

**TRUCK AND RAIL SHIPMENTS  
OF GRAIN FROM NORTH DAKOTA  
COUNTRY ELEVATORS 1971-1972**

**By**

**Robert J. Tosterud**

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COUNTRY ELEVATORS 1971-1972**

**BY**

**ROBERT J. TOSTERUD  
ASSISTANT DIRECTOR**

**Upper Great Plains Transportation Institute  
North Dakota State University  
P. O. Box 5074  
Fargo, North Dakota 58105**

**in cooperation with**

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

## PREFACE

This report represents a continuation of analyses concerned with the patterns and methods of distributing grain from North Dakota. This series began with the analysis of 1956-57 data and was published in Agricultural Economics Report 14, Department of Agricultural Economics, North Dakota State University. Subsequent years' data were analyzed in Agricultural Economics Reports 15, 17, 44 and 57, and Agricultural Experiment Station Bulletin 462. The compilation and analysis of the data for the year 1967-68 in this series were assumed by the Upper Great Plains Transportation Institute. Also, the data representing the 1967-68 period were the first results of the requirements of the North Dakota Public Service Commission that all North Dakota elevators report monthly movements of grain by truck and rail. Prior to 1967-68, the data had been estimated from questionnaires completed by a small portion or sample of country elevators.

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TRUCK AND RAIL SHIPMENTS OF GRAIN FROM NORTH DAKOTA  
COUNTRY ELEVATORS, 1971-1972

ABSTRACT

This report represents a continuation of analyses concerned with the patterns and methods of distributing grain from North Dakota.<sup>1/</sup> The collection and compilation of this type of data began in 1956-57. The contents of this report, like its predecessors, is designed to provide the necessary data base for identifying trends in the distribution of grains from North Dakota.

Inspection of the compiled data indicates that during crop year 1971-72 a significant change occurred in the methods of marketing grain from North Dakota in comparison to previous years. For example, the proportion of Hard Red Spring and Durum Wheat shipped from North Dakota by truck steadily grew from 15.0 percent in 1958-59 to 39.3 percent in 1970-71. The data for 1971-72 indicates a dramatic drop in truck market share for this grain by over 10 percent. In other words, a traditional and obvious 13 year trend appears to have been reversed. It is likely that the primary cause of this down-turn was the introduction by the railroads of the 25 percent rate reduction on wheat moving to eastern markets from North Dakota, which came into effect in December, 1971. Truck market share of Hard Red Spring Wheat to Duluth-Superior for example, fell from 55.6 percent in 1970-71 to 36.9 percent in 1971-72. More dramatic, the percentage of Durum transported by truck to Duluth-Superior, declined from 64.4 percent in 1970-71 to 30.0 percent in 1971-72. The wheat eastbound rate reduction by the railroads appears to have been extremely effective in regaining a significant portion of the grain traffic from North Dakota, previously lost to the truck. The distributional pattern of all grains exported from North Dakota however, followed the traditional trend with over 90 percent moving eastbound to the terminal markets in Minneapolis-St. Paul and Duluth-Superior. Therefore, while the distribution patterns have not changed significantly since the previous year, the distribution methods have.

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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, 17, 22 and 23, North Dakota State University, Fargo, North Dakota.

## TRUCK AND RAIL SHIPMENTS OF GRAIN FROM NORTH DAKOTA COUNTRY ELEVATORS, 1971-1972

This report represents a continuation of analyses concerned with the patterns and methods of distributing grain from North Dakota. The collection and compilation of this type of data began in 1956-57. The contents of this report, like its predecessors, is designed to provide the necessary data base for identifying trends in the distribution of grains from North Dakota.

### Objective of Report

The major emphasis in this report is to illustrate the distribution methods and patterns of grain from North Dakota origins. In addition, to demonstrate the seasonality of grain shipments from North Dakota, trends in shipments by months are identified. The patterns of distribution and monthly shipments for 1971-72 are compared to previous years' data.

### Scope of Report

The data was tabulated according to the major characteristics which describe commodity flows. The major characteristics considered were: origin of shipment, destination of shipment, type of commodity shipped, mode of shipment, and time of shipment. These characteristics are defined as follows:

Origin of Shipments: The nine crop reporting districts in North Dakota (See Figure 1).

Destination of Shipments: Duluth-Superior, Minneapolis-St. Paul, Other Minnesota, Sioux City-Omaha-Kansas City, Other East and South, Midland States, North Pacific Ports, Northwest States, West, In-State, and Unknown Destinations.<sup>2/</sup>

Types of Commodities (grain): Hard Red Spring Wheat, Durum Wheat, Barley, Oats, Rye and Flax.

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<sup>2/</sup>The market of Minneapolis-St. Paul includes Savage and Shakopee; Other Minnesota relates to Red Wing, Hastings, New Ulm, and Mankato; Other East and South is composed of 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; Midland States includes the states of Nebraska, Kansas, Iowa, Missouri and South Dakota; Southwest States includes the states of Wyoming, Utah, Texas, Colorado, Arizona, New Mexico, Oklahoma, and Nevada; North Pacific Ports includes the ports of Portland, Seattle, Astoria, Vancouver, Longview, Tacoma, and Kalama; and Northwest States includes Montana, Idaho, Washington, and Oregon.

Mode of Shipment: Rail or truck. In addition the movement of non-competetive Commodity Credit Corporation (CCC) grain by rail is specified.

Time of Shipment: In terms of both specified months and years.

#### Source of Data

The data used to analyze the distribution pattern for August, 1971 through July, 1972 were obtained from all country elevators in North Dakota. The source of the data is the North Dakota Public Service Commission's "Grain Movement Reports." As in previous UGPTI reports, the data were obtained and analyzed by crop reporting district (Figure 1). Every country elevator in North Dakota is required to assemble and submit to the Public Service Commission such information desired by the Commission on a monthly basis.

#### Organization of the Remainder of the Report

While the same commodity flow characteristics are considered in this report as in previous reports of this nature, there is a difference in the organization and presentation of the material. The commodity flow characteristic "type of grain" is used to delineate major sections of the report. That is, each type of grain; wheat, barley, oats, rye and flax, has its own major section. The sections are presented in the order just indicated. In addition, the major section relating to all wheat is broken into two sub-sections, one concerned with Hard Red Spring wheat, the other sub-section with Durum wheat.

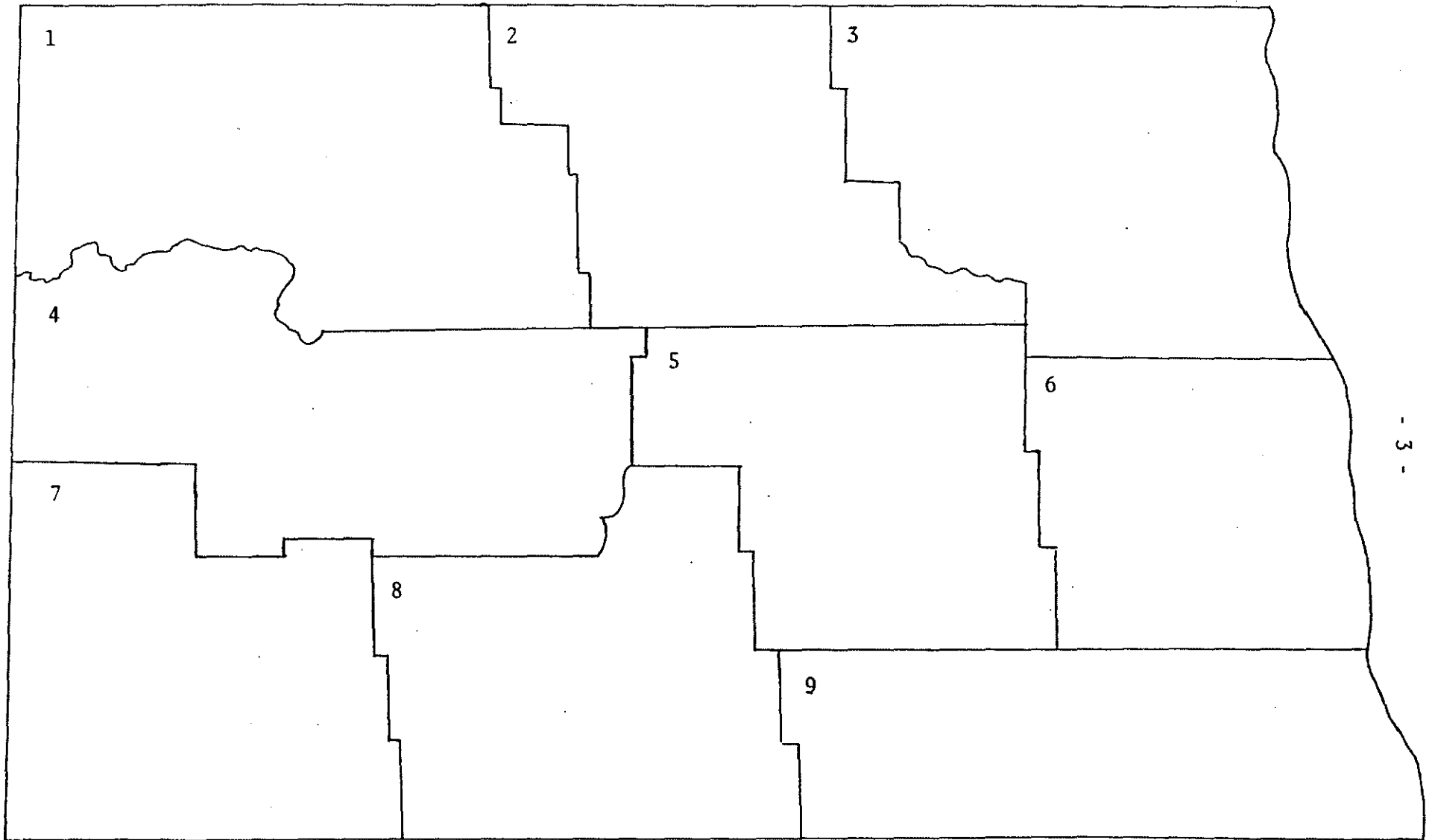


Figure 1. North Dakota Crop Reporting Districts.

## Wheat

This section of the report is divided into three parts. The first part addresses itself toward all wheat (aggregation of Durum and Hard Red Spring wheats). Durum and Hard Red Spring wheats are then dealt with separately in the remaining two parts of this section.

### All Wheat

During the 1971-72 crop year, 51,829,000 bushels of wheat were exported out of the state of North Dakota by truck, representing 27.7 percent of all wheat exported from the state (Table 1 and Figures 2 and 3). In the previous crop year, 1970-71, in contrast, more than 64,000,000 bushels were transported by truck representing 39.3 percent of the wheat transported out of the state of North Dakota during that crop year. In other words, the railroads increased their share of the wheat transportation market from 60.7 percent in 1970-71 to 72.3 percent in 1971-72, an increase of 11.6 percent. In comparison, from 1967-68 to 1970-71, railroad's market share fell from 73.8 percent to 60.7 percent, for a net loss in four years of 13.1 percent. The railroads came close to regaining in one year what they had lost in the previous three.

The southwestern area of the state (Crop Reporting District 7), reflected the highest use of trucks in 1971-72. That is, out of every 100 bushels transported out of Crop Reporting District 7, 37.6 bushels were transported by truck. At the other extreme, only 18.3 bushels out of every 100 bushels were transported by truck from Crop Reporting District 5 (central) in 1971-72. In contrast, it was the northeastern area of the state (Crop Reporting District 3) which reflected the highest use of trucks (55.4 bushels per 100 bushels) in 1970-71, the previous crop year.

Crop Reporting District 3 has been the primary source of trucked wheat in North Dakota for the last three crop years, where over 1 out of 4 bushels of wheat trucked out of the state of North Dakota originates in this Crop Reporting District (Table 2). In contrast, Crop Reporting District 9 in southeastern North Dakota originated a little more than 5 percent of all wheat shipped out of the state of North Dakota by truck in 1971-72. The northern third of North Dakota (Districts 1, 2, and 3) originated 56 out of every 100 bushels trucked from the state in 1971-72, while the southern third originated only 22.6. In 1970-71 the eastern-portion (Districts 3, 6 and 9) of the state was the dominant source of wheat shipped by truck from North Dakota, originating over 45 percent of all trucked wheat. The eastern dominance was much less obvious in 1971-72 when 38 percent of all wheat transported by truck from North Dakota originated in Districts 3, 6 and 9. The western districts gained in prominence showing an increase from 29.0 percent in 1970-71 to 36.3 percent in 1971-72. The central districts remained relatively stable as sources of trucked wheat.

The 1971-72 crop year saw yet another remarkable turn-around. During the three previous crop years, 65 to 70 percent of all wheat trucked from

the state of North Dakota was destined for Duluth-Superior (Table 3). However, in 1971-72 only 58.4 percent was destined to this market. While in 1968-69 less than 1 out of 4 bushels trucked from North Dakota was transported to the primary market of Minneapolis-St. Paul, in 1971-72 almost 4 out of 10 bushels went by this mode in this direction. After eight years of declining importance, the wheat market in Minneapolis-St. Paul regained and surpassed the prominence it held in 1963-64. The two primary markets of Minneapolis-St. Paul and Duluth-Superior received 97.2 percent of all wheat shipped by truck from the state of North Dakota in 1971-72.

In summary, there were two significant occurrences during crop year 1971-72: First, the resurgence and re-establishment of rail as the dominant mode in the transportation of wheat from the state of North Dakota, and secondly, the revival of Minneapolis-St. Paul as a market for wheat transported by truck from the state of North Dakota. While it is too early to say that a new trend has established itself, the volume and percentage changes from previous crop years are significant.

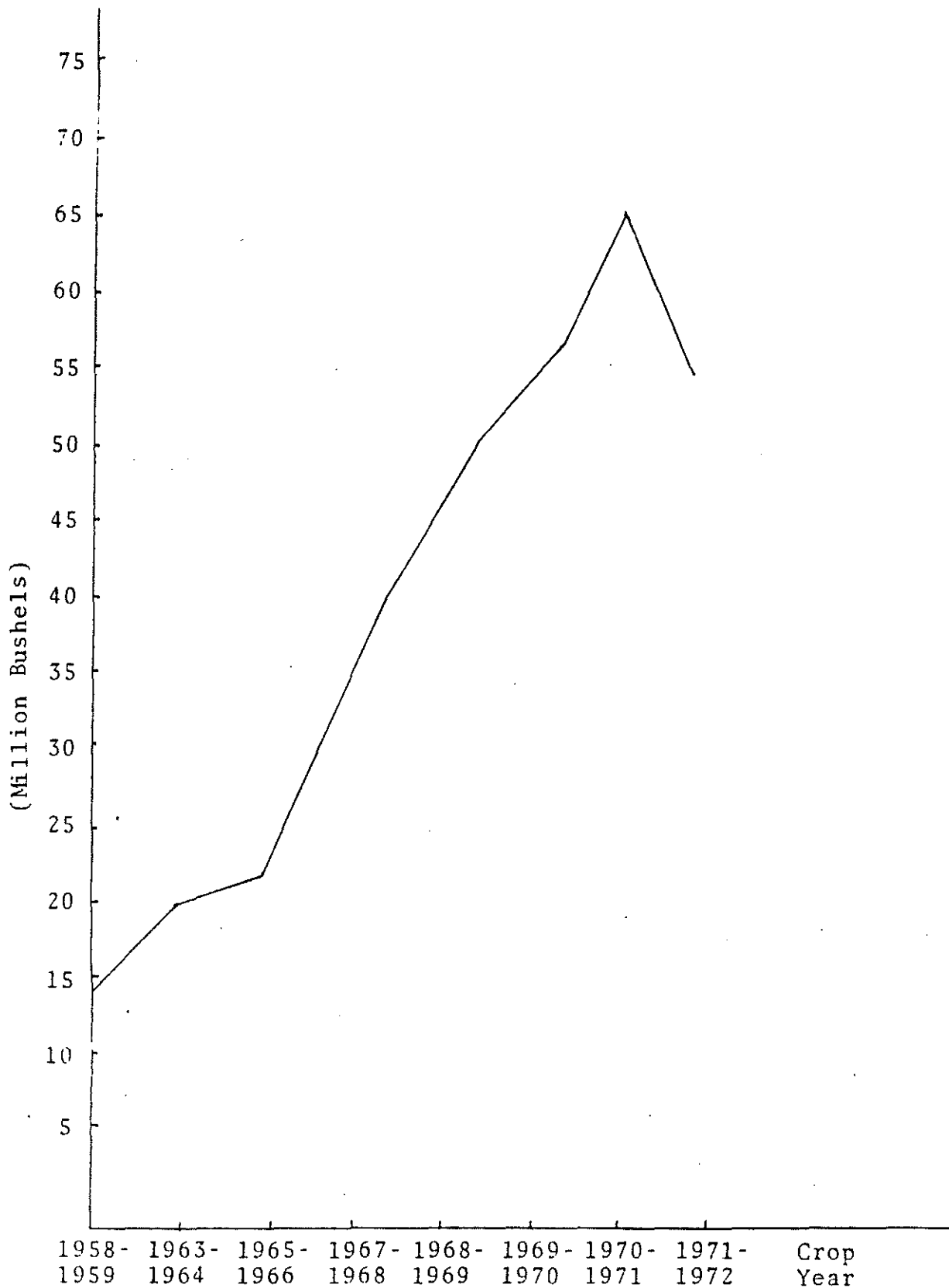


Figure 2. Total Volume of All Wheat Shipped by Truck to All Destinations from North Dakota Country Elevators, 1958-1959 through 1971-72.

