Hays, near the old site of Beaumont General Hospital. Buses designated by the name "Beaumont" were used after 1940.

Likewise, Government Hill tracks were removed between Hueco and Copia to the end of the line about 1938 and buses were substituted.

Richmond Terrace was a shuttle line between Hueco and Copia via Houston, to Cumberland, then west to Pershing, which changed to a bus line in 1938.

Highland Park was replaced by buses in 1936, and the tracks were removed in 1937. Mass Transportation Magazine once described the route as having more curves than any other street car system in the United States. It used the same route as the Ft. Bliss and Government Hill cars from Cotton and Yandell to the Plaza, then returned to Cotton.

The Arizona line, a shorter one, made a round trip every half-hour. The Mesa line, which originally ended near Campbell and Hague, was extended in about 1920 to Baltimore and Ochoa and was replaced by buses about 1935.



MANY PASSENGERS—*The Park Line carried streetcars and trailers full of passengers looking for recreation in Washington Park. The Manhattan Line extended north to a residential area.*

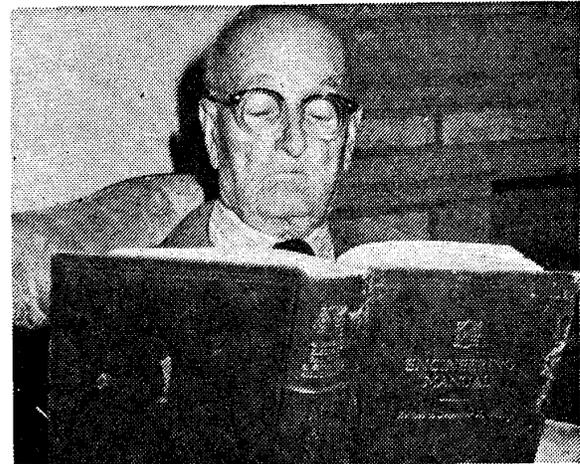
A High School line operated twice daily between the Plaza and El Paso High School for students. Much of its route was on High. The tracks were finally removed in the early 1930s.

The Park line, was one of the first and more important lines in the system. It went from Pioneer Plaza to Washington Park. It was often necessary to attach trailers to the streetcars in order to accommodate thousands of passengers who went to Washington Park for recreation.

The main entrance to the park in early years was two blocks south of Alameda facing Boone. Outbound Park line cars were routed south on Hammett and turned east on Rivera to Boone to the park entrance. They then went two blocks north to Alameda and returned to the Plaza.

Later a shuttle track was extended to Conception, then to the Val Verde area and was thus named. The shuttle service was later discontinued and the route was incorporated with the Park line, which operated until after the war.

STUDYING UP—*F.S. Bryars, 81, retired streetcar superintendent who began service with the El Paso Electric Railway Co. in 1917 and retired from El*



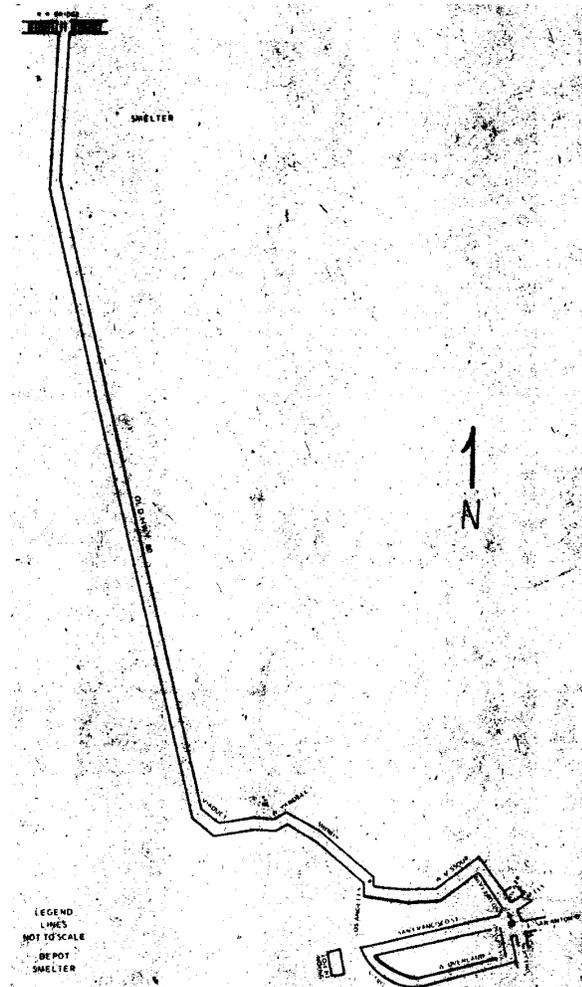
Paso City Lines in 1959, still does a bit of studying in the books he used while studying engineering under J.B. White, an engineer who put in most of the streetcar tracks (which Bryars would later have to pull up) in El Paso. —(Times staff photo by Jerry Littman)

