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# Staff Papers Series

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July 1989

U.S. CORN MOVEMENTS, 1985  
A Preliminary Report of Data

by

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## ABSTRACT

This paper presents the results of the corn portion of the 1985 grain flow survey and makes comparisons with 1977 when the previous survey was done. The most significant change from 1977 was the increase in exports from the Pacific Northwest ports from 15 million bushels to over 290 million in 1985. This was accomplished by an increase in rail shipments from Nebraska, Minnesota, and South Dakota. The decline in European Economic Community demand reduced corn movements through the Great Lakes and Atlantic ports and, consequently, truck movements to those ports.

Trucks increased their share of domestic movements. The large 1985 corn crop and subsequent increase in stocks reduced the volume of interstate movements and the length of shipping distances. Total corn "bushel miles" were less than would be expected in a year when corn supply and disappearance were more in balance.

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Introduction

This report contains the results of research conducted by the North Central Regional Research Committee (NC-137) and the Southern Regional Research Committee (S-176) in cooperation with universities in other states. The committees used a survey of grain handlers to identify the origins and destinations of grain shipments to the point of end-use or a point of export. This information included the volume shipped by alternative modes of transportation (barge, rail, truck). Such information is useful to firms handling, processing, and shipping corn as well as to government agencies setting or evaluating policies.

Researchers in each state surveyed a representative sample of firms and expanded the receipts and shipments by the appropriate multipliers to represent the total volume of corn movements. The data was validated by matching shippers' information with receivers' information and by comparing the results with secondary sources.

This report is one of a series of four preliminary summaries of the data collected by 1985. The other three deal with grain sorghum, soybean, and wheat, respectively. The data were summarized by various committee members under the supervision of Joseph E. Vercimak in the Department of Agricultural Economics at the University of Illinois at Urbana-Champaign. Administration of the grant funds was coordinated by Lowell D. Hill and Joseph E. Vercimak at the University of Illinois.

The tabulated results of the study for corn are given in the following pages with greater detail provided for each state in the Appendix tables.

#### Comparison of 1985 and 1977

The 1985 corn crop was a bumper 8.9 billion bushels compared with 6.4 billion bushels in 1977. The 1977 crop increased U.S. year ending stocks by a negligible 200 million bushels, while the 1985 crop increased U.S. ending stocks by over 2 billion bushels. Consequently, because of the inventory buildup, the proportion of the corn crop moving into commercial and export channels was lower in 1985 than in 1977. It should be recognized that this influenced both end use and export grain flows.

Nearly 3.3 billion bushels of corn was moved across state lines in 1985 and over 1.7 billion bushels of corn was exported. This compares with 2.6 billion bushels of interstate shipments in 1977 when approximately 1.6 billion bushels of corn were exported. Over 1.55 billion bushels were shipped across state lines to domestic end users in 1985 compared with less than 1 billion bushels of corn to domestic end users in 1977. The primary source for those comparisons is Hill, et al.<sup>1</sup>

Trucks accounted for 693 million bushels of the interstate movement in 1985. Of the truck shipments, 98 million bushels went to export ports and 595 million bushels went to domestic uses. Railroads accounted for 1,538 million bushels of interstate shipments with 668 million bushels going to export ports and 870 million bushels to domestic users. River barges accounted for 1,052 million bushels of interstate shipments with

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<sup>1</sup> Hill, Lowell D., Mack N. Leath and Stephan W. Fuller, Corn Movements in the United States, Illinois Bulletin #768, 1981.

959 million bushels going to export ports and 93 million bushels going to domestic users.

All three modes moved more corn across state lines in 1985 than in 1977, and there were no dramatic changes in the modal mix of the total domestic interstate and export shipments between 1977 and 1985. However, truck increased its share of total interstate shipments from 16.3 percent in 1977 to 21.1 percent in 1985. Total interstate rail shipments slipped from 49 percent to 46.8 percent. The barge industry's share of interstate movements slipped slightly from 34.7 percent to 32.0 percent. Considering just export movements trucking's share declined from 12.9 percent to 5.7 percent while the barge share of export movements increased from 50.3 percent to 55.6 percent. Rail's share of export shipments increased slightly from 36.7 percent to 38.7 percent. The shift from truck to barge for the movement to export ports is a consequence of the decrease in exports via the Great Lakes/St. Lawrence route which is covered in detail below.

#### Production Comparisons

Although corn is grown in almost every state, production remains concentrated in and near the historic Corn Belt. Figure 1 shows this concentration in 1982, the year of the last Census of Agriculture.

In 1985 as in 1977, six states (Iowa, Illinois, Nebraska, Indiana, Minnesota and Ohio) produced about 70 percent of the U.S. corn crop. Table 1 indicates that in 1985, these states accounted for almost 75 percent of the interstate grain shipments and over 79 percent of exports. However, in 1977, the six states were even more important as corn shippers. That year, they accounted for over 85 percent of interstate corn shipments and almost 86 percent of the shipments to export ports. In



FIGURE 1.

Corn Harvested for All Purposes: 1982

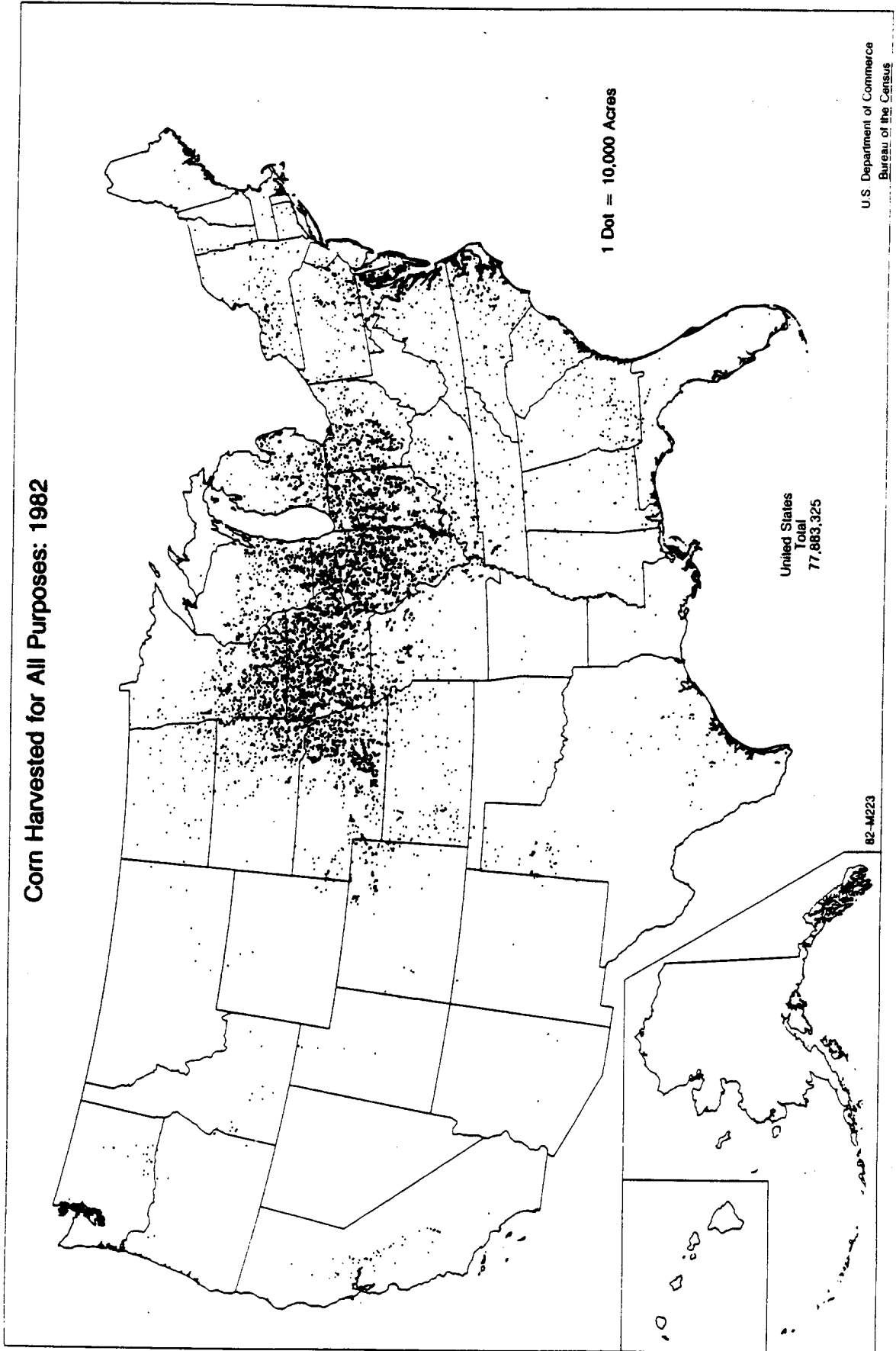


TABLE 1

1985 PRODUCTION BY STATE AND OUT-OF-STATE SHIPMENTS BY MODE  
(thousand bushels)

State	Total Production	Shipped by			Total Shipped	Total Exported
		Truck	Rail	Barge		
IOWA	1,707,300	64,699	183,607	121,530	369,836	170,888
ILLINOIS	1,534,950	49,657	148,066	469,165	666,888	518,816
NEBRASKA	953,600	138,876	307,380	500	446,756	162,845
INDIANA	756,450	64,587	243,895	84,562	393,044	192,182
MINNESOTA	724,500	38,984	154,028	113,584	306,596	158,534
OHIO	<u>511,810</u>	<u>47,106</u>	<u>164,780</u>	<u>66,561</u>	<u>278,447</u>	<u>158,876</u>
<b>TOTAL 6 STATES</b>	6,188,610	403,909	1,201,756	855,902	2,461,567	1,362,141
<b>U.S. TOTAL</b>	8,876,706	693,227	1,537,686	1,051,671	3,282,584	1,723,091
Six States as a Percentage of U.S.	69.7%	58.3%	78.2%	81.4%	75.0%	79.1%

1977, unlike 1985, corn usage was about in line with supply so that change in carryout was negligible.

Along with the decline in the proportion of corn shipped from the six states, there have been shifts within the six, apparently because of changes in international demand. In 1985, Illinois and Iowa alone accounted for over 36 percent of the corn production and interstate shipments and about 40 percent of exports. However, in 1977, Illinois and Iowa accounted for over 35.1 percent of production, but over 54 percent of U.S. exports. Figure 2 shows some trends that have influenced the decline in the export share for Illinois and Iowa.

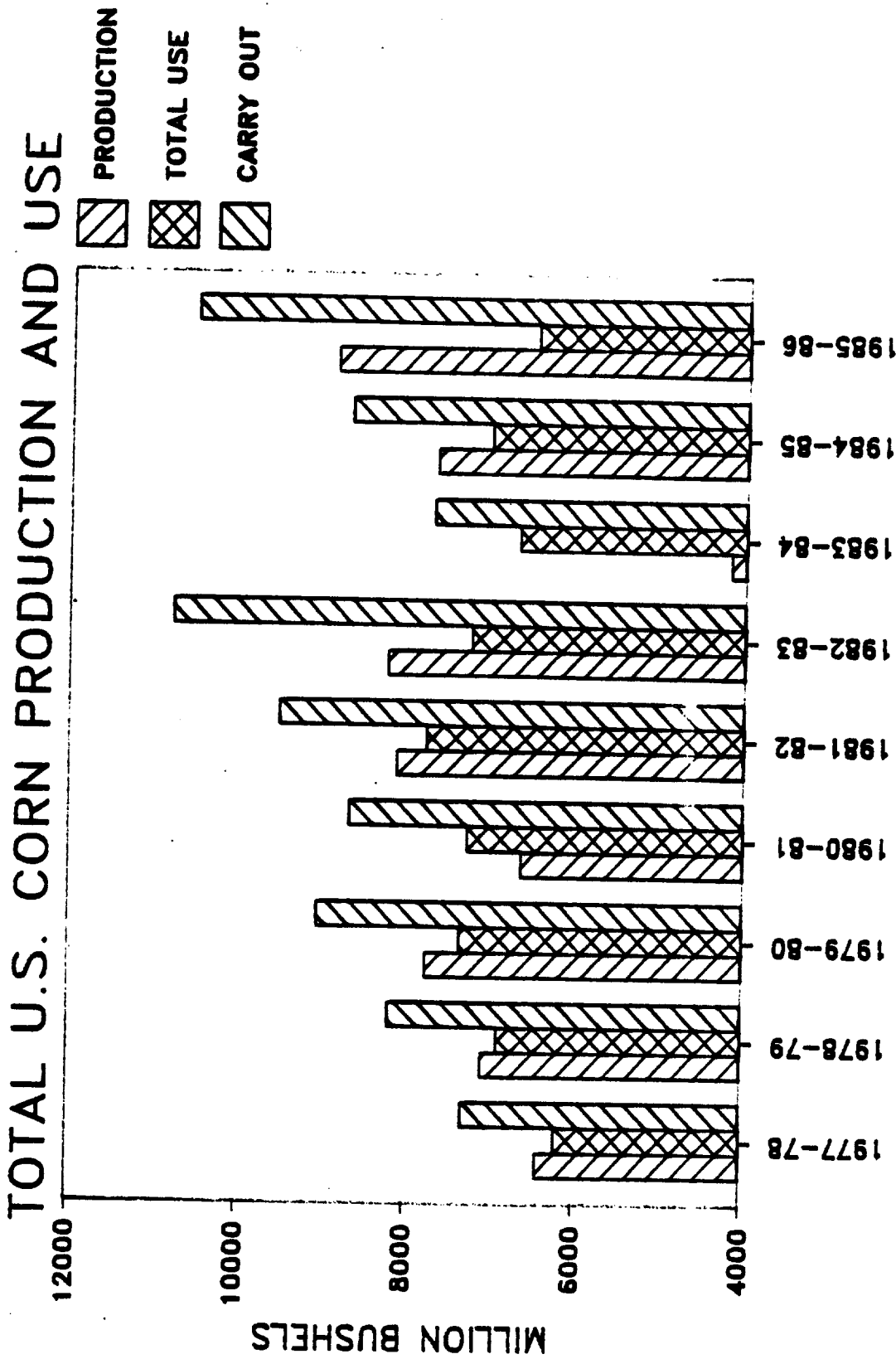
Corn production has been increasing steadily since 1977, except for the drought years of 1980 and 1983, but the total disappearance of 6.5 billion bushels of corn including exports was lower in 1985 than in any year since the 6.2 billion bushels were used in 1977. Figure 3 shows livestock feed use was about average in 1985. Food and alcohol use has increased every year and more than doubled between 1977 and 1985 to the 1.1 billion bushel level. The decline in total usage was due to the dramatic drop in exports in the mid-1980s.

