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**TRUCK AND RAIL SHIPMENTS OF  
HARD RED SPRING AND DURUM  
WHEAT FROM NORTH DAKOTA  
COUNTRY ELEVATORS 1970-1971**

**Dale O. Anderson  
(Acting Director)**

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COUNTRY ELEVATORS 1970-1971**

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**in cooperation with**

**North Dakota State Wheat Commission  
Bismarck, North Dakota  
and  
North Dakota Public Service Commission  
Bismarck, North Dakota**

**JULY 1972**

## Preface

In the development and presentation of data, such as follows, many people are necessarily involved. This includes personnel in the Public Service Commission, State Wheat Commission, and the Transportation Institute, such as clerical help and graduate students who spent many hours transcribing data from reports and tabulating on adding machines.

Most important in providing both funds, data, and labor, however, are the members and officers of the two State agencies. These are extremely important data in the scheme of transportation policy and rate-making; and therefore, they deserve acknowledgment here:

### North Dakota State Wheat Commission

Herman Schmitz, Chairman Carrington	Reuben Stoleberg, Flasher
Emil Anderson, Upham	George Smith, Amenia
Andrew Headland, Ypsilanti	Floyd Poyzer, Amenia
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Gene C. Griffin, Research Economist

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TRUCK AND RAIL SHIPMENTS OF  
HARD RED SPRING AND DURUM WHEAT  
FROM NORTH DAKOTA COUNTRY ELEVATORS  
1970-1971

Dale O. Anderson\*

Introduction

This is a continuation of analyses concerned with the patterns of distribution of grains from North Dakota.<sup>1</sup> This set of data represents one of the best bases for identifying trends in the distribution of grains from a state.

The results of this analysis indicate that the traditional methods of marketing grain from North Dakota have not changed greatly other than what past trends predicted. A large proportion of wheat exported from the States moves eastbound to the terminal markets of Minneapolis-St. Paul and Duluth-Superior. The pattern of shifting the distribution of wheat from rail to truck continued through 1970-1971.

Objective

The major emphasis in this report is to illustrate the distribution methods and patterns of Hard Red Spring and Durum Wheat from North Dakota origins. In addition, trends in shipments by months are identified. The patterns of distribution and monthly shipments for 1970-1971 are compared to previous years' data.

Source of Data

The data used to illustrate the distribution patterns for August, 1970, through July, 1971, represent the fourth year's 100 percent population. That is, this is the fourth time period reported which includes the data from all country elevators in North Dakota.<sup>2</sup> Any error in the

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<sup>1</sup>See Agricultural Economics Reports 14, 15, 17, 44, and 57 and Agricultural Experiment Station Bulletin 462, and Upper Great Plains Transportation Institute Reports 14, 16, and 17, North Dakota State University, Fargo, North Dakota.

<sup>2</sup>The previous years, 1967-1968, 1968-1969, were reported in UGPTI Report No. 14 and 17 for wheat and durum and in UGPTI Report No. 16 and 22 for barley, oats, rye, and flax.

data for the most part results from errors in reporting to the North Dakota Public Service Commission by the elevators.<sup>3</sup> As in the past, the data are reported by crop reporting district (Figure 1).

### Sources of Trucked Wheat

The primary areas of the State from which wheat is trucked have observably changed since the early 1960's. This pattern was observed in 1968-1969 and continued in 1970-1971 (Tables 1 and 2).

During 1963-1964, about 52 percent of the trucked wheat originated in the Western part of the state (Districts 1, 4, and 7), 29 percent from the Central area (Districts 2, 5, and 8), and 19 percent from the Eastern part (Districts 3, 6, and 9).

The proportion originating in the Western part of the State declined to 31 percent in 1968-1969, 1969-1970, and 1970-1971. The proportion trucked from Central North Dakota declined from 29 percent in 1963-1964 to 27 percent in 1968-1969, to 24 percent in 1969-1970, and to 23 percent in 1970-1971. The results of the declines in the West and Central areas were offset by volumes originating in the Eastern areas where the proportion of the total increased from 19 percent in 1963-1964 to 45 percent in 1970-1971.

The volume of wheat shipped by truck, however, increased in every area. About 9.9 million bushels originated in the West in 1963-1964, 15 million bushels in 1968-1969, 17.5 million bushels in 1969-1970, and 18.9 million in 1970-1971. About 5.4 million bushels were trucked from the Central districts in 1963-1964, 13 million in 1968-1969, 13.3 million in 1969-1970, and 16.5 million in 1970-1971. The greatest increase occurred in the Eastern part of the State where the trucked volume increased from 3.6 to 28.9 million bushels 1963-1964 through 1970-1971, respectively.

### Proportion Shipped by Truck

The trend towards an increasing share of the wheat traffic going to motor carriers, which was observed 1956-1957 through 1969-1970, continued through the 1970-1971 shipping period (Table 3). The trend is well illustrated in Figures 2 and 3. In the case of proportions, a straight-line projection could have been made on the 1956-1957 and 1957-1958 data, and the estimate would have been about 11 percentage points low (the estimate would have been about 28 percent) since the motor carrier handled about 39 percent of the 1970-1971 shipments of wheat.<sup>4</sup> Over the period, shippers in every district increased both the volume of wheat shipped by truck (Table 1) and the proportion of the total shipped by truck (Table 3).

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<sup>3</sup>Such errors are probably insignificant.

<sup>4</sup>In retrospect the 1956-1957 and 1957-1958 data would have been sufficient as a basis for decision making on the part of railroads.



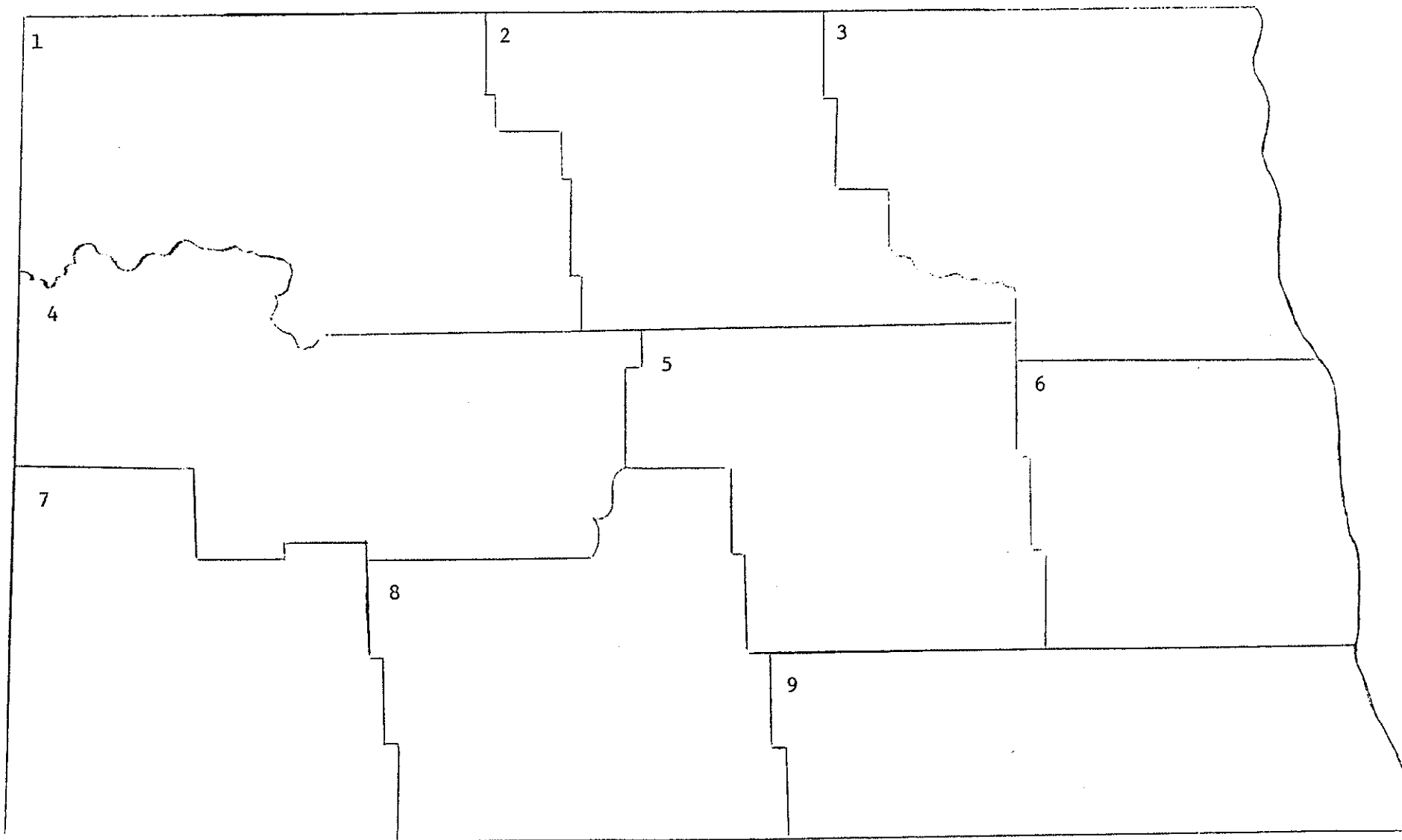


Figure 1. North Dakota Crop Reporting Districts

TABLE 1. TOTAL VOLUME OF WHEAT SHIPPED BY TRUCK FROM EACH CROP REPORTING DISTRICT, 1956-1957 THROUGH 1970-1971

Crop Reporting District	Year												
	1956-1957	1957-1958	1958-1959	1963-1964	1965-1966	Hard Red Spring				Durum			
						1967-1968	1968-1969	1969-1970	1970-1971	1967-1968	1968-1969	1969-1970	1970-1971
(000 bushels)													
1	390	1,920	9,584	5,328	2,446	3,556	3,918	5,662	5,236	3,836	3,227	3,174	4,214
2	148	137	213	2,848	3,404	1,941	2,212	2,514	3,328	4,692	4,278	4,041	5,406
3	920	1,598	1,421	1,817	2,088	3,061	6,273	8,914	9,919	4,263	5,781	6,381	8,317
4	166	498	200	301	1,130	1,609	2,262	2,519	2,976	334	226	393	694
5	112	599	301	1,079	825	1,692	2,335	2,383	3,358	910	839	734	910
6	624	554	1,108	1,083	1,256	3,320	5,389	6,272	6,665	633	910	812	857
7	720	705	794	4,230	4,083	4,772	5,270	5,577	5,221	221	98	139	317
8	349	346	899	1,466	3,036	2,973	3,218	3,538	3,143	267	75	67	351
9	<u>183</u>	<u>309</u>	<u>344</u>	<u>668</u>	<u>752</u>	<u>1,607</u>	<u>2,167</u>	<u>2,330</u>	<u>2,580</u>	<u>553</u>	<u>154</u>	<u>416</u>	<u>656</u>
Total	3,612	6,666	14,863	18,820	19,021	24,531	33,044	39,709	42,426	15,709	15,588	16,157	21,723
						wheat = 40,240	48,632	55,866	64,149				