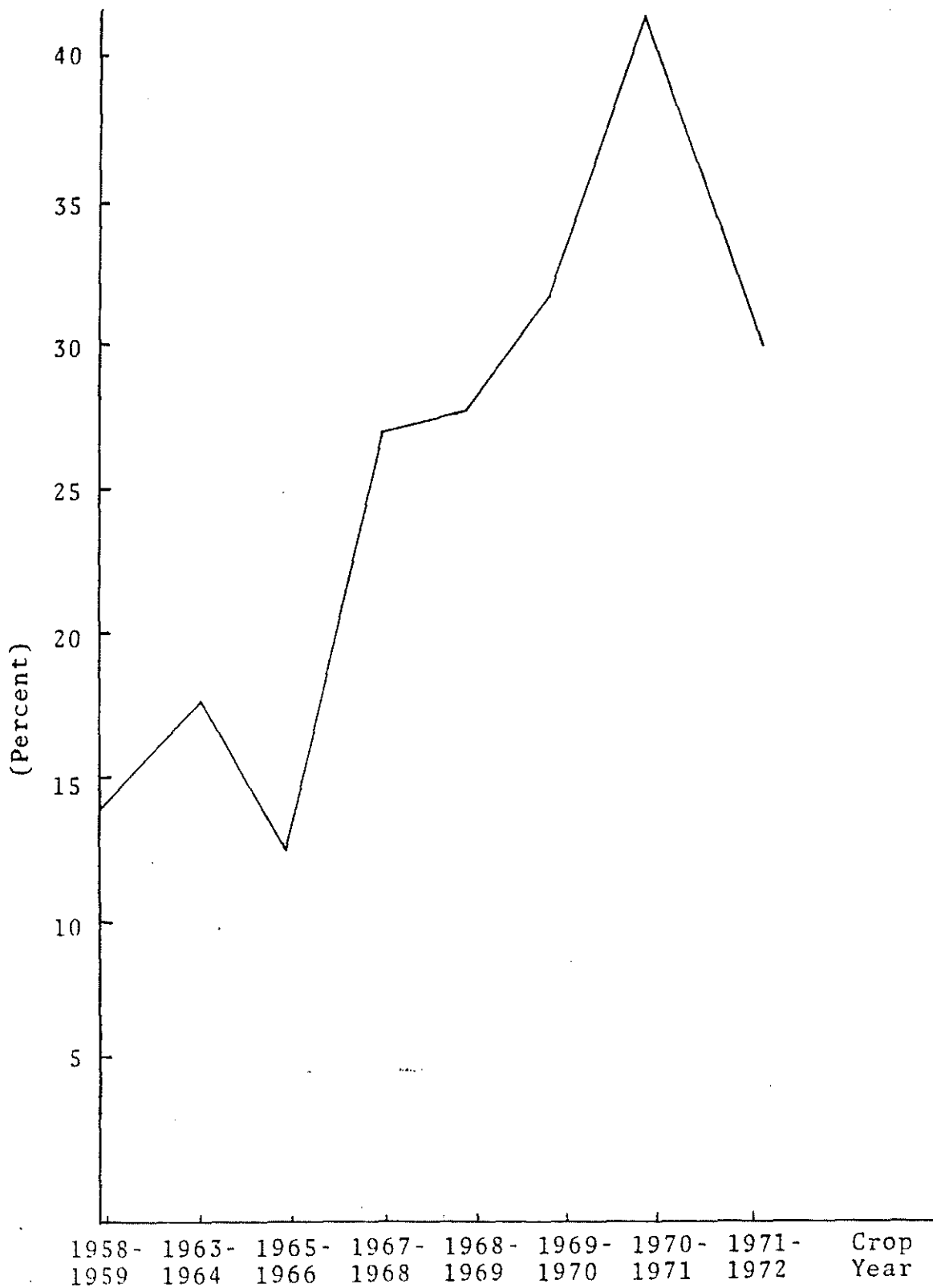


Figure 3. Percent of All Wheat Shipped by Truck from North Dakota Country Elevators, 1958-1959 through 1971-1972.



TABLE 1. TOTAL VOLUME AND PROPORTION OF ALL WHEAT SHIPPED BY TRUCK ORIGINATING FROM EACH CROP REPORTING DISTRICT, 1958-1959 THROUGH 1971-72 (bushels in thousands).

Crop Reporting District	Wheat Shipped by Truck													
	1958-1959		1963-1964		1965-1966		1967-1968		1969-1970		1970-1971		1971-1972	
	BU	% <sup>a</sup>	BU	%	BU	%	BU	%	BU	%	BU	%	BU	%
1	9,584	38.0	5,328	22.1	2,446	7.4	7,392	32.2	8,836	24.5	9,450	30.9	8,857	29.4
2	213	1.6	2,848	25.0	3,404	19.4	6,633	39.5	6,555	38.9	8,734	52.3	6,178	27.7
3	1,421	7.5	1,817	8.0	2,088	6.8	7,324	20.0	15,295	40.4	18,236	55.4	13,301	28.0
4	200	3.3	301	4.2	1,130	10.7	1,943	20.4	2,912	23.7	3,670	35.7	3,719	33.8
5	301	3.7	1,079	12.0	825	7.9	2,602	19.4	3,117	19.2	4,268	19.9	3,441	18.3
6	1,108	12.6	1,083	11.1	1,256	7.9	3,953	21.3	7,084	37.1	7,522	45.6	3,924	26.0
7	794	9.5	4,230	30.9	4,083	24.7	4,993	32.3	5,716	32.9	5,538	39.1	5,715	37.6
8	899	19.7	1,466	34.0	3,036	34.1	3,240	36.6	3,605	34.0	3,494	41.6	3,474	27.0
9	344	6.0	668	10.1	752	7.9	2,160	18.1	2,484	23.8	3,236	29.0	2,679	18.4
State Total	14,864	15.0	18,820	17.3	19,020	12.4	40,240	26.1	55,866	31.3	64,149	39.3	51,829	27.7

<sup>a</sup>For example, 38.0 percent (9,584,000 Bu.) of all wheat shipped out of Crop Reporting District 1 in 1958-1959 was shipped by truck.

TABLE 2. PROPORTION OF ALL WHEAT SHIPPED FROM NORTH DAKOTA BY TRUCK ORIGINATING FROM EACH CROP REPORTING DISTRICT, 1958-1959 THROUGH 1971-1972.

Crop Reporting District	Year							
	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969	1969-1970	1970-1971	1971-1972
	(percent)							
1	64.4 <sup>a</sup>	28.3	12.9	18.4	14.7	15.8	14.7	18.8
2	1.4	15.1	17.9	16.5	13.3	11.7	13.6	11.8
3	9.7	9.7	11.0	18.2	24.8	27.4	28.4	25.4
4	1.4	1.6	5.9	4.8	5.1	5.2	5.7	7.1
5	2.0	5.7	4.3	6.5	6.5	5.6	6.7	6.6
6	7.5	5.8	6.6	9.8	13.0	12.7	11.7	7.5
7	5.3	22.5	21.5	12.4	11.0	10.2	8.6	10.9
8	6.0	7.8	15.9	8.1	6.8	6.5	5.4	6.6
9	2.3	3.5	4.0	5.4	4.8	4.4	5.0	5.1
State Total <sup>b</sup>	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

<sup>a</sup>For example, of all wheat shipped out of North Dakota by truck in 1958-1959, 64.4 percent originated in Crop Reporting District 1.

<sup>b</sup>May not add to 100 percent due to rounding.

TABLE 3. MAJOR DESTINATIONS OF ALL WHEAT SHIPPED BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS, 1958-1959 THROUGH 1971-1972.

Destination	Year							
	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969	1969-1970	1970-1971	1971-1972
	(percent)							
Minneapolis-St. Paul	64.2	36.9	27.2	31.4	24.1	30.5	28.6	38.8
Duluth-Superior	30.2	59.3	53.4	63.5	72.3	66.0	67.7	58.4
Other Minnesota	1.7	--	8.3	2.0	2.2	1.8	2.2	1.5
East and South	--	--	--	1.4	0.5	0.1	0.4	0.6
Midland and Southwest States	--	--	--	0.9	0.4	0.6	0.6	0.4
West Ports and States	--	--	4.9 <sup>a</sup>	0.1	0.1	0.5	0.2	--
In-State	3.7	3.8	6.2	0.4	0.3	0.3	0.1	-- <sup>b</sup>
Unknown	0.2	--	--	0.2	0.1	0.1	0.2	0.2
Total <sup>c</sup>	100.0	100.0	100.0	100.0	100.0	100.0	100.0	99.0

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

<sup>b</sup>Less than 0.1 percent.

<sup>c</sup>May not total to 100.0 percent due to rounding.

For definitions of destinations see footnote 2 in text. This applies to all other tables in describing destination information.

TABLE 4. SHIPMENTS OF HARD RED SPRING WHEAT FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1971 THROUGH JULY, 1972.\*

D E S T I N A T I O N S													
Origin and Mode	Duluth-Superior	Mpls.-St. Paul	Other Minnesota	Sioux City-Omaha-Kansas City	Other East and South	Mid-land States	South-west States	North Pacific Ports	North-west States	West	In-State	Un-known	Total
(000 bushels)													
CRD 1													
Rail	4,817	5,146	149	10	82	61	10	27	46	--	15	11	10,375
Truck	3,026	2,674	32	60	78	89	6	5	5	--	6	24	6,005
CCC	8	282	--	--	--	--	--	--	--	1,157	--	--	1,447
Total	7,850	8,102	181	70	160	150	16	32	51	1,157	21	35	17,827
CRD 2													
Rail	3,677	1,924	72	2	59	31	6	--	10	--	9	--	5,788
Truck	2,286	566	12	23	12	3	--	--	--	--	--	1	2,902
CCC	14	57	--	--	--	--	--	--	--	39	--	--	109
Total	5,977	2,547	84	25	71	34	6	--	10	39	9	1	8,799
CRD 3													
Rail	7,361	7,406	626	--	131	301	16	--	22	--	39	--	15,903
Truck	6,895	1,655	55	--	4	8	3	--	--	--	--	3	8,621
CCC	7	252	--	--	--	--	--	--	--	281	--	--	539
Total	14,263	9,313	681	--	135	309	19	--	22	281	39	3	25,063
CRD 4													
Rail	2,246	1,827	130	5	30	65	27	209	112	--	17	1	4,670
Truck	1,382	1,442	99	12	5	1	--	16	--	--	1	3	2,961
CCC	15	108	--	--	--	--	--	--	--	316	--	--	439
Total	3,643	3,377	229	17	35	66	27	225	112	316	18	4	8,070

TABLE 4. (continued)

D E S T I N A T I O N S													
Origin and Mode	Duluth-Superior	Mpls.-St. Paul	Other Minnesota	Sioux City-Omaha-Kansas City	Other East and South	Mid-land States	South-west States	North Pacific Ports	North-west States	West	In-State	Un-known	Total
(000 bushels)													
CRD 5													
Rail	5,960	4,061	352	2	45	175	3	--	6	--	22	--	10,625
Truck	1,184	1,369	20	5	47	12	9	--	--	--	--	21	2,666
CCC	2	93	--	--	--	--	--	--	--	34	--	--	130
Total	7,146	5,523	372	7	92	187	12	--	6	34	22	21	13,421
CRD 6													
Rail	6,673	1,426	656	9	148	242	16	5	2	--	145	--	9,320
Truck	3,139	295	159	4	41	5	--	--	--	--	--	12	3,654
CCC	25	146	--	--	--	--	--	--	--	348	--	--	519
Total	9,837	1,867	815	13	189	247	16	5	2	348	145	12	13,493
CRD 7													
Rail	1,902	2,534	222	78	76	306	85	206	375	--	--	--	5,784
Truck	1,468	3,566	52	18	93	64	8	31	58	--	11	34	5,404
CCC	75	53	--	--	--	--	--	--	--	2,624	--	--	2,752
Total	3,445	6,153	274	96	169	370	93	237	433	2,624	11	34	13,940
CRD 8													
Rail	1,750	1,967	170	19	31	99	2	--	15	--	--	--	4,052
Truck	815	2,035	17	55	37	2	2	--	--	--	--	9	2,970
CCC	--	137	--	--	--	--	--	--	--	532	--	--	669
Total	2,565	4,139	187	74	68	101	4	--	15	532	--	9	7,691

TABLE 4. (continued)

D E S T I N A T I O N S													
Origin and Mode	Duluth-Superior	Mpls.-St. Paul	Other Minnesota	Sioux City-Omaha-Kansas City	Other East and South	Mid-land States	South-west States	North Pacific Ports	North-west States	West	In-State	Un-known	Total
(000 bushels)													
CRD 9													
Rail	3,616	5,113	278	10	48	37	8	5	--	--	5	16	9,136
Truck	359	1,799	88	4	9	17	--	--	--	--	5	1	2,283
CCC	4	49	--	--	--	--	--	--	--	170	--	--	223
Total	3,979	6,961	366	14	57	54	8	5	--	170	10	17	11,642
STATE													
Rail	38,000	31,403	2,655	135	651	1,317	172	452	588	--	251	28	75,652
Truck	20,554	15,400	533	181	324	201	27	52	64	--	23	107	37,466
CCC	148	1,176	--	--	--	--	--	--	--	5,501	--	--	6,826
Total	58,702	47,979	3,188	316	975	1,518	199	504	652	5,501	274	135	119,944

\*NOTE: Grand totals in "Destination" tables (e.g. Table 4) and following "Monthly" tables (e.g. Table 8) are not the same due to the exclusion of unknown origin - unknown destination grain movements in "Destination" tables. The monthly totals represent the correct aggregate figures.

TABLE 5. PERCENT OF TOTAL HARD RED SPRING WHEAT SHIPPED TO EACH DESTINATION BY EACH CROP REPORTING DISTRICT; 1968-1969, 1969-1970, 1970-1971 AND 1971-1972.