#### Export Flows

In 1985, our two largest export customers were the USSR which took 13 million tons of corn and Japan which took 11 million tons. Those two nations accounted for over 50 percent of U.S. corn exports while shipments to the original European Economic Community (EEC) were negligible in 1985. This structured change in the export demand impacted the volume and direction of export flows between the late 1970s and mid-1980s.

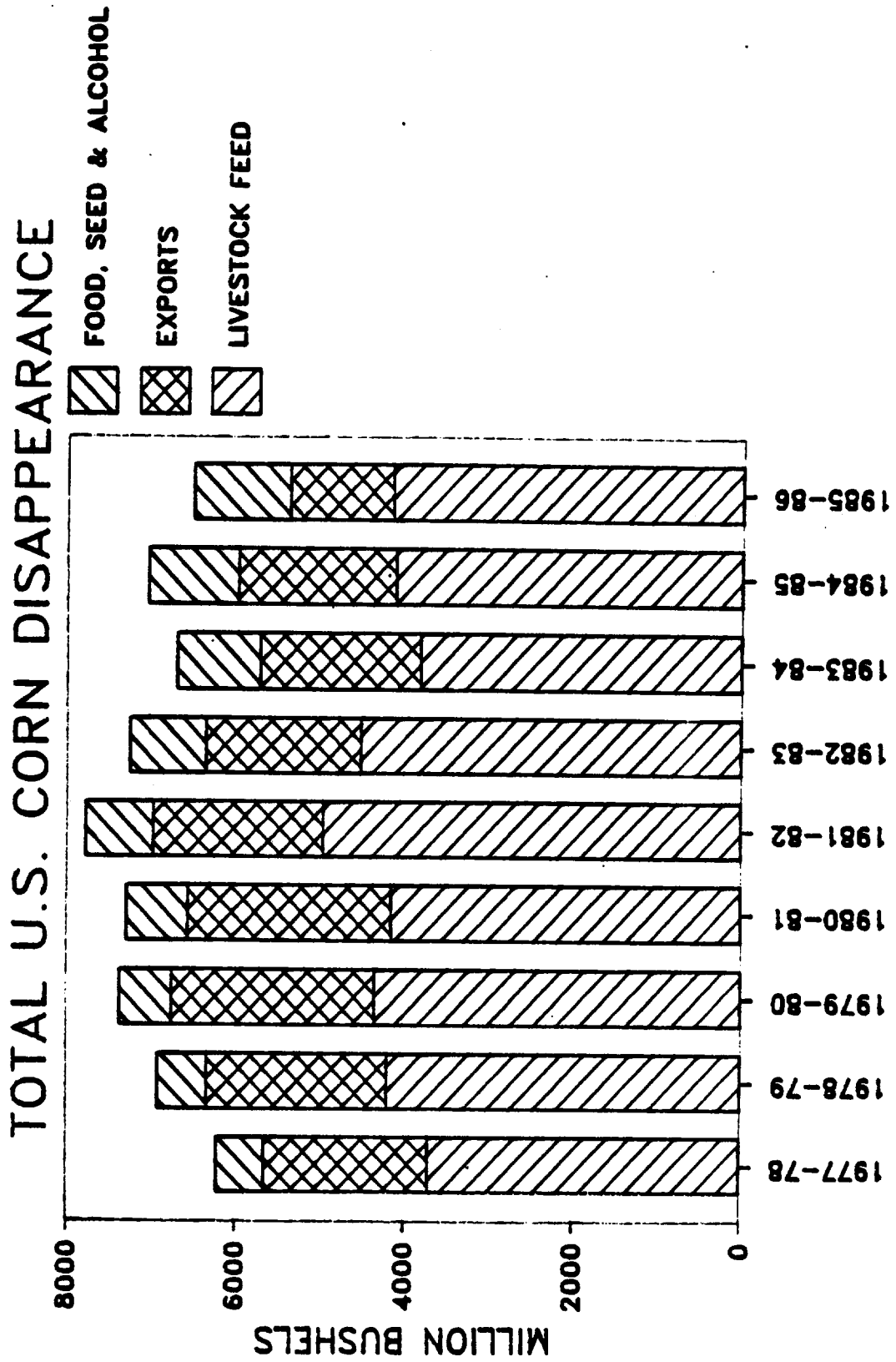
Figure 4 shows corn exports by port range for 1977, 1981 and 1985. At first glance, the changes may not look dramatic enough to have a large

FIGURE 2.



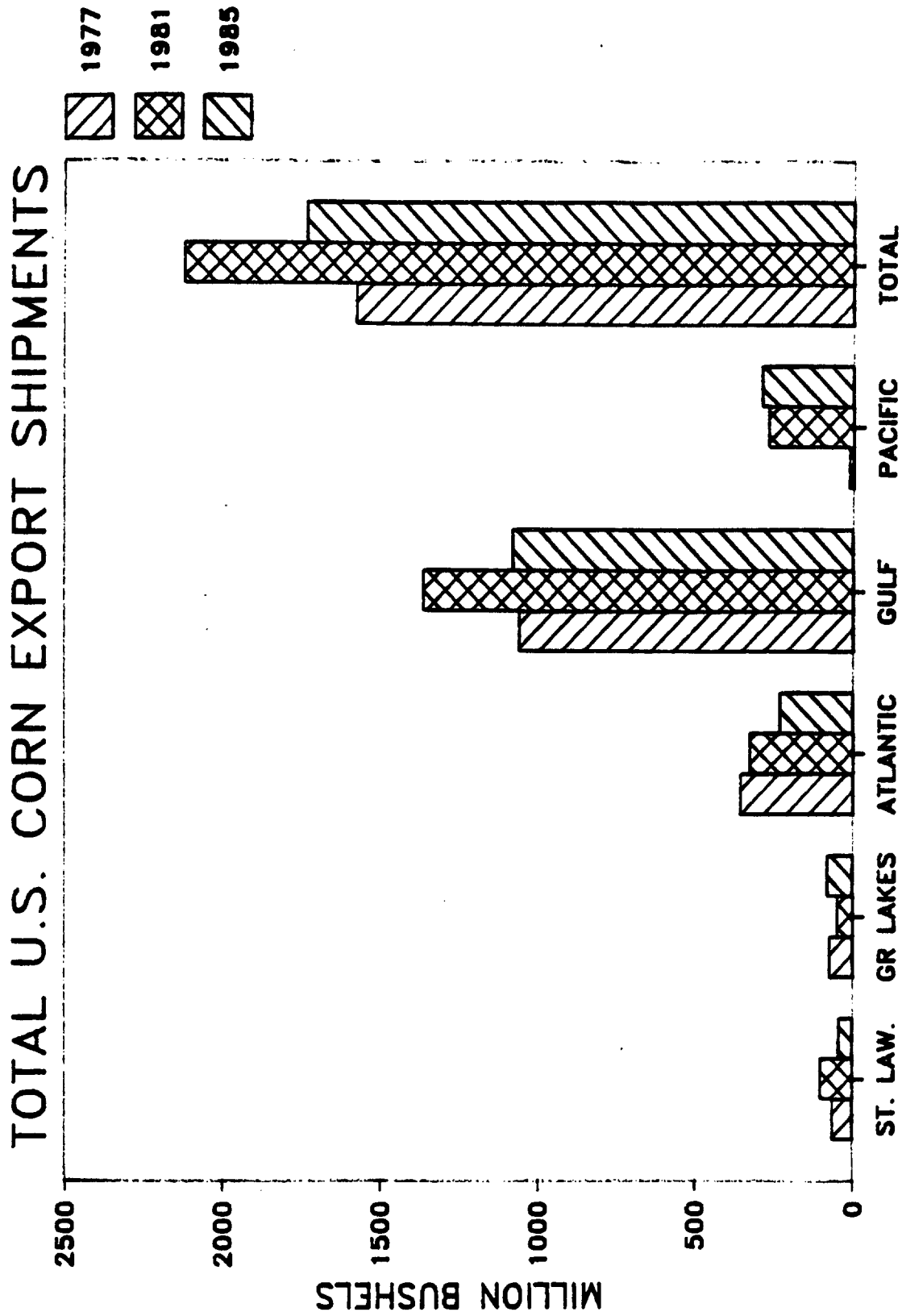
SOURCE: Agricultural Statistics

FIGURE 3.



SOURCE: Agricultural Statistics

FIGURE 4.



SOURCE: USDA/Grain and Feed News.

influence on transportation flows. However, detailed analysis of the export destinations proves otherwise.

Figure 5 shows exports by port range to the EEC for the same three years. It demonstrates the loss of corn markets in the EEC as a result of the Common Agricultural Policy and other factors over the last ten years. Exports have declined from 618 million bushels in 1977 to 78 million bushels in 1985. All port ranges have lost volume due to the decline in the EEC market.

Figure 6 shows exports to the USSR and Eastern Europe for the same three years. Over the time period, exports to the Eastern Bloc were erratic unlike those to the EEC which had a clear downward trend. Unlike the Gulf ports, the Great Lakes/St. Lawrence Seaway and the Atlantic Ports were unable to increase their exports to the Eastern Bloc companies. The decline in corn exports to the EEC without an increase in shipments to the Eastern Bloc led to the decrease in Lake and Atlantic Range shipments between 1977 and 1985.

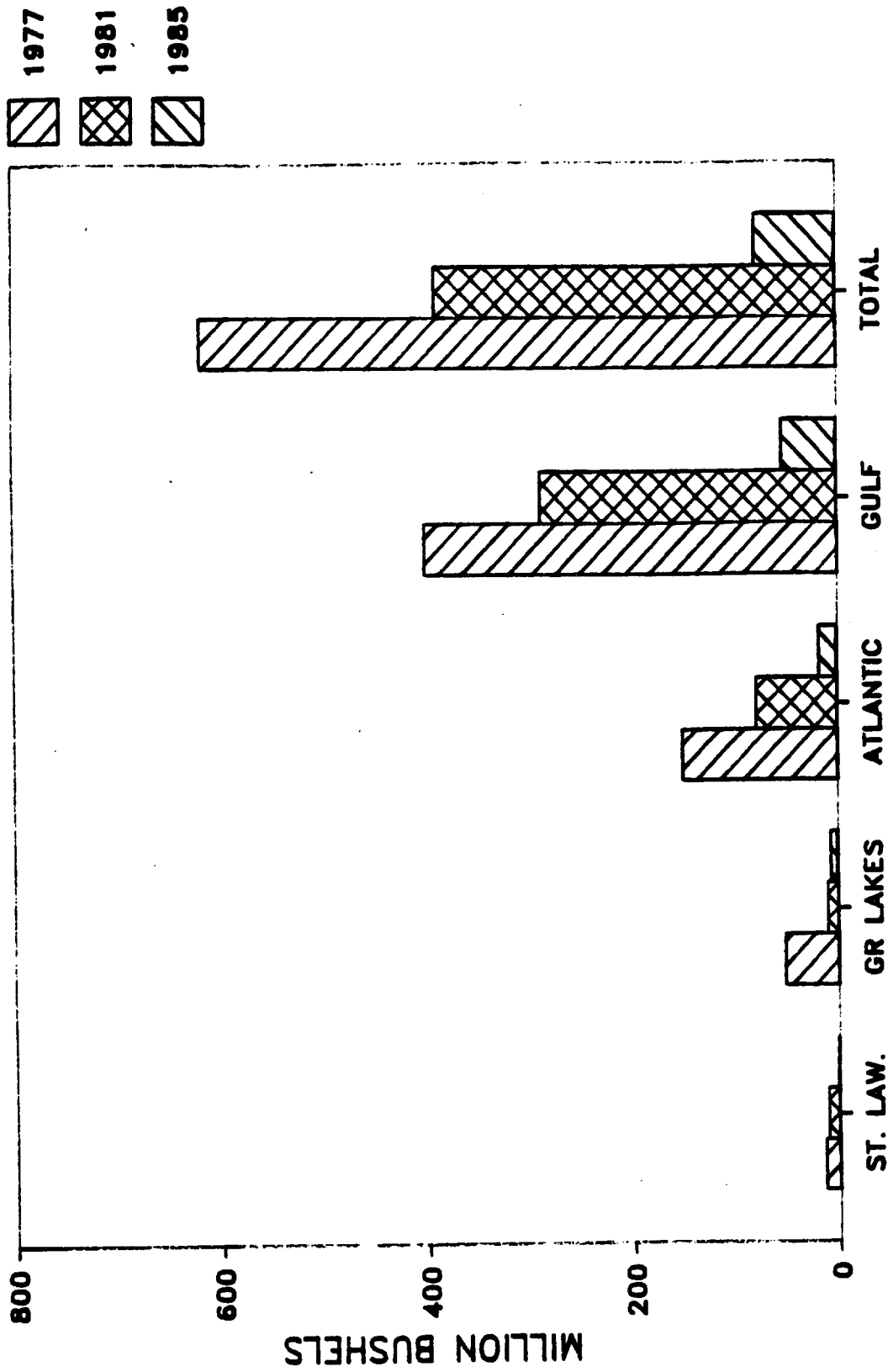
Figure 7 shows the situation for exports to Pacific Rim countries. All of the considerable increase in exports to the Pacific Rim countries from 1977 to 1985 appears to have been captured by the Pacific Northwest ports. In fact, the Atlantic ports slipped from 36 million bushels of Pacific Rim exports in 1977 to 2 million bushels in 1985.

#### State Flows

The shaded states in Figure 8 accounted for about 98 percent of our corn exports in 1985. Illinois accounted for 30.1 percent of corn exports in 1985--down from 37.5 percent in 1977. The other five corn belt states mentioned earlier accounted for 9-12 percent of 1985 exports. Substantial shifts in export shares occurred in those states between 1977 and 1985.

FIGURE 5.

