

talled only 64,000 tons. By far the principal movement was to an affiliate plant at Pascagoula, Mississippi. The staff of OCE, upon further analysis, found that a little less than 98,000 tons of anhydrous ammonia moved from the fertilizer plant at Yazoo City in 1966 and assumed such traffic was available for barge.

Since receiving the comments from the staff of OCE, we have made further study of the downbound anhydrous ammonia traffic. As noted above, shipments in 1966 went to 330 destinations. Many of these shipments were in small annual volumes and to off-river and off-waterway destinations. Although we did not analyze 1967 shipments, total rail cars shipped from Yazoo City in 1967 were 3,460 as compared with 3,244 cars in 1966.

Oyster shells.—Oyster shells are currently moving by barge from Gulf Coast deposits to a cement plant at Redwood, Mississippi, approximately 17 miles above the mouth of the Yazoo River. The average barge loading is about 2,200 tons at a draft of 8 feet and the movement on the Yazoo River for a 2-barge tow requires 3.4 hours.

The proposed plan for improving the Yazoo River calls for a lock at approximately mile 4. This lock will permit a single lockage of 2-barge tows of the size currently in use. Consequently, we can find no basis for crediting savings of 25 cents per ton to the movement of oyster shells involving a haul of 17 miles.

Grain mill products.—The Vicksburg District estimated 1966 downbound traffic of grain mill products (soybean and cottonseed meal) to be 54,900 tons. The District Engineer also stated that the traffic had moved by rail to the Gulf ports in 1966. The staff, OCE, state that 47,000 tons of soybean meal moved by both rail and truck to Gulf ports and various destinations in the southeast and an additional 28,000 tons of cottonseed meal moved by rail and truck to points in the States of Mississippi and Louisiana.

For the purposes of our analysis, we tabulated shipments of soybean meal from Yazoo River shipping points to all destinations. This revealed outbound shipments of approximately 14,000 tons. Of this amount, approximately 9,200 tons of soybean meal moved to Gulf destinations, the remainder going to points in Mississippi and Tennessee.

In our previous analysis, we had not considered cottonseed meal as prospective downbound barge traffic because it normally does not move in the export trade. We made further analysis of cottonseed meal from Yazoo River shipping points which showed a movement of approximately 11,000 tons in 1966. This tabulation showed that principal movements were to Birmingham, Alabama; Hattiesburg, Mississippi; and Jackson, Mississippi. The tabulation also showed that only 400 tons moved from this area by rail to Gulf ports. None of the rail movements of cottonseed meal would show transportation savings, principally because of the direction of movement and the small annual quantities to barge receiving points. It should be noted that the comments of the OCE were not responsive to our findings since they showed shipments of soybean and cottonseed meal by both rail and truck, whereas the Vicksburg District based its estimate of barge movements of these commodities on 1966 shipments by rail to Gulf ports.

LPG (liquefied petroleum gas).—The Vicksburg District estimated 42,300 tons of LPG as upbound barge traffic in 1966, with transportation savings of \$43,600, or \$1.03 per ton. The staff, OCE, state they verified the movement of 42,300 tons. Both the Vicksburg District and the staff, OCE, state that the LPG moved by rail in 1966.

In our review of the Vicksburg District's report, we made a special tabulation of rail shipments of butane and propane, which account for 80 percent of LPG production, and found approximately 11,000 tons had moved by rail to Greenwood, Mississippi, in 1966.

Upon receipt of the comments of the staff, OCE, we made a further analysis of LPG movements by rail. This revealed that we had failed to tabulate rail movements of miscellaneous liquefied petroleum gas. When this omission was discovered, we tabulated these movements which showed 23,400 tons had moved to Greenwood by rail in 1966. Consequently, total rail movements of LPG to Greenwood during 1966 were approximately 34,000 tons, rather than the 11,000 tons we showed in our analysis which, as noted above, was based on rail shipments of butane and propane. This is approximately 8,000 tons less than that estimated by the Vicksburg District and the staff of the OCE.

Rail shipments of LPG to Greenwood, Mississippi, originated at 48 stations and totaled 490 cars of approximately 70 tons per carload. The principal shipping points are located at inland cities in Louisiana, Texas, and Oklahoma. Based on our revised analysis, we find 18,400 tons of LPG traffic to have been available for barge in 1966.