Crop Reporting District and Selected Years	D E S T I N A T I O N S												Total
	Duluth Superior	Minneapolis St. Paul	Other Minnesota	Sioux City- Omaha- Kansas City	Other East and South	Midland States	South- west States	North Pacific Ports	North- west States	West	In- State	Un- known	
	(percent)												
CRD 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	0.2	13.7	28.7	8.9	25.5	27.5	19.7	3.5	1.3	14.9
1971-1972	13.4	16.9	5.7	22.4	16.4	9.9	8.2	6.5	7.9	21.0	7.5	26.2	14.9
CRD 2													
1968-1969	5.8	3.1	2.2	1.0	--	--	--	17.7	13.2	0.5	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	0.7	4.8	2.2	6.1
1970-1971	7.2	3.9	2.3	--	3.2	1.7	37.8	19.8	15.1	0.3	1.0	1.3	6.1
1971-1972	10.2	5.3	2.7	8.0	7.2	2.4	2.8	--	1.5	0.7	3.1	0.6	7.3
CRD 3													
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	0.9	0.6	37.9	0.7	3.0	2.1	34.5	--	16.7
1970-1971	20.7	13.8	3.2	0.2	7.5	5.8	2.2	9.0	7.2	2.1	18.6	6.6	15.8
1971-1972	24.2	19.5	21.3	--	13.8	20.3	9.2	--	3.4	5.1	14.3	1.9	20.9
CRD 4													
1968-1969	7.7	8.9	3.8	0.7	--	--	--	13.0	7.4	1.7	4.6	--	8.3
1969-1970	7.2	7.9	8.3	0.3	3.6	1.5	--	21.8	9.4	5.8	9.6	5.9	8.1
1970-1971	6.2	6.2	15.4	0.5	1.0	3.2	--	12.8	5.9	8.1	10.1	18.6	6.5
1971-1972	6.2	7.0	7.2	5.4	3.6	4.4	13.6	44.6	17.1	5.8	6.5	3.0	6.7

TABLE 5. (continued)

Crop Reporting District and Selected Years	D E S T I N A T I O N S												Total
	Duluth- Superior	Minneapolis- St. Paul	Other Minnesota	Sioux City- Omaha- Kansas City	Other East and South	Midland States	South- west States	North Pacific Ports	North- west States	West	In- State	Un- known	
	(percent)												
CRD 5													
1968-1969	11.2	8.5	6.3	8.7	10.8	0.5	--	12.3	14.9	23.3	12.0	15.9	10.5
1969-1970	9.1	9.1	9.4	--	31.6	0.2	--	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
1971-1972	12.2	11.5	11.6	2.3	9.4	12.3	5.9	--	1.0	0.6	8.0	15.2	11.2
CRD 6													
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	--	0.3	1.1	2.7	20.3	22.1	12.8
1970-1971	13.1	13.4	14.1	7.2	3.7	8.5	--	0.3	1.6	2.4	29.0	2.7	11.9
1971-1972	16.7	3.9	25.5	4.0	19.5	16.2	7.7	1.0	0.3	6.3	52.8	8.8	11.3
CRD 7													
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
1971-1972	5.9	12.8	8.6	30.3	17.4	24.3	46.8	46.9	66.5	47.7	4.0	25.4	11.6
CRD 8													
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	0.9	0.7	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
1971-1972	4.4	8.6	5.9	23.3	6.9	6.6	1.8	--	2.3	9.7	--	6.3	6.4



TABLE 5. (continued)

Crop Reporting District and Selected Years	D E S T I N A T I O N S												Total
	Duluth-Superior	Minneapolis-St. Paul	Other Minnesota	Sioux City-Omaha	Other East and South	Midland States	Southwest States	North Pacific Ports	Northwest States	West	In-State	Unknown	
	( percent )												
CRD 9													
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	0.6	--	1.5	1.0	6.8	7.6	14.8	7.8
1970-1971	3.8	12.3	10.3	0.8	5.7	4.5	--	1.8	2.4	3.2	13.7	18.5	7.2
1971-1972	6.8	14.5	11.5	4.3	5.8	3.6	4.0	1.0	--	3.1	3.8	12.6	9.7
TOTAL													
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
1971-1972	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 6. PROPORTION OF HARD RED SPRING WHEAT SHIPPED BY RAIL, TRUCK AND CCC (RAIL) TO EACH DESTINATION; 1967-1968, 1968-1969, 1969-1970, 1970-1971 and 1971-1972.

Year and Mode	D E S T I N A T I O N S											
	Duluth-Superior	Minneapolis-St. Paul	Other Minnesota	Sioux City-Omaha-Kansas City	Other East and South	Midland States	South-west States	North Pacific Ports	North-west States	West	In-State	Un-Known
	(percent)											
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	--
1971-1972	64.7	65.4	83.3	42.7	66.8	86.8	86.4	89.7	90.2	--	91.6	20.7
Truck												
1967-1968	36.4	22.9	80.2	53.9	97.1	61.7	50.0	0.3	0.2	--	6.9	100.0
1968-1969	47.7	22.9	73.5	83.7	10.8	30.8	--	0.2	0.3	--	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
1971-1972	35.0	32.1	16.7	57.3	33.2	13.2	13.6	10.3	9.8	--	8.4	79.3
CCC												
1967-1968	0.5	0.8	--	--	--	--	--	--	--	100.0	--	--
1968-1969	0.6	1.0	--	--	--	--	--	--	--	100.0	--	--
1969-1970	0.5	4.2	--	--	--	--	--	--	--	100.0	--	--
1970-1971	0.5	3.3	--	--	--	--	--	--	--	100.0	--	10.9
1971-1972	0.3	2.5	--	--	--	--	--	--	--	100.0	--	--

TABLE 7. AVERAGE VOLUME OF HARD RED SPRING WHEAT SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICT; 1968-1969, 1969-1970, 1970-1971 AND 1971-1972

Origin and Mode	Number of Cars				Number of Trucks				Average Volume (bushels)			
	1968- 1969	1969- 1970	1970- 1971	1971- 1972	1968- 1969	1969- 1970	1970- 1971	1971- 1972	1968- 1969	1969- 1970	1970- 1971	1971- 1972
CRD 1												
Rail	4,689	5,543	4,326	4,428	--	--	--	--	2,418	2,494	2,414	2,343
Truck	--	--	--	--	5,783	7,498	6,866	7,996	678	804	763	751
CCC	100	673	587	652	--	--	--	--	2,460	2,360	2,285	2,219
CRD 2												
Rail	2,044	1,905	1,458	2,587	--	--	--	--	2,247	2,359	2,316	2,238
Truck	--	--	--	--	2,847	3,171	4,222	3,492	777	797	788	831
CCC	13	121	89	48	--	--	--	--	2,077	1,969	2,422	2,273
CRD 3												
Rail	5,018	4,540	3,497	6,816	--	--	--	--	2,356	2,383	2,181	2,333
Truck	--	--	--	--	7,899	10,890	12,220	10,382	794	817	812	830
CCC	193	234	166	198	--	--	--	--	2,472	2,308	2,229	2,724
CRD 4												
Rail	2,656	2,878	1,630	1,946	--	--	--	--	2,690	2,410	2,390	2,400
Truck	--	--	--	--	2,934	3,245	3,894	3,763	771	778	764	788
CCC	6	160	231	198	--	--	--	--	2,167	2,279	2,299	2,217
CRD 5												
Rail	4,023	3,278	2,957	4,609	--	--	--	--	2,312	2,300	3,009	2,305
Truck	--	--	--	--	3,081	3,025	4,267	3,406	758	788	787	783
CCC	111	311	910	58	--	--	--	--	2,090	2,243	2,569	2,232

TABLE 7. (continued)

Origin and Mode	Number of Cars				Number of Trucks				Average Volume (bushels)			
	1968- 1969	1969- 1970	1970- 1971	1971- 1972	1968- 1969	1969- 1970	1970- 1971	1971- 1972	1968- 1969	1969- 1970	1970- 1971	1971- 1972
CRD 6												
Rail	5,092	3,974	3,096	5,192	--	--	--	--	2,226	2,229	2,158	1,795
Truck	--	--	--	--	6,916	7,906	8,498	7,905	779	788	784	798
CCC	146	98	107	234	--	--	--	--	1,945	2,510	2,312	2,218
CRD 7												
Rail	4,369	4,487	2,823	2,372	--	--	--	--	2,223	2,211	2,479	2,438
Truck	--	--	--	--	6,844	7,011	6,750	7,026	770	790	774	769
CCC	24	458	335	815	--	--	--	--	2,417	2,170	2,328	3,377
CRD 8												
Rail	2,518	2,764	1,537	1,696	--	--	--	--	2,187	2,182	2,222	2,389
Truck	--	--	--	--	4,207	4,592	4,079	3,816	765	770	771	778
CCC	25	278	185	309	--	--	--	--	2,320	2,172	2,550	2,164
CRD 9												
Rail	3,432	2,854	2,411	3,775	--	--	--	--	2,302	2,294	2,221	2,420
Truck	--	--	--	--	2,833	2,957	3,106	2,992	765	789	831	763
CCC	46	212	115	102	--	--	--	--	2,630	2,160	2,230	2,185
STATE												
Rail	33,841	32,223	23,735	33,421	--	--	--	--	2,324	2,326	2,389	2,282
Truck	--	--	--	--	43,344	50,295	53,902	50,778	762	795	787	790
CCC	664	2,542	2,085	2,614	--	--	--	--	2,283	2,254	3,143	2,611

TABLE 8. MONTHLY SHIPMENTS OF HARD RED SPRING WHEAT FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1971 THROUGH JULY, 1972.

Origin and Mode	MONTHS ( 1 9 7 1 - 1 9 7 2 )												TOTAL
	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	
(000 bushels)													
CRD 1													
Rail	1,016	1,157	388	459	784	611	686	575	787	853	1,607	1,463	10,386
Truck	654	568	573	519	555	251	446	395	381	470	499	436	5,747
CCC	8	105	101	54	10	37	49	827	133	39	7	72	1,442
Total	1,678	1,830	1,062	1,032	1,349	899	1,181	1,797	1,301	1,362	2,113	1,971	17,575
CRD 2													
Rail	155	377	79	489	377	344	285	651	661	764	994	633	5,809
Truck	345	431	158	333	370	180	111	97	132	152	88	144	2,491
CCC	--	--	--	--	--	--	5	46	--	--	--	--	51
Total	500	808	237	822	697	524	401	794	793	916	1,082	777	8,351
CRD 3													
Rail	635	1,690	686	1,194	979	827	998	1,241	1,578	1,460	3,136	1,563	15,987
Truck	1,024	1,112	747	1,464	829	399	531	456	393	451	236	620	8,262
CCC	16	--	--	--	--	--	56	192	72	8	--	2	346
Total	1,675	2,802	1,433	2,658	1,808	1,226	1,585	1,889	2,043	1,919	3,372	2,185	24,595
CRD 4													
Rail	516	482	120	333	245	289	288	412	276	356	690	447	4,454
Truck	352	325	343	273	194	219	215	241	195	209	163	1,976	4,705
CCC	12	56	15	--	--	--	6	111	31	11	54	89	385
Total	880	863	478	606	439	508	509	764	502	576	907	2,512	9,544

TABLE 8. (continued)

Origin and Mode	MONTHS (1971 - 1972)												TOTAL
	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	
(000 bushels)													
CRD 5													
Rail	1,448	1,212	321	746	616	521	769	1,043	781	807	1,940	707	10,911
Truck	372	359	327	304	256	133	155	175	223	153	112	182	2,751
CCC	--	3	--	--	--	--	--	90	8	--	2	--	103
Total	1,820	1,574	648	1,050	872	654	924	1,308	1,012	960	2,054	889	13,765
CRD 6													
Rail	1,546	797	275	592	728	568	987	1,269	1,292	1,023	2,087	891	12,055
Truck	1,288	1,116	725	800	725	212	320	326	229	278	196	509	6,724
CCC	317	23	--	--	--	--	--	340	47	--	--	83	810
Total	3,151	1,936	1,000	1,392	1,453	780	1,307	1,935	1,568	1,301	2,283	1,483	19,589
CRD 7													
Rail	845	529	419	512	256	277	409	522	450	416	831	369	5,835
Truck	675	457	576	479	505	414	485	350	607	489	472	47	5,556
CCC	13	144	108	39	22	--	31	464	569	364	115	21	1,890
Total	1,533	1,130	1,103	1,030	783	691	925	1,336	1,326	1,269	1,418	437	13,281
CRD 8													
Rail	765	396	144	126	174	244	322	391	283	315	613	133	3,906
Truck	359	391	387	371	222	170	197	157	183	202	215	196	3,050
CCC	25	--	29	--	--	--	--	417	117	12	3	39	642
Total	1,149	787	560	497	396	414	519	965	583	529	831	368	7,598

TABLE 8. (continued)

Origin and Mode	M O N T H S ( 1 9 7 1 - 1 9 7 2 )												TOTAL
	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	
(000 bushels)													
CRD 9													
Rail	1,912	768	311	500	388	457	616	1,088	757	450	1,260	859	9,366
Truck	466	260	294	259	179	83	68	99	104	106	113	191	2,222
CCC	2	5	8	--	3	--	10	90	6	11	--	27	162
Total	<u>2,380</u>	<u>1,033</u>	<u>613</u>	<u>759</u>	<u>570</u>	<u>540</u>	<u>694</u>	<u>1,277</u>	<u>867</u>	<u>567</u>	<u>1,373</u>	<u>1,077</u>	<u>11,750</u>
STATE:													
Rail	8,838	7,408	2,743	4,951	4,547	4,138	5,360	7,192	6,865	6,444	13,158	7,065	78,709
Truck	5,535	5,019	4,130	4,802	3,785	2,061	2,528	2,296	2,447	2,510	2,094	4,301	41,508
CCC	393	336	261	93	35	37	157	2,577	983	445	181	333	5,831
Total	<u>14,766</u>	<u>12,763</u>	<u>7,134</u>	<u>9,846</u>	<u>8,367</u>	<u>6,236</u>	<u>8,045</u>	<u>12,065</u>	<u>10,295</u>	<u>9,399</u>	<u>15,433</u>	<u>11,699</u>	<u>126,048</u>

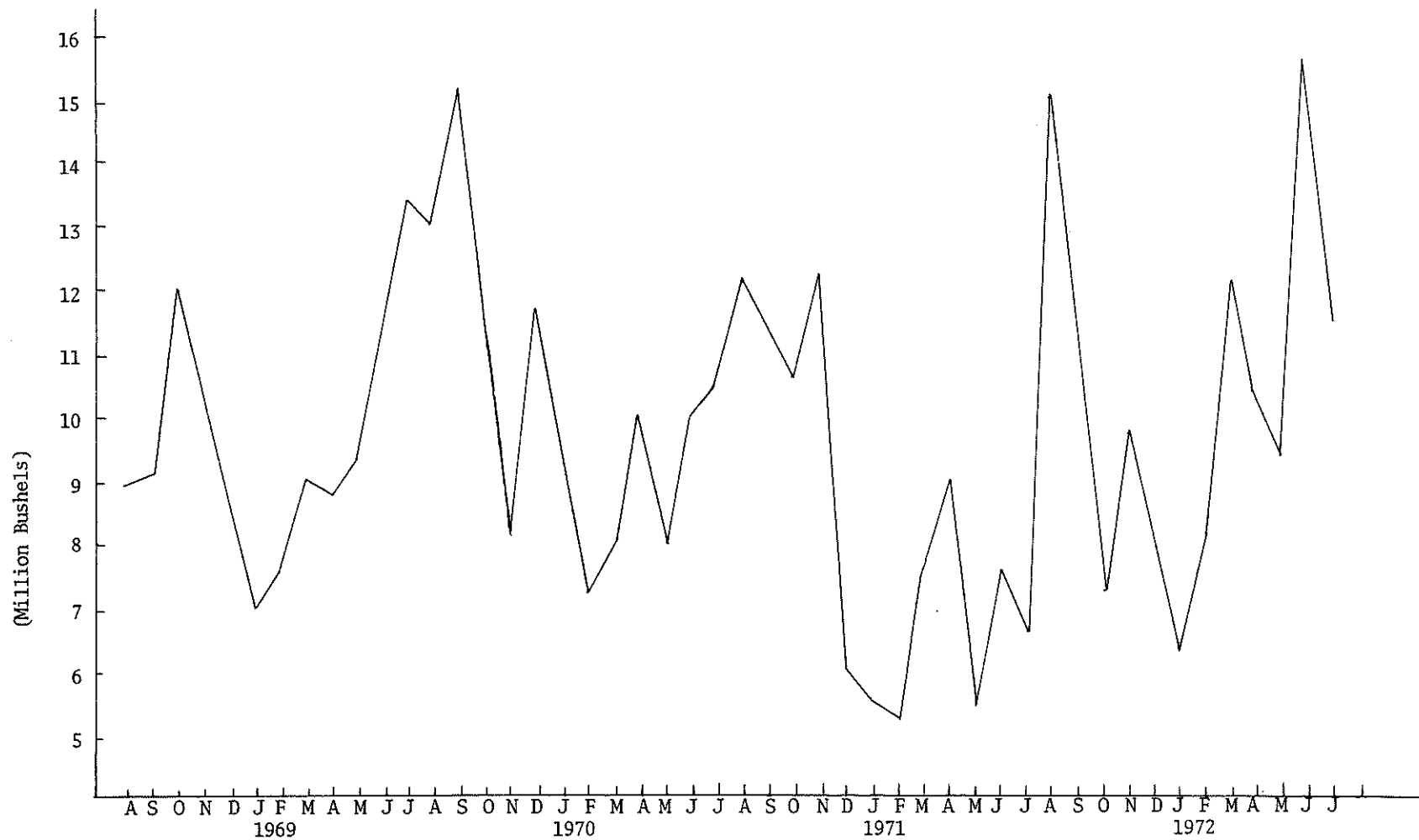


Figure 4. Shipments of Hard Red Spring Wheat from North Dakota Country Elevators by Months, August, 1968 through July, 1972.