CORN EXPORTS TO THE EEC \*

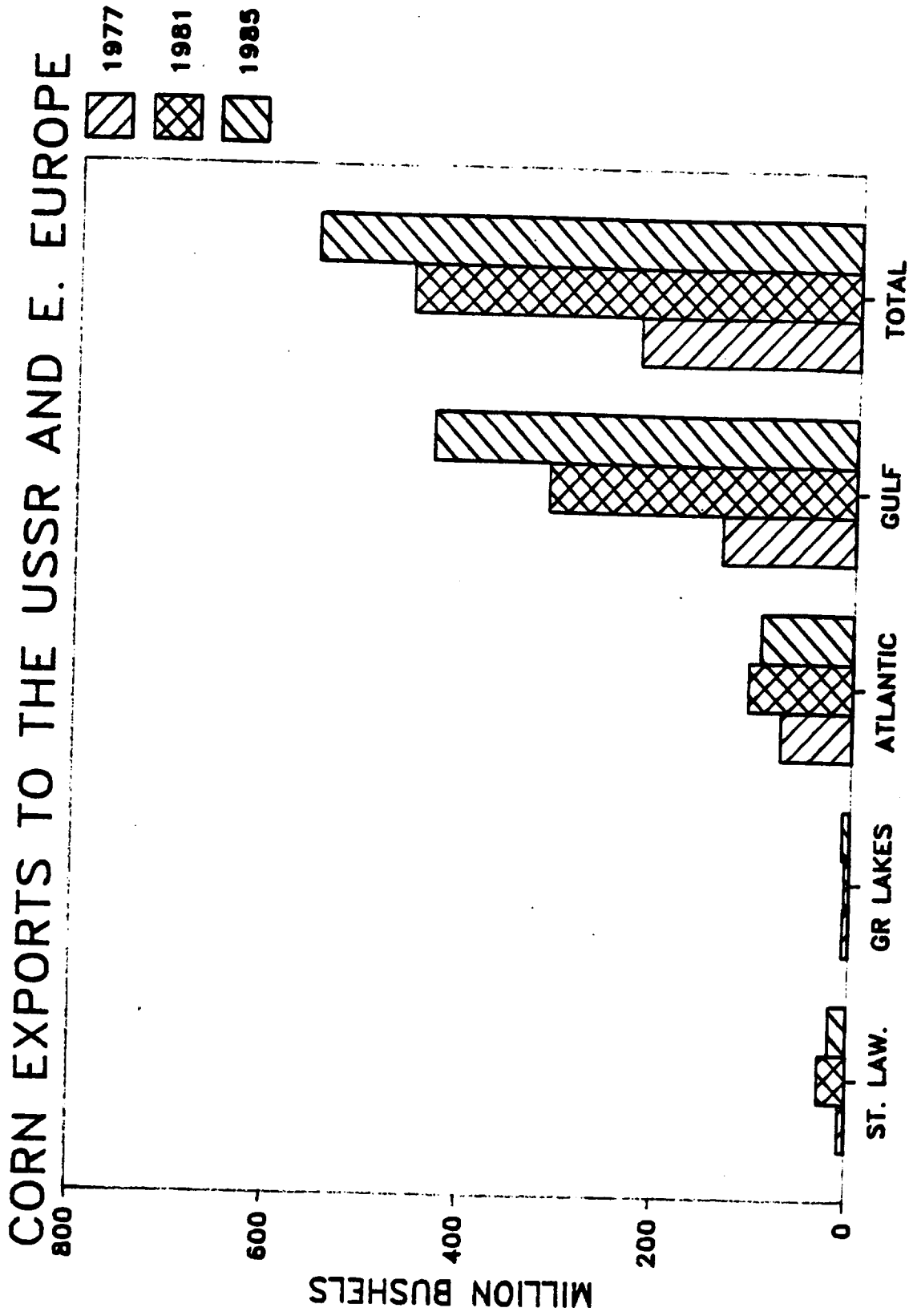


\* Includes EC-10 for all years.

SOURCE: USDA/Grain and Feed News.

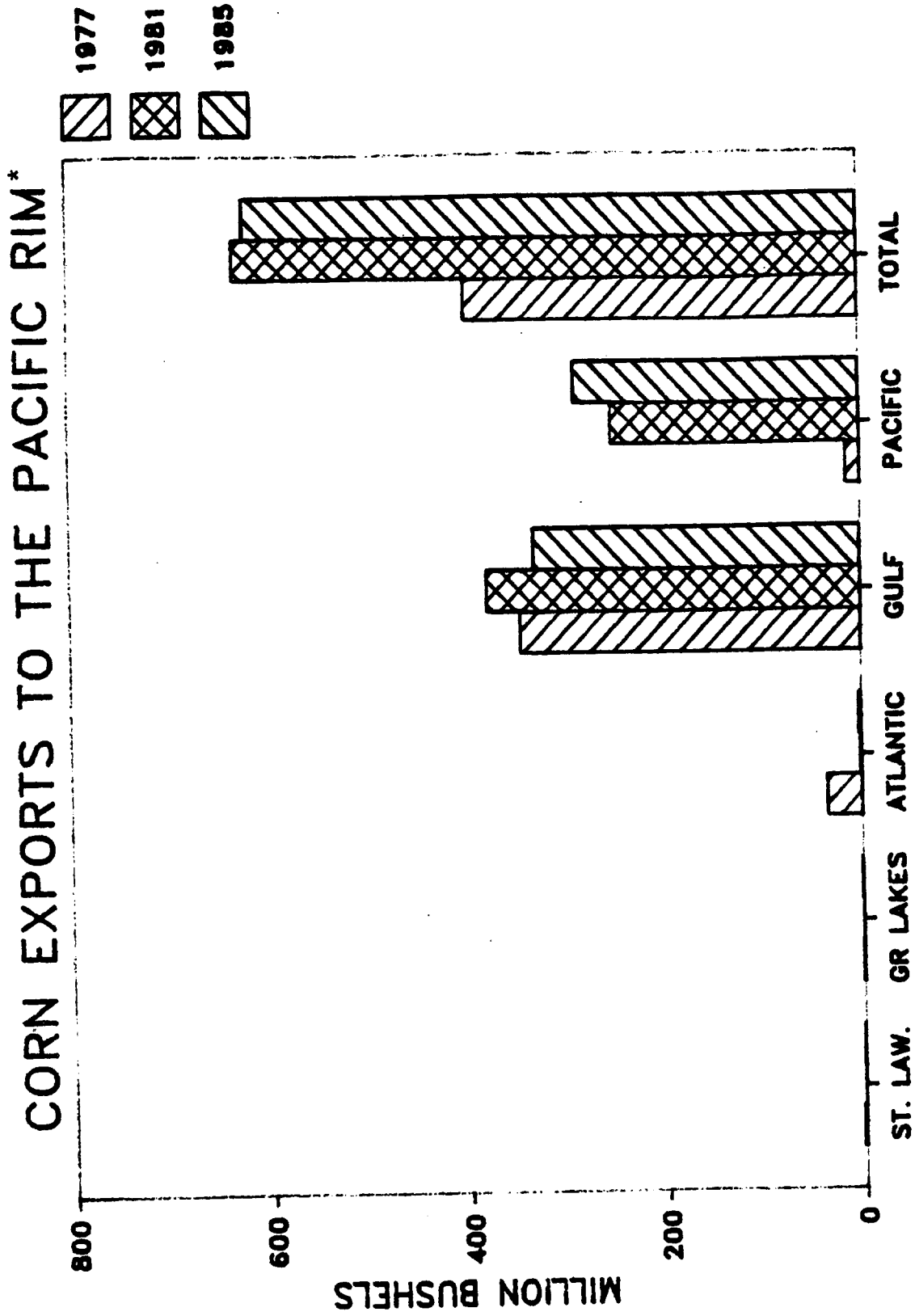


FIGURE 6.



SOURCE: USDA/Grain and Feed News.

FIGURE 7.

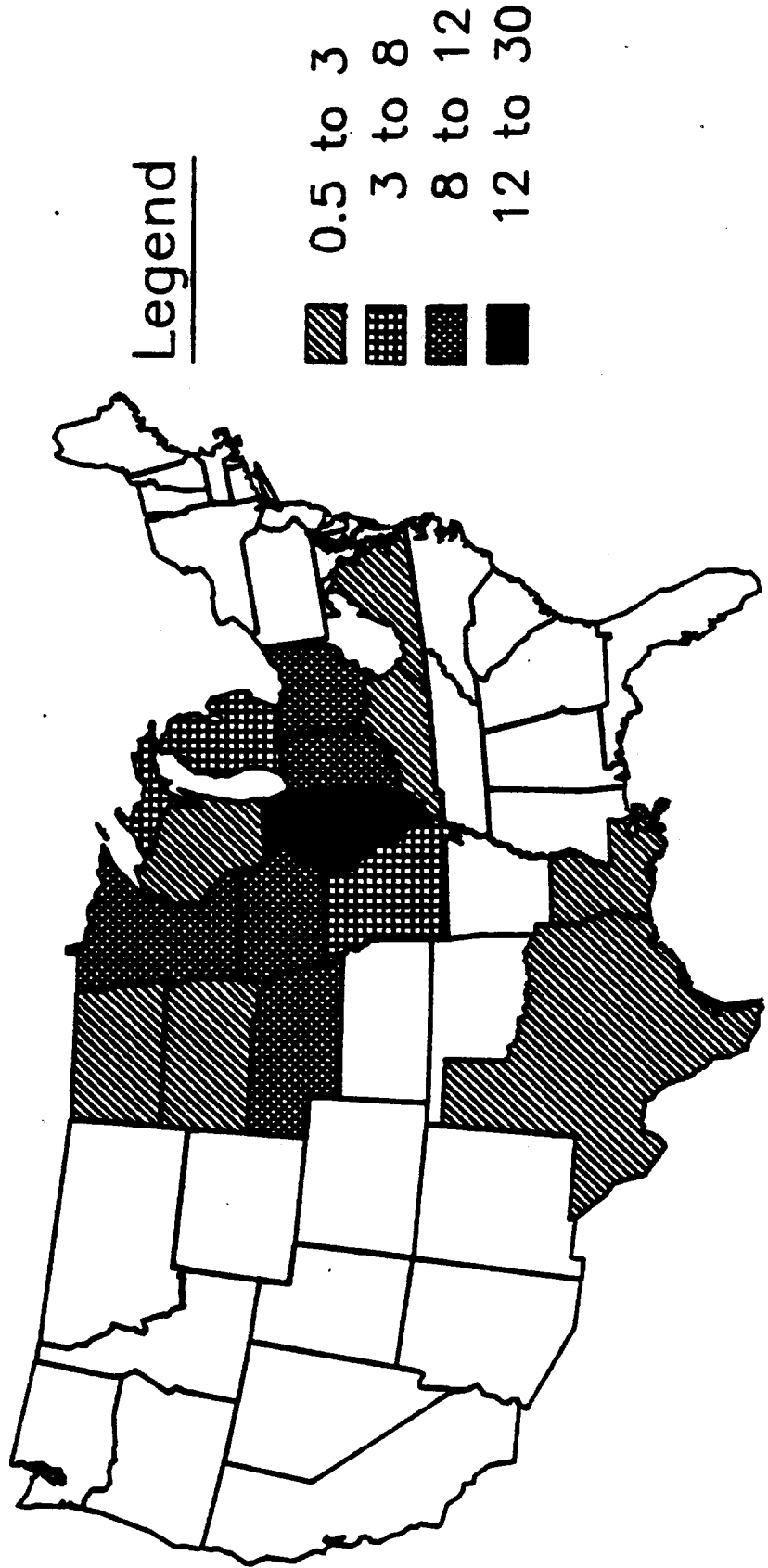


\* Includes Japan, Taiwan, Macao, South Korea and Hong Kong.

SOURCE: USDA/Grain and Feed News

FIGURE 8.

# Percent of U.S. Exports by State Corn - 1985



Iowa slipped from 16.7 percent to 9.9 percent; Indiana went from 12.2 percent to 11.2 percent; and Ohio slipped from 11.0 percent to 9.2 percent.

Minnesota, which was severely impacted by drought in 1977, increased its share from 6.1 percent of exports to 9.1 percent. The increase was due to rail shipments to Pacific Northwest ports as exports from Minnesota via both the Gulf and Great Lakes declined. Nebraska's share of exports increased dramatically from 2.1 percent to 9.4 percent. This increase was entirely due to rail shipments to Pacific ports.

Of the remaining states, Michigan's share remained about constant at 3.0 percent while Missouri's share of exports increased from 1.8 percent to 4.7 percent in 1985. South Dakota's share of exports increased from a negligible .1 percent of exports in 1977 to 2.8 percent in 1985 as a result of rail shipments to the Pacific Coast (see Table 9).

Figure 9 shows the flow to the Gulf. The Gulf ports received 1,077 million bushels in 1985. Illinois and Iowa accounted for 512 million bushels and 127 million bushels of export shipments from the Gulf. Minnesota, Missouri, Indiana, Kentucky and Ohio each shipped between 50 and 100 million bushels to Gulf ports for export in 1985. Gulf port receipts were nearly 88 percent by barge, 10.3 percent by rail, and less than 2 percent by truck. In 1977, Gulf export receipts were at about the same level of 1.1 billion bushels, but only 77.6 percent of the receipts were by barge with 22.0 percent by rail and .4 percent by truck; thus, there was a substantial increase in barge volume in 1985 from 1977 with rail losing both share and volume.

Figure 10 shows the shipments by state to the Atlantic and Pacific Ports. Atlantic ports received 233 million bushels. Indiana and Ohio

FIGURE 9.

