

# Elevator is overseas terminal for U.S. grain

By JOYCE BUYP  
York Co. Reporter

**BALTIMORE, Md.** — Prominent on the harbor skyline of the port city of Baltimore is a cluster of gray storage silos reaching skyward. At the foot of the towering facility, a long dock reaches out into the channels of the Chesapeake Bay.

Canton Elevator is one of three terminals in the Baltimore port for overseas grain shipping. Purchased by the Central Soya company in 1971, the facility is the corporation's only private exporting terminal.

Through the efforts of the Lorne Dettler, representative for Spangler and Sprengle, Inc., York, an affiliate of the Central Soya firm, Dover Area Young Farmers and their families recently toured the export dock during their annual Summer bus trip.

Only outbound shipments pass through the Central Soya terminal; there is no equipment for unloading or holding incoming goods from overseas. Long trainloads of up to 100 railroad hopper cars, carrying 3500 bushels of grain each, pull into the bayside elevator, bringing tons of Midwest grain. Several hoppers can be unloaded at one time by positioning the cars on a track which runs directly over the underground receiving bins, and then removing the bottom chute covers from the cars. Dumped grain is then augured to assorted storage areas in the several-story-tall terminal to be reloaded into ships arriving from buyers all over the world.

Most of the U.S. corn, wheat and soybeans departing from the Canton dock is destined for European ports, where it may eventually be fed to dairy and beef cattle within the Common Market countries.

World-wide consumer demands for American grain products are changing from when Central Soya first began exporting, according to Ralph Enstead, grain manager for the Canton terminal.

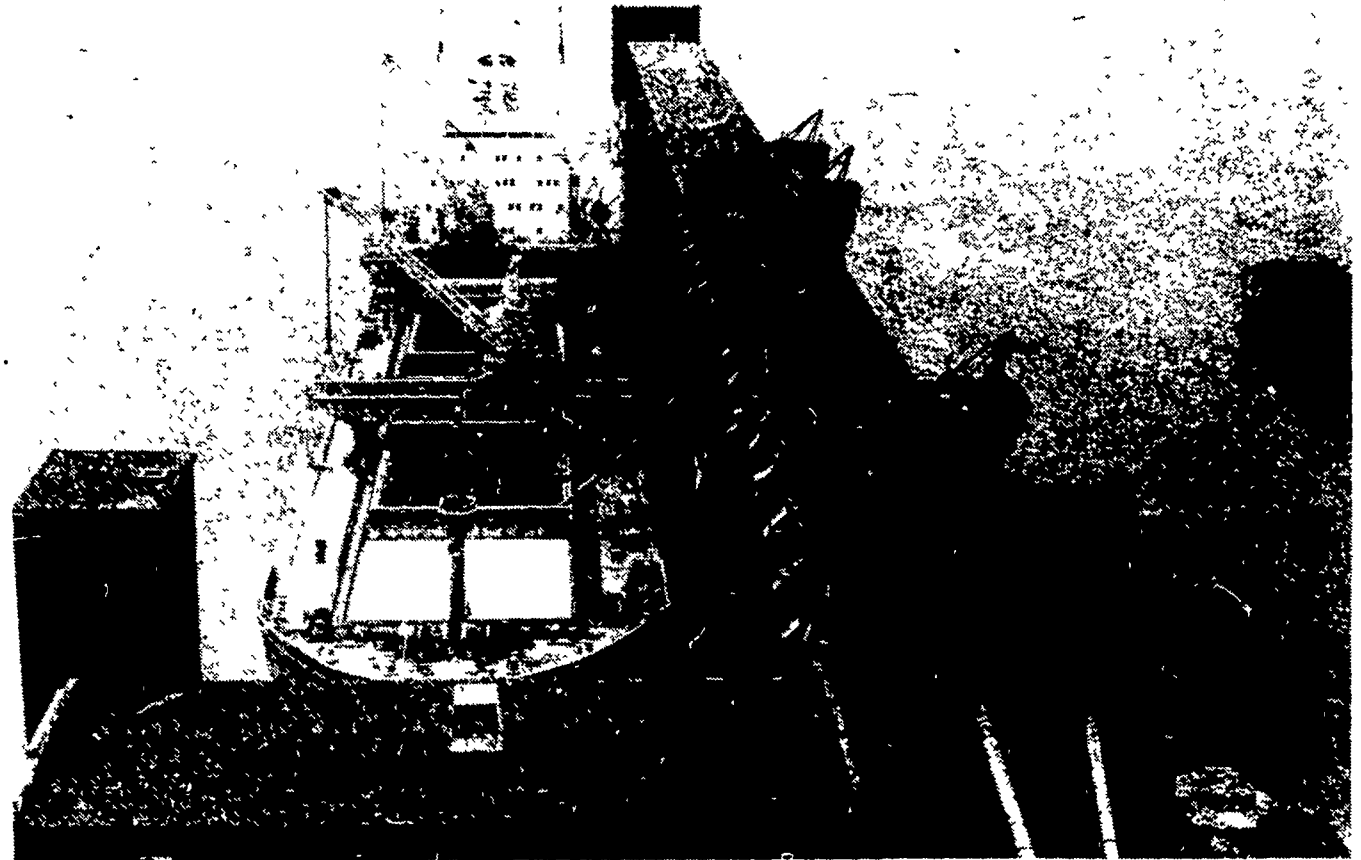
"Soybean oil was most in demand at one time," noted