TABLE 9. SHIPMENTS OF DURUM WHEAT FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1971 THROUGH JULY, 1972.

D E S T I N A T I O N S													
Origin and Mode	Duluth-Superior	Mpls.-St. Paul	Other Minnesota	Sioux City-Omaha-Kansas City	Other East and South	Mid-land States	South-west States	North Pacific Ports	North-west States	West	In-State	Un-known	Total
(000 bushels)													
CRD 1													
Rail	6,967	3,832	102	--	2	8	--	44	37	--	4	--	10,996
Truck	3,447	193	188	--	--	--	--	1	7	--	2	13	3,852
CCC	166	608	--	--	--	--	--	--	--	10	--	--	784
Total	10,580	4,633	290	--	2	8	--	45	44	10	6	13	15,632
CRD 2													
Rail	6,984	2,894	64	--	35	--	--	2	71	--	22	--	10,073
Truck	3,134	136	--	--	--	--	--	--	--	--	--	2	3,272
CCC	50	153	--	--	--	--	--	--	--	--	--	--	203
Total	10,168	3,183	64	--	35	--	--	2	71	--	22	2	13,548
CRD 3													
Rail	11,242	5,678	170	3	2	2	--	--	74	--	173	--	17,344
Truck	4,319	325	29	--	--	--	--	--	--	--	1	4	4,680
CCC	49	324	--	--	--	--	--	--	--	--	--	--	374
Total	15,610	6,327	199	3	2	2	--	--	74	--	174	4	22,398
CRD 4													
Rail	991	1,101	23	--	--	--	--	2	--	--	11	--	2,128
Truck	353	377	20	--	--	--	--	--	--	--	--	7	758
CCC	31	24	--	--	--	--	--	--	--	10	--	--	65
Total	1,375	1,502	43	--	--	--	--	2	--	10	11	7	2,951

TABLE 9. (continued)

D E S T I N A T I O N S													
Origin and Mode	Duluth-Superior	Mpls.-St. Paul	Other Minnesota	Sioux City-Omaha-Kansas City	Other East and South	Mid-land States	South-west States	North Pacific Ports	North-west States	West	In-State	Un-known	Total
(000 bushels)													
CRD 5													
Rail	2,003	2,444	83	--	4	--	--	--	12	--	--	--	4,546
Truck	581	128	66	--	--	--	--	--	--	--	--	--	775
CCC	24	40	--	--	--	--	--	--	--	--	--	--	63
Total	2,608	2,612	149	--	4	--	--	--	12	--	--	--	5,384
CRD 6													
Rail	415	853	25	--	--	--	--	--	--	--	26	--	1,319
Truck	170	40	60	--	--	--	--	--	--	--	--	1	270
CCC	4	19	--	--	--	--	--	--	--	--	--	--	22
Total	589	912	85	--	--	--	--	--	--	--	26	1	1,611
CRD 7													
Rail	418	422	27	12	--	--	--	--	--	--	--	--	879
Truck	176	98	1	--	--	6	4	8	14	--	--	4	311
CCC	--	9	--	--	--	--	--	--	--	58	--	--	67
Total	594	529	28	12	--	6	4	8	14	58	--	4	1,257
CRD 8													
Rail	248	172	15	--	--	--	--	--	--	--	--	--	435
Truck	13	28	1	7	--	--	--	--	--	--	--	--	49
CCC	7	13	--	--	--	--	--	--	--	--	--	--	20
Total	268	213	16	7	--	--	--	--	--	--	--	--	504

TABLE 9. (continued)

D E S T I N A T I O N S													
Origin and Mode	Duluth-Superior	Mpls.-St. Paul	Other Minnesota	Sioux City-Omaha-Kansas City	Other East and South	Midland States	Southwest States	North Pacific Ports	Northwest State	West	In-State	Un-known	Total
(000 bushels)													
CRD 9													
Rail	1,023	1,399	15	--	--	--	--	--	2	--	3	--	2,441
Truck	154	211	15	--	--	--	--	--	--	--	17	--	396
CCC	20	41	--	--	--	--	--	--	--	2	--	--	62
Total	1,197	1,651	30	--	--	--	--	--	2	2	20	--	2,899
STATE													
Rail	30,290	18,793	524	16	43	10	--	49	197	--	239	--	50,161
Truck	12,349	1,535	381	7	--	6	4	9	21	--	20	31	14,363
CCC	351	1,229	--	--	--	--	--	--	--	81	--	--	1,660
Total	42,990	21,557	905	23	43	16	4	58	218	81	259	31	66,184

TABLE 10. PERCENT OF DURUM WHEAT SHIPPED TO EACH DESTINATION FROM EACH CROP REPORTING DISTRICT; 1968-1969, 1969-1970, 1970-1971 AND 1971-1972.

Crop Reporting District and Selected Years	D E S T I N A T I O N S												Total
	Duluth-Superior	Minneapolis-St. Paul	Other Minnesota	Sioux City-Kansas City	Other East and South	Midland States	Southwest States	North Pacific Ports	Northwest States	West	In-State	Un-known	
	(percent)												
CRD 1													
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
1971-1972	24.6	21.4	32.0	--	4.3	48.1	--	78.1	20.5	11.9	2.5	42.1	23.6
CRD 2													
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
1971-1972	23.7	14.8	7.1	--	81.7	--	--	3.7	32.8	--	8.6	5.4	20.5
CRD 3													
1968-1969	33.4	31.3	0.8	--	--	--	--	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
1971-1972	36.2	29.3	22.1	14.3	4.8	13.4	--	--	33.9	--	67.1	13.4	33.8
CRD 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	0.5	--	--	--	--	--	--	--	0.7	--	5.0
1971-1972	3.2	7.0	4.8	--	--	--	--	3.7	--	12.9	4.2	23.7	4.5

TABLE 10. (continued)

Crop Reporting District and Selected Year	D E S T I N A T I O N S											In- State	Un- known	Total
	Duluth- Superior	Minneapolis- St. Paul	Other Minnesota	Sioux City- Omaha- Kansas City	Other East and South	Midland States	South- west States	North Pacific Ports	North- west States	West	West			
	(percent)													
CRD 5														
1968-1969	12.5	11.8	11.5	--	--	--	--	2.6	16.7	--	0.3	--	11.9	
1969-1970	8.6	11.1	3.0	--	73.9	--	--	2.0	1.8	18.4	0.3	--	9.6	
1970-1971	10.0	14.4	23.3	--	--	--	52.5	--	9.2	--	1.3	14.8	11.9	
1971-1972	6.1	12.1	16.5	--	9.2	--	--	--	5.6	--	--	--	8.1	
CRD 6														
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	
1971-1972	1.4	4.2	9.4	--	--	--	--	--	--	--	10.0	2.6	2.4	
CRD 7														
1968-1969	1.0	1.7	--	--	--	--	100.0	2.6	17.3	--	--	--	1.4	
1969-1970	1.4	1.5	14.6	--	--	--	--	--	0.7	--	--	--	1.5	
1970-1971	2.2	1.9	1.2	--	--	75.0	--	3.3	0.8	--	--	3.7	2.1	
1971-1972	1.4	2.5	3.0	54.4	--	38.5	100.0	14.5	6.2	72.5	--	12.8	1.9	
CRD 8														
1968-1969	0.7	0.7	0.8	--	--	--	--	--	--	--	0.1	--	0.7	
1969-1970	0.6	0.9	1.8	--	--	41.1	--	--	--	--	--	16.5	0.7	
1970-1971	1.4	1.7	--	--	--	--	--	5.3	0.3	--	--	--	1.5	
1971-1972	0.6	1.0	1.8	31.3	--	--	--	--	--	--	--	--	0.8	

TABLE 10. (continued)

Crop Reporting District and Selected Year	D E S T I N A T I O N S												
	Duluth- Superior	Minneapolis- St. Paul	Other Minnesota	Sioux City- Omaha- Kansas City	Other East and South	Midland States	South- west States	North Pacific Ports	North- west States	West	In- State	Un- known	Total
	(percent)												
CRD 9													
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	--	--	--	--	--	0.6	--	5.0	40.8	5.1
1971-1972	2.8	7.7	3.3	--	--	--	--	--	1.0	2.7	7.6	--	4.4
TOTAL													
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
1971-1972	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 11. PROPORTION OF DURUM WHEAT SHIPPED BY RAIL, TRUCK AND CCC (RAIL) TO EACH DESTINATION; 1967-1968, 1968-1969, 1969-1970, 1970-1971 and 1971-1972.

Year and Mode	D E S T I N A T I O N S											
	Duluth-Superior	Minneapolis-St. Paul	Other Minnesota	Sioux City-Omaha-Kansas City	Other East and South	Midland States	Southwest States	North Pacific Ports	Northwest States	West	In-State	Un-Known
	(percent)											
<b>Rail</b>												
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	--
1971-1972	70.5	87.2	57.9	68.7	100.0	61.5	--	84.2	90.5	--	92.2	--
<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
1971-1972	28.7	7.1	42.1	31.3	--	38.5	100.0	15.8	9.5	--	7.8	100.0
<b>CCC</b>												
1967-1968	--	--	--	--	--	--	--	--	--	--	--	--
1968-1969	0.1	0.1	--	--	--	--	--	--	--	100.0	--	--
1969-1970	0.6	4.1	--	--	--	--	--	--	--	100.0	--	--
1970-1971	0.6	6.5	--	--	--	--	--	--	--	--	--	33.2
1971-1972	0.8	5.7	--	--	--	--	--	--	--	100.0	--	--

TABLE 12. AVERAGE VOLUME OF DURUM WHEAT SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICT; 1968-1969, 1969-1970, 1970-1971 and 1971-1972

Origin and Mode	Number of Cars				Number of Trucks				Average Volume			
	1968-1969	1969-1970	1970-1971	1971-1972	1968-1969	1969-1970	1970-1971	1971-1972	1968-1969	1969-1970	1970-1971	1971-1972
	(bushels)											
CRD 1												
Rail	4,923	4,749	3,830	5,351	--	--	--	--	2,417	2,391	2,330	2,055
Truck	--	--	--	--	4,133	3,981	5,318	5,671	781	791	792	785
CCC	--	294	319	260	--	--	--	--	2,000	1,665	2,305	2,249
CRD 2												
Rail	2,990	2,233	1,766	4,398	--	--	--	--	2,377	2,286	2,308	2,290
Truck	--	--	--	--	5,435	5,019	6,830	4,409	787	806	792	742
CCC	--	101	141	95	--	--	--	--	--	2,177	2,178	2,138
CRD 3												
Rail	7,446	4,682	3,311	7,836	--	--	--	--	2,234	2,387	3,206	2,213
Truck	--	--	--	--	7,214	8,147	10,286	5,590	801	806	809	837
CCC	118	153	160	161	--	--	--	--	2,508	2,289	1,744	2,320
CRD 4												
Rail	788	780	895	830	--	--	--	--	2,614	2,630	2,373	2,564
Truck	--	--	--	--	311	538	894	1,000	727	730	776	751
CCC	--	29	21	29	--	--	--	--	--	2,373	2,745	2,253
CRD 5												
Rail	3,200	2,062	2,177	2,461	--	--	--	--	2,338	2,281	2,659	2,315
Truck	--	--	--	--	1,057	912	1,101	971	794	803	827	798
CCC	--	85	73	28	--	--	--	--	--	2,395	2,458	2,254



TABLE 12. (continued)

Origin and Mode	Number of Cars				Number of Trucks				Average Volume (bushels)			
	1968- 1969	1969- 1970	1970- 1971	1971- 1972	1968- 1969	1969- 1970	1970- 1971	1971- 1972	1968- 1969	1969- 1970	1970- 1971	1971- 1972
CRD 6												
Rail	1,655	1,219	839	901	--	--	--	--	2,149	2,258	2,277	2,292
Truck	--	--	--	--	1,428	1,005	1,012	336	637	807	847	802
CCC	11	29	58	9	--	--	--	--	1,909	2,105	2,044	2,466
CRD 7												
Rail	416	336	358	360	--	--	--	--	2,075	2,125	2,329	2,443
Truck	--	--	--	--	127	174	400	462	772	797	792	685
CCC	--	2	21	33	--	--	--	--	--	1,830	1,992	2,035
CRD 8												
Rail	197	160	237	184	--	--	--	--	2,127	2,225	2,156	2,364
Truck	--	--	--	--	85	86	443	72	882	782	793	682
CCC	--	3	9	11	--	--	--	--	--	2,477	1,951	1,783
CRD 9												
Rail	1,721	1,123	994	1,027	--	--	--	--	2,178	2,287	2,224	2,377
Truck	--	--	--	--	204	527	741	468	755	798	886	847
CCC	1	18	59	28	--	--	--	--	2,000	2,330	1,940	2,221
STATE												
Rail	23,336	17,344	14,407	23,348	--	--	--	--	2,304	2,351	2,345	2,230
Truck	--	--	--	--	19,994	20,389	33,690	18,979	780	801	645	788
CCC	131	714	861	654	--	--	--	--	2,450	2,025	2,150	2,234

TABLE 13. MONTHLY SHIPMENTS OF DURUM FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1971 THROUGH JULY, 1972.