# State Shipments to Gulf Ports Corn - 1985

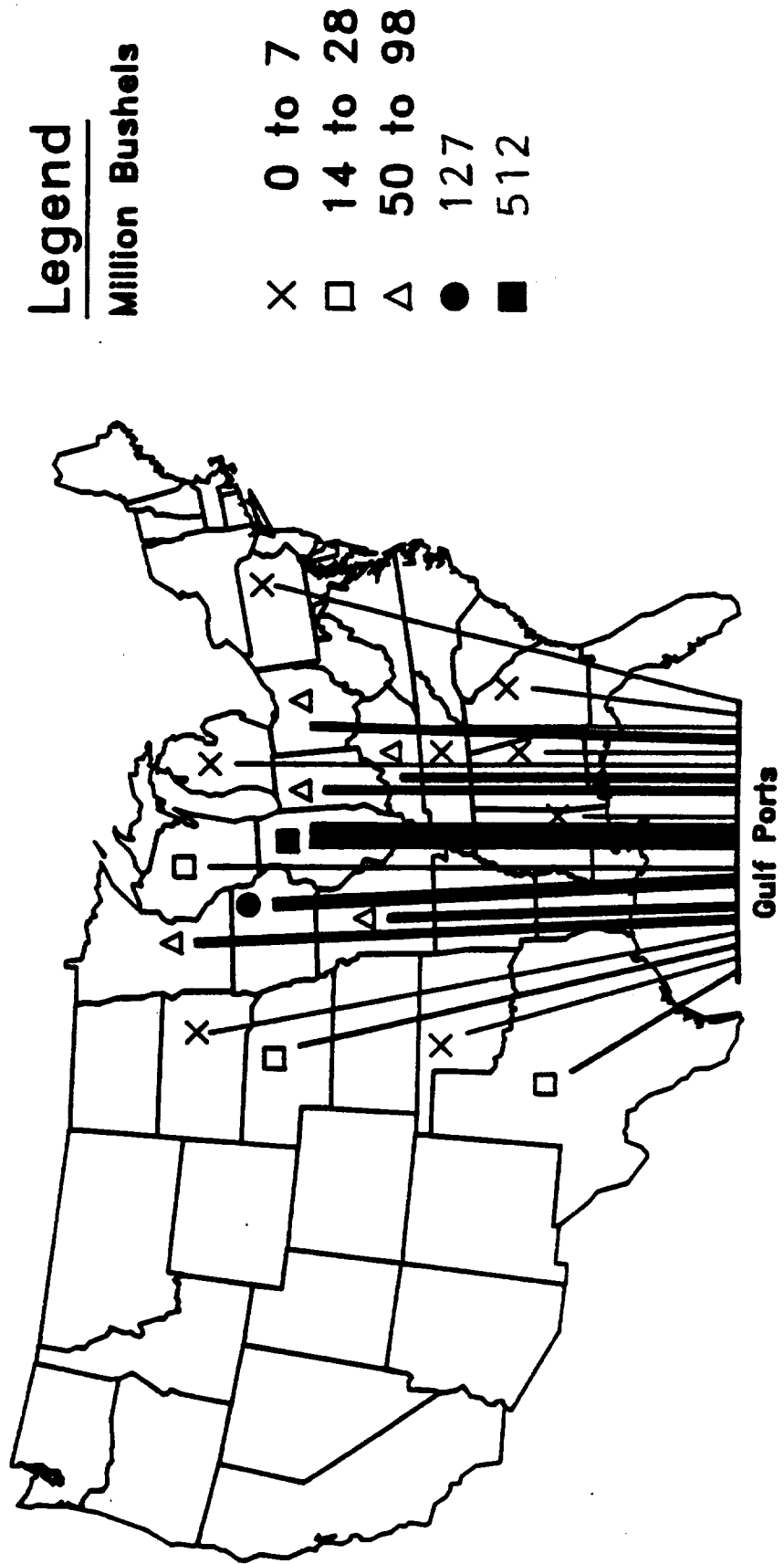


FIGURE 10.

# State Shipments to Atlantic and Pacific Ports

Corn - 1985

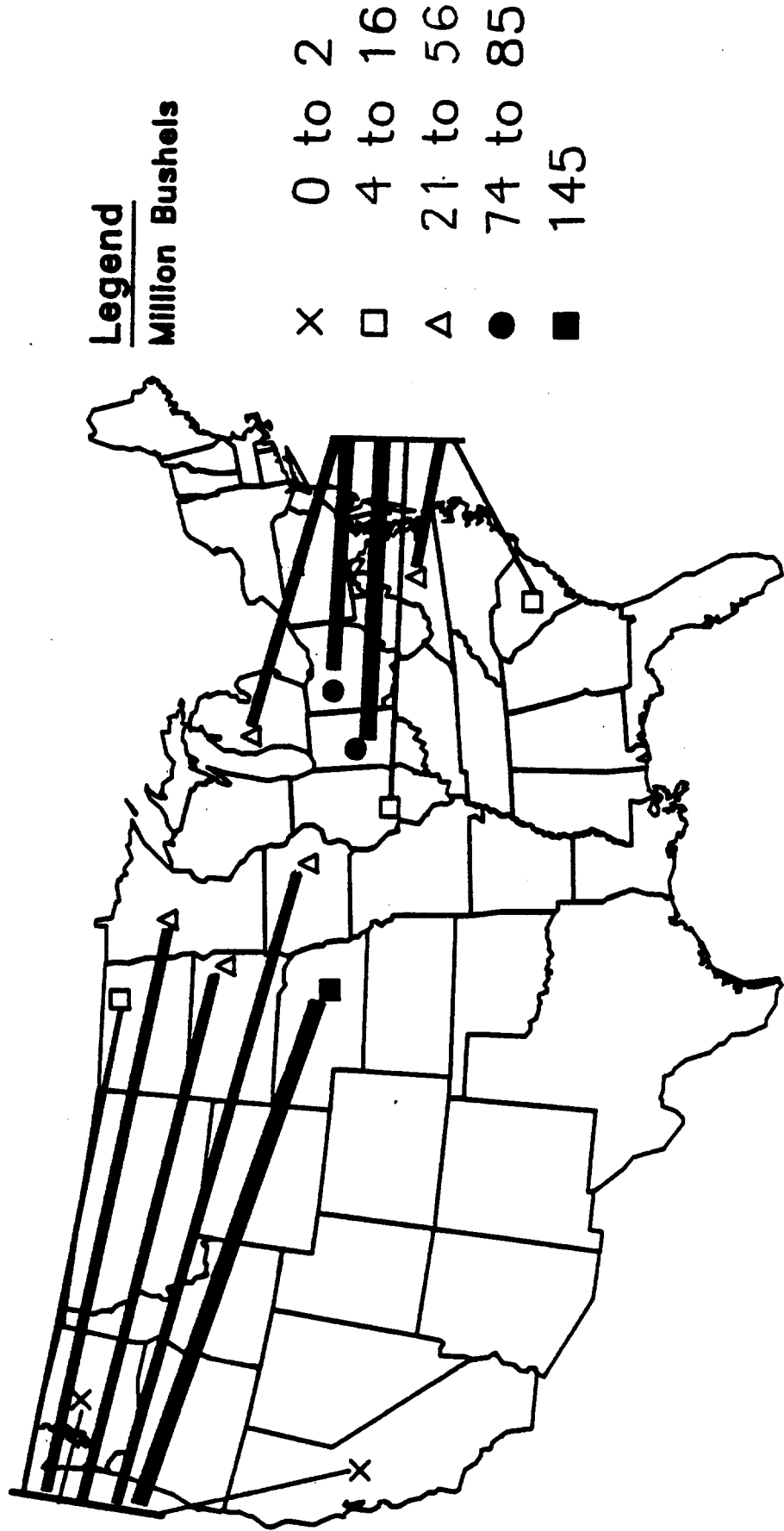


Table 2. 1985 Interstate Receipts of Corn for Each State

State	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Alabama	9,754	36,964	41,648	88,366
Arizona	1,930	5,246	0	7,176
Arkansas	29,824	55,925	2,731	88,480
California	0	74,898	0	74,898
Colorado	15,738	11,508	0	27,246
Delaware	15,636	2,401	0	18,037
Florida	14,019	21,573	0	35,592
Georgia	5,992	84,645	0	90,637
Idaho	224	0	0	224
Illinois	64,871	70,191	349	135,411
Indiana	16,883	10,886	204	27,973
Iowa	57,813	18,958	115	76,886
Kansas	63,196	20,854	0	84,050
Kentucky	21,544	4,685	150	26,379
Louisiana	1,644	3,945	381	5,970
Maryland	8,554	2,980	54	11,588
Michigan	44	0	0	44
Minnesota	16,172	4,796	57	21,025
Mississippi	4,136	41,489	1,807	47,432
Missouri	43,632	38,072	397	82,101
Montana	1,534	11,188	0	12,722
Nebraska	23,635	3,485	0	27,120
Nevada	438	1,270	0	1,708
New England	9,500	35,937	0	45,437
New Jersey	4,918	81	0	4,999
New Mexico	0	127	0	127
New York	3,116	19,701	0	22,817
N. Carolina	2,907	36,752	0	39,659
N. Dakota	17,361	4,500	0	21,861
Ohio	32,108	21,546	0	53,654
Oklahoma	24,248	13,645	0	37,893
Oregon	0	7,263	1,190	8,453
Pennsylvania	8,377	19,170	0	27,547
S. Carolina	254	3,840	0	4,094
S. Dakota	7,356	0	0	7,356
Tennessee	8,307	57,654	39,240	105,201
Texas	29,744	96,237	4,290	130,271
Utah	7,118	1,718	0	8,836
Virginia	9,241	10,758	0	19,999
Washington	0	2,514	0	2,514
W. Virginia	1,890	0	0	1,890
Wisconsin	5,773	12,473	0	18,246
Wyoming	5,878	0	0	5,878
Total Volume	595,309	869,875	92,613	1,557,797
% of Total	38.21%	55.84%	5.95%	

Table 3. 1985 Modal Split of Corn Receipts by State

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(percent by mode)			(000 bushels)
Alabama	11.04%	41.83%	47.13%	88,366
Arizona	26.90%	73.10%	0.00%	7,176
Arkansas	33.71%	63.21%	3.09%	88,480
California	0.00%	100.00%	0.00%	74,898
Colorado	57.76%	42.24%	0.00%	27,246
Delaware	86.69%	13.31%	0.00%	18,037
Florida	39.39%	60.61%	0.00%	35,592
Georgia	6.61%	93.39%	0.00%	90,637
Idaho	100.00%	0.00%	0.00%	224
Illinois	47.91%	51.84%	0.26%	135,411
Indiana	60.35%	38.92%	0.73%	27,973
Iowa	75.19%	24.66%	0.15%	76,886
Kansas	75.19%	24.81%	0.00%	84,050
Kentucky	81.67%	17.76%	0.57%	26,379
Louisiana	27.54%	66.08%	6.38%	5,970
Maryland	73.82%	25.72%	0.47%	11,588
Michigan	100.00%	0.00%	0.00%	44
Minnesota	76.92%	22.81%	0.27%	21,025
Mississippi	8.72%	87.47%	3.81%	47,432
Missouri	53.14%	46.37%	0.48%	82,101
Montana	12.06%	87.94%	0.00%	12,722
Nebraska	87.15%	12.85%	0.00%	27,120
Nevada	25.64%	74.36%	0.00%	1,708
New England	20.91%	79.09%	0.00%	45,437
New Jersey	98.38%	1.62%	0.00%	4,999
New Mexico	0.00%	100.00%	0.00%	127
New York	13.66%	86.34%	0.00%	22,817
N. Carolina	7.33%	92.67%	0.00%	39,659
N. Dakota	79.42%	20.58%	0.00%	21,861
Ohio	59.84%	40.16%	0.00%	53,654
Oklahoma	63.99%	36.01%	0.00%	37,893
Oregon	0.00%	85.92%	14.08%	8,453
Pennsylvania	30.41%	69.59%	0.00%	27,547
S. Carolina	6.20%	93.80%	0.00%	4,094
S. Dakota	100.00%	0.00%	0.00%	7,356
Tennessee	7.90%	54.80%	37.30%	105,201
Texas	22.83%	73.87%	3.29%	130,271
Utah	80.56%	19.44%	0.00%	8,836
Virginia	46.21%	53.79%	0.00%	19,999
Washington	0.00%	100.00%	0.00%	2,514
W. Virginia	100.00%	0.00%	0.00%	1,890
Wisconsin	31.64%	68.36%	0.00%	18,246
Wyoming	100.00%	0.00%	0.00%	5,878



Table 4. 1985 Interstate Shipments of Corn by State

Origin	Mode of Transportation				Total
	Production	Truck	Rail	Barge	
(thousand of bushels)					
Alabama	24375	4130	3291	2885	10306
California	46400	1402	0	0	1402
Colorado	103555	7271	2732	0	10003
Delaware	19075	8560	3526	0	12086
Florida	12350	2066	514	24	2604
Georgia	81900	8726	16778	800	26304
Illinois	1534950	49657	148066	469165	666888
Indiana	756450	64587	243895	84562	393044
Iowa	1707300	64699	183607	121530	369836
Kansas	152100	14098	27290	47	41435
Kentucky	159120	8442	21665	63701	93808
Louisiana	23370	10201	0	11705	21906
Maryland	70400	27548	4673	0	32221
Michigan	286650	19921	74595	1310	95826
Minnesota	724500	38984	154028	113584	306596
Mississippi	7820	4144	400	1232	5776
Missouri	272800	34448	36387	73484	144319
Nebraska	953600	138876	307380	500	446756
New Jersey	12540	807	1541	0	2348
New York	68400	42	9278	0	9320
N. Carolina	128375	12079	9084	2460	23623
N. Dakota	40320	8333	17888	0	26221
Ohio	511810	47106	164780	66561	278447
Oklahoma	6148	0	0	250	250
Oregon	6600	0	880	1182	2062
Pennsylvania	151800	20578	4783	50	25411
S. Carolina	45760	8242	5931	0	14173
S. Dakota	252000	25542	57294	0	82836
Tennessee	79380	5707	5991	7344	19042
Texas	156450	7540	14980	99	22619
Utah	1840	256	141	0	397
Virginia	54450	10360	6122	8176	24658
Washington	21600	0	1512	1359	2871
W. Virginia	7665	0	0	312	312
Wisconsin	358450	38875	8654	19349	66878
All Other	36403	-	-	-	-
Total Volume	8876706	693227	1537686	1051671	3282584
% of Total		21.12%	46.84%	32.04%	

Table 5. 1985 Modal Split of Corn Shipments by State

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(percent by mode)			(000 bushels)
Alabama	40.07%	31.93%	27.99%	10,306
California	100.00%	0.00%	0.00%	1,402
Colorado	72.69%	27.31%	0.00%	10,003
Delaware	70.83%	29.17%	0.00%	12,086
Florida	79.34%	19.74%	0.92%	2,604
Georgia	33.17%	63.78%	3.04%	26,304
Illinois	7.45%	22.20%	70.35%	666,888
Indiana	16.43%	62.05%	21.51%	393,044
Iowa	17.49%	49.65%	32.86%	369,836
Kansas	34.02%	65.86%	0.11%	41,435
Kentucky	9.00%	23.10%	67.91%	93,808
Louisiana	46.57%	0.00%	53.43%	21,906
Maryland	85.50%	14.50%	0.00%	32,221
Michigan	20.79%	77.84%	1.37%	95,826
Minnesota	12.72%	50.24%	37.05%	306,596
Mississippi	71.75%	6.93%	21.33%	5,776
Missouri	23.87%	25.21%	50.92%	144,319
Nebraska	31.09%	68.80%	0.11%	446,756
New Jersey	34.37%	65.63%	0.00%	2,348
New York	0.45%	99.55%	0.00%	9,320
N. Carolina	51.13%	38.45%	10.41%	23,623
N. Dakota	31.78%	68.22%	0.00%	26,221
Ohio	16.92%	59.18%	23.90%	278,447
Oklahoma	0.00%	0.00%	100.00%	250
Oregon	0.00%	42.68%	57.32%	2,062
Pennsylvania	80.98%	18.82%	0.20%	25,411
S. Carolina	58.15%	41.85%	0.00%	14,173
S. Dakota	30.83%	69.17%	0.00%	82,836
Tennessee	29.97%	31.46%	38.57%	19,042
Texas	33.33%	66.23%	0.44%	22,619
Utah	64.48%	35.52%	0.00%	397
Virginia	42.01%	24.83%	33.16%	24,658
Washington	0.00%	52.66%	47.34%	2,871
W. Virginia	0.00%	0.00%	100.00%	312
Wisconsin	58.13%	12.94%	28.93%	66,878

Table 6. Export Regions, Port Areas, and the Ports Included in Each Area.