Enstead. "But now the market has shifted to soybean meal." Five million tons of the protein-rich by-products were exported last year, after extraction of the oils at Central Soya's Decatur, Ill., processing plant.

While not the largest export terminal in the country, Canton still boasts an array of impressive statistics. During 1976, peak volume year to date, 84 million bushels of grain roared through the massive connections of augers, silos, and electronic pushbutton panels. That's a 28-times turnover of the total storage capacity. A total of 217 million bushels of American grain floated out the channels of the Chesapeake from all exporters in Baltimore.

Canton's shipments to date in 1977 are down a bit, with about eight million bushels, or 200,000 tons, departing the facility monthly. Between 80 to 100 assorted size grain ships, flying almost every flag imaginable, call at the elevator within a 12-month span.

Stevadores, as the ship's



Stretching out into the Baltimore harbor, the loading dock of Central Soya's Canton Elevator is

loading crews are called, are in charge of getting the grain loaded into the bulk carriers and tank ships that haul the

readied for filling another shipload of American grain.

grain to far-off ports. The crew's chief officer determines in what order portions of the ship are to be filled and how full holds are to be made to maintain the delicate balance of the vessel. Only 40 to 60 loading hours are needed to fill most transport ships.

Tub boats then gently escort the heavy-laden carriers out into the 42-foot channel, where massive diesel engines take over the job of propelling the cargo over the open seas.

"Do you know how much [Continued on Page 111]

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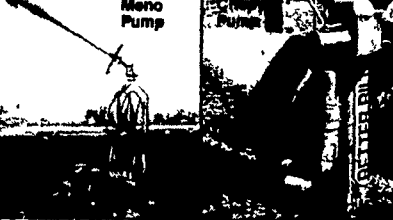
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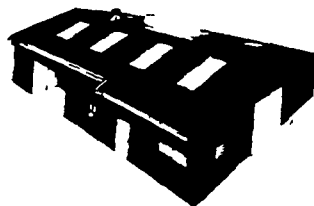
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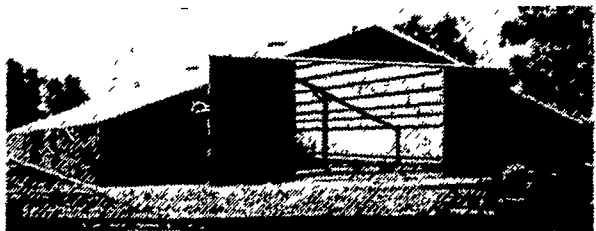
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