Origin and Mode	MONTHS ( 1 9 7 1 - 1 9 7 2 )												TOTAL
	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	
(000 bushels)													
CRD 1													
Rail	826	1,459	642	731	669	1,061	1,235	1,153	948	1,107	1,790	1,277	12,898
Truck	487	517	471	446	350	382	513	429	249	235	187	247	4,463
CCC	241	175	2	9	--	--	11	--	--	36	10	11	495
Total	1,504	2,151	1,115	1,186	1,019	1,443	1,759	1,582	1,197	1,378	1,987	1,535	17,856
CRD 2													
Rail	238	697	174	888	839	1,103	1,056	1,218	829	804	1,658	574	10,078
Truck	413	563	583	726	312	229	119	124	108	151	559	165	4,052
CCC	92	22	--	--	--	--	--	--	--	60	--	3	177
Total	743	1,282	757	1,614	1,151	1,332	1,175	1,342	937	1,015	2,217	742	14,307
CRD 3													
Rail	417	1,395	430	1,297	1,055	1,826	1,878	2,258	2,141	1,466	2,583	1,046	17,792
Truck	461	669	841	696	810	314	271	337	252	209	54	222	5,136
CCC	151	73	2	--	3	4	--	--	--	--	4	13	250
Total	1,029	2,137	1,273	1,993	1,868	2,144	2,149	2,595	2,393	1,675	2,641	1,281	23,178
CRD 4													
Rail	96	208	120	215	220	290	148	237	157	146	195	75	2,107
Truck	29	47	46	61	21	29	23	69	30	28	19	30	432
CCC	--	3	--	--	--	--	3	1	1	--	192	10	210
Total	125	258	166	276	241	319	174	307	188	174	406	115	2,749

TABLE 13. (continued)

Origin and Mode	MONTHS ( 1 9 7 1 - 1 9 7 2 )												TOTAL
	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	
(000 bushels)													
CRD 5													
Rail	654	533	198	339	353	536	773	809	415	221	832	274	5,937
Truck	57	121	121	65	63	40	45	118	48	26	26	40	770
CCC	10	13	14	--	--	--	--	--	--	15	2	6	60
Total	721	667	333	404	416	576	818	927	463	262	860	320	6,767
CRD 6													
Rail	246	79	52	77	191	83	115	326	168	229	334	165	2,065
Truck	26	52	28	16	17	4	14	28	18	11	5	28	247
CCC	12	--	--	--	--	--	5	--	--	5	--	1	23
Total	284	131	80	93	208	87	134	354	186	245	339	194	2,335
CRD 7													
Rail	125	138	80	69	49	57	40	57	30	41	114	73	873
Truck	10	7	6	14	23	29	25	29	41	35	45	43	307
CCC	13	--	--	--	--	--	--	52	6	6	1	30	108
Total	148	145	86	83	72	86	65	138	77	82	160	146	1,288
CRD 8													
Rail	82	33	15	8	42	25	19	21	14	35	56	24	374
Truck	3	10	6	15	1	--	1	9	5	1	11	15	77
CCC	9	4	--	--	--	--	--	--	--	--	--	7	20
Total	94	47	21	23	43	25	20	30	19	36	67	46	471

TABLE 13. (continued)

Origin and Mode	M O N T H S ( 1 9 7 1 - 1 9 7 2 )												TOTAL
	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	
	(000 bushels)												
CRD 9													
Rail	324	127	45	67	101	162	165	398	283	147	332	229	2,380
Truck	48	75	48	66	20	16	10	13	9	10	36	37	388
CCC	--	--	5	10	12	2	--	4	2	--	2	10	47
Total	<u>372</u>	<u>202</u>	<u>98</u>	<u>143</u>	<u>133</u>	<u>180</u>	<u>175</u>	<u>415</u>	<u>294</u>	<u>157</u>	<u>370</u>	<u>276</u>	<u>2,815</u>
STATE													
Rail	3,008	4,669	1,756	3,691	3,519	5,143	5,429	6,377	4,985	4,196	7,894	3,737	54,404
Truck	1,484	2,061	2,150	2,105	1,617	1,043	1,021	1,156	760	706	942	827	15,872
CCC	528	290	23	19	15	6	19	57	9	122	211	91	1,390
Total	<u>5,020</u>	<u>7,020</u>	<u>3,929</u>	<u>5,815</u>	<u>5,151</u>	<u>6,192</u>	<u>6,469</u>	<u>7,590</u>	<u>5,754</u>	<u>5,024</u>	<u>9,047</u>	<u>4,655</u>	<u>71,666</u>

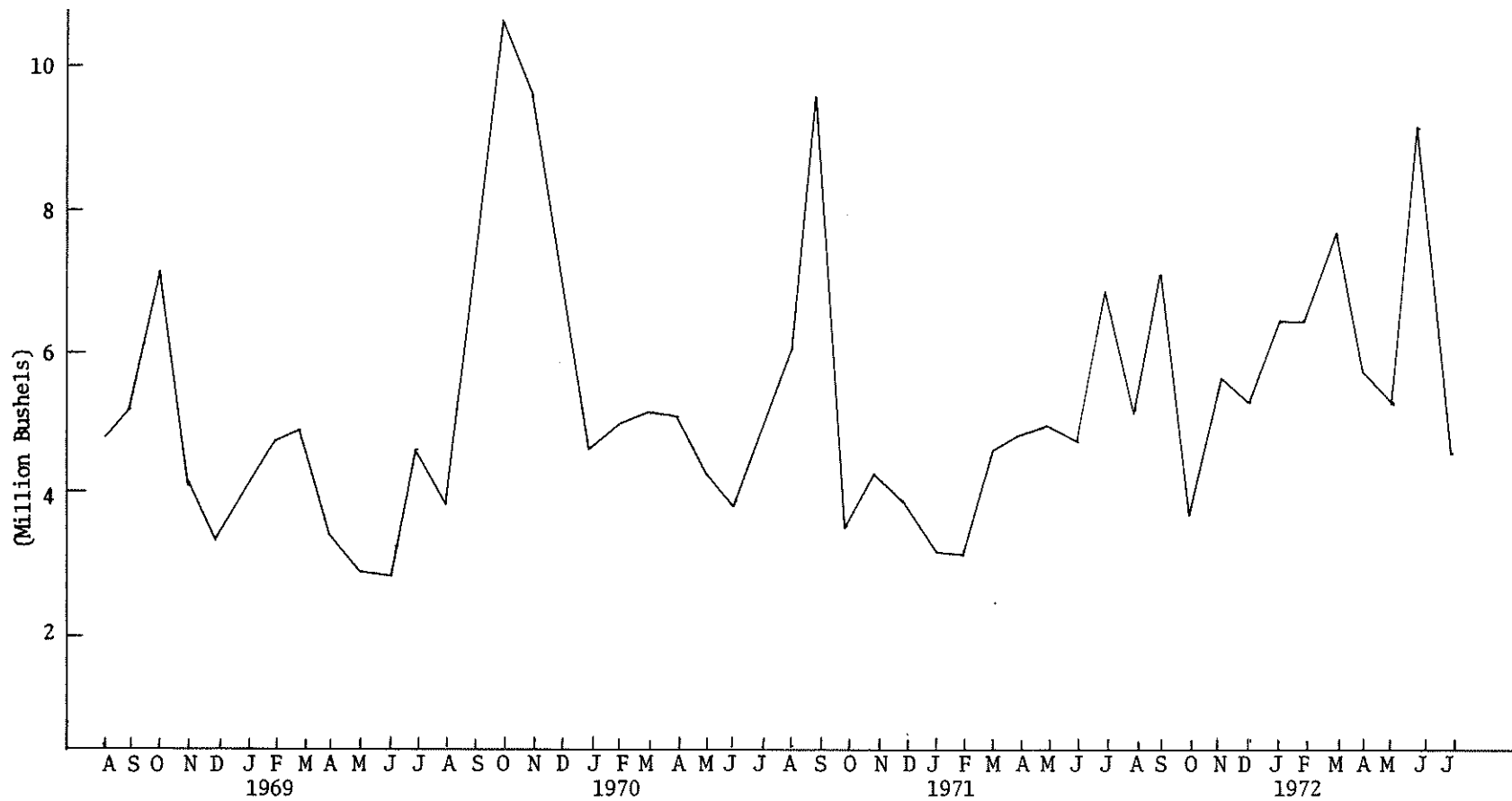


Figure 5. Shipments of Durum Wheat from North Dakota Country Elevators by Months, August, 1969 through July, 1972.

TABLE 14. SHIPMENTS OF BARLEY FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1971 THROUGH JULY, 1972.

D E S T I N A T I O N S													
Origin and Mode	Duluth-Superior	Mpls.-St. Paul	Other Minnesota	Sioux City-Omaha-Kansas City	Other East and South	Midland States	Southwest States	North Pacific Ports	Northwest States	West	In-State	Unknown	Total
(000 bushels)													
CRD 1													
Rail	387	2,768	5	--	5	--	--	--	20	--	13	--	3,198
Truck	156	13	--	--	--	--	60	150	85	--	5	13	482
CCC	86	772	--	--	--	--	--	--	--	1	--	--	859
Total	629	3,553	5	--	5	--	60	150	105	1	18	13	4,539
CRD 2													
Rail	501	3,964	--	--	9	--	4	--	--	--	11	--	4,489
Truck	495	85	--	4	35	1	6	3	32	--	5	69	735
CCC	34	834	--	--	--	--	--	--	--	--	--	--	867
Total	1,030	4,883	--	4	44	1	10	3	32	--	16	69	6,091
CRD 3													
Rail	1,289	15,308	29	13	92	4	7	--	3	--	103	--	16,848
Truck	5,094	486	--	--	7	--	--	--	9	--	22	--	5,619
CCC	222	2,142	--	--	--	--	--	--	--	--	--	--	2,364
Total	6,605	17,936	29	13	99	4	7	--	12	--	125	--	24,831
CRD 4													
Rail	45	198	--	--	--	--	--	--	--	--	--	--	243
Truck	54	10	1	--	--	--	10	37	77	--	--	8	197
CCC	16	116	--	--	--	--	--	--	--	--	--	--	132
Total	115	324	1	--	--	--	10	37	77	--	--	8	572

TABLE 14. (continued)

D E S T I N A T I O N S													
Origin and Mode	Duluth-Superior	Mpls.-St. Paul	Other Minnesota	Sioux City-Omaha-Kansas City	Other East and South	Midland States	Southwest States	North Pacific Ports	Northwest States	West	In-State	Unknown	Total
(000 bushels)													
CRD 5													
Rail	327	3,891	--	--	15	--	--	--	--	--	12	--	4,245
Truck	294	162	--	--	3	3	15	14	62	--	3	2	559
CCC	107	890	--	--	--	--	--	--	--	--	--	--	997
Total	728	4,943	--	--	18	3	15	14	62	--	15	2	5,801
CRD 6													
Rail	845	12,072	421	--	1,085	19	--	--	--	--	169	--	14,612
Truck	3,398	888	260	--	48	--	3	--	--	--	14	--	4,611
CCC	198	1,064	--	--	--	--	--	--	--	--	--	--	1,262
Total	4,441	14,024	681	--	1,133	19	3	--	--	--	183	--	20,485
CRD 7													
Rail	4	118	--	--	--	--	--	--	--	--	--	--	122
Truck	24	19	--	--	1	72	1	1	57	1	5	4	183
CCC	40	186	--	--	--	--	--	--	--	--	--	--	226
Total	68	323	--	--	1	72	1	1	57	1	5	4	531
CRD 8													
Rail	15	66	--	--	--	--	--	--	--	--	--	--	81
Truck	9	20	--	--	--	--	8	--	14	--	1	5	56
CCC	7	169	--	--	--	--	--	--	--	--	--	--	176
Total	31	255	--	--	--	--	8	--	14	--	1	5	313

TABLE 14. (continued)

D E S T I N A T I O N S													
Origin and Mode	Duluth Superior	Mpls.-St. Paul	Other Minnesota	Sioux City-Omaha-Kansas City	Other East and South	Midland States	Southwest States	North Pacific Ports	Northwest States	West	In-State	Unknown	Total
(000 bushels)													
CRD 9													
Rail	238	3,829	29	--	17	--	--	--	--	--	14	--	4,127
Truck	312	89	3	--	--	11	11	--	4	2	--	130	563
CCC	42	547	--	--	--	--	--	--	--	--	--	--	589
Total	592	4,465	32	--	17	11	11	--	4	2	14	130	5,279
STATE													
Rail	3,651	42,215	483	13	1,224	23	11	--	23	--	322	--	47,960
Truck	9,836	1,772	264	4	94	86	4	205	340	3	55	231	13,004
CCC	752	6,719	--	--	--	--	--	--	--	1	--	--	7,472
Total	14,239	50,706	747	17	1,318	109	125	205	363	4	377	231	68,436



TABLE 15. PERCENT OF BARLEY SHIPPED TO EACH DESTINATION FROM EACH CROP REPORTING DISTRICT, 1970-1971 AND 1971-1972.

Crop Reporting District and Selected Year	D E S T I N A T I O N S												
	Duluth-Superior	Minneapolis-St. Paul	Other Minnesota	Sioux City-Kansas City	Other East and South	Midland States	Southwest States	North Pacific Ports	Northwest States	West	In-State	Un-known	Total
	(percent)												
CRD 1													
1970-1971	3.7	10.0	3.2	--	4.5	6.2	46.7	--	9.5	--	7.6	4.9	8.1
1971-1972	4.4	7.0	0.7	--	0.4	--	48.0	73.5	29.0	25.0	4.8	5.6	7.1
CRD 2													
1970-1971	6.8	9.4	1.7	--	--	--	40.0	42.8	2.6	--	4.2	4.2	9.7
1971-1972	7.2	9.6	--	23.5	3.3	0.1	8.0	1.5	8.8	--	4.3	29.9	9.6
CRD 3													
1970-1971	38.7	33.1	20.5	--	15.7	0.9	--	--	0.6	46.8	23.3	16.7	34.0
1971-1972	46.4	35.4	3.4	76.5	7.5	3.7	5.6	--	3.3	--	33.2	--	31.8
CRD 4													
1970-1971	3.2	1.6	--	--	0.3	0.9	--	28.6	28.6	--	1.9	8.3	2.2
1971-1972	0.8	0.6	0.1	--	--	--	8.0	18.1	21.3	--	--	3.5	0.9
CRD 5													
1970-1971	6.1	9.3	4.0	--	1.8	0.9	--	--	6.9	14.9	9.5	--	8.2
1971-1972	5.7	9.8	--	--	1.4	2.8	12.0	6.9	17.1	--	4.0	0.9	9.1
CRD 6													
1970-1971	33.1	24.2	43.2	100.0	76.7	3.5	6.7	--	18.8	--	45.5	6.2	27.6
1971-1972	31.2	27.7	91.2	--	86.0	17.4	2.4	--	--	--	48.7	--	32.2

TABLE 15. (continued)

Crop Reporting District and Selected Year	D E S T I N A T I O N S												Total
	Duluth- Superior	Minneapolis- St. Paul	Other Minnesota	Sioux City- Omaha- Kansas City	Other East and South	Midland States	South- west States	North Pacific Ports	North- west States	West	In- State	Un- known	
	(percent)												
CRD 7													
1970-1971	1.3	0.4	--	--	0.2	83.2	--	28.6	27.0	--	1.1	39.6	1.0
1971-1972	0.5	0.6	--	--	0.1	66.1	0.1	0.5	15.6	25.0	1.3	1.7	0.8
CRD 8													
1970-1971	0.8	1.4	--	--	0.5	--	6.7	--	--	--	1.2	7.6	1.2
1971-1972	0.2	0.5	--	--	--	--	6.4	--	3.9	--	0.3	2.2	0.5
CRD 9													
1970-1971	6.2	10.6	27.4	--	0.2	4.4	--	--	5.9	38.3	5.8	12.5	9.3
1971-1972	4.2	8.8	4.3	--	1.3	10.1	8.8	--	1.1	50.0	3.7	56.3	8.3
TOTAL													
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
1971-1972	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 16. DESTINATIONS OF BARLEY SHIPPED BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS, 1958-1959 THROUGH 1971-1972.

Destination	Year							
	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969	1969-1970	1970-1971	1971-1972
	(percent)							
Minneapolis-St. Paul	31.2	12.4	10.2	16.0	6.8	15.0	8.2	13.6
Duluth-Superior	23.1	59.5	74.3	72.6	77.9	74.3	87.6	75.6
Other Minnesota	16.1	0.3	3.2	0.7	0.5	3.4	0.4	2.0
East and South	--	--	--	1.2	0.3	--	0.1	0.8
Midland and Southwestern States	2.8	13.9	2.9	0.2	0.8	2.2	0.8	1.5
West Ports and States	--	1.1	--	0.3	1.8	3.1	1.3	4.2
In-State	25.6	12.8	9.4	2.6	3.6	1.9	0.7	0.4
Unknown	1.2	--	--	6.4	8.3	--	0.8	1.8
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

TABLE 17. PROPORTION OF BARLEY SHIPPED BY RAIL, TRUCK AND CCC (RAIL) TO EACH DESTINATION, 1970-1971 AND 1971-1972.

Mode and Year	D E S T I N A T I O N S											
	Duluth- Superior	Minneapolis- St. Paul	Other Minnesota	Sioux City- Omaha- Kansas City	Other East and South	Midland States	South- west States	North Pacific Ports	North- west States	West	In- State	Un- Known
	(percent)											
Rail												
1970-1971	21.8	84.9	81.0	--	98.7	9.7	--	6.7	27.3	--	83.2	--
1971-1972	25.6	83.2	64.6	76.8	92.9	21.3	9.1	--	6.2	--	85.6	--
Truck												
1970-1971	76.6	3.0	19.0	100.0	1.3	90.3	100.0	93.3	72.7	--	16.8	93.0
1971-1972	69.1	3.5	35.4	23.2	7.1	78.7	90.9	100.0	93.8	74.6	14.4	100.0
CCC												
1970-1971	1.6	12.1	--	--	--	--	--	--	--	100.0	--	7.0
1971-1972	5.3	13.3	--	--	--	--	--	--	--	25.4	--	--

TABLE 18. VOLUME OF BARLEY SHIPPED BY TRUCK FROM EACH CROP REPORTING DISTRICT, 1958-1959 THROUGH 1971-1972.

