

Domestic capability for the manufacture of freight rolling stock is limited to only the most basic types of cars. The modern car designs that will be required in the future will probably be obtained from foreign manufacturers. The private companies with contracts to maintain the freight car fleet, are expected to play a role in purchasing decisions. These contractors will also manage purchases of locomotives.

FNM PRIVATIZED WORKSHOPS

Workshop	Private Operator
San Luis Potosí	Morrison Knudsen Corporation
Acámbaro	Morrison Knudsen Corporation
Valle de México	GEC Alstrom Transporte
Monterrey	GEC Alstrom Transporte
Torreón	VMV Enterprise y La Sierrita
Chihuahua	VMV Enterprise y La Sierrita
Jalapa	GEC Alstrom Transporte

Source: United States Department of Commerce.

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

The Atchison, Topeka and Santa Fe Railway Company has a transborder connection in El Paso, Texas. This connection handled 40,000 cars to and from Mexico in 1992. Traffic is about 70 percent hopper cars and 30 percent box cars and flatcars. The railway projects a 15 percent annual increase in freight movement between the United States and Mexico.

UNION PACIFIC RAILROAD

The Union Pacific Railroad operates an intermodal freight terminal in Laredo, Texas. The company is represented in Mexico by *Union Pacific de México*.

It handles about 100,000 trailers annually. The trailers arrive in Laredo by road and are transferred to rail cars, including double stack, and are then hauled to various locations in Mexico. The railway also has transborder connections at El Paso and Brownsville, Texas.