The Manhattan line followed the Park line route between Alameda at Piedras to Wheeling. It was one of the earlier lines established. And one of the first to be replaced by bus service (1937).

One of the first lines to be installed in El Paso was the Smelter Line, which was changed to a bus route in 1929. It served not only the military personnel at old Ft. Bliss and employees at Globe Mills, the Smelter and Portland Cement Co., but also gave 10-minute service to residents on West Missouri and West Yandell. A round trip, however, took 50 minutes, according to Bryars.

The Depot line was routed south on El Paso to Overland, then to Davis, to San Francisco

and back to El Paso. The short loop line was never a profitable operation and was merged with the Mesa line in the 1920s.



WELL-TRAVELED—The Depot Line was used by streetcars to make a short loop in Downtown El Paso, but was not continued past the 1920s due to lack of patronage. The Smelter Line was one of the earliest started. It carried not only employees to the smelter and cement plants and to old Ft. Bliss, but also, many residents of west Missouri and west Yandell.

The old Mexico Line, by far the most profitable line in the transit system, according to Bryars, was the first electric line to be installed in the City, beginning in 1902. Since it was an international line it operated under both El Paso Electric Co. and the Juarez Traction Co., although both companies were owned almost completely by EPEC.

The midpoints on the international bridges formed the dividing line as far as legal authority was concerned.

Always a successful line financially, the Mexico line was always short of cars during Prohibition Days because of the number of customers crossing to Juarez for beverages.

“Records show,” Bryars said, “that this (Mexico) line was always successful as far as revenue is concerned, but after passage of the Volstead Law by Congress in 1919, prohibiting the sale of intoxicating beverages, the El Paso saloon keepers quickly moved their establishments to Juarez and by 1920 the transportation company had difficulty in finding enough street cars to handle its thirsty customers.”

This situation continued, Bryars said, until repeal of Prohibition in 1933.

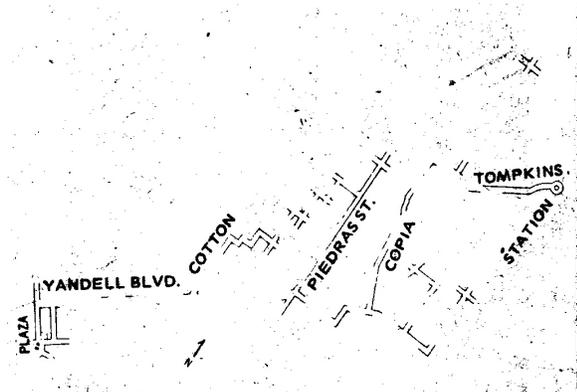
The Race Track line, which was located in Juarez, Mexico, went from the 16 de Septiembre to the old racetrack, a distance of about three miles. The famed racetrack, over which Dan Patch once galloped, was closed at the time of Mexico's Revolution.