Crop Reporting District	Year							
	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969	1969-1970	1970-1971	1971-1972
	(000 bushels)							
1	393	1,295	430	403	389	199	476	482
2	110	1,320	2,027	573	223	276	851	735
3	76	4,340	5,940	1,839	1,356	1,490	7,166	5,619
4	14	592	269	108	93	65	464	197
5	73	370	293	489	309	79	986	559
6	609	2,163	5,175	3,431	3,291	3,000	5,506	4,611
7	112	1,473	1,462	91	62	64	415	183
8	61	256	298	51	58	31	144	56
9	112	437	529	177	245	162	1,034	563
<b>Total</b>	<b>1,559</b>	<b>12,245</b>	<b>16,423</b>	<b>7,162</b>	<b>6,026</b>	<b>5,366</b>	<b>17,042</b>	<b>13,004</b>

TABLE 19. PROPORTION OF TOTAL BARLEY SHIPPED FROM NORTH DAKOTA BY TRUCK FROM EACH CROP REPORTING DISTRICT, 1958-1959 THROUGH 1971-1972.

Crop Reporting District	Year							
	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969	1969-1970	1970-1971	1971-1972
	(percent)							
1	25.2	10.6	2.6	5.6	6.5	3.7	2.8	3.4
2	7.0	10.8	12.3	8.0	3.7	5.1	5.0	5.7
3	4.8	35.4	36.2	25.7	22.5	27.8	42.0	43.4
4	0.9	4.8	1.7	1.5	1.5	1.2	2.7	1.5
5	4.7	3.0	1.8	6.8	5.1	1.5	5.8	4.3
6	39.1	17.7	31.5	47.9	54.6	55.9	32.3	35.7
7	7.2	12.0	8.9	1.3	1.0	1.2	2.4	1.4
8	3.9	2.1	1.8	0.7	1.0	0.6	0.9	0.4
9	7.2	3.6	3.2	2.5	4.1	3.0	6.1	4.3
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

TABLE 20. PROPORTION OF TOTAL BARLEY SHIPPED BY TRUCK FROM EACH CROP REPORTING DISTRICT, 1958-1959 THROUGH 1971-1972.

Crop Reporting District	Year							
	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969	1969-1970	1970-1971	1971-1972
	(percent)							
1	3.4	9.7	4.0	13.5	14.9	3.4	8.5	9.7
2	1.5	15.2	21.4	10.6	5.7	3.9	14.6	12.1
3	0.9	17.0	21.5	9.1	7.2	6.0	30.5	22.6
4	1.2	29.2	15.9	18.1	22.7	6.8	30.5	34.6
5	1.4	5.9	4.5	10.4	5.2	1.1	17.4	9.6
6	6.5	10.1	25.2	18.0	14.7	14.2	28.9	22.5
7	18.9	69.0	64.7	62.3	91.2	43.0	61.4	34.4
8	4.9	23.2	24.6	20.2	21.7	6.0	17.7	17.9
9	3.1	12.4	5.6	3.4	3.8	2.4	16.2	10.7
Total	2.7	14.6	18.9	12.2	9.9	7.2	24.7	19.0

TABLE 21. AVERAGE VOLUME OF BARLEY SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICT, 1970-1971 AND 1971-1972.

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1970-1971	1971-1972	1970-1971	1971-1972	1970-1971	1971-1972
					(bushels)	
CRD 1						
Rail	1,844	1,190	--	--	2,483	2,687
Truck	--	--	478	580	995	946
CCC	210	326	--	--	2,474	2,634
CRD 2						
Rail	1,784	1,737	--	--	2,456	2,585
Truck	--	--	818	730	1,041	1,007
CCC	237	335	--	--	2,416	2,589
CRD 3						
Rail	5,759	6,540	--	--	2,493	2,575
Truck	--	--	7,224	5,541	992	1,014
CCC	803	926	--	--	2,434	2,553
CRD 4						
Rail	412	86	--	--	2,383	2,821
Truck	--	--	468	206	991	976
CCC	33	48	--	--	2,350	2,745
CRD 5						
Rail	1,389	1,643	--	--	2,577	2,584
Truck	--	--	1,013	558	973	1,002
CCC	422	376	--	--	2,628	2,652



TABLE 21. (continued)

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1970-1971	1971-1972	1970-1971	1971-1972	1970-1971	1971-1972
					(bushels)	
CRD 6						
Rail	4,984	5,650	--	--	2,506	2,586
Truck	--	--	5,518	4,436	998	1,061
CCC	435	464	--	--	2,471	2,720
CRD 7						
Rail	93	48	--	--	2,644	2,548
Truck	--	--	420	184	988	995
CCC	7	89	--	--	2,129	2,543
CRD 8						
Rail	204	37	--	--	2,378	2,197
Truck	--	--	149	58	968	967
CCC	86	77	--	--	2,344	2,282
CRD 9						
Rail	1,935	1,570	--	--	2,497	2,629
Truck	--	--	1,043	545	992	1,015
CCC	214	234	--	--	2,464	2,518
STATE						
Rail	18,404	18,501	--	--	2,496	2,592
Truck	--	--	17,141	12,676	994	1,025
CCC	2,447	2,875	--	--	2,473	2,599

TABLE 22. MONTHLY SHIPMENTS OF BARLEY FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1971 THROUGH JULY, 1972.

Origin and Mode	MONTHS ( 1 9 7 1 - 1 9 7 2 )												TOTAL
	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	
(000 bushels)													
CRD 1													
Rail	708	255	177	261	250	128	383	256	197	137	128	295	3,175
Truck	53	46	37	23	20	53	27	27	25	19	97	33	460
CCC	83	77	31	2	383	12	37	--	4	111	90	24	854
Total	844	378	245	286	653	193	447	283	226	267	315	352	4,489
CRD 2													
Rail	744	239	331	488	423	182	487	369	286	167	389	382	4,487
Truck	65	54	13	4	44	13	227	43	40	98	303	114	1,018
CCC	149	26	6	11	321	2	--	2	48	65	47	3	680
Total	958	319	350	503	788	197	714	414	374	330	739	499	6,185
CRD 3													
Rail	3,409	1,465	1,340	1,810	941	624	1,269	1,249	1,503	864	1,229	1,452	17,155
Truck	1,078	393	308	220	272	158	366	1,696	447	431	1,461	862	7,692
CCC	293	90	11	4	1,226	101	30	10	113	244	277	140	2,539
Total	4,780	1,948	1,659	2,034	2,439	883	1,665	2,955	2,063	1,539	2,967	2,454	27,386
CRD 4													
Rail	35	5	28	30	23	6	2	14	53	14	15	17	242
Truck	19	12	6	9	17	17	25	7	4	4	60	23	203
CCC	10	21	--	25	52	--	--	--	--	12	--	4	124
Total	64	38	34	64	92	23	27	21	57	30	75	44	569

TABLE 22. (continued)

Origin and Mode	MONTHS ( 1 9 7 1 - 1 9 7 2 )												TOTAL
	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	
(000 bushels)													
CRD 5													
Rail	708	240	326	527	336	214	407	561	222	114	246	308	4,209
Truck	27	32	12	15	69	36	40	16	34	22	193	104	600
CCC	95	26	3	--	370	138	68	46	--	37	104	24	911
Total	830	298	341	542	775	388	515	623	256	173	543	436	5,720
CRD 6													
Rail	2,600	754	744	1,470	1,455	799	1,693	1,562	1,152	624	676	923	14,452
Truck	353	283	450	488	424	197	253	342	251	244	641	437	4,363
CCC	224	17	290	--	647	158	15	53	46	100	18	59	1,627
Total	3,177	1,054	1,484	1,958	2,526	1,154	1,961	1,957	1,449	968	1,335	1,419	20,442
CRD 7													
Rail	39	--	--	--	31	12	--	2	--	5	29	4	122
Truck	24	8	25	21	18	11	10	6	--	3	41	16	183
CCC	--	--	--	--	24	10	--	--	24	105	64	--	227
Total	63	8	25	21	73	33	10	8	24	113	134	20	532
CRD 8													
Rail	20	2	2	4	18	3	--	4	4	16	8	2	83
Truck	10	2	4	2	10	4	3	5	2	3	4	6	55
CCC	20	--	--	--	68	15	4	--	3	34	28	5	177
Total	50	4	6	6	96	22	7	9	9	53	40	13	315

TABLE 22. (continued)

Origin and Mode	MONTHS ( 1 9 7 1 - 1 9 7 2 )												TOTAL
	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	
(000 bushels)													
CRD 9													
Rail	617	238	150	241	335	210	398	528	271	141	295	638	4,072
Truck	51	32	11	11	18	7	25	67	29	33	191	127	602
CCC	9	5	39	9	264	39	6	--	1	87	88	39	586
Total	677	275	200	261	617	256	429	595	301	271	574	804	5,260
STATE													
Rail	8,880	3,198	3,098	4,831	3,812	2,178	4,639	4,545	3,688	2,092	3,015	4,021	47,997
Truck	1,680	862	866	793	892	496	976	2,209	832	857	2,991	1,722	15,176
CCC	883	262	380	50	3,355	475	160	111	239	795	716	286	7,709
Total	11,443	4,320	4,344	5,674	8,059	3,149	5,775	6,865	4,759	3,744	6,722	6,029	70,883

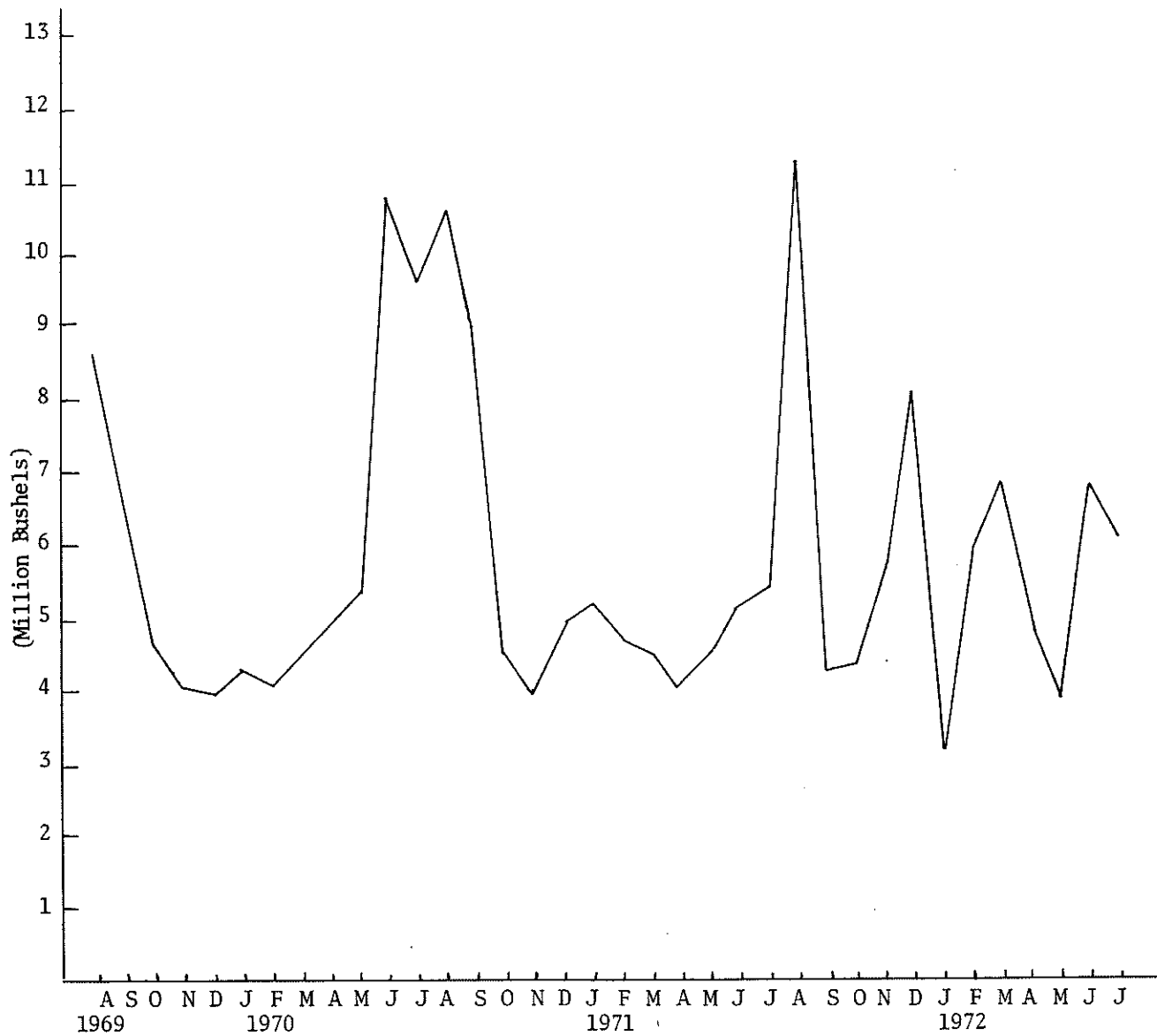


Figure 6. Shipments of Barley from North Dakota Country Elevators by Months, August, 1969 through July, 1972.

TABLE 23. SHIPMENTS OF OATS FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1971 THROUGH JULY, 1972.

D E S T I N A T I O N S													
Origin and Mode	Duluth-Superior	Mpls.-St. Paul	Other Minnesota	Sioux City-Omaha-Kansas City	Other East and South	Mid-land States	South-west States	North Pacific Ports	North-west States	West	In-State	Un-known	Total
(000 bushels)													
CRD 1													
Rail	100	333	5	--	--	1	254	59	1	--	63	--	816
Truck	83	108	1	1	114	11	169	153	75	--	15	16	745
CCC	24	1,742	--	--	--	--	--	--	--	--	--	--	1,766
Total	207	2,183	6	1	114	12	423	212	76	--	78	16	3,327
CRD 2													
Rail	279	785	--	--	--	9	116	41	--	--	20	--	1,250
Truck	206	308	--	1	5	36	237	8	26	--	--	31	860
CCC	55	982	--	--	--	--	--	--	--	--	--	--	1,037
Total	540	2,075	--	1	5	45	353	49	26	--	20	31	3,147
CRD 3													
Rail	202	2,095	9	--	--	6	--	--	--	--	3	--	2,315
Truck	495	1,747	3	--	1	23	34	--	13	--	16	3	2,334
CCC	86	2,319	--	--	--	--	--	--	--	--	--	--	2,406
Total	783	6,161	12	--	1	29	34	--	13	--	19	3	7,055
CRD 4													
Rail	--	71	--	--	--	--	23	5	--	--	--	--	99
Truck	5	66	--	--	4	8	31	63	54	--	--	93	324
CCC	--	31	--	--	--	--	--	--	--	12	--	--	42
Total	5	168	--	--	4	8	54	68	54	12	--	93	465

TABLE 23. (continued)

D E S T I N A T I O N S													
Origin and Mode	Duluth-Superior	Mpls.-St. Paul	Other Minnesota	Sioux City-Omaha-Kansas City	Other East and South	Mid-land States	South-west States	North Pacific Ports	North-west States	West	In-State	Un-known	Total
(000 bushels)													
CRD 5													
Rail	120	1,213	--	--	--	--	18	--	--	--	--	--	1,352
Truck	86	1,044	15	--	13	42	126	31	102	--	16	33	1,508
CCC	24	1,029	--	--	--	--	--	--	--	--	--	--	1,053
Total	230	3,286	15	--	13	42	144	31	102	--	16	33	3,913
CRD 6													
Rail	327	4,451	4	--	13	--	9	--	--	--	43	--	4,847
Truck	171	3,371	30	13	8	52	19	--	4	--	5	1	3,674
CCC	48	1,922	--	--	--	--	--	--	--	--	--	--	1,971
Total	546	9,744	34	13	21	52	28	--	4	--	48	1	10,492
CRD 7													
Rail	--	1	--	--	7	50	--	1	43	--	--	3	106
Truck	--	78	4	--	--	48	34	3	46	8	--	21	243
CCC	60	35	--	--	--	--	--	--	--	--	--	--	95
Total	60	114	4	--	7	98	34	4	89	8	--	24	444
CRD 8													
Rail	22	126	--	--	--	--	4	--	--	--	--	--	152
Truck	13	104	--	--	5	25	46	20	20	1	--	23	258
CCC	13	362	--	--	--	--	--	--	--	--	--	--	375
Total	48	593	--	--	5	25	50	20	20	1	--	23	785

TABLE 23. (continued)

D E S T I N A T I O N S													
Origin and Mode	Duluth-Superior	Mpls.-St. Paul	Other Minnesota	Sioux City-Omaha-Kansas City	Other East and South	Mid-land States	South-west States	North Pacific Ports	North-west States	West	In-State	Un-known	Total
(000 bushels)													
CRD 9													
Rail	48	1,717	--	--	--	8	--	--	--	--	--	--	1,773
Truck	4	428	--	--	--	--	--	--	3	--	--	10	445
CCC	--	163	--	--	--	--	--	--	--	--	--	--	163
Total	52	2,308	--	--	--	8	--	--	3	--	--	10	2,381
STATE													
Rail	1,099	10,791	18	--	21	74	425	107	45	--	127	3	12,711
Truck	1,063	7,253	53	15	151	245	695	278	345	10	51	231	10,391
CCC	309	8,586	--	--	--	--	--	--	--	12	--	--	8,907
Total	2,471	26,630	71	15	172	319	1,120	385	390	22	178	234	32,009



TABLE 24. PERCENT OF OATS SHIPPED TO EACH DESTINATION BY EACH CROP REPORTING DISTRICT, 1970-1971 AND 1971-1972.