TABLE 2. PROPORTION OF TOTAL WHEAT SHIPPED FROM NORTH DAKOTA BY TRUCK FROM EACH CROP REPORTING DISTRICT, 1956-1957 THROUGH 1970-1971

Crop Reporting District	Year												
	Hard Red Spring										Durum		
	1956-1957	1957-1958	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969	1969-1970	1970-1971	1967-1968	1968-1969	1969-1970	1970-1971
	(percent)												
1	10.8	28.9	64.4	28.3	12.9	14.5	11.9	14.3	12.4	24.4	20.7	19.7	19.4
2	4.1	2.1	1.4	15.1	17.9	7.9	6.7	6.3	7.8	29.9	27.4	25.0	24.9
3	25.5	24.0	9.7	9.7	11.0	12.5	19.0	22.4	23.4	27.2	37.1	39.5	38.3
4	4.6	7.5	1.4	1.6	5.9	6.6	6.8	6.3	7.0	2.1	1.5	2.4	3.2
5	3.1	8.6	2.0	5.7	4.3	6.9	7.1	6.0	7.9	5.8	5.4	4.5	4.2
6	17.3	8.4	7.5	5.8	6.6	13.5	16.3	15.8	15.7	4.0	5.8	5.0	3.9
7	19.9	10.6	5.3	22.5	21.5	19.5	15.9	14.1	12.3	1.4	.6	.9	1.5
8	9.7	5.2	6.0	7.8	15.9	12.1	9.7	8.9	7.4	1.7	.5	.4	1.6
9	<u>5.0</u>	<u>4.7</u>	<u>2.3</u>	<u>3.5</u>	<u>4.0</u>	<u>6.5</u>	<u>6.6</u>	<u>5.9</u>	<u>6.1</u>	<u>3.5</u>	<u>1.0</u>	<u>2.6</u>	<u>3.0</u>
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

TABLE 3. PROPORTION OF TOTAL WHEAT SHIPPED BY CROP REPORTING DISTRICT FROM NORTH DAKOTA BY TRUCK FROM EACH CROP REPORTING DISTRICT, 1956-1957 THROUGH 1970-1971

Crop Reporting District	Year												
						Hard Red Spring				Durum			
	1956-1957	1957-1958	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969	1969-1970	1970-1971	1967-1968	1968-1969	1969-1970	1970-1971
	(percent)												
1	2.0	9.7	38.0	22.1	7.4	28.7	25.3	26.9	30.8	36.4	21.3	21.1	30.4
2	1.0	1.1	1.6	25.0	19.4	30.5	32.4	34.3	48.1	45.0	37.6	42.5	55.2
3	4.0	7.6	7.5	8.0	6.8	16.3	33.8	44.3	55.3	23.9	25.5	35.9	52.0
4	2.0	7.0	3.3	4.2	10.7	20.6	24.0	25.7	40.2	18.8	9.9	15.6	24.1
5	1.0	7.2	3.7	12.0	7.9	19.3	19.7	22.5	23.0	19.5	10.1	13.0	13.2
6	6.0	4.7	12.6	11.1	7.9	21.0	31.7	40.6	49.0	23.1	20.3	22.4	29.7
7	8.0	6.2	9.5	30.9	24.7	32.4	35.0	33.8	40.2	30.4	10.2	16.2	26.6
8	6.0	5.4	19.7	34.0	34.1	35.7	36.6	34.8	44.7	49.8	15.2	15.6	25.5
9	<u>2.0</u>	<u>5.4</u>	<u>6.0</u>	<u>10.1</u>	<u>7.9</u>	<u>18.0</u>	<u>21.3</u>	<u>25.0</u>	<u>31.5</u>	<u>18.6</u>	<u>3.9</u>	<u>13.7</u>	<u>22.0</u>
Total	3.5	6.4	15.0	17.3	12.4	24.1	29.2	33.0	40.1	30.1	22.4	27.6	37.9
						wheat =	26.1	26.6	31.3	39.3			

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9  
1

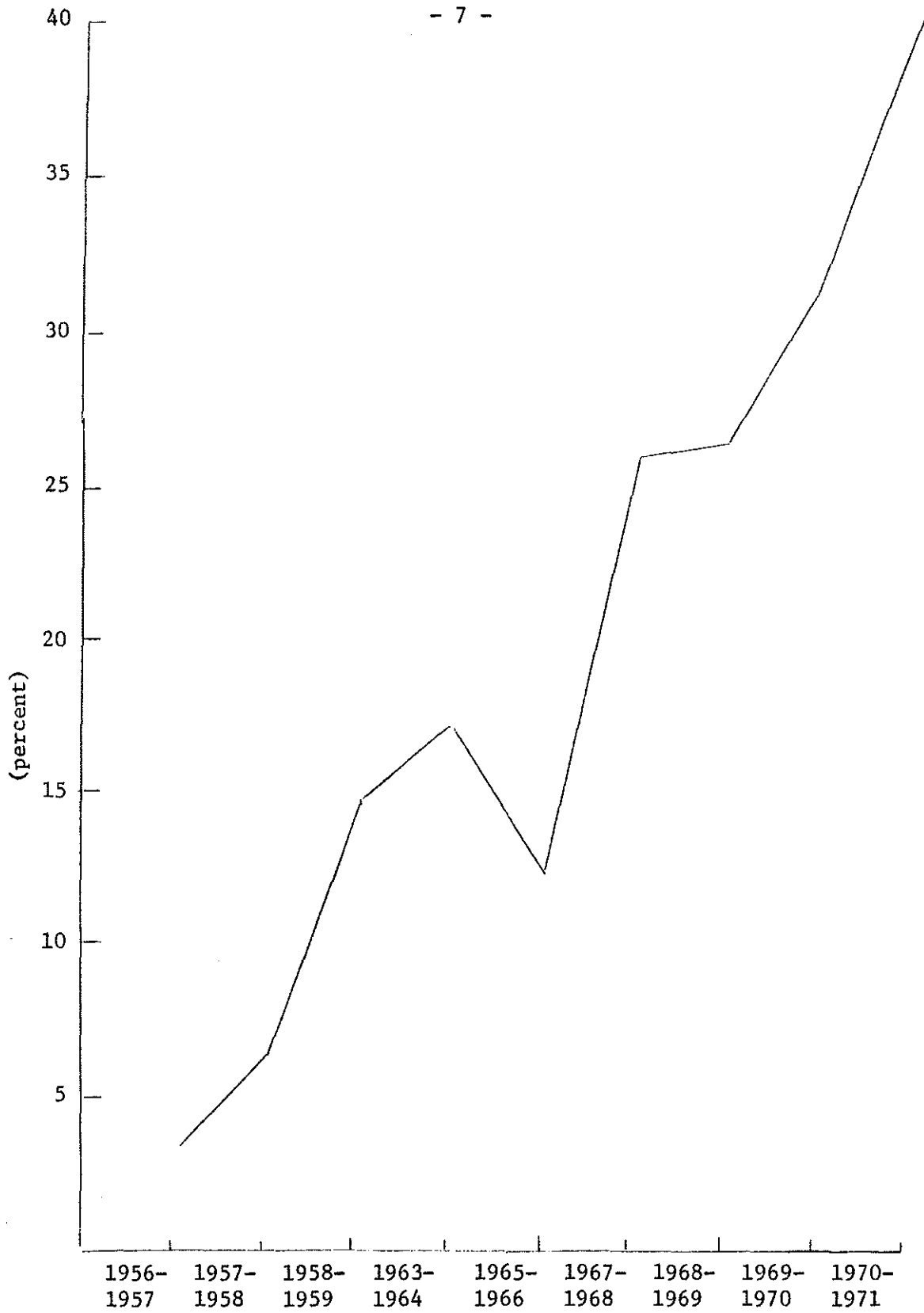


Figure 2. Percent of Total Wheat Shipped by Truck From North Dakota Country Elevators, 1956-1957 Through 1970-1971

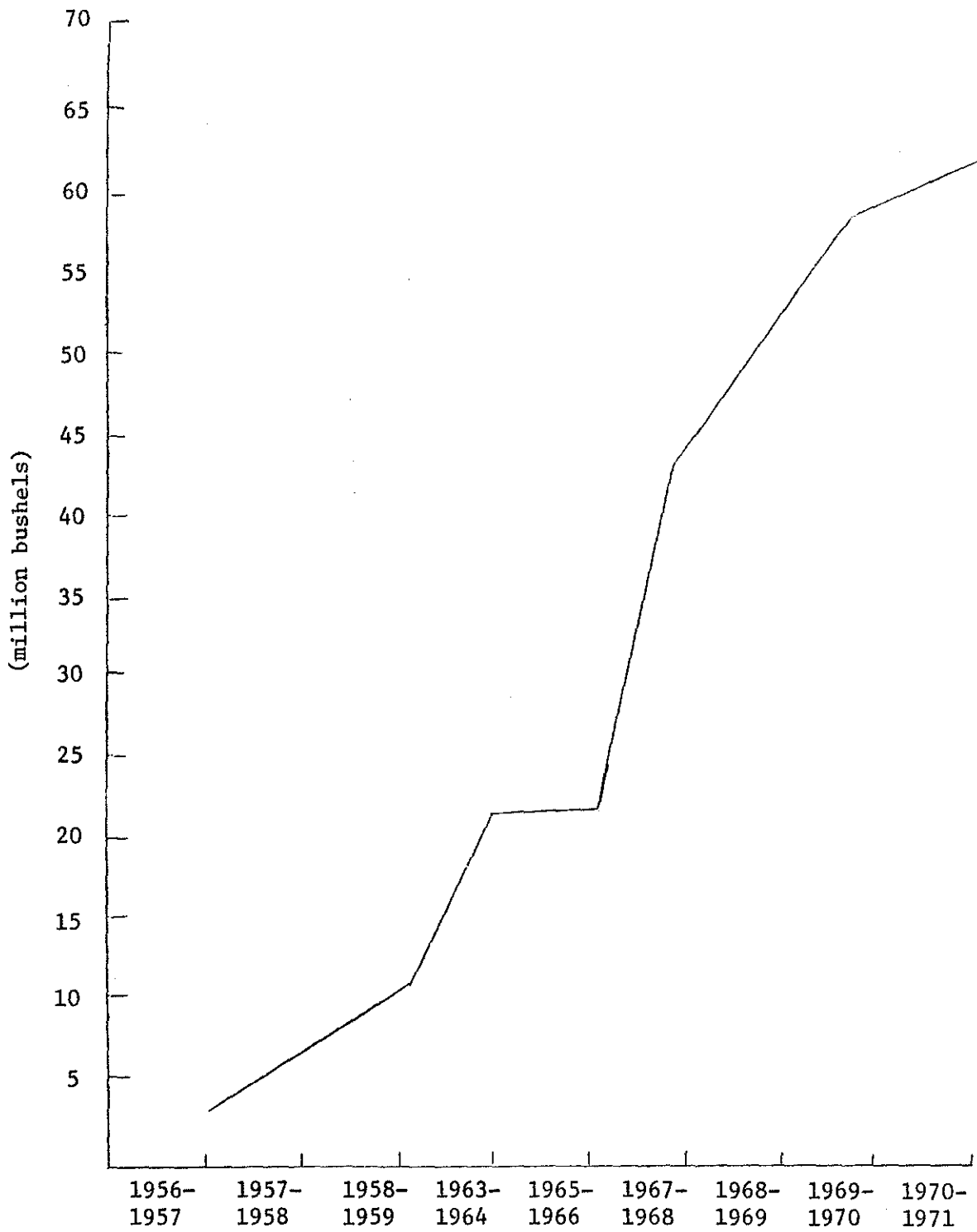


Figure 3. Total Volume of Wheat Shipped by Truck to All Destinations From North Dakota Country Elevators, 1956-1957 Through 1970-1971