The Second Ward line, which operated for many years, made a round trip every 24 minutes with two cars, 12 minutes apart. It was used by many residents of the City, Bryars said, long after many others were driving automobiles, and was one of the last lines to go to bus service.

The Ysleta line was installed in 1913, before Ysleta became a part of the City. Twelve miles of track connected with City tracks at Alameda and Conception and were routed to Ysleta. Service also went west on City tracks.

The Ysleta line, Bryars said, was owned by a stock company operating under the name of t The Rio Grande Valley Traction Co.

Large parlor-type cars with plush seats and other conveniences were used on the Ysleta Line, which was also equipped for freight and express service. Because of the increased use of automobiles, the line was discontinued in a 1925.



SEVERAL ROUTES—Several old streetcar routes are shown here, many which remind one of modern bus routes both in itinerary and the names they bear. Ft. Bliss line followed Piedras to Alameda, then Myrtle and San Antonio to San Jacinto Plaza; Government Hill had a route much like the present bus lines as did Highland Park running between Cotton at Yandell and Downtown; Morningside Heights was a shuttle on Russell, between Fort Boulevard and Hays, and Richmond Terrace was a shuttle line between Hueco and Copia via Houston, to Cumberland, then west to Pershing

Bryars told how the electric railway; system was started t. back at the end of the mule car a days,prior to his coming to El Paso.

A native of Alabama, he first came to El Paso in 1912, went on to Alamogordo, N.M., while still a teenager.

He returned and went to work with EPERC in 1917.

“One thing I have to think of—and it really adds color to an account of what went on,” Bryars said, “I had the a privilege of working along with some of the old mule car

drivers. I remember three in particular—Abe Carrasco, a Juan Martinez and another.”

Bryars said new bridges were put up at the border in the late 20s, and he worked in that area in 1929, during the Escobar Revolution.

“I nearly got killed down here several times,” he said, adding that he also worked during the Mexican Revolution before the 1920s and that Villa would make unexpected raids In Ciudad Juarez.

One incident which he thought humorous was that of a missing streetcar.

After a search of hours, the streetcar returned driven by an employe and his son.

It seemed as though, during the intervening time the two had gotten royally drunk and run into Villa's barbed wire encampment and headquarters near the old Juarez race-track.

“Those two finally showed up, drunk as hoot owls,” Bryars said, “with barbed wire and fence posts dragging from the streetcar.

“Of course, the driver didn't last too long with the company after that. But we thought it a lot of fun at the time.”

Bryars served in almost very capacity for the streetcar line.

In 1926 he was transferred to transportation company in Florida, but returned after fulfilling his duties because he was “fed up with the everglades,” and preferred “to be an operator in El Paso to a superintendent-in Florida.”

The streetcars were later old to National City Lines, precursor of City Lines, which now operates buses in El Paso.

Bryars was hired by City Lines to rehabilitate the tracks on the Ft. Bliss Line in 1945, and stayed with that firm until his retirement in 1959.

As superintendent of Ways and Structures, much of his work was to dismantle track, however, and he was given the job of purchasing agent along with his other duties.

Later he was transferred to the position of supervisor at the international bridge operation where he had worked so near Villista bullets a near half-century before. He supervised toll collectors on both the U.S. and Mexican side of the bridges.

During the earlier years he had worked under J. B. White, a Stone-Webster engineer and about the best engineer El Paso had," who put in most of the streetcar tracks.

He later studied engineering under White and learned to do the work for City Lines.

Bryars said he still does "a little bit of studying" at home and occasionally refers to the engineering books he used while superintendent of Ways and Means.

He and his wife reside at 320 N. Carolina and recently celebrated their 60th wedding anniversary.

Bryars is a life member of El Paso Masonic Lodge, with a dual membership in the Ysleta Lodge and is a Knights Templar. He is an honorary steward at Grace United Methodist Church.

* * *