Crop Reporting District and Selected Year	D E S T I N A T I O N S												Un-known	Total
	Duluth-Superior	Minneapolis-St. Paul	Other Minnesota	Sioux City-Kansas City	Other East and South	Midland States	Southwest States	North Pacific Ports	Northwest States	West	In-State			
	(percent)													
CRD 1														
1970-1971	7.7	10.4	3.0	33.3	14.9	6.0	21.2	87.1	17.4	--	10.4	2.9	10.1	
1971-1972	8.4	8.2	8.7	8.6	66.1	3.8	37.9	55.1	19.7	--	42.8	6.8	10.4	
CRD 2														
1970-1971	14.4	7.4	3.0	--	12.8	2.8	23.4	--	22.6	--	0.6	2.0	8.5	
1971-1972	21.9	7.8	--	8.7	3.2	14.1	31.5	12.8	6.7	--	11.2	13.2	9.8	
CRD 3														
1970-1971	28.1	20.9	15.6	--	7.4	1.2	8.4	--	--	100.0	6.3	5.3	21.1	
1971-1972	31.7	23.1	16.4	--	0.8	9.0	3.0	--	3.4	--	10.6	1.3	22.0	
CRD 4														
1970-1971	4.1	1.5	0.8	--	--	2.2	20.6	11.3	4.3	--	2.2	1.5	2.1	
1971-1972	0.2	0.6	--	--	2.6	2.5	4.8	17.6	14.0	54.0	--	39.4	1.5	
CRD 5														
1970-1971	12.1	9.3	--	--	30.9	19.2	11.5	--	13.5	--	11.0	2.0	9.8	
1971-1972	9.3	12.3	21.4	--	7.3	13.2	12.9	8.1	26.2	--	8.9	14.3	12.2	
CRD 6														
1970-1971	21.7	25.0	21.9	11.1	11.7	5.6	6.8	--	3.9	--	37.2	--	23.8	
1971-1972	22.1	36.7	47.5	82.7	12.7	16.2	2.5	--	1.1	--	26.5	0.6	32.8	

TABLE 24. (continued)

Crop Reporting District and Selected Year	D E S T I N A T I O N S												Total
	Duluth- Superior	Minneapolis- St. Paul	Other Minnesota	Sioux City- Omaha- Kansas City	Other East and South	Midland States	South- west States	North Pacific Ports	North- west States	West	In- State	Un- known	
	(percent)												
CRD 7													
1970-1971	1.5	0.8	1.7	25.0	2.1	37.7	5.4	--	36.1	--	--	54.9	2.1
1971-1972	2.4	0.4	6.0	--	4.3	30.9	3.0	1.1	23.0	39.2	--	10.1	1.4
CRD 8													
1970-1971	0.7	2.5	--	22.2	1.1	1.8	0.5	1.6	0.9	--	--	1.1	2.2
1971-1972	1.9	2.2	--	--	3.0	7.9	4.4	5.3	5.2	6.8	--	9.9	2.5
CRD 9													
1970-1971	9.7	22.2	54.0	8.4	19.1	23.5	2.2	--	1.3	--	32.3	30.3	20.3
1971-1972	2.1	8.7	--	--	--	2.4	--	--	0.7	--	--	4.4	7.4
TOTAL													
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
1971-1972	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 25. PROPORTION OF OATS SHIPPED BY RAIL, TRUCK AND CCC (RAIL) TO EACH DESTINATION, 1970-1971 AND 1971-1972

D E S T I N A T I O N S													
Mode and Year	Duluth- Superior	Minneapolis- St. Paul	Other Minnesota	Sioux	Other	South- west States	North Pacific Ports	North- west States	West	In- State	Un- known	Total	
				Omaha- Kansas City	East and Midland States								
(percent)													
Rail													
1970-1971	53.5	55.6	49.4	16.7	42.6	12.0	17.0	11.3	27.0	--	58.9	--	53.6
1971-1972	44.5	40.6	24.7	--	12.1	23.0	38.0	27.8	11.5	--	71.3	1.2	40.0
Truck													
1970-1971	42.2	13.1	50.6	83.3	57.4	88.0	83.0	88.7	73.0	--	41.1	100.0	20.5
1971-1972	43.0	27.2	75.3	100.0	87.9	77.0	62.0	72.2	88.5	45.9	28.7	98.8	32.3
CCC													
1970-1971	4.3	31.3	--	--	--	--	--	--	--	100.0	--	--	26.0
1971-1972	12.5	32.2	--	--	--	--	--	--	--	54.1	--	--	27.7

TABLE 26. TOTAL VOLUME OF OATS SHIPPED FROM NORTH DAKOTA BY TRUCK FROM EACH CROP REPORTING DISTRICT, 1958-1959 THROUGH 1971-1972.

Crop Reporting District	Year							
	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969	1969-1970	1970-1971	1971-1972
	(000 bushels)							
1	1,489	2,679	1,879	976	864	1,033	1,063	745
2	120	671	2,065	682	712	568	1,484	860
3	591	744	2,827	1,978	2,607	1,800	2,220	2,334
4	81	493	642	120	200	157	335	323
5	314	224	768	811	1,020	792	948	1,508
6	1,010	1,370	3,218	4,050	3,339	3,073	2,942	3,674
7	114	986	1,179	123	21	215	844	243
8	--	320	589	89	283	199	144	258
9	1,000	1,742	3,202	2,125	1,530	1,526	1,305	446
<b>Total</b>	<b>4,719</b>	<b>9,230</b>	<b>16,369</b>	<b>10,954</b>	<b>10,576</b>	<b>9,363</b>	<b>11,285</b>	<b>10,390</b>

TABLE 27. PROPORTION OF TOTAL OATS SHIPPED FROM NORTH DAKOTA BY TRUCK FROM EACH CROP REPORTING DISTRICT, 1958-1959 THROUGH 1971-1972.

Crop Reporting District	Year							
	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969	1969-1970	1970-1971	1971-1972
	(percent)							
1	31.5	29.0	11.5	8.9	8.2	11.0	9.4	7.2
2	2.5	7.3	12.6	6.2	6.7	6.1	13.1	8.3
3	12.5	8.1	17.3	18.1	24.7	19.2	19.7	22.5
4	1.8	5.3	3.9	1.1	1.9	1.7	3.0	3.1
5	6.7	2.4	4.7	7.4	9.6	8.5	8.4	14.5
6	21.4	14.8	19.7	37.0	31.6	32.8	26.1	35.3
7	2.4	10.7	7.2	1.1	0.2	2.3	7.5	2.3
8	--	3.5	3.6	0.8	2.7	2.1	1.3	2.5
9	21.2	18.9	19.5	19.4	14.4	16.3	11.5	4.3
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

TABLE 28, PROPORTION OF TOTAL OATS SHIPPED BY TRUCK FROM EACH CROP REPORTING DISTRICT, 1958-1959 THROUGH 1971-1972.

Crop Reporting District	Year							
	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969	1969-1970	1970-1971	1971-1972
	(percent)							
1	58.6	73.6	46.6	87.4	61.1	41.8	19.0	22.4
2	14.4	37.8	44.2	71.6	58.6	34.0	31.8	27.3
3	18.4	19.4	32.3	35.4	38.1	21.4	19.1	33.1
4	18.2	55.9	43.8	43.5	69.4	33.9	28.7	69.7
5	10.2	11.6	21.8	53.9	34.5	23.7	17.5	38.5
6	22.6	23.1	35.7	47.7	35.2	28.6	22.5	35.0
7	30.2	66.1	80.3	100.0	100.0	70.7	74.3	54.7
8	--	34.3	31.4	58.9	53.1	32.9	12.1	32.9
9	25.7	26.4	26.6	35.8	23.3	16.9	11.7	18.7
Total	24.6	34.2	34.8	45.4	36.1	25.3	20.5	32.3

TABLE 29. DESTINATIONS OF OATS SHIPPED BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS, 1958-1959 THROUGH 1971-1972.

Destinations	Year							
	1958-1959	1963-1964	1965-1966	1967-1968	1968-1969	1969-1970	1970-1971	1971-1972
	(percent)							
Minneapolis-St. Paul	14.1	17.6	29.2	45.3	46.6	60.1	51.3	69.8
Duluth-Superior	14.4	18.2	26.9	22.2	24.4	18.2	29.9	10.2
Other Minnesota	13.7	2.7	4.8	0.6	3.1	2.4	1.1	0.5
East and South	--	--	--	0.3	0.3	0.6	0.7	1.6
Midland and Southwestern States	43.1	37.4	22.4	2.8	5.1	13.0	10.1	9.1
West Ports and States	--	1.9	2.2	9.3	5.3	2.9	2.0	6.1
In-State	9.4	22.1	14.5	1.4	2.3	1.1	1.7	0.5
Unknown	5.3	0.1	--	18.1	12.9	1.7	3.2	2.2
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

TABLE 30. AVERAGE VOLUME OF OATS SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICT, 1970-1971 AND 1971-1972.

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1970-1971	1971-1972	1970-1971	1971-1972	1970-1971	1971-1972
					(bushels)	
CRD 1						
Rail	778	229	--	--	3,426	3,562
Truck	--	--	788	726	1,349	1,458
CCC	529	556	--	--	3,514	3,176
CRD 2						
Rail	602	345	--	--	3,250	3,750
Truck	--	--	996	661	1,490	1,301
CCC	385	322	--	--	3,176	3,220
CRD 3						
Rail	2,073	713	--	--	3,008	3,246
Truck	--	--	1,525	1,599	1,455	1,460
CCC	1,059	575	--	--	3,015	2,966
CRD 4						
Rail	172	25	--	--	3,438	3,943
Truck	--	--	229	236	1,463	1,370
CCC	87	15	--	--	2,762	3,222
CRD 5						
Rail	768	417	--	--	3,211	3,243
Truck	--	--	733	990	1,293	1,523
CCC	622	322	--	--	3,214	3,271



TABLE 30. (continued)

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1970-1971	1971-1972	1970-1971	1971-1972	1970-1971	1971-1972
					(bushels)	
CRD 6						
Rail	2,214	1,449	--	--	3,232	3,345
Truck	--	--	2,021	2,514	1,456	1,462
CCC	956	582	--	--	3,129	3,386
CRD 7						
Rail	74	1	--	--	3,347	1,300
Truck	--	--	501	240	1,684	1,460
CCC	14	30	--	--	3,233	3,156
CRD 8						
Rail	116	49	--	--	3,272	3,093
Truck	--	--	100	200	1,441	1,292
CCC	198	115	--	--	3,360	3,173
CRD 9						
Rail	2,403	1,889	--	--	3,255	3,660
Truck	--	--	820	1,614	1,591	1,450
CCC	637	421	--	--	3,242	3,243
STATE						
Rail	9,200	5,130	--	--	3,209	3,467
Truck	--	--	7,923	8,780	1,424	1,447
CCC	4,487	2,882	--	--	3,183	3,264

TABLE 31. MONTHLY SHIPMENTS OF OATS FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1971 THROUGH JULY, 1972.

Origin and Mode	MONTHS ( 1 9 7 1 - 1 9 7 2 )												TOTAL
	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	
(000 bushels)													
CRD 1													
Rail	127	123	128	112	123	111	14	83	73	19	35	9	957
Truck	90	99	87	111	80	79	57	64	163	45	42	99	1,016
CCC	376	150	66	3	21	259	95	143	535	67	123	291	2,129
Total	593	372	281	226	224	449	166	290	771	131	200	399	4,102
CRD 2													
Rail	78	102	81	143	73	333	173	92	157	67	27	126	1,452
Truck	124	131	50	53	38	72	76	82	36	72	97	452	1,283
CCC	241	64	3	--	5	--	23	111	420	62	--	22	951
Total	443	297	134	196	116	405	272	285	613	201	124	600	3,686
CRD 3													
Rail	848	419	143	147	194	78	82	132	195	95	164	204	2,701
Truck	447	203	104	238	170	69	133	109	404	140	200	237	2,454
CCC	376	128	34	--	--	53	106	40	490	152	79	203	1,661
Total	1,671	750	281	385	364	200	321	281	1,089	387	443	644	6,816
CRD 4													
Rail	65	9	14	--	--	--	--	--	--	5	3	3	99
Truck	35	28	31	22	56	46	4	14	22	15	30	21	324
CCC	31	--	--	--	--	--	--	--	--	--	--	18	49
Total	131	37	45	22	56	46	4	14	22	20	33	42	472

TABLE 31. (continued)

Origin and Mode	M O N T H S ( 1 9 7 1 - 1 9 7 2 )												TOTAL
	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	
(000 bushels)													
CRD 5													
Rail	317	141	123	164	37	24	144	103	131	38	160	47	1,429
Truck	157	147	100	142	160	148	86	115	113	69	100	167	1,504
CCC	169	6	12	--	--	15	17	107	407	76	60	90	959
Total	643	294	235	306	197	187	247	325	651	183	320	304	3,892
CRD 6													
Rail	676	296	264	495	392	226	402	471	1,328	351	383	444	5,728
Truck	529	2,013	183	518	384	174	236	189	268	122	306	407	5,329
CCC	328	61	21	--	--	32	42	166	586	213	185	338	1,972
Total	1,533	2,370	468	1,013	776	432	680	826	2,182	686	874	1,189	13,029
CRD 7													
Rail	--	--	--	--	1	--	--	--	--	--	--	--	1
Truck	82	37	59	50	23	49	16	1	20	23	15	34	409
CCC	35	--	--	--	--	--	26	--	9	24	--	--	94
Total	117	37	59	50	24	49	42	1	29	47	15	34	504
CRD 8													
Rail	29	16	10	30	5	--	8	2	37	8	7	--	152
Truck	16	9	15	30	58	23	25	13	2	21	26	29	267
CCC	52	39	9	--	--	18	15	5	163	8	6	3	318
Total	97	64	34	60	63	41	48	20	202	37	39	32	737

TABLE 31. (continued)