### Destinations of Trucked Wheat

Nearly 96 percent of the wheat (Hard Red Spring and Durum) is destined to the major Minnesota markets of Minneapolis-St. Paul and Duluth-Superior (Table 4). From 1956-1957 through 1968-1969 the proportion going to Minneapolis-St. Paul declined, while the share destined Duluth-Superior increased. During 1969-1970 the percent going to Minneapolis-St. Paul increased to 30.5 percent compared to 24.1 percent in 1968-1969, and the proportion destined Duluth-Superior dropped from 72.3 to 66 percent. The most recent changes in 1970-1971, showed a decrease in the proportion of wheat shipped via truck to Minneapolis-St. Paul of 1.9 percent bringing the total shipped this market to 28.6 percent. The Duluth-Superior destination realized an increase in proportion of wheat shipped via truck 66 percent in 1969-1970 to 67.7 percent in 1970-1971.

In terms of specific classes, the change in relative amounts going to each market occurred mostly in Hard Red Spring wheat. About 32.5 percent of the Hard Red Spring wheat went to the Twin City markets in 1968-1969. This proportion rose to 40.2 percent in 1969-1970, and 56.9 percent in 1970-1971. The proportion of Hard Red Spring destined Duluth-Superior declined from 62.6 to 55.5 percent, 1968-1969 through 1969-1970, and a further decline to 38.1 percent was realized through 1970-1971.

The proportions of Durum destined Minneapolis-St. Paul and Duluth-Superior changed very little from 1969-1970 through 1970-1971. The percent going to Minneapolis-St. Paul increased from 6.6 to 9.9 percent, while the share destined Duluth-Superior declined from 91.7 to 88.8 percent.

Although the 1970-1971 period saw slight changes, the general trend of shipping about two-thirds of the trucked wheat to Duluth-Superior continued. This pattern has been predominant during the 1960's as opposed to the 1950's when about two-thirds of the trucked wheat went to Minneapolis-St. Paul.

### Shipments by Periods

Shipments of Hard Red Spring and Durum wheat by time period (months) are now available for 48 consecutive months, beginning August, 1967. The seasonal fluctuations in shipments which appeared from the data for the 36-month period, August, 1967, through July, 1970 continued through July, 1971, for both Hard Red Spring and Durum wheat (Figures 4 and 5). The fluctuations in shipments by time period do not appear to be materially affected by CCC movements over the entire 36-month period.

### Number of Cars and Trucks

Data are now available for the 48-month period, August, 1967, through July, 1971, regarding numbers of rail cars and trucks hauling Hard Red Spring and Durum wheat (Tables 8 and 9). The increase in bushels hauled in rail cars 1967-1968 through 1968-1969 was 45 bushels per car. The volume

TABLE 4. MAJOR DESTINATIONS OF WHEAT SHIPPED BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS, 1956-1957 THROUGH 1970-1971

Destination	Year												
	1956- 1957	1957- 1958	1958- 1959	1963- 1964	1965- 1966	Hard Red Spring				Durum			
						1967- 1968 <sup>a</sup>	1968- 1969 <sup>a</sup>	1969- 1970 <sup>a</sup>	1970- 1971 <sup>a</sup>	1967- 1968	1968- 1969	1969- 1970	1970- 1971
(percent)													
Minneapolis-St. Paul	67.3	58.4	64.2	36.9	27.2	41.4	32.5	40.2	56.9	15.9	6.2	6.6	9.9
Duluth-Superior	10.9	24.3	30.2	59.3	53.4	51.3	62.6	55.5	38.1	82.7	92.8	91.7	88.8
Other Minnesota	11.5	6.4	1.7	--	8.3	3.1	3.1	2.5	2.8	.3	.3	.2	.9
East and South	--	--	--	--	--	2.1	.7	.2	.6	.3	--	--	.1
Midland and South- west States	.3	--	--	--		1.3	.6	.8	.9	.3	--	--	--
West Ports and States	--	--	--	--	4.9 <sup>b</sup>	.1	.1	.5	.3	.1	.1	.7	.1
In-State	2.6	8.4	3.7	3.8	6.2	.4	.2	.2	.1	.3	.4	.6	.1
Unknown	7.4	2.5	.2	--	--	.3	.1	.1	.3	.1	.2	.2	.1

<sup>a</sup>1967-1968 all wheat, Minneapolis-St. Paul = 31.4 percent; Duluth-Superior = 63.5 percent.  
 1968-1969 all wheat, Minneapolis-St. Paul = 24.1 percent; Duluth-Superior = 72.3 percent.  
 1969-1970 all wheat, Minneapolis-St. Paul = 30.5 percent; Duluth-Superior = 66.0 percent.  
 1970-1971 all wheat, Minneapolis-St. Paul = 28.6 percent; Duluth-Superior = 67.7 percent.

<sup>b</sup>Midland and Southwest States and West Ports and States aggregated in 1965-1966 analysis.



TABLE 5. PROPORTION OF HARD RED SPRING AND DURUM WHEAT SHIPPED BY RAIL, TRUCK, AND CCC (RAIL) TO EACH DESTINATION, 1967-1968, 1968-1969, 1969-1970, and 1970-1971

Year and Mode	D E S T I N A T I O N S											In- State	Un- known
	Duluth- Superior	Minneapolis- St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux City- Omaha- Kansas City	Other East and South <sup>c</sup>	Midland States <sup>d</sup>	South- west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North- west States <sup>g</sup>	West			
(percent)													
Hard Red Spring:													
Rail													
1967-1968	63.1	76.3	19.8	46.1	2.9	38.3	50.0	99.7	99.8	--	93.1	--	
1968-1969	51.7	76.1	26.5	16.3	89.2	69.2	100.0	99.8	99.7	--	94.8	--	
1969-1970	45.6	68.6	29.3	4.8	68.3	91.4	52.5	98.0	98.8	--	93.1	--	
1970-1971	44.2	60.9	28.9	75.7	57.4	52.9	90.4	98.7	98.6	--	93.0	--	
Truck													
1967-1968	36.4	22.9	80.2	53.9	97.1	61.7	50.0	.3	.2	--	6.9	100.0	
1968-1969	47.7	22.9	73.5	83.7	10.8	30.8	--	.2	.3	--	5.2	100.0	
1969-1970	53.9	27.2	70.7	95.2	31.7	8.6	47.5	2.0	1.2	--	6.9	100.0	
1970-1971	55.3	35.8	71.1	24.3	42.6	47.1	9.6	1.3	1.4	--	7.0	100.0	
CCC													
1967-1968	.5	.8	--	--	--	--	--	--	--	100.0	--	--	
1968-1969	.6	1.0	--	--	--	--	--	--	--	100.0	--	--	
1969-1970	.5	4.2	--	--	--	--	--	--	--	100.0	--	--	
1970-1971	.5	3.3	--	--	--	--	--	--	--	100.0	--	10.9	
Durum:													
Rail													
1967-1968	44.7	90.7	81.0	--	4.2	--	100.0	94.2	98.5	--	93.5	--	
1968-1969	56.1	97.1	81.3	--	100.0	100.0	--	97.4	87.7	--	92.5	--	
1969-1970	45.1	92.2	81.7	--	100.0	100.0	--	98.0	85.1	--	86.3	--	
1970-1971	35.3	85.1	44.7	--	100.0	100.0	100.0	100.0	96.5	--	92.1	--	

- continued -

TABLE 5. PROPORTION OF HARD RED SPRING AND DURUM WHEAT SHIPPED BY RAIL, TRUCK, AND CCC (RAIL) TO EACH DESTINATION, 1967-1968, 1968-1969, 1969-1970, and 1970-1971 - continued

Year and Mode	D E S T I N A T I O N S											
	Duluth- Superior	Minneapolis- St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux City- Omaha- Kansas City	Other East and South <sup>c</sup>	Midland States <sup>d</sup>	South- west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North- west States <sup>g</sup>	West	In- State	Un- known
	(percent)											
<b>Truck</b>												
1967-1968	55.3	9.3	19.0	--	95.8	100.0	--	5.8	1.5	--	6.5	100.0
1968-1969	43.8	2.8	18.7	--	--	--	100.0	2.6	12.3	--	7.5	100.0
1969-1970	54.3	3.7	18.3	--	--	--	--	2.0	14.9	--	13.7	100.0
1970-1971	64.1	8.4	55.3	100.0	--	--	--	--	3.5	--	7.9	66.8
<b>CCC</b>												
1967-1968	--	--	--	--	--	--	--	--	--	--	--	--
1968-1969	.1	.1	--	--	--	--	--	--	--	100.0	--	--
1969-1970	.6	4.1	--	--	--	--	--	--	--	100.0	--	--
1970-1971	.6	6.5	--	--	--	--	--	--	--	--	--	33.2

For the footnotes to this table, see page 29.