Export Region	Export Area	Port City
Great Lakes Region	Duluth-Superior	Duluth, MN Superior, WI
	Chicago	Milwaukee, WI Manitowoc, WI Racine, WI Chicago, IL
	Toledo	Toledo, OH Huron, OH Erie, PA Buffalo, NY
	Saginaw	Carrollton, MI Saginaw, MI Zilwaukee, MI Detroit, MI
Atlantic Region	North Atlantic	Portland, ME Albany, NY Philadelphia, PA
	South Atlantic	Baltimore, MD Norfolk, VA North Charleston, SC
Gulf Region	East Gulf	Pascagoula, MS Mobile, AL
	Louisiana Gulf	Mississippi River Lake Charles, LA
	North Texas Gulf	Beaumont, TX Port Arthur, TX Houston, TX Galveston, TX
	South Texas Gulf	Brownsville, TX Corpus Christi, TX
Pacific Region	Columbia River	Kalama, WA Longview, WA Vancouver, WA Portland, OR Astoria, OR
	Puget Sound	Seattle, WA Tacoma, WA
	California Ports	Sacramento, CA Stockton, CA Long Beach, CA San Francisco, CA San Diego, CA

Table 7. 1985 Receipts of Corn at Ports

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Great Lakes Region				
Duluth-Superior	591	2,718	0	3,309
Chicago	16,088	3,701	0	19,789
Toledo	40,193	16,666	0	56,859
Saginaw	1,233	1,247	0	2,480
Subtotal	58,105	24,332	0	82,437
Atlantic Region				
North Atlantic	525	21,148	0	21,673
South Atlantic	12,285	188,533	10,582	211,400
Subtotal	12,810	209,681	10,582	233,073
Gulf Region				
East Gulf	2,457	32,576	9,164	44,197
Louisiana Gulf	10,393	65,599	937,840	1,013,832
N. Texas Gulf	2,826	7,450	121	10,397
S. Texas Gulf	3,998	5,062	0	9,060
Subtotal	19,674	110,687	947,125	1,077,486
Pacific Region				
Columbia River	4,479	154,578	1,351	160,408
Puget Sound	192	114,954	0	115,146
California Ports	962	18,726	0	19,688
Subtotal	5,633	288,258	1,351	295,242
Direct Export	0	34,853	0	34,853
Total Volume	96,222	667,811	959,058	1,723,091
% of Total	5.58%	38.76%	55.66%	

Table 8. 1985 Modal Split of Corn Receipts at Ports

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(percent by mode)				(000 bushels)
<b>Great Lakes Region</b>				
Duluth-Superior	17.86%	82.14%	0.00%	3,309
Chicago	81.30%	18.70%	0.00%	19,789
Toledo	70.69%	29.31%	0.00%	56,859
Saginaw	49.72%	50.28%	0.00%	2,480
Subtotal	70.48%	29.52%	0.00%	82,437
<b>Atlantic Region</b>				
North Atlantic	2.42%	97.58%	0.00%	21,673
South Atlantic	5.81%	89.18%	5.01%	211,400
Subtotal	5.50%	89.96%	4.54%	233,073
<b>Gulf Region</b>				
East Gulf	5.56%	73.71%	20.73%	44,197
Louisiana Gulf	1.03%	6.47%	92.50%	1,013,832
N. Texas Gulf	27.18%	71.66%	1.16%	10,397
S. Texas Gulf	44.13%	55.87%	0.00%	9,060
Subtotal	1.83%	10.27%	87.90%	1,077,486
<b>Pacific Region</b>				
Columbia River	2.79%	96.37%	0.84%	160,408
Puget Sound	0.17%	99.83%	0.00%	115,146
California Ports	4.89%	95.11%	0.00%	19,688
Subtotal	1.91%	97.63%	0.46%	295,242
Direct Export	0.00%	100.00%	0.00%	34,853
<b>Total Volume</b>	<b>5.58%</b>	<b>38.76%</b>	<b>55.66%</b>	<b>1,723,091</b>

Table 9. 1985 Shipments of Corn to Export Elevators by State

Origin	Mode of Transportation			Total	% of U.S Export
	Truck	Rail	Barge		
(thousand of bushels)					
Alabama	1,330	0	2,785	4,115	0.24%
California	962	0	0	962	0.06%
Georgia	1,127	1,500	800	3,427	0.20%
Illinois	1,594	66,795	450,427	518,816	30.11%
Indiana	14,098	102,568	75,516	192,182	11.15%
Iowa	76	59,125	111,687	170,888	9.92%
Kansas	0	2,144	47	2,191	0.13%
Kentucky	0	4,396	50,137	54,533	3.16%
Louisiana	7,910	0	7,476	15,386	0.89%
Michigan	8,930	41,841	1,310	52,081	3.02%
Minnesota	458	63,460	94,616	158,534	9.20%
Mississippi	2,483	0	1,183	3,666	0.21%
Missouri	0	10,735	69,775	80,510	4.67%
Nebraska	0	162,345	500	162,845	9.45%
N. Carolina	0	3,065	2,460	5,525	0.32%
N. Dakota	3,462	13,938	0	17,400	1.01%
Ohio	28,473	73,450	56,953	158,876	9.22%
Oklahoma	0	0	250	250	0.01%
Oregon	0	0	1,182	1,182	0.07%
Pennsylvania	0	0	50	50	0.00%
S. Carolina	3,941	0	0	3,941	0.23%
S. Dakota	1,342	46,049	0	47,391	2.75%
Tennessee	0	0	6,050	6,050	0.35%
Texas	6,748	8,000	99	14,847	0.86%
Virginia	8,288	4,300	8,122	20,710	1.20%
Washington	0	0	169	169	0.01%
W. Virginia	0	0	312	312	0.02%
Wisconsin	5,000	4,100	17,152	26,252	1.52%
Total Volume	96,222	667,811	959,058	1,723,091	
% of Total	5.58%	38.76%	55.66%		

Table 10. 1985 Modal Splits of Shipments of Corn to Export Elevators by State

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(percent by mode)			(000 bushels)
Alabama	32.32%	0.00%	67.68%	4,115
California	100.00%	0.00%	0.00%	962
Georgia	32.89%	43.77%	23.34%	3,427
Illinois	0.31%	12.87%	86.82%	518,816
Indiana	7.34%	53.37%	39.29%	192,182
Iowa	0.04%	34.60%	65.36%	170,888
Kansas	0.00%	97.85%	2.15%	2,191
Kentucky	0.00%	8.06%	91.94%	54,533
Louisiana	51.41%	0.00%	48.59%	15,386
Michigan	17.15%	80.34%	2.52%	52,081
Minnesota	0.29%	40.03%	59.68%	158,534
Mississippi	67.73%	0.00%	32.27%	3,666
Missouri	0.00%	13.33%	86.67%	80,510
Nebraska	0.00%	99.69%	0.31%	162,845
N. Carolina	0.00%	55.48%	44.52%	5,525
N. Dakota	19.90%	80.10%	0.00%	17,400
Ohio	17.92%	46.23%	35.85%	158,876
Oklahoma	0.00%	0.00%	100.00%	250
Oregon	0.00%	0.00%	100.00%	1,182
Pennsylvania	0.00%	0.00%	100.00%	50
S. Carolina	100.00%	0.00%	0.00%	3,941
S. Dakota	2.83%	97.17%	0.00%	47,391
Tennessee	0.00%	0.00%	100.00%	6,050
Texas	45.45%	53.88%	0.67%	14,847
Virginia	40.02%	20.76%	39.22%	20,710
Washington	0.00%	0.00%	100.00%	169
W. Virginia	0.00%	0.00%	100.00%	312
Wisconsin	19.05%	15.62%	65.34%	26,252
Total Volume	5.58%	38.76%	55.66%	1,723,091

shipped 84 and 74 million bushels by rail, respectively, to Atlantic range ports. Michigan shipped 36 million bushels by rail, and Virginia shipped 21 million by truck, rail and barge. Atlantic port receipts were 90 percent by rail, 5.5 percent by truck, and 4.5 percent by barge. The percentages by mode were similar in 1977.

Nebraska dominated shipments to the Pacific coast ports in 1985. It provided 145 million of the 295 million bushels of corn exported from the West Coast. Minnesota and shipped 56 million bushels, South Dakota shipped 46 million bushels and Iowa shipped 30 million bushels. Pacific port receipts were 98 percent rail. Pacific Coast exports were less than 15 million bushels in 1977.

Figure 11 shows the movement to Great Lakes ports in 1985. Lake and St. Lawrence Seaway exports were only 82 million bushels of corn in 1985. This was down from 142 million in 1977. Ohio provided 28 million bushels while Indiana provided about 25 million bushels. Michigan shipped nearly 15 million bushels while Iowa and Wisconsin each provided about 5 million. Great Lakes receipts were 70 percent truck and 30 percent rail. The 1977 modal split was 82 percent truck and 16 percent rail.

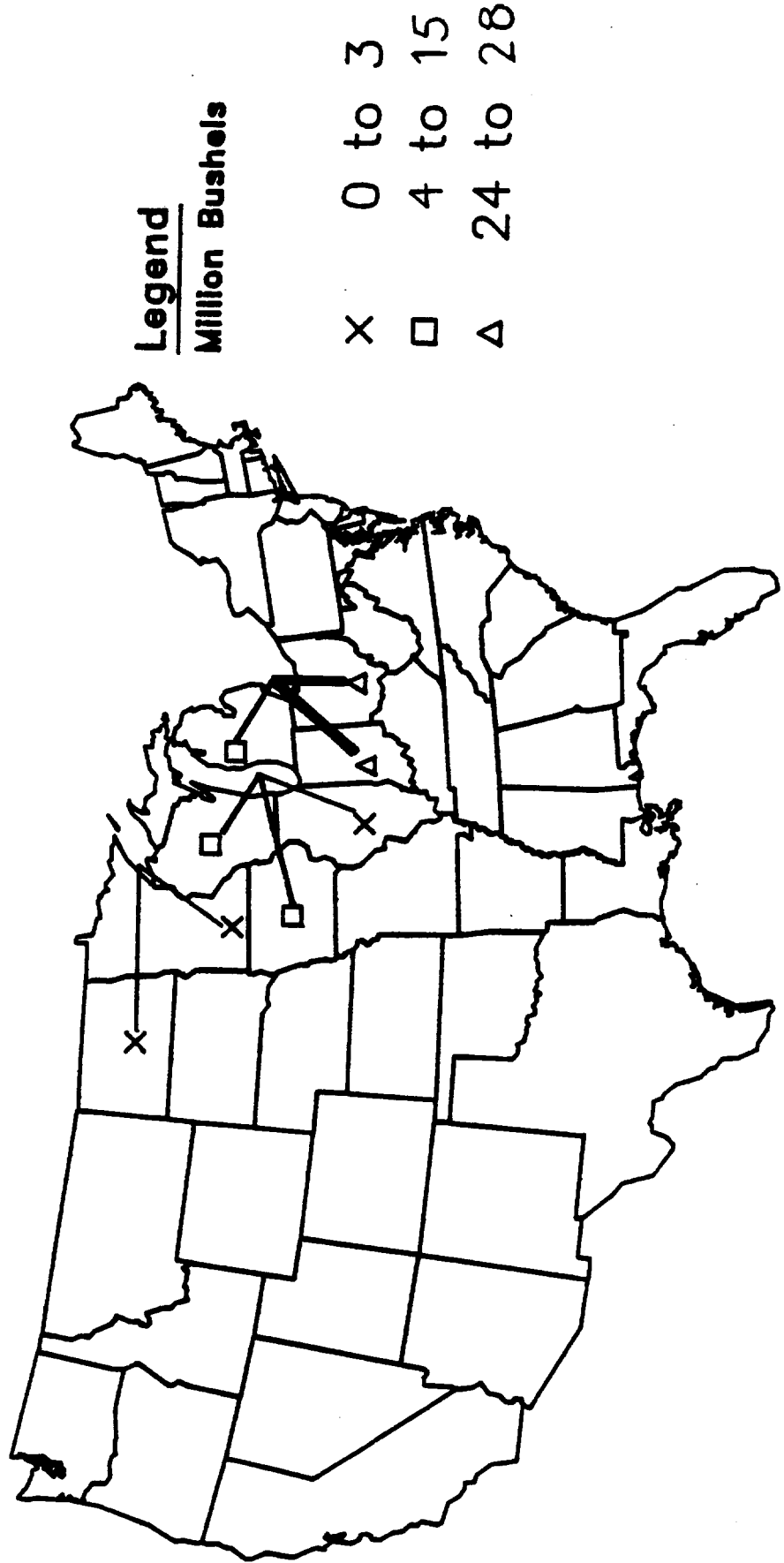
#### Modal Shares

Tables 4 and 5 show the out of state corn shipments by state and modal split in 1985. Nationally, 21 percent of interstate shipments moved by truck in 1985, 47 percent moved by rail, and 32 percent by barge. Of major shipments, Illinois shipped the highest percentages by barge, over 70 percent. Kentucky moved 68 percent by barge, and Missouri moved over 50 percent by barge. Michigan, Nebraska, South Dakota, North Dakota, and Kansas all moved over 68 percent by rail.



FIGURE 11.

