



Grain and Feed Association of Illinois

Grain and Feed Association of Illinois members represent 92 percent of the commercial grain storage space in the state. “We are in the logistics business to move grain, and rail delays can result in significant costs to businesses,” says Association Executive Vice President Jeffrey Adkisson.

One example is **Demeter LP in Crystal Lake, Illinois** who receives corn from Illinois farmers, warehouses the corn, and ships it out of the Chicago region on rail. Shuttle trains to carry corn out of the region take 36 hours to arrive in greater Chicago from Texas and half a day to travel less than 20 miles from the south side of Chicago to the main northwest line that leads to Harvard, Illinois. Because trains arrive at the grain elevators around the clock, Demeter must pay loading crews to be on call 24 hours a day. Trains can arrive as much as 24 hours late, which has a financial impact when employees must be paid for so many hours of on-call time. This is only one example of many in the grain and feed industry.

Rail transport is vital to the grain industry. A 75-car unit train that holds 265,000 bushels of corn can be loaded in 10 hours, with each covered hopper car holding the equivalent of four semi-trailer loads. Corn is shipped to destinations including Arkansas, Texas, and Mexico to be used for animal feed. Without efficient rail transport, grain and feed operations cannot be run cost effectively, and hundreds of trucks would be needed to transport the same amount of grain.

The CREATE Program will make improvements to the rail hub that will benefit rail movement throughout the state and region, allowing grain and feed to move more efficiently from where it is produced to where it is needed.