TABLE 6. PERCENT OF TOTAL HARD RED SPRING WHEAT SHIPPED TO EACH DESTINATION BY EACH CROP REPORTING DISTRICT, 1967-1968, 1968-1969, 1969-1970, and 1970-1971

Crop Reporting District	D E S T I N A T I O N S												Un- known	Total
	Duluth- Superior	Minneapolis- St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux City- Omaha- Kansas City	Other East and South <sup>c</sup>	Midland States <sup>d</sup>	South- west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North- west States <sup>g</sup>	In- West	State			
(percent)														
1:														
1967-1968	9.2	13.1	3.9	18.0	36.5	33.8	--	8.5	13.4	34.1	6.9	--	12.1	
1968-1969	10.4	14.6	13.6	49.5	29.7	8.6	100.0	16.2	19.7	10.0	23.4	--	13.7	
1969-1970	13.2	18.3	8.5	54.9	17.7	2.8	25.1	18.8	27.8	38.6	11.1	11.6	17.5	
1970-1971	9.1	19.6	1.0	.2	13.7	28.7	8.9	25.5	27.5	19.7	3.5	1.3	14.9	
2:														
1967-1968	6.4	4.3	.2	2.6	7.9	--	--	8.8	12.3	8.6	1.2	4.4	6.2	
1968-1969	5.8	3.1	2.2	1.0	--	--	--	17.7	13.2	.5	1.1	15.9	6.1	
1969-1970	6.9	4.5	5.7	1.1	6.5	1.3	33.1	14.3	12.3	.7	4.8	2.2	6.1	
1970-1971	7.2	3.9	2.3	--	3.2	1.7	37.8	19.8	15.1	.3	1.0	1.3	6.1	
3:														
1967-1968	18.0	15.1	10.1	.9	.9	1.7	--	25.9	28.8	8.7	53.2	1.4	18.4	
1968-1969	22.3	14.2	5.5	4.1	--	1.4	--	3.1	11.2	21.8	41.2	27.3	16.4	
1969-1970	27.9	13.5	4.6	5.4	.9	.6	37.9	.7	3.0	2.1	34.5	--	16.7	
1970-1971	20.7	13.8	3.2	.2	7.5	5.8	2.2	9.0	7.2	2.1	18.6	6.6	15.8	
4:														
1967-1968	8.2	7.1	2.6	.9	2.4	--	--	13.2	7.5	5.0	9.8	--	7.7	
1968-1969	7.7	8.9	3.8	.7	--	--	--	13.0	7.4	1.7	4.6	--	8.3	
1969-1970	7.2	7.9	8.3	.3	3.6	1.5	--	21.8	9.4	5.8	9.6	5.9	8.1	
1970-1971	6.2	6.2	15.4	.5	1.0	3.2	--	12.8	5.9	8.1	10.1	18.6	6.5	
5:														
1967-1968	12.5	7.3	8.7	--	3.6	--	--	5.0	5.3	8.7	2.0	20.3	8.6	
1968-1969	11.2	8.5	6.3	8.7	10.8	.5	--	12.3	14.9	23.3	12.0	15.9	10.5	
1969-1970	9.1	9.1	9.4	--	31.6	.2	--	7.0	7.6	7.4	9.2	17.7	8.8	
1970-1971	14.1	10.2	9.2	--	10.0	2.8	34.4	9.2	12.5	41.8	5.4	15.2	13.3	

- continued -

TABLE 6. PERCENT OF TOTAL HARD RED SPRING WHEAT SHIPPED TO EACH DESTINATION BY EACH CROP REPORTING DISTRICT, 1967-1968, 1968-1969, 1969-1970, and 1970-1971 - continued

Crop Reporting District	D E S T I N A T I O N S												Un- known	Total
	Duluth- Superior	Minneapolis- St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux City- Omaha- Kansas City	Other East and South <sup>c</sup>	Midland States <sup>d</sup>	South- west States <sup>e</sup>	North- Pacific Ports <sup>f</sup>	North- west States <sup>g</sup>	In- West State	Un- known			
(percent)														
6:														
1967-1968	22.8	14.8	16.1	--	--	2.1	--	5.5	2.8	12.3	24.4	34.8	15.5	
1968-1969	21.4	14.7	12.3	--	27.0	1.3	--	2.4	1.3	23.0	12.5	--	15.0	
1969-1970	17.4	13.0	14.1	1.1	8.9	1.6	--	.3	1.1	2.7	20.3	22.1	12.8	
1970-1971	13.1	13.4	14.1	7.2	3.7	8.5	--	.3	1.6	2.4	29.0	2.7	11.9	
7:														
1967-1968	10.2	17.7	47.9	62.3	38.0	56.2	50.0	16.7	10.3	10.9	4.4	8.7	14.5	
1968-1969	10.2	12.5	38.5	17.0	32.5	83.4	--	26.0	14.6	5.9	1.2	18.2	13.3	
1969-1970	9.7	12.2	29.0	22.6	16.3	71.4	3.9	23.1	24.4	21.3	2.0	25.0	13.7	
1970-1971	7.1	12.5	42.1	73.8	49.5	38.0	7.8	14.8	19.3	14.5	2.6	31.8	11.4	
8:														
1967-1968	6.8	7.2	8.0	14.5	10.2	6.2	--	12.4	14.9	6.1	1.3	4.3	8.2	
1968-1969	6.6	7.6	5.0	19.0	--	3.4	--	6.4	14.9	2.7	2.8	4.5	7.7	
1969-1970	5.2	9.2	9.8	12.8	5.3	20.0	--	12.5	13.4	14.6	.9	.7	8.5	
1970-1971	18.7	8.1	2.4	17.3	5.7	6.8	8.9	6.8	8.5	7.9	16.1	4.0	12.9	
9:														
1967-1968	5.9	13.4	3.0	.9	.5	--	--	4.0	4.7	5.6	.8	26.1	8.8	
1968-1969	4.4	15.9	12.8	--	--	1.4	--	2.9	2.7	11.2	1.2	18.2	9.0	
1969-1970	3.4	12.3	10.6	1.8	9.2	.6	--	1.5	1.0	6.8	7.6	14.8	7.8	
1970-1971	3.8	12.3	10.3	.8	5.7	4.5	--	1.8	2.4	3.2	13.7	18.5	7.2	
TOTAL:														
1967-1968	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
1968-1969	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
1969-1970	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
1970-1971	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	

For the footnotes to this table, see page 29.

TABLE 7. PERCENT OF TOTAL DURUM WHEAT SHIPPED TO EACH DESTINATION BY EACH CROP REPORTING DISTRICT, 1967-1968, 1968-1969, 1969-1970, and 1970-1971

Crop Reporting District	D E S T I N A T I O N S											In- State	Un- known	Total
	Duluth- Superior	Minneapolis- St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux City Omaha- Kansas City	Other East and South <sup>c</sup>	Midland States <sup>d</sup>	South- west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North- west States <sup>g</sup>	West	West			
(percent)														
1:														
1967-1968	20.2	20.3	11.2	--	--	--	--	11.6	21.6	--	21.0	22.2	20.2	
1968-1969	20.7	22.9	10.7	--	--	--	--	24.7	20.3	--	21.6	--	21.7	
1969-1970	24.1	27.3	26.7	--	--	--	--	31.1	32.3	75.5	16.1	2.8	25.8	
1970-1971	20.7	27.8	30.5	100.0	73.3	--	15.0	59.3	23.9	--	18.8	7.4	24.1	
2:														
1967-1968	23.5	16.6	25.4	--	70.8	--	--	8.7	45.6	--	6.7	--	20.0	
1968-1969	17.8	15.3	2.2	--	--	--	--	23.4	39.9	--	4.1	8.3	16.3	
1969-1970	17.7	14.1	2.0	--	26.1	58.9	--	44.2	47.7	--	13.8	3.3	16.3	
1970-1971	20.5	12.7	2.9	--	--	--	32.5	22.7	37.4	--	7.8	18.5	17.0	
3:														
1967-1968	30.6	36.3	36.2	--	25.0	50.0	--	63.8	24.8	--	68.5	22.2	34.2	
1968-1969	33.4	31.3	.8	--	--	--	--	7.8	5.8	96.7	54.5	36.1	32.6	
1969-1970	35.2	26.4	12.3	--	--	--	--	--	7.3	6.1	51.2	29.0	30.4	
1970-1971	34.6	20.4	27.6	--	--	25.0	--	2.7	27.8	--	29.5	14.8	27.9	
4:														
1967-1968	2.7	4.2	--	--	--	--	--	7.9	4.4	--	--	--	3.4	
1968-1969	3.0	3.5	--	--	--	--	--	38.9	--	--	6.7	--	3.3	
1969-1970	2.3	5.7	1.3	--	--	--	--	22.7	8.8	--	14.1	48.4	4.3	
1970-1971	3.4	7.3	.5	--	--	--	--	--	--	--	.7	--	5.0	
5:														
1967-1968	10.1	8.4	3.9	--	--	--	--	7.9	2.9	--	.2	33.3	8.9	
1968-1969	12.5	11.8	11.5	--	--	--	--	2.6	16.7	--	.3	--	11.9	
1969-1970	8.6	11.1	3.0	--	73.9	--	--	2.0	1.8	18.4	.3	--	9.6	
1970-1971	10.0	14.4	23.3	--	--	--	52.5	--	9.2	--	1.3	14.8	11.9	

- continued -

TABLE 7. PERCENT OF TOTAL DURUM WHEAT SHIPPED TO EACH DESTINATION BY EACH CROP REPORTING DISTRICT, 1967-1968, 1968-1969, 1969-1970, and 1970-1971 - continued

Crop Reporting District	D E S T I N A T I O N S											Un-known	Total
	Duluth-Superior	Minneapolis-St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux City Omaha-Kansas	Other East and South <sup>c</sup>	Midland States <sup>d</sup>	South-west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North-west States <sup>g</sup>	In-West	Un-known		
(percent)													
6:													
1967-1968	6.7	4.1	18.1	--	--	--	100.0	--	--	--	2.5	--	5.2
1968-1969	7.1	5.5	37.0	--	100.0	--	--	--	--	3.3	12.7	55.6	6.4
1969-1970	6.7	6.0	14.1	--	--	--	--	--	1.4	--	4.5	--	6.2
1970-1971	4.5	5.7	7.5	--	26.7	--	--	6.7	--	--	36.9	--	5.4
7:													
1967-1968	1.0	1.8	.4	--	4.2	--	--	--	.4	--	--	--	1.4
1968-1969	1.0	1.7	--	--	--	--	100.0	2.6	17.3	--	--	--	1.4
1969-1970	1.4	1.5	14.6	--	--	--	--	--	.7	--	--	--	1.5
1970-1971	2.2	1.9	1.2	--	--	75.0	--	3.3	.8	--	--	3.7	2.1
8:													
1967-1968	1.5	.6	--	--	--	--	--	--	--	--	1.1	--	1.0
1968-1969	.7	.7	.8	--	--	--	--	--	--	--	.1	--	.7
1969-1970	.6	.9	1.8	--	--	41.1	--	--	--	--	--	16.5	.7
1970-1971	1.4	1.7	--	--	--	--	--	5.3	.3	--	--	--	1.5
9:													
1967-1968	3.7	7.7	4.8	--	--	50.0	--	--	.3	--	--	22.2	5.7
1968-1969	3.8	7.3	37.0	--	--	--	--	--	--	--	--	--	5.6
1969-1970	3.4	7.0	24.2	--	--	--	--	--	--	--	--	--	5.2
1970-1971	2.7	8.1	6.5	--	--	--	--	--	.6	--	5.0	40.8	5.1
TOTAL:													
1967-1968	100.0	100.0	100.0	--	100.0	100.0	100.0	100.0	100.0	--	100.0	100.0	100.0
1968-1969	100.0	100.0	100.0	--	100.0	--	--	100.0	100.0	100.0	100.0	100.0	100.0
1969-1970	100.0	100.0	100.0	--	100.0	100.0	--	100.0	100.0	100.0	100.0	100.0	100.0
1970-1971	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	--	100.0	100.0	100.0

For the footnotes to this table, see page 29.