# State Shipments to Great Lake Ports Corn - 1985



## Conclusions

First, the most significant change in corn flows between 1977 and 1985 was the increase in exports from Pacific Ports. This was met by an increase in rail shipments from Nebraska, Minnesota, South Dakota and others. Since the total volume of export rail shipments of corn was about the same as in 1977, this meant that rail "bushel miles" of export corn had to increase substantially. Conversely, the decline in EEC demand has reduced corn movements to Great Lakes and Atlantic ports. The barge share of exports through Gulf Ports increased while rail to the Gulf decreased.

Second, the increase in domestic interstate movements between 1977 and 1985 was of the same magnitude as the increase in domestic processing for food and alcohol use. Trucks increased their share of this movement at the expense of rail.

Third, the size of the 1985 corn crop and the resulting 2 billion bushel increase in carryout stocks may have reduced both the volume of interstate movements and shipping distances, i.e., less grain had to be shipped into normally deficit areas and stock buildups may have been greatest in the areas most remote from markets. Both factors would reduce corn "bushel miles" in 1985 from the expected level in years when supply and demand are more in balance.

## Appendix Table 1. Alabama, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Florida	416	122	24	562
Georgia	1,738	1,250	-	2,988
Illinois	4,256	12,049	4,383	20,688
Indiana	140	14,856	8,453	23,449
Iowa	-	-	5,526	5,526
Kentucky	1,267	-	3,913	5,180
Minnesota	-	2,946	6,897	9,843
Missouri	-	-	2,459	2,459
Nebraska	-	4,501	-	4,501
Ohio	-	240	7,683	7,923
Tennessee	1,937	1,000	1,204	4,141
Wisconsin	-	-	1,106	1,106
<b>Total Interstate</b>	<b>9,754</b>	<b>36,964</b>	<b>41,648</b>	<b>88,366</b>

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Florida	-	973	-	973
Georgia	1,220	2,178	-	3,398
Mississippi	480	-	-	480
Tennessee	1,100	140	100	1,340
East Gulf	1,330	-	2,318	3,648
Louisiana Gulf	-	-	467	467
<b>Total Interstate</b>	<b>4,130</b>	<b>3,291</b>	<b>2,885</b>	<b>10,306</b>
<b>Intrastate</b>	<b>13,253</b>	<b>935</b>	<b>2,311</b>	<b>16,499</b>
<b>Total</b>	<b>17,383</b>	<b>4,226</b>	<b>5,196</b>	<b>26,805</b>

## Appendix Table 2. Arizona, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Indiana	-	257	-	257
Iowa	-	661	-	661
Kansas	30	486	-	516
Missouri	-	1,078	-	1,078
Nebraska	1,900	2,340	-	4,240
Texas	-	424	-	424
Total Interstate	1,930	5,246	-	7,176

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Intrastate	1,787	1,244	-	3,031

## Appendix Table 3. Arkansas, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
----- (thousand of bushels)				
Illinois	2,911	11,465	890	15,266
Indiana	-	-	102	102
Iowa	7,883	9,830	467	18,180
Kansas	1,283	5,834	-	7,117
Kentucky	-	-	264	264
Minnesota	274	6,349	850	7,473
Mississippi	-	-	49	49
Missouri	12,836	4,330	109	17,275
Nebraska	3,845	15,313	-	19,158
S. Dakota	-	2,248	-	2,248
Tennessee	-	140	-	140
Texas	792	280	-	1,072
Wisconsin	-	136	-	136
-----				
Total Interstate	29,824	55,925	2,731	88,480

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
----- (thousand of bushels)				
Intrastate	3,610	-	-	3,610

## Appendix Table 4. California, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Colorado	-	85	-	85
Iowa	-	14,358	-	14,358
Kansas	-	2,324	-	2,324
Minnesota	-	3,693	-	3,693
Missouri	-	967	-	967
Nebraska	-	48,854	-	48,854
Texas	-	4,534	-	4,534
Utah	-	83	-	83
Total Interstate	-	74,898	-	74,898

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Nevada	412	-	-	412
Utah	28	-	-	28
California Ports	962	-	-	962
Total Interstate	1,402	-	-	1,402
Intrastate	17,209	136	-	17,345
Total	18,611	136	-	18,747

## Appendix Table 5. Colorado, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Kansas	435	125	—	560
Missouri	150	—	—	150
Nebraska	15,147	11,383	—	26,530
Utah	6	—	—	6
Total Interstate	15,738	11,508	—	27,246

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
California	—	85	—	85
Kansas	446	—	—	446
Nebraska	150	208	—	358
Texas	—	1,354	—	1,354
Utah	6,675	330	—	7,005
Washington	—	755	—	755
Total Interstate	7,271	2,732	—	10,003
Intrastate	9,042	—	—	9,042
Total	16,313	2,732	—	19,045

## Appendix Table 6. Delaware, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Maryland	15,148	1,175	-	16,323
New Jersey	407	210	-	617
Ohio	-	552	-	552
Pennsylvania	81	323	-	404
Virginia	-	141	-	141
Total Interstate	15,636	2,401	-	18,037

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Maryland	6,618	268	-	6,886
New England	-	1,598	-	1,598
New Jersey	433	-	-	433
Pennsylvania	1,509	1,660	-	3,169
Total Interstate	8,560	3,526	-	12,086
Intrastate	13,713	-	-	13,713
Total	22,273	3,526	-	25,799



## Appendix Table 7. Florida, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Alabama	-	973	-	973
Georgia	5,587	12,127	-	17,714
Illinois	-	487	-	487
Indiana	-	2,739	-	2,739
Kentucky	1,044	2,816	-	3,860
N. Carolina	7,388	129	-	7,517
Ohio	-	633	-	633
S. Carolina	-	1,281	-	1,281
Tennessee	-	247	-	247
Texas	-	141	-	141
Total Interstate	14,019	21,573	-	35,592

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Alabama	416	122	24	562
Georgia	1,450	264	-	1,714
Mississippi	200	128	-	328
Total Interstate	2,066	514	24	2,604
Intrastate	2,000	620	-	2,620
Total	4,066	1,134	24	5,224

## Appendix Table 8. Georgia, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Alabama	1,220	2,178	—	3,398
Florida	1,450	264	—	1,714
Illinois	—	11,798	—	11,798
Indiana	—	53,349	—	53,349
Kentucky	277	6,400	—	6,677
Michigan	—	45	—	45
Mississippi	—	120	—	120
N. Carolina	—	622	—	622
Ohio	—	6,185	—	6,185
S. Carolina	2,805	3,045	—	5,850
Tennessee	240	502	—	742
Texas	—	137	—	137
<b>Total Interstate</b>	<b>5,992</b>	<b>84,645</b>	<b>—</b>	<b>90,637</b>

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Alabama	1,738	1,250	—	2,988
Florida	5,587	12,127	—	17,714
Maryland	—	184	—	184
Mississippi	—	604	—	604
N. Carolina	—	318	—	318
S. Carolina	254	395	—	649
Tennessee	20	300	—	320
Virginia	—	100	—	100
East Gulf	1,127	1,500	800	3,427
<b>Total Interstate</b>	<b>8,726</b>	<b>16,778</b>	<b>800</b>	<b>26,304</b>
<b>Intrastate</b>	<b>8,939</b>	<b>8,292</b>	<b>—</b>	<b>17,231</b>
<b>Total</b>	<b>17,665</b>	<b>25,070</b>	<b>800</b>	<b>43,535</b>

## Appendix Table 9. Idaho, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Utah	224	-	-	224
Total	224	-	-	224

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Intrastate	-	613	-	613

# Appendix Table 10a. Illinois, 1985:

## Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Indiana	15,976	18,723	-	34,699
Iowa	16,150	38,211	105	54,466
Kentucky	25	-	-	25
Michigan	197	-	-	197
Minnesota	-	8,494	59	8,553
Mississippi	-	140	-	140
Missouri	10,561	1,000	95	11,656
Nebraska	-	752	-	752
Ohio	-	126	-	126
Tennessee	-	121	90	211
Wisconsin	21,962	2,624	-	24,586
<b>Total Interstate</b>	<b>64,871</b>	<b>70,191</b>	<b>349</b>	<b>135,411</b>

# Appendix Table 10b. Illinois, 1985:

## Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Alabama	4,256	12,049	4,383	20,688
Arkansas	2,911	11,465	890	15,266
Florida	-	487	-	487
Georgia	-	11,798	-	11,798
Indiana	3,676	5,904	102	9,682
Iowa	20,275	-	-	20,275
Kentucky	91	418	-	509
Louisiana	-	-	381	381
Maryland	-	2,272	-	2,272
Mississippi	218	30,419	884	31,521
Missouri	14,133	462	108	14,703
New England	-	350	-	350
New York	-	420	-	420
Ohio	507	861	-	1,368
Pennsylvania	1,834	1,100	-	2,934
Tennessee	162	2,030	11,990	14,182
Texas	-	886	-	886
Wisconsin	-	350	-	350
Chicago	1,594	266	-	1,860
South Atlantic	-	5,045	-	5,045
East Gulf	-	7,091	1,667	8,758
Louisiana Gulf	-	54,393	448,697	503,090
N. Texas Gulf	-	-	63	63
<b>Total Interstate</b>	<b>49,657</b>	<b>148,066</b>	<b>469,165</b>	<b>666,888</b>
<b>Intrastate</b>	<b>459,165</b>	<b>75,519</b>	<b>486</b>	<b>535,170</b>
<b>Total</b>	<b>508,822</b>	<b>223,585</b>	<b>469,651</b>	<b>1,202,058</b>

# Appendix Table 11a. Indiana, 1985:

## Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Illinois	3,676	5,904	102	9,682
Iowa	-	345	-	345
Kentucky	43	126	49	218
Michigan	5,392	1,478	-	6,870
Minnesota	-	1,358	53	1,411
Ohio	7,772	644	-	8,416
Tennessee	-	131	-	131
Wisconsin	-	900	-	900
<b>Total Interstate</b>	<b>16,883</b>	<b>10,886</b>	<b>204</b>	<b>27,973</b>

## Appendix Table 11b. Indiana, 1985:

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Alabama	140	14,856	8,453	23,449
Arizona	-	257	-	257
Arkansas	-	-	102	102
Florida	-	2,739	-	2,739
Georgia	-	53,349	-	53,349
Illinois	15,976	18,723	-	34,699
Kentucky	10,877	3,755	50	14,682
Michigan	44	-	-	44
Mississippi	-	-	160	160
Missouri	243	-	53	296
New England	-	2,521	-	2,521
New York	-	638	-	638
N. Carolina	-	2,436	-	2,436
Ohio	20,975	13,978	-	34,953
Pennsylvania	258	129	-	387
S. Carolina	-	108	-	108
Tennessee	1,976	27,838	228	30,042
Chicago	9,494	-	-	9,494
Toledo	4,604	10,305	-	14,909
North Atlantic	-	7,544	-	7,544
South Atlantic	-	76,697	-	76,697
East Gulf	-	5,483	-	5,483
Louisiana Gulf	-	2,539	75,516	78,055
<b>Total Interstate</b>	<b>64,587</b>	<b>243,895</b>	<b>84,562</b>	<b>393,044</b>
<b>Intrastate</b>	<b>196,590</b>	<b>291,645</b>	<b>-</b>	<b>488,235</b>
<b>Total</b>	<b>261,177</b>	<b>535,540</b>	<b>84,562</b>	<b>881,279</b>

## Appendix Table 12a. Iowa, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Illinois	20,275	-	-	20,275
Kentucky	-	-	60	60
Minnesota	15,734	16,882	-	32,616
Missouri	4,618	300	-	4,918
Nebraska	11	882	-	893
S. Dakota	14,225	-	-	14,225
Wisconsin	2,950	894	55	3,899
Total Interstate	57,813	18,958	115	76,886



# Appendix Table 12b. Iowa, 1985:

## Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Alabama	-	-	5,526	5,526
Arizona	-	661	-	661
Arkansas	7,883	9,830	467	18,180
California	-	14,358	-	14,358
Illinois	16,150	38,211	105	54,466
Indiana	-	345	-	345
Kansas	884	1,019	-	1,903
Louisiana	-	3,664	-	3,664
Minnesota	3,882	288	-	4,170
Missouri	18,151	30,026	-	48,177
Nebraska	12,612	2,777	-	15,389
New York	-	700	-	700
Oklahoma	-	1,948	-	1,948
S. Dakota	2,456	-	-	2,456
Tennessee	-	1,260	3,745	5,005
Texas	510	12,986	-	13,496
Utah	-	14	-	14
Wisconsin	2,095	6,395	-	8,490
Duluth-Superior	-	94	-	94
Chicago	-	3,435	-	3,435
Saginaw	-	1,247	-	1,247
East Gulf	-	5,003	754	5,757
Louisiana Gulf	-	4,915	110,875	115,790
N. Texas Gulf	76	4,400	58	4,534
S. Texas Gulf	-	1,240	-	1,240
Columbia River	-	18,469	-	18,469
Puget Sound	-	7,382	-	7,382
California Ports	-	4,100	-	4,100
Direct Exports	-	8,840	-	8,840
<b>Total Interstate</b>	<b>64,699</b>	<b>183,607</b>	<b>121,530</b>	<b>369,836</b>
<b>Intrastate</b>	<b>311,049</b>	<b>108,329</b>	<b>58</b>	<b>419,436</b>
<b>Total</b>	<b>375,748</b>	<b>291,936</b>	<b>121,588</b>	<b>789,272</b>

## Appendix Table 13. Kansas, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Colorado	446	-	-	446
Iowa	884	1,019	-	1,903
Missouri	128	1,584	-	1,712
Nebraska	61,738	14,625	-	76,363
S. Dakota	-	3,248	-	3,248
Texas	-	378	-	378
Total Interstate	63,196	20,854	-	84,050

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Arizona	30	486	-	516
Arkansas	1,283	5,834	-	7,117
California	-	2,324	-	2,324
Colorado	435	125	-	560
Missouri	5,000	214	-	5,214
Nebraska	794	-	-	794
Oklahoma	1,962	2,033	-	3,995
Texas	4,594	14,130	-	18,724
Louisiana Gulf	-	-	47	47
Direct Export	-	2,144	-	2,144
Total Interstate	14,098	27,290	47	41,435
Intrastate	19,719	420	-	20,139
Total	33,817	27,710	47	61,574

