
American carriers do not have such constraints. The following total TOFC and COFC transit times to Laredo were provided by CN and CP in Toronto (CN, Tel.# (416) 860-2098; CP, Tel.# (416) 622-9931). Please note that these transit times are approximations and exact shipping and routing information must be obtained from the different rail carriers on a case by case basis:

<i>From</i>	<i>Total Transit Times to Laredo, Texas</i>
Vancouver, B.C.	via Chicago: 10-11 days
Calgary, Alta.	via Chicago: 9-10 days
Toronto, Ont.	via Detroit: 6-7 days
Montreal, Que.	via Detroit: 7-8 days

Comparable transit times can be achieved for traffic originating in British Columbia and Alberta via *Burlington Northern (BN)*, from Vancouver, B.C. or Sweetgrass, Montana. Shipments with BN would transfer to *Southern Pacific (SP)* at Eugene, Oregon for border destinations like Mexicali, Nogales or El Paso or at Chicago, Illinois for Eagle Pass or Laredo.

The *Union Pacific (UP)* office in Toronto (Tel.# (416) 757-0295) offers similar transit times from major Canadian cities to Laredo in conjunction with CN and CP. UP is the principal railroad handling Mexican-bound shipments through the United States. It runs shipments through Laredo, Brownsville and El Paso, Texas. Approximate UP transit times within the United States are Chicago-Laredo in 4 days and Detroit-Laredo in 5 days.

Southern Pacific (SP) operates lines as far north as Portland and as far east as Chicago (Chicago, Tel.# (312) 434-1576). SP is *Union Pacific's* main competitor for Mexican-bound traffic, operating six of the ten rail crossings into Mexico (El Centro, California, Nogales, Arizona, Douglas, Arizona, and El Paso, Eagle Pass and Brownsville, Texas). SP also routes through Laredo with *Texas Mexican Railways*. In two recent moves, SP has sought to heighten its share of the market by initiating a twice-weekly double-stack service from Los Angeles to El Paso and by signing an agreement to loan FNM locomotives running on specific SP/FNM transportation corridors in Mexico. FNM has long suffered from a lack of locomotive power and this move, along with FNM's purchase of 100 locomotives from General Electric and its continued leasing of *Union Pacific* locomotives is expected to improve services on the Mexican side.

The *Santa Fe (Atchison Topeka and Santa Fe) Railroad* is a third company that offers service from Chicago to Mexico (Chicago, Tel.# (312) 890-5530). It routes traffic through Kansas City and/or Dallas crossing into Mexico at San Diego, California, Presidio, Texas and El Paso, Texas.