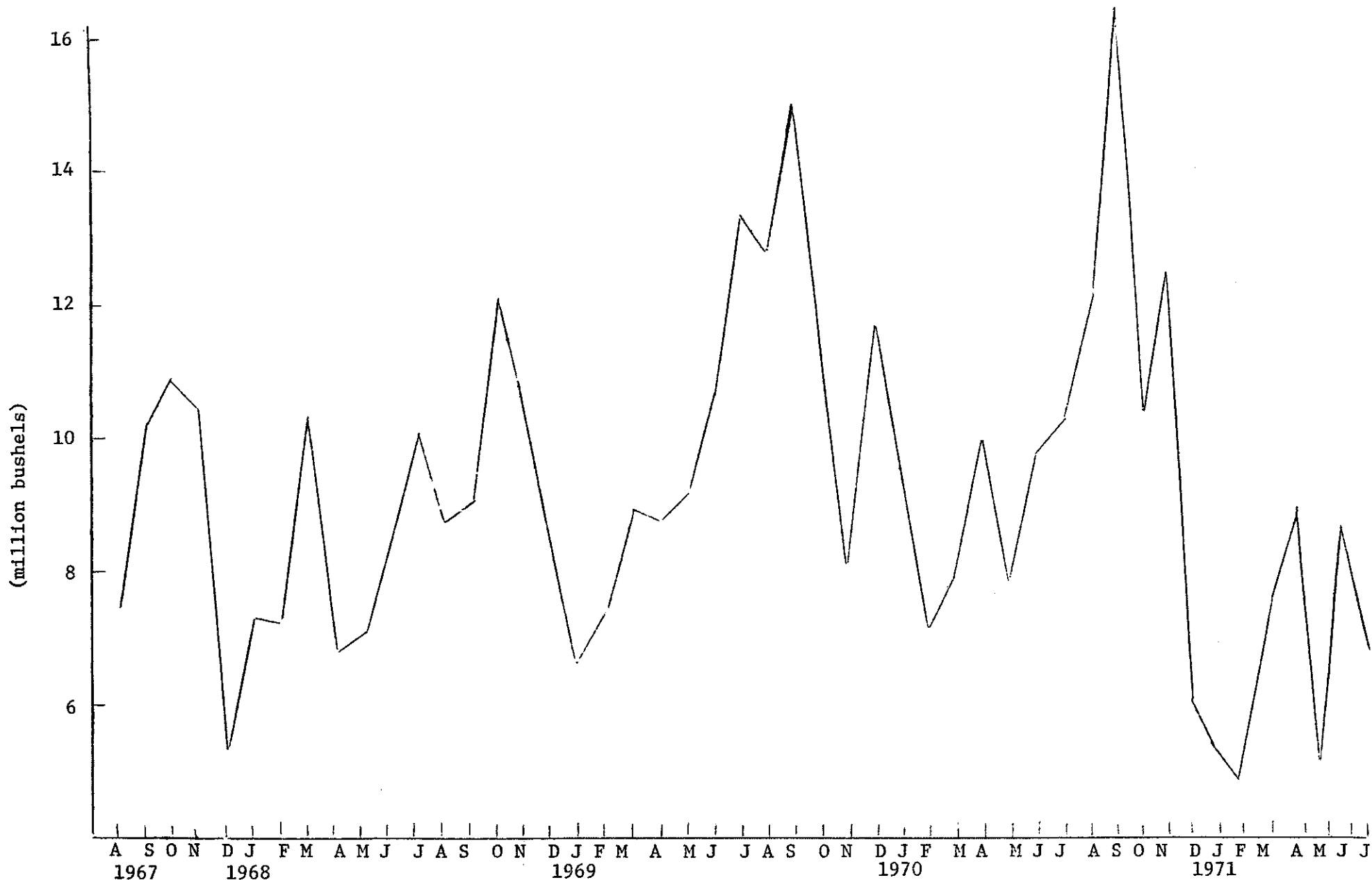


Figure 4. Shipments of Hard Red Spring Wheat from North Dakota Country Elevators, by Months, August, 1967, Through July, 1971

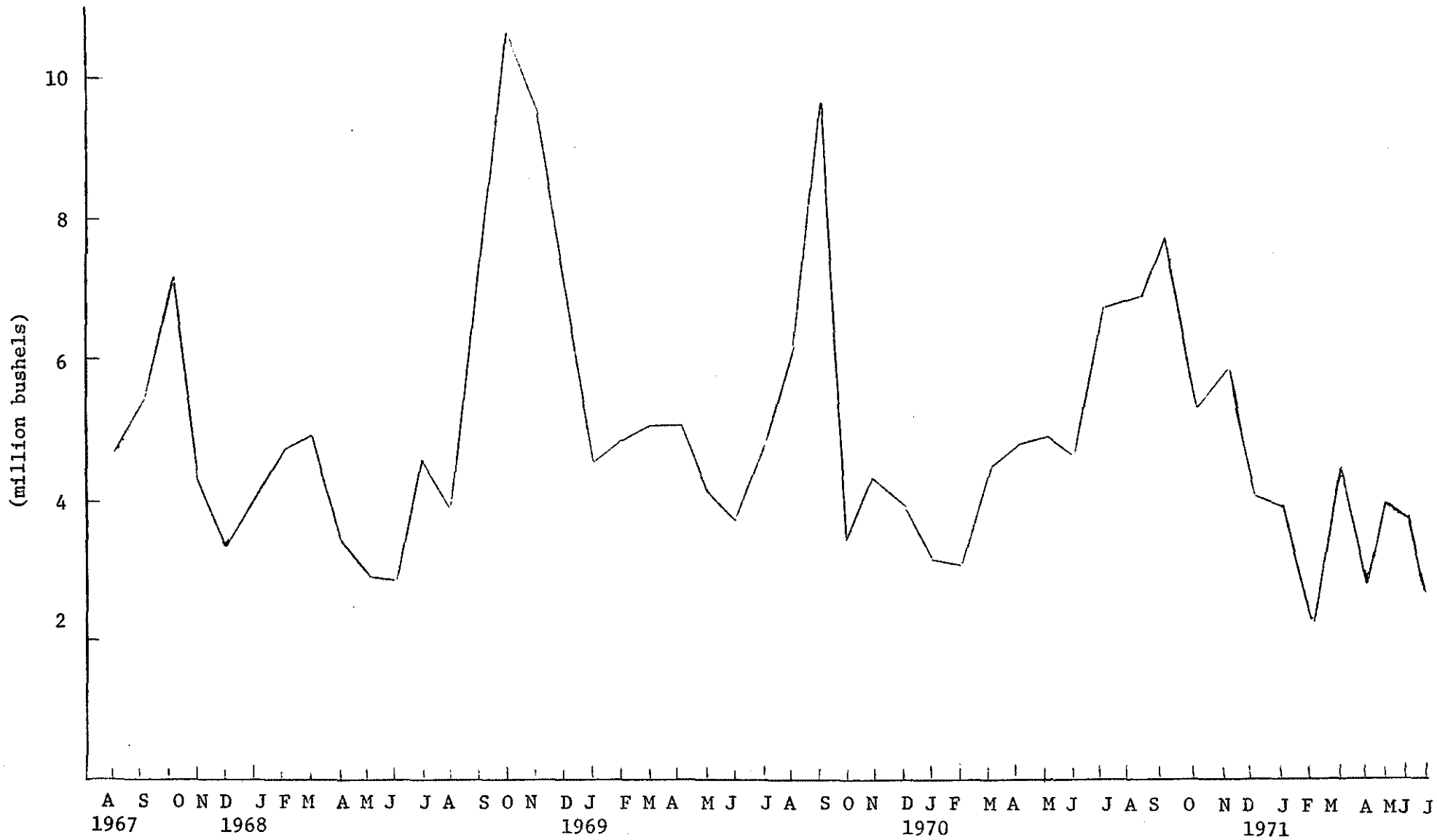


Figure 5. Shipments of Durum Wheat from North Dakota Country Elevators, by Months, August, 1967, Through July, 1971



hauled by truck decreased by 13 bushels. From 1968-1969 through 1969-1970 the average volume hauled in rail cars increased only two bushels per car, while the amount handled per truckload increased by 33 bushels. During the 1969-1970 through 1970-1971 time period rail car capacity on an average increased by 63 bushels while the average load for trucks decreased by 8 bushels.

The average hauls of Durum are somewhat different. The average volume handled in railcars 1967-1968 through 1968-1969 increased by 158 bushels per car and by 47 bushels per car 1968-1969 through 1969-1970 (a decrease of 6 bushels per car was experienced during 1969-1970, 1970-1971 time period). The average truckload of Durum decreased by 10 bushels 1967-1968 through 1968-1969, increased 21 bushels 1968-1969 through 1969-1970, and decreased 156 bushels 1969-1970 through 1970-1971.

The number of vehicles (rail cars and motor vehicles) transporting wheat increased from 1969-1970 through 1970-1971 by 5,043 bringing the total number of vehicles to 123,580. The increase can be accounted for by the increase in trucked Durum wheat. The number of truckloads of Durum wheat increased from 20,389 in 1969-1970 to 33,858 in 1970-1971, an increase of 66 percent.

The number of vehicles shipping Hard Red Spring wheat decreased during the 1969-1970 through 1970-1971 time period from 85,060 to 79,722. The decrease is due to a reduction in the number of rail cars which dropped from 32,223 in 1969-1970 to 23,735 in 1970-1971, a 26 percent decline.