# Appendix Table 14a. Kentucky, 1985:

## Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Illinois	91	418	—	509
Indiana	10,877	3,755	50	14,682
Louisiana	—	—	46	46
Missouri	—	—	54	54
Ohio	7,576	424	—	8,000
Tennessee	3,000	88	—	3,088
<b>Total Interstate</b>	<b>21,544</b>	<b>4,685</b>	<b>150</b>	<b>26,379</b>

# Appendix Table 14b. Kentucky, 1985:

## Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Alabama	1,267	-	3,913	5,180
Arkansas	-	-	264	264
Florida	1,044	2,816	-	3,860
Georgia	277	6,400	-	6,677
Illinois	25	-	-	25
Indiana	43	126	49	218
Iowa	-	-	60	60
Louisiana	-	141	-	141
Minnesota	-	-	57	57
Mississippi	866	1,429	268	2,563
N. Carolina	-	489	-	489
Ohio	99	-	-	99
S. Carolina	-	487	-	487
Tennessee	4,688	5,381	8,953	19,022
W. Virginia	133	-	-	133
East Gulf	-	4,396	-	4,396
Louisiana Gulf	-	-	50,137	50,137
Total Interstate	8,442	21,665	63,701	93,808
Intrastate	7,555	-	-	7,555
Total	15,997	21,665	63,701	101,363

## Appendix Table 15. Louisiana, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Illinois	-	-	381	381
Iowa	-	3,664	-	3,664
Kentucky	-	141	-	141
Mississippi	1,644	140	-	1,784
<b>Total Interstate</b>	<b>1,644</b>	<b>3,945</b>	<b>381</b>	<b>5,970</b>

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Kentucky	-	-	46	46
Mississippi	2,187	-	-	2,187
Texas	104	-	4,183	4,287
Louisiana Gulf	7,910	-	7,476	15,386
<b>Total Interstate</b>	<b>10,201</b>	<b>-</b>	<b>11,705</b>	<b>21,906</b>
Intrastate	2,693	852	7,476	11,021
<b>Total</b>	<b>12,894</b>	<b>852</b>	<b>19,181</b>	<b>32,927</b>

## Appendix Table 16. Maryland, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Delaware	6,618	268	-	6,886
Georgia	-	184	-	184
Illinois	-	2,272	-	2,272
New Jersey	-	128	-	128
Ohio	140	-	-	140
Pennsylvania	1,796	128	-	1,924
Virginia	-	-	54	54
Total Interstate	8,554	2,980	54	11,588

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Delaware	15,148	1,175	-	16,323
New England	5,000	948	-	5,948
Pennsylvania	2,300	2,410	-	4,710
Virginia	5,100	140	-	5,240
Total Interstate	27,548	4,673	-	32,221
Intrastate	12,977	103	-	13,080
Total	40,525	4,776	-	45,301

## Appendix Table 17. Michigan, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Indiana	44	-	-	44
Total Interstate	44	-	-	44

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Georgia	-	45	-	45
Illinois	197	-	-	197
Indiana	5,392	1,478	-	6,870
New England	-	16,879	-	16,879
New York	-	2,134	-	2,134
Ohio	5,402	5,707	-	11,109
Pennsylvania	-	162	-	162
Tennessee	-	6,349	-	6,349
Toledo	7,172	6,361	-	13,533
Saginaw	1,233	-	-	1,233
North Atlantic	525	5,500	-	6,025
South Atlantic	-	29,980	-	29,980
Louisiana Gulf	-	-	1,310	1,310
Total Interstate	19,921	74,595	1,310	95,826
Intrastate	4,987	409	-	5,396
Total	24,908	75,004	1,310	101,222

# Appendix Table 18a. Minnesota, 1985:

## Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Iowa	3,882	288	-	4,170
Kentucky	-	-	57	57
N. Dakota	2,243	3,677	-	5,920
S. Dakota	1,084	831	-	1,915
Wisconsin	8,963	-	-	8,963
<b>Total Interstate</b>	<b>16,172</b>	<b>4,796</b>	<b>57</b>	<b>21,025</b>



# Appendix Table 18b. Minnesota, 1985:

## Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Alabama	-	2,946	6,897	9,843
Arkansas	274	6,349	850	7,473
California	-	3,693	-	3,693
Illinois	-	8,494	59	8,553
Indiana	-	1,358	53	1,411
Iowa	15,734	16,882	-	32,616
Mississippi	-	3,000	438	3,438
Missouri	-	-	109	109
Montana	-	9,000	-	9,000
N. Dakota	14,961	4,500	-	19,461
Oregon	-	3,482	-	3,482
S. Dakota	1,281	-	-	1,281
Tennessee	-	-	10,509	10,509
Texas	1,274	25,136	53	26,463
Wisconsin	3,678	5,728	-	9,406
Wyoming	1,324	-	-	1,324
Duluth-Superior	458	2,267	-	2,725
East Gulf	-	2,946	3,208	6,154
Louisiana Gulf	-	-	91,408	91,408
Columbia River	-	18,013	-	18,013
Puget Sound	-	38,058	-	38,058
Direct Export	-	2,176	-	2,176
<b>Total Interstate</b>	<b>38,984</b>	<b>154,028</b>	<b>113,584</b>	<b>306,596</b>
<b>Intrastate</b>	<b>109,911</b>	<b>35,974</b>	<b>-</b>	<b>145,885</b>
<b>Total</b>	<b>148,895</b>	<b>190,002</b>	<b>113,584</b>	<b>452,481</b>

## Appendix Table 19. Mississippi, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Alabama	480	-	-	480
Florida	200	128	-	328
Georgia	-	604	-	604
Illinois	218	30,419	884	31,521
Indiana	-	-	160	160
Kentucky	866	1,429	268	2,563
Louisiana	2,187	-	-	2,187
Minnesota	-	3,000	438	3,438
Missouri	155	-	-	155
Nebraska	-	779	-	779
N. Carolina	-	688	-	688
Ohio	-	120	-	120
Tennessee	30	3,762	-	3,792
Texas	-	560	-	560
Wisconsin	-	-	57	57
Total Interstate	4,136	41,489	1,807	47,432

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Arkansas	-	-	49	49
Georgia	-	120	-	120
Illinois	-	140	-	140
Louisiana	1,644	140	-	1,784
Tennessee	17	-	-	17
Louisiana Gulf	2,483	-	1,183	3,666
Total Interstate	4,144	400	1,232	5,776
Intrastate	2,424	847	-	3,271
Total	6,568	1,247	1,232	9,047

## Appendix Table 20a. Missouri, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Illinois	14,133	462	108	14,703
Indiana	243	-	53	296
Iowa	18,151	30,026	-	48,177
Kansas	5,000	214	-	5,214
Minnesota	-	-	109	109
Nebraska	5,605	7,067	-	12,672
Ohio	-	-	127	127
S. Dakota	-	303	-	303
Tennessee	500	-	-	500
Total Interstate	43,632	38,072	397	82,101

# Appendix Table 20b. Missouri, 1985:

## Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Alabama	-	-	2,459	2,459
Arizona	-	1,078	-	1,078
Arkansas	12,836	4,330	109	17,275
California	-	967	-	967
Colorado	150	-	-	150
Illinois	10,561	1,000	95	11,656
Iowa	4,618	300	-	4,918
Kansas	128	1,584	-	1,712
Kentucky	-	-	54	54
Mississippi	155	-	-	155
Nebraska	6,000	-	-	6,000
Oklahoma	-	669	-	669
Tennessee	-	-	992	992
Texas	-	14,983	-	14,983
Washington	-	741	-	741
East Gulf	-	-	417	417
Louisiana Gulf	-	3,752	69,358	73,110
Direct Export	-	6,983	-	6,983
<b>Total Interstate</b>	<b>34,448</b>	<b>36,387</b>	<b>73,484</b>	<b>144,319</b>
<b>Intrastate</b>	<b>13,365</b>	<b>1,756</b>	<b>69</b>	<b>15,190</b>
<b>Total</b>	<b>47,813</b>	<b>38,143</b>	<b>73,553</b>	<b>159,509</b>

## Appendix Table 21. Montana, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Minnesota	-	9,000	-	9,000
N. Dakota	-	273	-	273
S. Dakota	1,534	1,915	-	3,449
Total Interstate	1,534	11,188	-	12,722

## Appendix Table 22a. Nebraska, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Colorado	150	208	-	358
Iowa	12,612	2,777	-	15,389
Kansas	794	-	-	794
Missouri	6,000	-	-	6,000
S. Dakota	4,079	500	-	4,579
Total Interstate	23,635	3,485	-	27,120

## Appendix Table 22b. Nebraska, 1985:

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Alabama	-	4,501	-	4,501
Arizona	1,900	2,340	-	4,240
Arkansas	3,845	15,313	-	19,158
California	-	48,854	-	48,854
Colorado	15,147	11,383	-	26,530
Illinois	-	752	-	752
Iowa	11	882	-	893
Kansas	61,738	14,625	-	76,363
Mississippi	-	779	-	779
Missouri	5,605	7,067	-	12,672
Nevada	-	1,212	-	1,212
New Mexico	-	127	-	127
Oklahoma	22,286	8,793	-	31,079
Oregon	-	1,521	-	1,521
S. Dakota	991	-	-	991
Texas	23,256	25,512	-	48,768
Utah	415	1,374	-	1,789
Wyoming	3,682	-	-	3,682
East Gulf	-	5,168	-	5,168
Louisiana Gulf	-	-	500	500
N. Texas Gulf	-	1,300	-	1,300
S. Texas Gulf	-	2,474	-	2,474
Columbia River	-	81,718	-	81,718
Puget Sound	-	48,585	-	48,585
California Ports	-	14,626	-	14,626
Direct Export	-	8,474	-	8,474
Total Interstate	138,876	307,380	500	446,756
Intrastate	166,072	8,089	-	174,161
Total	304,948	315,469	500	620,917

## Appendix Table 23. Nevada, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
California	412	-	-	412
Nebraska	-	1,212	-	1,212
Utah	26	58	-	84
Total Interstate	438	1,270	-	1,708



## Appendix Table 24. New England, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Delaware	-	1,598	-	1,598
Illinois	-	350	-	350
Indiana	-	2,521	-	2,521
Maryland	5,000	948	-	5,948
Michigan	-	16,879	-	16,879
New York	-	9,194	-	9,194
Ohio	-	1,992	-	1,992
Pennsylvania	4,500	2,455	-	6,955
Total Interstate	9,500	35,937	-	45,437

## Appendix Table 25. New Jersey, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Delaware	433	-	-	433
Pennsylvania	4,485	81	-	4,566
Total Interstate	4,918	81	-	4,999

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Delaware	407	210	-	617
Maryland	-	128	-	128
New York	30	-	-	30
N. Carolina	-	203	-	203
Pennsylvania	370	1,000	-	1,370
Total Interstate	807	1,541	-	2,348

## Appendix Table 26. New Mexico, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Nebraska	-	127	-	127
Total Interstate	-	127	-	127

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Intrastate	37	-	-	37

## Appendix Table 27. New York, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Illinois	-	420	-	420
Indiana	-	638	-	638
Iowa	-	700	-	700
Michigan	-	2,134	-	2,134
New Jersey	30	-	-	30
Ohio	184	15,141	-	15,325
Pennsylvania	2,902	668	-	3,570
Total Interstate	3,116	19,701	-	22,817

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
New England	-	9,194	-	9,194
Pennsylvania	42	84	-	126
Total Interstate	42	9,278	-	9,320
Intrastate	7,504	4,794	-	12,298
Total	7,546	14,072	-	21,618

## Appendix Table 28. N. Carolina, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Georgia	-	318	-	318
Indiana	-	2,436	-	2,436
Kentucky	-	489	-	489
New Jersey	-	203	-	203
Ohio	33	29,877	-	29,910
Pennsylvania	-	1,128	-	1,128
S. Carolina	1,459	1,232	-	2,691
Texas	-	388	-	388
Virginia	1,415	681	-	2,096
Total Interstate	2,907	36,752	-	39,659

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Florida	7,388	129	-	7,517
Georgia	-	622	-	622
Mississippi	-	688	-	688
S. Carolina	1,696	515	-	2,211
Virginia	2,995	4,065	-	7,060
South Atlantic	-	3,065	2,460	5,525
Total Interstate	12,079	9,084	2,460	23,623
Intrastate	955	5,786	-	6,741
Total	13,034	14,870	2,460	30,364

## Appendix Table 29. N. Dakota, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Minnesota	14,961	4,500	-	19,461
S. Dakota	2,400	-	-	2,400
Total Interstate	17,361	4,500	-	21,861

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Minnesota	2,243	3,677	-	5,920
Montana	-	273	-	273
S. Dakota	2,628	-	-	2,628
Duluth-Superior	133	357	-	490
Columbia River	3,137	3,348	-	6,485
Puget Sound	192	8,899	-	9,091
Direct Export	-	1,334	-	1,334
Total Interstate	8,333	17,888	-	26,221

## Appendix Table 30a. Ohio, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Illinois	507	861	-	1,368
Indiana	20,975	13,978	-	34,953
Kentucky	99	-	-	99
Michigan	5,402	5,707	-	11,109
Pennsylvania	5,094	-	-	5,094
Virginia	31	1,000	-	1,031
Total Interstate	32,108	21,546	-	53,654

## Appendix Table 30b. Ohio, 1985:

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Alabama	-	240	7,683	7,923
Delaware	-	552	-	552
Florida	-	633	-	633
Georgia	-	6,185	-	6,185
Illinois	-	126	-	126
Indiana	7,772	644	-	8,416
Kentucky	7,576	424	-	8,000
Maryland	140	-	-	140
Mississippi	-	120	-	120
Missouri	-	-	127	127
New England	-	1,992	-	1,992
New York	184	15,141	-	15,325
N. Carolina	33	29,877	-	29,910
Pennsylvania	1,515	12,625	-	14,140
S. Carolina	-	2,335	-	2,335
Tennessee	267	14,356	1,798	16,421
Virginia	1,146	6,080	-	7,226
Toledo	28,417	-	-	28,417
North Atlantic	-	4,004	-	4,004
South Atlantic	56	69,446	-	69,502
Louisiana Gulf	-	-	56,953	56,953
Total Interstate	47,106	164,780	66,561	278,447
Intrastate	82,093	20,372	-	102,465
Total	129,199	185,152	66,561	380,912



## Appendix Table 31. Oklahoma, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Iowa	-	1,948	-	1,948
Kansas	1,962	2,033	-	3,995
Missouri	-	669	-	669
Nebraska	22,286	8,793	-	31,079
S. Dakota	-	202	-	202
Total Interstate	24,248	13,645	-	37,893

