

SOUTHERN PACIFIC LINES

Southern Pacific México is the Mexican representative of Southern Pacific Lines. It has gateways between the United States and Mexico at El Paso, Eagle Pass, Laredo, Brownsville, Nogales and Calexico. The most important routes are a double stack system between Chicago and Mexico City, and a Los Angeles-Long Beach-Pantaco connection. Southern Pacific Lines is collaborating with *Ferrocarriles Nacionales de México (FNM)*, the national railway, to develop intermodal terminals and to assist in modernization and training programs.

URBAN RAIL CUSTOMERS

SUBWAY SYSTEM IN MEXICO CITY

The *Sistema de Transporte Colectivo Metro (STC)*, Mexico City Public Transit Authority, manages the subway system of Mexico City, known as the *metro*. The system handles more than 4.5 million trips per day.

The vehicle fleet includes more than 2,400 rubber-tired vehicles. The initial fleet was supplied by France's Alstom, with Bombardier providing some of the cars. *Bombardier-Concarril* is now the major supplier of rapid transit cars in Mexico. The most recent order of 135 cars for "Line 8" went to Spain's *Construcciones y Auxiliar de Ferrocarriles (CAF)*. *Bombardier-Concarril* is currently refurbishing 234 of the original cars dating from 1967.

Mexico City's master plan calls for an eventual expansion of the *metro* to a 315-kilometre network of 15 lines. Plans will be refined according to a detailed ridership study being conducted by the *Instituto Nacional de Estadística Geografía e Informática (INEGI)*, National Institute of Statistics, Geography and Informatics.

The next major line to be built will be the *Tren Elevado Santa Mónica*, which will be a build-operate-transfer (BOT) operation, separate from the *metro* system. One of the objectives of this first use of the BOT approach is to provide higher quality service to people who normally commute by automobile. Fares will be considerably higher than for the *metro*. The new line services a relatively high-income area, and is considered a prototype. Some observers believe that as many as 100 kilometres of private rail systems could be feasible in the Mexico City area.