TABLE 8. AVERAGE VOLUME OF HARD RED SPRING WHEAT SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICT, 1967-1968, 1968-1969, 1969-1970, and 1970-1971

Origin and Mode	Number of Cars				Number of Trucks				Average Volume			
	1967- 1968	1968- 1969	1969- 1970	1970- 1971	1967- 1968	1968- 1969	1969- 1970	1970- 1971	1967- 1968	1968- 1969	1969- 1970	1970- 1971
	(bushels)											
1:												
Rail	3,560	4,689	5,543	4,326	--	--	--	--	2,183	2,418	2,494	2,414
Truck	--	--	--	--	4,811	5,783	7,498	6,866	739	678	804	763
CCC	447	100	673	587	--	--	--	--	2,347	2,460	2,360	2,285
2:												
Rail	1,916	2,044	1,905	1,458	--	--	--	--	2,185	2,247	2,359	2,316
Truck	--	--	--	--	2,543	2,847	3,171	4,222	763	777	797	788
CCC	110	13	121	89	--	--	--	--	2,073	2,077	1,969	2,422
3:												
Rail	6,533	5,018	4,540	3,497	--	--	--	--	2,358	2,356	2,383	2,181
Truck	--	--	--	--	3,816	7,899	10,890	12,220	802	794	817	812
CCC	104	193	234	166	--	--	--	--	2,615	2,472	2,308	2,229
4:												
Rail	2,531	2,656	2,878	1,630	--	--	--	--	2,386	2,690	2,410	2,390
Truck	--	--	--	--	2,107	2,934	3,245	3,894	764	771	778	764
CCC	65	6	160	231	--	--	--	--	2,446	2,167	2,279	2,299
5:												
Rail	5,493	4,023	3,278	2,957	--	--	--	--	2,162	2,312	2,300	3,009
Truck	--	--	--	--	2,128	3,081	3,025	4,267	795	758	788	787
CCC	111	111	311	910	--	--	--	--	2,261	2,090	2,243	2,569
6:												
Rail	5,493	5,092	3,974	3,096	--	--	--	--	2,216	2,226	2,229	2,158
Truck	--	--	--	--	4,254	6,916	7,906	8,498	780	779	788	784
CCC	156	146	98	107	--	--	--	--	1,929	1,945	2,510	2,312

- continued -

TABLE 8. AVERAGE VOLUME OF HARD RED SPRING WHEAT SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICT, 1967-1968, 1968-1969, 1969-1970, and 1970-1971 - continued

Origin and Mode	Number of Cars				Number of Trucks				Average Volume			
	1967- 1968	1968- 1969	1969- 1970	1970- 1971	1967- 1968	1968- 1969	1969- 1970	1970- 1971	1967- 1968	1968- 1969	1969- 1970	1970- 1971
	(bushels)											
7:												
Rail	3,954	4,369	4,487	2,823	--	--	--	--	2,447	2,223	2,211	2,479
Truck	--	--	--	--	6,138	6,844	7,011	6,750	777	770	790	774
CCC	125	24	458	335	--	--	--	--	2,376	2,417	2,170	2,328
8:												
Rail	2,419	2,518	2,764	1,537	--	--	--	--	2,131	2,187	2,182	2,222
Truck	--	--	--	--	3,852	4,207	4,592	4,079	771	765	770	771
CCC	100	25	278	185	--	--	--	--	2,020	2,320	2,172	2,550
9:												
Rail	3,316	3,432	2,854	2,411	--	--	--	--	2,156	2,302	2,294	2,221
Truck	--	--	--	--	1,993	2,833	2,957	3,106	806	765	789	831
CCC	78	46	212	115	--	--	--	--	2,103	2,630	2,160	2,230
STATE:												
Rail	32,643	33,841	32,223	23,735	--	--	--	--	2,279	2,324	2,326	2,389
Truck	--	--	--	--	31,642	43,344	50,295	53,902	775	762	795	787
CCC	1,296	664	2,542	2,085	--	--	--	--	2,255	2,283	2,254	3,143

TABLE 9. AVERAGE VOLUME OF DURUM WHEAT SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICT, 1967-1968, 1968-1969, 1969-1970 and 1970-1971

Origin and Mode	Number of Cars				Number of Trucks				Average Volume			
	1967- 1968	1968- 1969	1969- 1970	1970- 1971	1967- 1968	1968- 1969	1969- 1970	1970- 1971	1967- 1968	1968- 1969	1969- 1970	1970- 1971
	(bushels)											
1:												
Rail	3,085	4,923	4,749	3,830	--	--	--	--	2,173	2,417	2,391	2,330
Truck	--	--	--	--	5,025	4,133	3,981	5,318	763	781	791	792
CCC	1	--	294	319	--	--	--	--	--	2,000	1,665	2,305
2:												
Rail	2,672	2,990	2,233	1,766	--	--	--	--	2,150	2,377	2,286	2,308
Truck	--	--	--	--	5,886	5,435	5,019	6,830	797	787	806	792
CCC	--	--	101	141	--	--	--	--	--	--	2,177	2,178
3:												
Rail	6,172	7,446	4,682	3,311	--	--	--	--	2,200	2,234	2,387	3,206
Truck	--	--	--	--	5,233	7,214	8,147	10,286	815	801	806	809
CCC	3	118	153	160	--	--	--	--	2,000	2,508	2,289	1,744
4:												
Rail	616	788	780	895	--	--	--	--	2,347	2,614	2,630	2,373
Truck	--	--	--	--	425	311	538	894	786	727	730	776
CCC	--	--	29	21	--	--	--	--	--	--	2,373	2,745
5:												
Rail	1,769	3,200	2,062	2,177	--	--	--	--	2,118	2,338	2,281	2,659
Truck	--	--	--	--	1,189	1,057	912	1,101	765	794	803	827
CCC	--	--	85	73	--	--	--	--	--	--	2,395	2,458
6:												
Rail	1,039	1,655	1,219	839	--	--	--	--	2,022	2,149	2,258	2,277
Truck	--	--	--	--	819	1,428	1,005	1,012	773	637	807	847
CCC	1	11	29	58	--	--	--	--	2,000	1,909	2,105	2,044

- continued -

TABLE 9. AVERAGE VOLUME OF DURUM WHEAT SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS  
BY CROP REPORTING DISTRICT, 1967-1968, 1968-1969, 1969-1970 and 1970-1971 - continued

Origin and Mode	Number of Cars				Number of Trucks				Average Volume			
	1967- 1968	1968- 1969	1969- 1970	1970- 1971	1967- 1968	1968- 1969	1969- 1970	1970- 1971	1967- 1968	1968- 1969	1969- 1970	1970- 1971
	(bushels)											
7:												
Rail	249	416	336	358	--	--	--	--	2,028	2,075	2,125	2,329
Truck	--	--	--	--	260	127	174	400	850	772	797	792
CCC	1	--	2	21	--	--	--	--	2,000	--	1,830	1,992
8:												
Rail	134	197	160	237	--	--	--	--	2,007	2,127	2,225	2,156
Truck	--	--	--	--	423	85	86	443	631	882	782	793
CCC	--	--	3	9	--	--	--	--	--	--	2,477	1,951
9:												
Rail	1,216	1,721	1,123	994	--	--	--	--	1,981	2,178	2,287	2,224
Truck	--	--	--	--	637	204	527	741	868	755	798	886
CCC	3	1	18	59	--	--	--	--	2,000	2,000	2,330	1,940
STATE:												
Rail	16,952	23,336	17,344	14,407	--	--	--	--	2,154	2,304	2,351	2,345
Truck	--	--	--	--	19,897	19,994	20,389	33,690	790	780	801	645
CCC	8	131	714	861	--	--	--	--	2,000	2,450	2,025	2,150

APPENDIX

APPENDIX TABLE 1. SHIPMENTS OF HARD RED SPRING WHEAT FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1970, THROUGH July, 1971

Origin and Mode	D E S T I N A T I O N S											Un-known	Total	
	Duluth-Superior	Minneapolis-St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux City Omaha-Kansas City	Other East and South <sup>c</sup>	Midland States <sup>d</sup>	South-west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North-west States <sup>g</sup>	West	In-State			
(000 bushels)														
1:														
Rail	2,055	6,266	8	--	4	3	--	595	1,493	--	18	--	10,442	
Truck	2,671	2,217	9	1	51	231	8	1	44	--	2	2	5,237	
CCC	4	351	--	--	--	--	--	--	--	945	--	--	1,300	
	<u>4,730</u>	<u>8,834</u>	<u>17</u>	<u>1</u>	<u>55</u>	<u>234</u>	<u>8</u>	<u>596</u>	<u>1,537</u>	<u>945</u>	<u>20</u>	<u>2</u>	<u>16,979</u>	
2:														
Rail	816	1,208	5	--	4	--	34	463	843	--	6	--	3,379	
Truck	2,898	373	33	--	9	14	--	--	--	--	--	2	3,329	
CCC	--	199	--	--	--	--	--	--	--	16	--	--	215	
	<u>3,714</u>	<u>1,780</u>	<u>38</u>	<u>--</u>	<u>13</u>	<u>14</u>	<u>34</u>	<u>463</u>	<u>843</u>	<u>16</u>	<u>6</u>	<u>2</u>	<u>6,923</u>	
3:														
Rail	2,590	4,276	15	--	4	34	2	207	398	--	102	--	7,628	
Truck	8,104	1,716	38	1	26	13	--	4	4	--	4	10	9,920	
CCC	31	237	--	--	--	--	--	--	--	101	--	--	369	
	<u>10,725</u>	<u>6,229</u>	<u>53</u>	<u>1</u>	<u>30</u>	<u>47</u>	<u>2</u>	<u>211</u>	<u>402</u>	<u>101</u>	<u>106</u>	<u>10</u>	<u>17,917</u>	
4:														
Rail	1,470	1,720	15	--	--	24	--	283	326	--	58	--	3,896	
Truck	1,709	960	239	2	4	2	--	17	1	--	--	28	2,962	
CCC	9	135	--	--	--	--	--	--	--	387	--	--	531	
	<u>3,188</u>	<u>2,815</u>	<u>254</u>	<u>2</u>	<u>4</u>	<u>26</u>	<u>--</u>	<u>300</u>	<u>327</u>	<u>387</u>	<u>58</u>	<u>28</u>	<u>7,389</u>	
5:														
Rail	4,785	3,054	67	--	9	5	31	216	700	--	31	--	8,898	
Truck	1,955	1,262	85	--	31	18	--	--	--	--	--	7	3,358	
CCC	576	262	--	--	--	--	--	--	--	2,004	--	16	2,858	
	<u>7,316</u>	<u>4,578</u>	<u>152</u>	<u>--</u>	<u>40</u>	<u>23</u>	<u>31</u>	<u>216</u>	<u>700</u>	<u>2,004</u>	<u>31</u>	<u>23</u>	<u>15,114</u>	

- continued -

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APPENDIX TABLE 1. SHIPMENTS OF HARD RED SPRING WHEAT FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1970, THROUGH July, 1971 - continued