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Louisiana Gulf	-	-	250	250
Total Interstate	-	-	250	250

## Appendix Table 32. Oregon, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Minnesota	-	3,482	-	3,482
Nebraska	-	1,521	-	1,521
S. Dakota	-	748	-	748
Washington	-	1,512	1,190	2,702
Total Interstate	-	7,263	1,190	8,453

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Washington	-	880	-	880
Columbia River	-	-	1,182	1,182
Total Interstate	-	880	1,182	2,062
Intrastate	-	1,082	-	1,082
Total	-	1,962	1,182	3,144

## Appendix Table 33. Pennsylvania, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Delaware	1,509	1,660	-	3,169
Illinois	1,834	1,100	-	2,934
Indiana	258	129	-	387
Maryland	2,300	2,410	-	4,710
Michigan	-	162	-	162
New Jersey	370	1,000	-	1,370
New York	42	84	-	126
Ohio	1,515	12,625	-	14,140
Virginia	549	-	-	549
<b>Total Interstate</b>	<b>8,377</b>	<b>19,170</b>	<b>-</b>	<b>27,547</b>

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Delaware	81	323	-	404
Maryland	1,796	128	-	1,924
New England	4,500	2,455	-	6,955
New Jersey	4,485	81	-	4,566
New York	2,902	668	-	3,570
N. Carolina	-	1,128	-	1,128
Ohio	5,094	-	-	5,094
W. Virginia	1,720	-	-	1,720
Louisiana Gulf	-	-	50	50
<b>Total Interstate</b>	<b>20,578</b>	<b>4,783</b>	<b>50</b>	<b>25,411</b>
<b>Intrastate</b>	<b>23,514</b>	<b>473</b>	<b>-</b>	<b>23,987</b>
<b>Total</b>	<b>44,092</b>	<b>5,256</b>	<b>50</b>	<b>49,398</b>

## Appendix Table 34. S. Carolina, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Georgia	254	395	-	649
Indiana	-	108	-	108
Kentucky	-	487	-	487
N. Carolina	-	515	-	515
Ohio	-	2,335	-	2,335
Total Interstate	254	3,840	-	4,094

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Florida	-	1,281	-	1,281
Georgia	2,805	3,045	-	5,850
N. Carolina	1,459	1,232	-	2,691
Virginia	-	373	-	373
W. Virginia	37	-	-	37
South Atlantic	3,941	-	-	3,941
Total Interstate	8,242	5,931	-	14,173
Intrastate	4,489	4,215	-	8,704
Total	12,731	10,146	-	22,877

## Appendix Table 35. S. Dakota, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Iowa	2,456	-	-	2,456
Minnesota	1,281	-	-	1,281
Nebraska	991	-	-	991
N. Dakota	2,628	-	-	2,628
Total Interstate	7,356	-	-	7,356

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Arkansas	-	2,248	-	2,248
Iowa	14,225	-	-	14,225
Kansas	-	3,248	-	3,248
Minnesota	1,084	831	-	1,915
Missouri	-	303	-	303
Montana	1,534	1,915	-	3,449
Nebraska	4,079	500	-	4,579
N. Dakota	2,400	-	-	2,400
Oklahoma	-	202	-	202
Oregon	-	748	-	748
Texas	6	1,250	-	1,256
Wyoming	872	-	-	872
East Gulf	-	989	-	989
Columbia River	1,342	33,030	-	34,372
Puget Sound	-	12,030	-	12,030
Total Interstate	25,542	57,294	-	82,836
Intrastate	29,901	-	-	29,901
Total	55,443	57,294	-	112,737

## Appendix Table 36a. Tennessee, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Alabama	1,100	140	100	1,340
Georgia	20	300	-	320
Illinois	162	2,030	11,990	14,182
Indiana	1,976	27,838	228	30,042
Iowa	-	1,260	3,745	5,005
Kentucky	4,688	5,381	8,953	19,022
Michigan	-	6,349	-	6,349
Minnesota	-	-	10,509	10,509
Mississippi	17	-	-	17
Missouri	-	-	992	992
Ohio	267	14,356	1,798	16,421
Virginia	77	-	-	77
Wisconsin	-	-	925	925
Total Interstate	8,307	57,654	39,240	105,201

# Appendix Table 36b. Tennessee, 1985:

## Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Alabama	1,937	1,000	1,204	4,141
Arkansas	-	140	-	140
Florida	-	247	-	247
Georgia	240	502	-	742
Illinois	-	121	90	211
Indiana	-	131	-	131
Kentucky	3,000	88	-	3,088
Mississippi	30	3,762	-	3,792
Missouri	500	-	-	500
Louisiana Gulf	-	-	6,050	6,050
<b>Total Interstate</b>	<b>5,707</b>	<b>5,991</b>	<b>7,344</b>	<b>19,042</b>
<b>Intrastate</b>	<b>6,332</b>	<b>1,488</b>	<b>-</b>	<b>7,820</b>
<b>Total</b>	<b>12,039</b>	<b>7,479</b>	<b>7,344</b>	<b>26,862</b>

# Appendix Table 37a. Texas, 1985:

## Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Colorado	-	1,354	-	1,354
Illinois	-	886	-	886
Iowa	510	12,986	-	13,496
Kansas	4,594	14,130	-	18,724
Louisiana	104	-	4,183	4,287
Minnesota	1,274	25,136	53	26,463
Missouri	-	14,983	-	14,983
Nebraska	23,256	25,512	-	48,768
S. Dakota	6	1,250	-	1,256
Wisconsin	-	-	54	54
<b>Total Interstate</b>	<b>29,744</b>	<b>96,237</b>	<b>4,290</b>	<b>130,271</b>



## Appendix Table 37b. Texas, 1985:

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Arizona	—	424	—	424
Arkansas	792	280	—	1,072
California	—	4,534	—	4,534
Florida	—	141	—	141
Georgia	—	137	—	137
Kansas	—	378	—	378
Mississippi	—	560	—	560
N. Carolina	—	388	—	388
Washington	—	138	—	138
Louisiana Gulf	—	—	99	99
N. Texas Gulf	2,750	1,750	—	4,500
S. Texas Gulf	3,998	1,348	—	5,346
Direct Export	—	4,902	—	4,902
<b>Total Interstate</b>	7,540	14,980	99	22,619
<b>Intrastate</b>	138,680	12,281	91	151,052
<b>Total</b>	146,220	27,261	190	173,671

## Appendix Table 38. Utah, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
California	28	-	-	28
Colorado	6,675	330	-	7,005
Iowa	-	14	-	14
Nebraska	415	1,374	-	1,789
<b>Total Interstate</b>	<b>7,118</b>	<b>1,718</b>	<b>-</b>	<b>8,836</b>

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
California	-	83	-	83
Colorado	6	-	-	6
Idaho	224	-	-	224
Nevada	26	58	-	84
<b>Total Interstate</b>	<b>256</b>	<b>141</b>	<b>-</b>	<b>397</b>

## Appendix Table 39. Virginia, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Georgia	-	100	-	100
Maryland	5,100	140	-	5,240
N. Carolina	2,995	4,065	-	7,060
Ohio	1,146	6,080	-	7,226
S. Carolina	-	373	-	373
Total Interstate	9,241	10,758	-	19,999

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Delaware	-	141	-	141
Maryland	-	-	54	54
N. Carolina	1,415	681	-	2,096
Ohio	31	1,000	-	1,031
Pennsylvania	549	-	-	549
Tennessee	77	-	-	77
South Atlantic	8,288	4,300	8,122	20,710
Total Interstate	10,360	6,122	8,176	24,658
Intrastate	10,371	1,618	2,210	14,199
Total	20,731	7,740	10,386	38,857

## Appendix Table 40. Washington, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Colorado	-	755	-	755
Missouri	-	741	-	741
Oregon	-	880	-	880
Texas	-	138	-	138
Total Interstate	-	2,514	-	2,514

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Oregon	-	1,512	1,190	2,702
Columbia River	-	-	169	169
Total Interstate	-	1,512	1,359	2,871
Intrastate	-	11,885	274	12,159
Total	-	13,397	1,633	15,030

## Appendix Table 41. W. Virginia, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Kentucky	133	-	-	133
Pennsylvania	1,720	-	-	1,720
S. Carolina	37	-	-	37
Total Interstate	1,890	-	-	1,890

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Louisiana Gulf	-	-	312	312
Total Interstate	-	-	312	312

## Appendix Table 42. Wisconsin, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Illinois	-	350	-	350
Iowa	2,095	6,395	-	8,490
Minnesota	3,678	5,728	-	9,406
Total Interstate	5,773	12,473	-	18,246

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Alabama	-	-	1,106	1,106
Arkansas	-	136	-	136
Illinois	21,962	2,624	-	24,586
Indiana	-	900	-	900
Iowa	2,950	894	55	3,899
Minnesota	8,963	-	-	8,963
Mississippi	-	-	57	57
Tennessee	-	-	925	925
Texas	-	-	54	54
Chicago	5,000	-	-	5,000
North Atlantic	-	4,100	-	4,100
Louisiana Gulf	-	-	17,152	17,152
Total Interstate	38,875	8,654	19,349	66,878
Intrastate	17,416	1,579	59	19,054
Total	56,291	10,233	19,408	85,932

## Appendix Table 43. Wyoming, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Minnesota	1,324	-	-	1,324
Nebraska	3,682	-	-	3,682
S. Dakota	872	-	-	872
Total Interstate	5,878	-	-	5,878

### Corn Shipments to Various Destinations

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Intrastate	391	-	-	391

# Appendix Table 44. Duluth-Superior, 1985:

## Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Iowa	-	94	-	94
Minnesota	458	2,267	-	2,725
N. Dakota	133	357	-	490
<b>Total</b>	<b>591</b>	<b>2,718</b>	<b>-</b>	<b>3,309</b>



## Appendix Table 45. Chicago, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Illinois	1,594	266	-	1,860
Indiana	9,494	-	-	9,494
Iowa	-	3,435	-	3,435
Wisconsin	5,000	-	-	5,000
Total	16,088	3,701	-	19,790

## Appendix Table 46. Toledo, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Indiana	4,604	10,305	-	14,909
Michigan	7,172	6,361	-	13,533
Ohio	28,417	-	-	28,417
Total	40,193	16,666	-	56,859

## Appendix Table 47. Saginaw, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Iowa	-	1,247	-	1,247
Michigan	1,233	-	-	1,233
Total	1,233	1,247	-	2,480

# Appendix Table 48. North Atlantic, 1985:

## Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Indiana	-	7,544	-	7,544
Michigan	525	5,500	-	6,025
Ohio	-	4,004	-	4,004
Wisconsin	-	4,100	-	4,100
<b>Total</b>	<b>525</b>	<b>21,148</b>	<b>-</b>	<b>21,673</b>

# Appendix Table 49. South Atlantic, 1985:

## Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Illinois	-	5,045	-	5,045
Indiana	-	76,697	-	76,697
Michigan	-	29,980	-	29,980
N. Carolina	-	3,065	2,460	5,525
Ohio	56	69,446	-	69,502
S. Carolina	3,941	-	-	3,941
Virginia	8,288	4,300	8,122	20,710
<b>Total</b>	<b>12,285</b>	<b>188,533</b>	<b>10,582</b>	<b>211,400</b>

# Appendix Table 50. East Gulf, 1985:

## Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Alabama	1,330	-	2,318	3,648
Georgia	1,127	1,500	800	3,427
Illinois	-	7,091	1,667	8,758
Indiana	-	5,483	-	5,483
Iowa	-	5,003	754	5,757
Kentucky	-	4,396	-	4,396
Minnesota	-	2,946	3,208	6,154
Missouri	-	-	417	417
Nebraska	-	5,168	-	5,168
S. Dakota	-	989	-	989
<b>Total</b>	<b>2,457</b>	<b>32,576</b>	<b>9,164</b>	<b>44,197</b>

## Appendix Table 51. Louisiana Gulf, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Alabama	-	-	467	467
Illinois	-	54,393	448,697	503,090
Indiana	-	2,539	75,516	78,055
Iowa	-	4,915	110,875	115,790
Kansas	-	-	47	47
Kentucky	-	-	50,137	50,137
Louisiana	7,910	-	7,476	15,386
Michigan	-	-	1,310	1,310
Minnesota	-	-	91,408	91,408
Mississippi	2,483	-	1,183	3,666
Missouri	-	3,752	69,358	73,110
Nebraska	-	-	500	500
Ohio	-	-	56,953	56,953
Oklahoma	-	-	250	250
Penn.	-	-	50	50
Tenn.	-	-	6,050	6,050
Texas	-	-	99	99
W. Virginia	-	-	312	312
Wisconsin	-	-	17,152	17,152
Total	10,393	65,599	937,840	1,013,832

## Appendix Table 52. North Texas Gulf, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Illinois	-	-	63	63
Iowa	76	4,400	58	4,534
Nebraska	-	1,300	-	1,300
Texas	2,750	1,750	-	4,500
<b>Total</b>	<b>2,826</b>	<b>7,450</b>	<b>121</b>	<b>10,397</b>



## Appendix Table 53. South Texas Gulf, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Iowa	-	1,240	-	1,240
Nebraska	-	2,474	-	2,474
Texas	3,998	1,348	-	5,346
Total	3,998	5,062	-	9,060

## Appendix Table 54. Columbia River, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Iowa	-	18,469	-	18,469
Minnesota	-	18,013	-	18,013
Nebraska	-	81,718	-	81,718
N. Dakota	3,137	3,348	-	6,485
Oregon	-	-	1,182	1,182
S. Dakota	1,342	33,030	-	34,372
Washington	-	-	169	169
Total	4,479	154,578	1,351	160,408

## Appendix Table 55. Puget Sound, 1985:

### Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
	(thousand of bushels)			
Iowa	-	7,382	-	7,382
Minnesota	-	38,058	-	38,058
Nebraska	-	48,585	-	48,585
N. Dakota	192	8,899	-	9,091
S. Dakota	-	12,030	-	12,030
Total	192	114,954	-	115,146

# Appendix Table 56. California Ports, 1985:

## Corn Receipts from Various Origins

Origin	Mode of Transportation			Total
	Truck	Rail	Barge	
(thousand of bushels)				
Calif.	962	-	-	962
Iowa	-	4,100	-	4,100
Nebraska	-	14,626	-	14,626
<b>Total</b>	<b>962</b>	<b>18,726</b>	<b>-</b>	<b>19,688</b>