Origin and Mode	D E S T I N A T I O N S											In- State	Un- known	Total
	Duluth- Superior	Minneapolis St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux City Omaha- Kansas City	Other East and South <sup>c</sup>	Midland States <sup>d</sup>	South- west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North- west States <sup>g</sup>	West	State			
(000 bushels)														
6:														
Rail	3,404	2,883	116	--	6	20	--	6	88	--	159	--	6,682	
Truck	3,365	3,087	116	29	9	49	--	--	--	--	7	4	6,666	
CCC	48	82	--	--	--	--	--	--	--	117	--	--	247	
	<u>6,817</u>	<u>6,052</u>	<u>232</u>	<u>29</u>	<u>15</u>	<u>69</u>	<u>--</u>	<u>6</u>	<u>88</u>	<u>117</u>	<u>166</u>	<u>4</u>	<u>13,595</u>	
7:														
Rail	1,967	2,669	177	287	188	302	6	338	1,051	--	15	--	7,000	
Truck	1,668	2,931	518	8	11	7	1	7	25	--	--	48	5,224	
CCC	40	45	--	--	--	--	--	--	--	695	--	--	780	
	<u>3,675</u>	<u>5,645</u>	<u>695</u>	<u>295</u>	<u>199</u>	<u>309</u>	<u>7</u>	<u>345</u>	<u>1,076</u>	<u>695</u>	<u>15</u>	<u>48</u>	<u>13,004</u>	
8:														
Rail	8,604	1,734	21	16	3	45	8	158	475	--	92	--	11,156	
Truck	1,112	1,823	18	53	20	10	--	1	--	--	--	6	3,043	
CCC	--	94	--	--	--	--	--	--	--	377	--	--	471	
	<u>9,716</u>	<u>3,651</u>	<u>39</u>	<u>69</u>	<u>23</u>	<u>55</u>	<u>8</u>	<u>159</u>	<u>475</u>	<u>377</u>	<u>92</u>	<u>6</u>	<u>14,670</u>	
9:														
Rail	1,333	3,733	52	--	12	4	--	41	129	--	50	--	5,354	
Truck	642	1,710	118	3	11	33	--	--	7	--	28	28	2,580	
CCC	4	101	--	--	--	--	--	--	--	151	--	--	256	
	<u>1,979</u>	<u>5,544</u>	<u>170</u>	<u>3</u>	<u>23</u>	<u>37</u>	<u>--</u>	<u>41</u>	<u>136</u>	<u>151</u>	<u>78</u>	<u>28</u>	<u>8,190</u>	
TOTAL:														
Rail	19,280	27,543	477	3,030	230	439	80	2,306	5,502	--	532	--	59,419	
Truck	2,412	16,177	1,175	97	171	390	9	30	81	--	40	134	20,716	
CCC	235	1,506	--	--	--	--	--	--	--	4,795	--	16	6,552	
	<u>21,927</u>	<u>45,226</u>	<u>1,652</u>	<u>3,127</u>	<u>401</u>	<u>829</u>	<u>89</u>	<u>2,336</u>	<u>5,583</u>	<u>4,795</u>	<u>572</u>	<u>150</u>	<u>86,687</u>	

For the footnotes to this table, see page 29.



APPENDIX TABLE 2. SHIPMENTS OF DURUM WHEAT FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1970, THROUGH JULY, 1971

Origin and Mode	D E S T I N A T I O N S											Un-known	Total
	Duluth-Superior	Minneapolis St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux City Omaha-Kansas City	Other East and South <sup>c</sup>	Midland States <sup>d</sup>	South-west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North-west States <sup>g</sup>	In-West	State		
(000 bushels)													
1:													
Rail	2,417	6,084	54	--	11	--	6	89	162	--	102	--	8,925
Truck	3,722	401	73	14	--	--	--	--	2	--	--	2	4,214
CCC	97	638	--	--	--	--	--	--	--	--	--	--	735
	<u>6,236</u>	<u>7,123</u>	<u>127</u>	<u>14</u>	<u>11</u>	<u>--</u>	<u>6</u>	<u>89</u>	<u>164</u>	<u>--</u>	<u>102</u>	<u>2</u>	<u>13,874</u>
2:													
Rail	1,045	2,713	2	--	--	--	13	34	236	--	42	--	4,085
Truck	5,129	241	10	--	--	--	--	--	21	--	--	5	5,406
CCC	--	307	--	--	--	--	--	--	--	--	--	--	307
	<u>6,174</u>	<u>3,261</u>	<u>12</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>13</u>	<u>34</u>	<u>257</u>	<u>--</u>	<u>42</u>	<u>5</u>	<u>9,798</u>
3:													
Rail	2,581	4,462	86	--	--	2	--	4	191	--	160	--	7,486
Truck	7,759	526	29	--	--	--	--	--	--	--	--	4	8,318
CCC	52	227	--	--	--	--	--	--	--	--	--	--	279
	<u>10,392</u>	<u>5,215</u>	<u>115</u>	<u>--</u>	<u>--</u>	<u>2</u>	<u>--</u>	<u>4</u>	<u>191</u>	<u>--</u>	<u>160</u>	<u>4</u>	<u>16,083</u>
4:													
Rail	545	1,573	2	--	--	--	--	--	--	--	4	--	2,124
Truck	465	228	--	--	--	--	--	--	--	--	--	--	693
CCC	--	58	--	--	--	--	--	--	--	--	--	--	58
	<u>1,010</u>	<u>1,859</u>	<u>2</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>4</u>	<u>--</u>	<u>2,875</u>
5:													
Rail	2,368	3,277	54	--	--	--	21	--	63	--	7	--	5,790
Truck	619	244	43	--	--	--	--	--	--	--	--	5	911
CCC	10	169	--	--	--	--	--	--	--	--	--	--	179
	<u>2,997</u>	<u>3,690</u>	<u>97</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>21</u>	<u>--</u>	<u>63</u>	<u>--</u>	<u>7</u>	<u>5</u>	<u>6,880</u>

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APPENDIX TABLE 2. SHIPMENTS OF DURUM WHEAT FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1970, THROUGH JULY, 1971 - continued

Origin and Mode	D E S T I N A T I O N S											Un-known	Total
	Duluth-Superior	Minneapolis St. Paul <sup>a</sup>	Other Minnesota <sup>b</sup>	Sioux City Omaha-Kansas City	Other East and South <sup>c</sup>	Midland States <sup>d</sup>	South-west States <sup>e</sup>	North Pacific Ports <sup>f</sup>	North-west States <sup>g</sup>	West	In-State		
(000 bushels)													
6:													
Rail	655	1,220	16	--	4	--	--	10	--	--	4	--	1,909
Truck	707	134	15	--	--	--	--	--	--	--	166	--	1,022
CCC	2	116	--	--	--	--	--	--	--	--	--	--	118
	<u>1,364</u>	<u>1,470</u>	<u>31</u>	<u>--</u>	<u>4</u>	<u>--</u>	<u>--</u>	<u>10</u>	<u>--</u>	<u>--</u>	<u>170</u>	<u>--</u>	<u>3,049</u>
7:													
Rail	381	433	2	--	--	6	--	5	6	--	--	--	833
Truck	276	37	3	--	--	--	--	--	--	--	--	1	317
CCC	15	27	--	--	--	--	--	--	--	--	--	--	42
	<u>672</u>	<u>497</u>	<u>5</u>	<u>--</u>	<u>--</u>	<u>6</u>	<u>--</u>	<u>5</u>	<u>6</u>	<u>--</u>	<u>--</u>	<u>1</u>	<u>1,192</u>
8:													
Rail	118	382	--	--	--	--	--	8	2	--	--	--	510
Truck	313	38	--	--	--	--	--	--	--	--	--	--	351
CCC	--	18	--	--	--	--	--	--	--	--	--	--	18
	<u>431</u>	<u>438</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>8</u>	<u>2</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>879</u>
9:													
Rail	502	1,684	2	--	--	--	--	--	4	--	--	--	2,192
Truck	295	307	25	--	--	--	--	--	--	--	27	2	656
CCC	13	92	--	--	--	--	--	--	--	--	--	9	114
	<u>810</u>	<u>2,083</u>	<u>27</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>4</u>	<u>--</u>	<u>27</u>	<u>11</u>	<u>2,962</u>
TOTAL:													
Rail	10,612	21,828	158	--	15	8	40	150	654	--	319	--	33,784
Truck	19,286	2,156	197	14	--	--	--	--	23	--	27	18	21,721
CCC	189	1,652	--	--	--	--	--	--	--	--	--	9	1,850
	<u>30,087</u>	<u>25,636</u>	<u>355</u>	<u>14</u>	<u>15</u>	<u>8</u>	<u>40</u>	<u>150</u>	<u>677</u>	<u>--</u>	<u>346</u>	<u>27</u>	<u>57,355</u>

For the footnotes to this table, see page 29.

FOOTNOTES

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<sup>a</sup>Includes Savage and Shakopee.

<sup>b</sup>Red Wing, Hastings, New Ulm, and Mankato.

<sup>c</sup>Wisconsin, Illinois, Indiana, Michigan, Ohio, Pennsylvania, New York, Rhode Island, Vermont, Maine, New Hampshire, Massachusetts, Delaware, New Jersey, Connecticut, Maryland, West Virginia, Kentucky, Tennessee, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas, and Virginia.

<sup>d</sup>Includes the states of Nebraska, Kansas, Iowa, Missouri, and South Dakota.

<sup>e</sup>Includes the states of Wyoming, Utah, Texas, Colorado, Arizona, New Mexico, Oklahoma, Nevada, (southwest designation).

<sup>f</sup>Includes the ports of Portland, Seattle, Astoria, Vancouver, Longview, Tacoma, and Kaloma.

<sup>g</sup>Includes Montana, Idaho, Washington, Oregon, (northwest designation).

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APPENDIX TABLE 3. MONTHLY SHIPMENTS OF HARD RED SPRING WHEAT FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1970 THROUGH JULY, 1971

Origin and Mode	Months (1970-71)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
1:													
Rail	1,491	2,947	1,563	1,287	438	440	355	526	402	140	505	349	10,443
Truck	377	370	438	433	434	409	351	351	466	323	621	663	5,236
CCC	206	101	68	14	6	4	68	408	337	13	44	73	1,342
	<u>2,074</u>	<u>3,418</u>	<u>2,069</u>	<u>1,734</u>	<u>878</u>	<u>853</u>	<u>774</u>	<u>1,285</u>	<u>1,205</u>	<u>476</u>	<u>1,170</u>	<u>1,085</u>	<u>17,021</u>
2:													
Rail	392	588	212	638	189	119	238	430	266	139	119	46	3,376
Truck	342	371	316	373	233	233	136	147	178	169	427	402	3,327
CCC	46	28	18	5	2	--	--	--	32	4	79	--	214
	<u>780</u>	<u>987</u>	<u>546</u>	<u>1,016</u>	<u>424</u>	<u>352</u>	<u>374</u>	<u>577</u>	<u>476</u>	<u>312</u>	<u>625</u>	<u>448</u>	<u>6,917</u>
3:													
Rail	860	2,202	1,014	907	419	293	202	449	426	289	379	189	7,629
Truck	968	1,163	932	1,033	692	527	452	553	587	613	1,228	1,171	9,919
CCC	724	27	--	2	--	2	11	11	142	40	10	52	1,021
	<u>2,552</u>	<u>3,392</u>	<u>1,946</u>	<u>1,942</u>	<u>1,111</u>	<u>822</u>	<u>665</u>	<u>1,013</u>	<u>1,155</u>	<u>942</u>	<u>1,617</u>	<u>1,412</u>	<u>18,569</u>
4:													
Rail	524	840	595	519	189	204	195	277	212	124	138	80	3,897
Truck	195	238	261	216	211	211	265	300	208	212	336	321	2,974
CCC	169	57	6	13	2	--	--	4	178	21	77	4	531
	<u>888</u>	<u>1,135</u>	<u>862</u>	<u>748</u>	<u>402</u>	<u>415</u>	<u>460</u>	<u>581</u>	<u>598</u>	<u>357</u>	<u>551</u>	<u>405</u>	<u>7,402</u>
5:													
Rail	912	1,162	706	3,154	357	387	245	677	232	230	517	320	8,899
Truck	390	309	259	252	245	177	191	227	205	307	498	298	3,358
CCC	78	83	29	--	--	3	32	79	1,962	38	35	--	2,339
	<u>1,380</u>	<u>1,554</u>	<u>994</u>	<u>3,406</u>	<u>602</u>	<u>567</u>	<u>468</u>	<u>983</u>	<u>2,399</u>	<u>575</u>	<u>1,050</u>	<u>618</u>	<u>14,596</u>

- continued -

APPENDIX TABLE 3. MONTHLY SHIPMENTS OF HARD RED SPRING WHEAT FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1970, THROUGH JULY, 1971 - continued

Origin and Mode	Months (1970-71)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
6:													
Rail	904	1,504	746	794	452	326	275	472	281	340	372	216	6,682
Truck	630	681	687	687	457	364	340	457	347	551	842	623	6,666
CCC	25	55	--	--	--	--	43	11	55	8	22	28	247
	<u>1,559</u>	<u>2,240</u>	<u>1,433</u>	<u>1,481</u>	<u>909</u>	<u>690</u>	<u>658</u>	<u>940</u>	<u>683</u>	<u>899</u>	<u>1,236</u>	<u>867</u>	<u>13,595</u>
7:													
Rail	909	1,199	989	826	283	280	348	568	479	265	454	400	7,000
Truck	453	349	404	411	476	479	415	497	386	405	500	445	5,220
CCC	76	40	--	--	--	--	29	84	345	44	81	80	779
	<u>1,438</u>	<u>1,588</u>	<u>1,393</u>	<u>1,237</u>	<u>759</u>	<u>759</u>	<u>792</u>	<u>1,149</u>	<u>1,210</u>	<u>714</u>	<u>1,035</u>	<u>925</u>	<u>12,999</u>
8:													
Rail	703	588	431	277	121	158	170	307	164	155	224	116	3,414
Truck	330	374	297	221	232	204	243	261	199	156	338	289	3,144
CCC	135	30	--	--	--	--	--	2	176	40	46	42	471
	<u>1,168</u>	<u>992</u>	<u>728</u>	<u>498</u>	<u>353</u>	<u>362</u>	<u>413</u>	<u>570</u>	<u>539</u>	<u>351</u>	<u>608</u>	<u>447</u>	<u>7,029</u>
9:													
Rail	1,131	480	309	327	358	365	271	669	286	395	438	326	5,355
Truck	320	175	191	219	245	195	127	190	183	203	260	273	2,581
CCC	22	23	--	--	--	5	3	10	112	48	24	10	257
	<u>1,473</u>	<u>678</u>	<u>500</u>	<u>546</u>	<u>603</u>	<u>565</u>	<u>401</u>	<u>869</u>	<u>581</u>	<u>646</u>	<u>722</u>	<u>609</u>	<u>8,193</u>

- continued -

APPENDIX TABLE 3. MONTHLY SHIPMENTS OF HARD RED SPRING WHEAT FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1970,  
THROUGH JULY, 1971 - continued

Origin and Mode	Months (1970-71)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
	(000 bushels)												
RAIL:													
Vehicle	3	5	3	3	1	1	2	2	1	1	1	1	24
Bushels	7,825	11,510	6,564	8,730	2,806	2,571	2,297	4,375	2,750	2,076	3,146	2,043	56,693
TRUCK:													
Vehicle	5	5	5	5	4	4	3	4	4	3	6	6	54
Bushels	4,004	4,031	3,785	3,844	3,226	2,800	2,521	2,982	2,759	2,939	5,050	4,485	42,426
CCC:													
Vehicle	--	--	--	--	--	--	--	--	1	--	--	--	1
Bushels	830	445	122	34	10	14	186	609	3,339	257	417	290	6,553
TOTAL:													
BUSHELS	12,659	15,986	10,471	12,608	6,042	5,385	5,004	7,966	8,848	5,272	8,613	6,818	105,672

APPENDIX TABLE 4. MONTHLY SHIPMENTS OF DURUM WHEAT FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1970, THROUGH JULY, 1971

Origin and Mode	Months (1970-71)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
1:													
Rail	1,270	1,633	1,229	829	609	637	819	720	325	280	344	229	8,924
Truck	445	336	327	282	460	276	137	317	300	461	441	432	4,214
CCC	94	273	17	2	15	14	79	115	38	11	12	41	711
	<u>1,809</u>	<u>2,242</u>	<u>1,573</u>	<u>1,113</u>	<u>1,084</u>	<u>927</u>	<u>1,035</u>	<u>1,152</u>	<u>663</u>	<u>752</u>	<u>797</u>	<u>702</u>	<u>13,849</u>
2:													
Rail	488	584	386	700	318	290	248	417	218	147	153	126	4,075
Truck	586	506	509	411	569	338	279	294	517	507	527	363	5,406
CCC	74	52	15	--	11	6	6	16	8	--	24	84	296
	<u>1,148</u>	<u>1,142</u>	<u>910</u>	<u>1,111</u>	<u>898</u>	<u>634</u>	<u>533</u>	<u>727</u>	<u>743</u>	<u>654</u>	<u>704</u>	<u>573</u>	<u>9,777</u>
3:													
Rail	860	1,354	737	1,071	457	397	355	609	451	466	327	324	7,408
Truck	1,061	718	825	723	845	510	343	534	543	881	795	539	8,317
CCC	83	52	--	--	--	9	--	9	--	6	2	119	280
	<u>2,004</u>	<u>2,124</u>	<u>1,562</u>	<u>1,794</u>	<u>1,302</u>	<u>916</u>	<u>698</u>	<u>1,152</u>	<u>994</u>	<u>1,353</u>	<u>1,124</u>	<u>982</u>	<u>16,005</u>
4:													
Rail	215	388	236	332	130	150	166	219	97	58	78	55	2,124
Truck	96	71	39	23	46	40	30	53	25	113	90	67	693
CCC	3	--	--	2	--	--	--	2	--	--	43	8	58
	<u>314</u>	<u>459</u>	<u>275</u>	<u>357</u>	<u>176</u>	<u>190</u>	<u>196</u>	<u>274</u>	<u>122</u>	<u>171</u>	<u>211</u>	<u>130</u>	<u>2,875</u>
5:													
Rail	689	728	359	750	309	1,174	375	387	214	296	265	243	5,789
Truck	106	80	63	68	138	51	28	904	76	110	55	31	1,710
CCC	--	41	--	--	--	--	20	--	--	77	6	36	180
	<u>795</u>	<u>849</u>	<u>422</u>	<u>818</u>	<u>447</u>	<u>1,225</u>	<u>423</u>	<u>1,291</u>	<u>290</u>	<u>483</u>	<u>326</u>	<u>310</u>	<u>7,679</u>

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APPENDIX TABLE 4. MONTHLY SHIPMENTS OF DURUM WHEAT FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1970, THROUGH JULY, 1971 - continued

Origin and Mode	Months (1970-71)												Total
	August	September	October	November	December	January	February	March	April	May	June	July	
(000 bushels)													
6:													
Rail	200	226	178	167	116	79	130	232	90	236	167	90	1,911
Truck	110	70	61	62	76	75	18	48	74	137	98	28	857
CCC	<u>11</u>	<u>12</u>	<u>3</u>	<u>2</u>	<u>2</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>17</u>	<u>5</u>	<u>66</u>	<u>118</u>
	321	308	242	231	194	154	148	280	164	390	270	184	2,886
7:													
Rail	149	152	105	60	37	52	61	29	25	34	54	76	834
Truck	24	33	24	38	56	11	3	36	13	36	30	12	316
CCC	<u>--</u>	<u>2</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>15</u>	<u>2</u>	<u>12</u>	<u>--</u>	<u>11</u>	<u>42</u>
	173	187	129	98	93	63	64	80	40	82	84	99	1,192
8:													
Rail	86	54	38	58	44	25	21	46	35	22	41	43	513
Truck	54	40	25	16	46	48	24	11	16	43	18	10	351
CCC	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>4</u>	<u>10</u>	<u>--</u>	<u>--</u>	<u>4</u>	<u>18</u>
	140	94	63	74	90	73	45	61	61	65	59	57	882
9:													
Rail	231	138	107	201	198	224	148	273	103	244	183	160	2,210
Truck	87	40	62	59	49	41	38	55	71	43	59	53	657
CCC	<u>6</u>	<u>2</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>12</u>	<u>--</u>	<u>--</u>	<u>36</u>	<u>32</u>	<u>25</u>	<u>113</u>
	324	180	169	260	247	265	198	328	174	323	274	238	2,980

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APPENDIX TABLE 4. MONTHLY SHIPMENTS OF DURUM WHEAT FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1970, THROUGH JULY, 1971 - continued

Origin and Mode	Months (1970-71)												Total	
	August	September	October	November	December	January	February	March	April	May	June	July		
(000 bushels)														
<b>RAIL:</b>														
Vehicles	2	2	1	2	1	1	1	1	1	1	1	1	1	15
Bushels	4,188	5,258	3,375	4,167	2,217	3,028	2,322	2,932	1,558	1,784	1,612	1,347	33,788	
<b>TRUCK:</b>														
Vehicles	3	2	2	2	3	2	1	2	2	3	3	2	27	
Bushels	2,569	1,894	1,935	1,683	2,285	1,391	901	1,452	1,635	2,332	2,114	1,532	21,723	
<b>CCC:</b>														
Vehicles	--	--	--	--	--	--	--	--	--	--	--	--	--	
Bushels	<u>271</u>	<u>434</u>	<u>35</u>	<u>6</u>	<u>29</u>	<u>29</u>	<u>117</u>	<u>161</u>	<u>68</u>	<u>160</u>	<u>123</u>	<u>375</u>	<u>1,808</u>	
<b>TOTAL:</b>														
BUSHEL	7,028	7,586	5,345	5,856	4,531	4,448	3,340	4,545	3,261	4,276	3,849	3,254	57,319	