Origin and Mode	M O N T H S ( 1 9 7 1 - 1 9 7 2 )												
	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	TOTAL
	(000 bushels)												
CRD 9													
Rail	1,585	424	255	477	490	423	729	540	487	283	617	580	6,890
Truck	123	270	145	277	262	156	183	133	831	153	201	285	3,019
CCC	187	--	28	34	24	19	188	29	550	242	78	11	1,390
Total	1,895	694	428	788	776	598	1,100	702	1,868	678	896	876	11,298
STATE													
Rail	3,725	1,530	1,018	1,569	1,315	1,195	1,552	1,423	2,408	866	1,396	1,413	19,409
Truck	1,603	2,937	774	1,441	1,231	816	816	720	1,859	660	1,017	1,731	15,605
CCC	1,795	448	173	37	50	396	512	601	3,160	844	531	976	9,523
Total	7,123	4,915	1,965	3,047	2,596	2,407	2,880	2,744	7,427	2,370	2,944	4,120	44,537

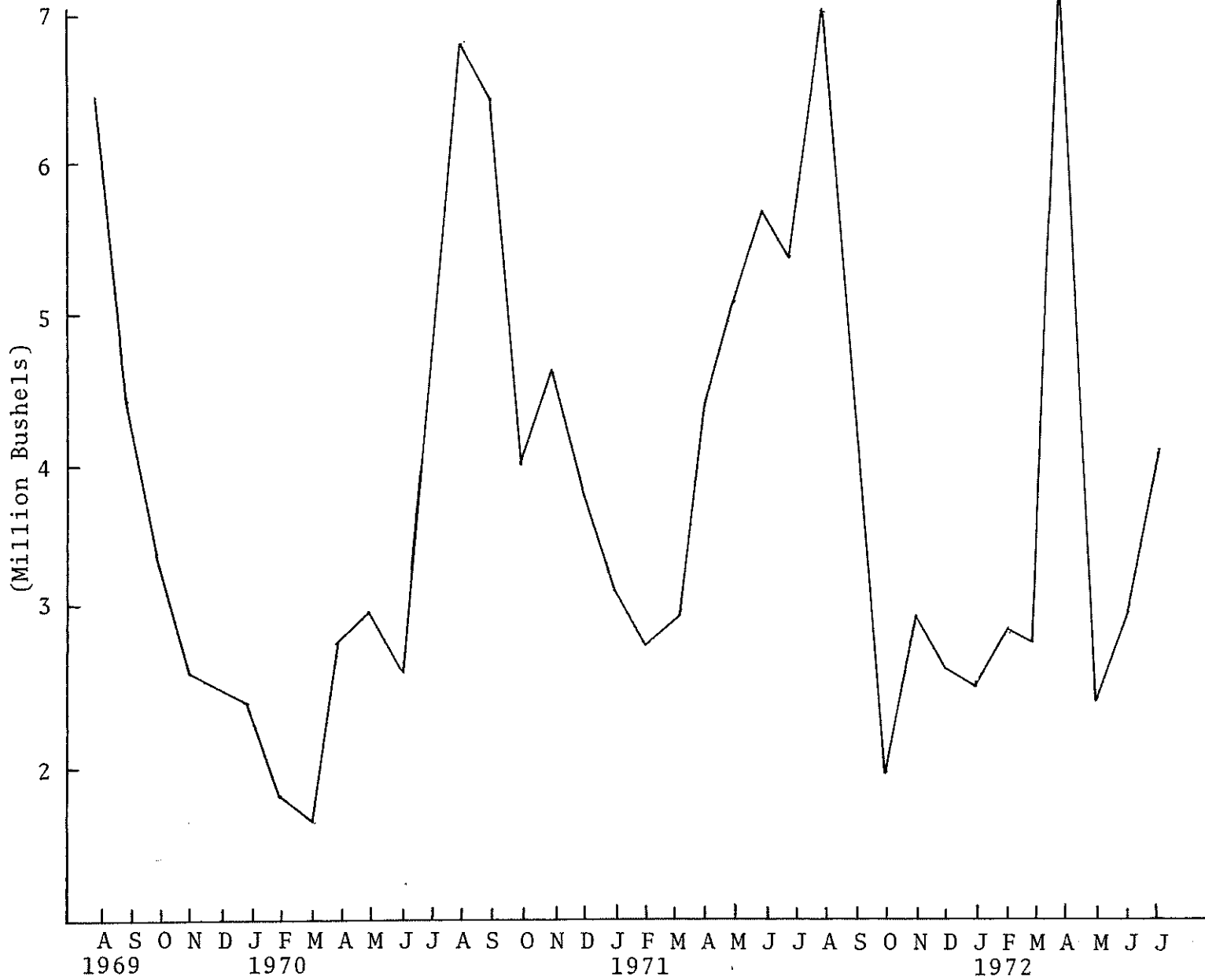


Figure 7. Shipments of Oats from North Dakota Country Elevators by Months, August, 1969 through July, 1972.

TABLE 32. SHIPMENTS OF RYE FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1971 THROUGH JULY, 1972.

D E S T I N A T I O N S													
Origin and Mode	Duluth-Superior	Mpls.-St. Paul	Other Minnesota	Sioux City-Omaha-Kansas City	Other East and South	Midland States	Southwest States	North Pacific Ports	Northwest States	West	In-State	Unknown	Total
(000 bushels)													
CRD 1													
Rail	29	61	--	--	--	--	--	--	--	--	--	--	90
Truck	136	48	6	--	--	--	8	1	36	--	--	--	234
CCC	--	227	--	--	--	--	--	--	--	--	--	--	227
Total	165	336	6	--	--	--	8	1	36	--	--	--	551
CRD 2													
Rail	4	20	--	--	--	--	--	--	--	--	--	--	24
Truck	26	51	3	--	--	--	--	--	11	--	--	--	90
CCC	--	19	--	--	--	--	--	--	--	--	--	--	19
Total	30	90	3	--	--	--	--	--	11	--	--	--	133
CRD 3													
Rail	7	15	--	--	--	--	--	--	--	--	--	--	23
Truck	32	18	--	--	--	--	--	--	3	--	--	--	54
CCC	--	6	--	--	--	--	--	--	--	--	--	--	6
Total	39	39	--	--	--	--	--	--	3	--	--	--	83
CRD 4													
Rail	--	14	--	--	--	--	--	--	--	--	--	--	14
Truck	29	13	--	--	--	--	1	--	6	--	--	--	48
CCC	6	23	--	--	--	--	--	--	--	--	--	--	30
Total	35	50	--	--	--	--	1	--	6	--	--	--	92

TABLE 32. (continued)

D E S T I N A T I O N S													
Origin and Mode	Duluth-Superior	Mpls.-St. Paul	Other Minnesota	Sioux City-Omaha-Kansas City	Other East and South	Midland States	Southwest States	North Pacific Ports	Northwest States	West	In-State	Unknown	Total
(000 bushels)													
CRD 5													
Rail	5	98	--	--	2	--	--	--	--	--	--	--	105
Truck	136	60	2	--	--	--	--	--	--	--	1	--	199
CCC	--	208	--	--	--	--	--	--	--	--	--	--	208
Total	141	366	2	--	2	--	--	--	--	--	1	--	512
CRD 6													
Rail	18	40	7	--	--	--	--	--	--	--	15	--	80
Truck	173	59	1	--	--	--	--	--	--	--	--	--	234
CCC	5	146	--	--	--	--	--	--	--	--	--	--	151
Total	196	245	8	--	--	--	--	--	--	--	15	--	465
CRD 7													
Rail	18	3	--	--	--	--	--	--	--	--	--	--	20
Truck	67	31	--	--	--	27	3	9	96	1	--	--	232
CCC	23	23	--	--	--	--	--	--	--	--	--	--	46
Total	108	56	--	--	--	27	3	9	96	1	--	--	298
CRD 8													
Rail	--	16	--	--	--	--	--	--	--	--	--	--	16
Truck	8	15	1	--	--	--	--	--	1	--	--	1	26
CCC	--	67	--	--	--	--	--	--	--	--	--	--	67
Total	8	98	1	--	--	--	--	--	1	--	--	1	109

TABLE 32. (continued)

D E S T I N A T I O N S													
Origin and Mode	Duluth-Superior	Mpls.-St. Paul	Other Minnesota	Sioux City-Omaha-Kansas City	Other East and South	Midland States	Southwest States	North Pacific Ports	Northwest States	West	In-State	Unknown	Total
(000 bushels)													
CRD 9													
Rail	27	331	7	--	--	--	--	--	--	--	3	--	367
Truck	221	208	14	--	--	--	--	--	--	--	5	4	452
CCC	89	550	--	--	--	--	--	--	--	--	--	--	638
Total	<u>336</u>	<u>1,089</u>	<u>21</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>8</u>	<u>4</u>	<u>1,457</u>
STATE													
Rail	108	598	15	--	2	--	--	--	--	--	18	--	740
Truck	829	503	26	--	--	27	12	10	151	1	6	5	1,568
CCC	124	1,270	--	--	--	--	--	--	--	--	--	--	1,393
Total	<u>1,061</u>	<u>2,371</u>	<u>41</u>	<u>--</u>	<u>2</u>	<u>27</u>	<u>12</u>	<u>10</u>	<u>151</u>	<u>1</u>	<u>24</u>	<u>5</u>	<u>3,701</u>



TABLE 33. AVERAGE VOLUME OF RYE SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICT, 1970-1971 AND 1971-1972.

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1970-1971	1971-1972	1970-1971	1971-1972	1970-1971	1971-1972
					(bushels)	
CRD 1						
Rail	74	44	--	--	2,021	2,043
Truck	--	--	198	300	824	782
CCC	110	97	--	--	2,040	2,340
CRD 2						
Rail	70	14	--	--	2,048	1,746
Truck	--	--	159	410	1,363	813
CCC	88	5	--	--	2,564	2,220
CRD 3						
Rail	17	15	--	--	1,753	1,514
Truck	--	--	60	72	786	744
CCC	12	4	--	--	1,957	1,533
CRD 4						
Rail	31	7	--	--	2,021	1,941
Truck	--	--	61	59	973	817
CCC	28	13	--	--	2,169	2,297
CRD 5						
Rail	100	37	--	--	2,183	1,935
Truck	--	--	71	236	810	843
CCC	99	88	--	--	2,002	2,367

TABLE 33. (continued)

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1970-1971	1971-1972	1970-1971	1971-1972	1970-1971	1971-1972
					(bushels)	
CRD 6						
Rail	59	34	--	--	2,073	2,363
Truck	--	--	137	254	845	920
CCC	64	68	--	--	2,193	2,221
CRD 7						
Rail	27	8	--	--	2,156	2,834
Truck	--	--	113	273	837	848
CCC	149	22	--	--	2,318	2,095
CRD 8						
Rail	25	9	--	--	1,928	1,756
Truck	--	--	20	34	739	762
CCC	32	24	--	--	2,326	2,793
CRD 9						
Rail	272	172	--	--	2,112	2,135
Truck	--	--	386	529	854	853
CCC	381	273	--	--	2,130	2,338
STATE						
Rail	669	363	--	--	2,103	1,952
Truck	--	--	1,407	2,167	781	836
CCC	1,099	619	--	--	1,915	2,237

TABLE 34. MONTHLY SHIPMENTS OF RYE FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1971 THROUGH JULY, 1972.

Origin and Mode	MONTHS ( 1 9 7 1 - 1 9 7 2 )												TOTAL
	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	
(000 bushels)													
CRD 1													
Rail	5	--	2	--	6	--	1	207	1	64	--	7	293
Truck	28	9	15	9	10	18	36	47	32	39	21	19	283
CCC	18	15	9	--	--	20	7	--	--	41	15	44	169
Total	<u>51</u>	<u>24</u>	<u>23</u>	<u>9</u>	<u>16</u>	<u>38</u>	<u>44</u>	<u>254</u>	<u>33</u>	<u>144</u>	<u>36</u>	<u>70</u>	<u>745</u>
CRD 2													
Rail	3	1	1	2	--	--	--	2	6	6	--	2	23
Truck	56	14	15	10	20	17	24	23	79	39	18	18	333
CCC	7	4	--	--	--	--	--	--	--	--	--	--	11
Total	<u>66</u>	<u>19</u>	<u>16</u>	<u>12</u>	<u>20</u>	<u>17</u>	<u>24</u>	<u>25</u>	<u>85</u>	<u>45</u>	<u>18</u>	<u>20</u>	<u>367</u>
CRD 3													
Rail	3	2	--	5	--	--	4	3	--	--	--	4	21
Truck	10	7	--	3	13	3	1	--	8	4	1	2	52
CCC	--	--	--	--	--	--	1	--	--	--	--	5	6
Total	<u>13</u>	<u>9</u>	<u>--</u>	<u>8</u>	<u>13</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>8</u>	<u>4</u>	<u>1</u>	<u>11</u>	<u>79</u>
CRD 4													
Rail	11	2	--	--	2	2	--	--	--	--	--	--	17
Truck	11	6	6	1	2	3	6	6	2	2	3	1	49
CCC	--	3	--	--	--	--	6	--	--	--	--	21	30
Total	<u>22</u>	<u>11</u>	<u>6</u>	<u>1</u>	<u>4</u>	<u>5</u>	<u>12</u>	<u>6</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>22</u>	<u>96</u>

TABLE 34. (continued)

Origin and Mode	MONTHS ( 1 9 7 1 - 1 9 7 2 )												TOTAL
	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	
(000 bushels)													
CRD 5													
Rail	19	10	2	4	7	1	11	6	16	9	2	--	87
Truck	47	22	15	2	2	3	8	22	20	28	15	13	197
CCC	12	43	24	--	--	--	--	5	10	23	55	35	207
Total	<u>78</u>	<u>75</u>	<u>41</u>	<u>6</u>	<u>9</u>	<u>4</u>	<u>19</u>	<u>33</u>	<u>46</u>	<u>60</u>	<u>72</u>	<u>48</u>	<u>491</u>
CRD 6													
Rail	2	8	9	2	2	8	13	32	--	3	86	4	169
Truck	45	30	12	1	11	3	15	33	20	25	6	33	234
CCC	34	4	--	--	--	9	--	--	--	56	8	40	151
Total	<u>81</u>	<u>42</u>	<u>21</u>	<u>3</u>	<u>13</u>	<u>20</u>	<u>28</u>	<u>65</u>	<u>20</u>	<u>84</u>	<u>100</u>	<u>77</u>	<u>554</u>
CRD 7													
Rail	16	--	--	--	2	--	--	--	--	--	--	--	18
Truck	26	17	9	85	9	9	27	4	17	10	6	5	224
CCC	2	--	--	--	--	--	6	--	--	--	--	38	46
Total	<u>44</u>	<u>17</u>	<u>9</u>	<u>85</u>	<u>11</u>	<u>9</u>	<u>33</u>	<u>4</u>	<u>17</u>	<u>10</u>	<u>6</u>	<u>43</u>	<u>288</u>
CRD 8													
Rail	4	4	1	--	4	--	--	--	--	1	2	--	16
Truck	6	1	2	1	2	3	3	2	5	1	--	--	26
CCC	1	--	--	--	--	--	2	--	--	1	43	22	69
Total	<u>11</u>	<u>5</u>	<u>3</u>	<u>1</u>	<u>6</u>	<u>3</u>	<u>5</u>	<u>2</u>	<u>5</u>	<u>3</u>	<u>45</u>	<u>22</u>	<u>111</u>

TABLE 34. (continued)

Origin and Mode	M O N T H S ( 1 9 7 1 - 1 9 7 2 )												TOTAL
	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	
(000 bushels)													
CRD 9													
Rail	138	18	18	4	8	18	41	47	4	25	24	9	354
Truck	107	73	57	14	27	27	28	52	37	29	7	11	469
CCC	95	37	13	12	--	4	3	28	19	151	111	166	639
Total	<u>340</u>	<u>128</u>	<u>88</u>	<u>30</u>	<u>35</u>	<u>49</u>	<u>72</u>	<u>127</u>	<u>60</u>	<u>205</u>	<u>142</u>	<u>186</u>	<u>1,462</u>
STATE													
Rail	201	45	33	17	31	29	70	297	27	108	114	26	998
Truck	336	179	131	126	96	86	148	189	220	177	77	102	1,867
CCC	169	106	46	12	--	33	25	33	29	272	232	371	1,328
Total	<u>706</u>	<u>330</u>	<u>210</u>	<u>155</u>	<u>127</u>	<u>148</u>	<u>243</u>	<u>519</u>	<u>276</u>	<u>557</u>	<u>423</u>	<u>499</u>	<u>4,193</u>

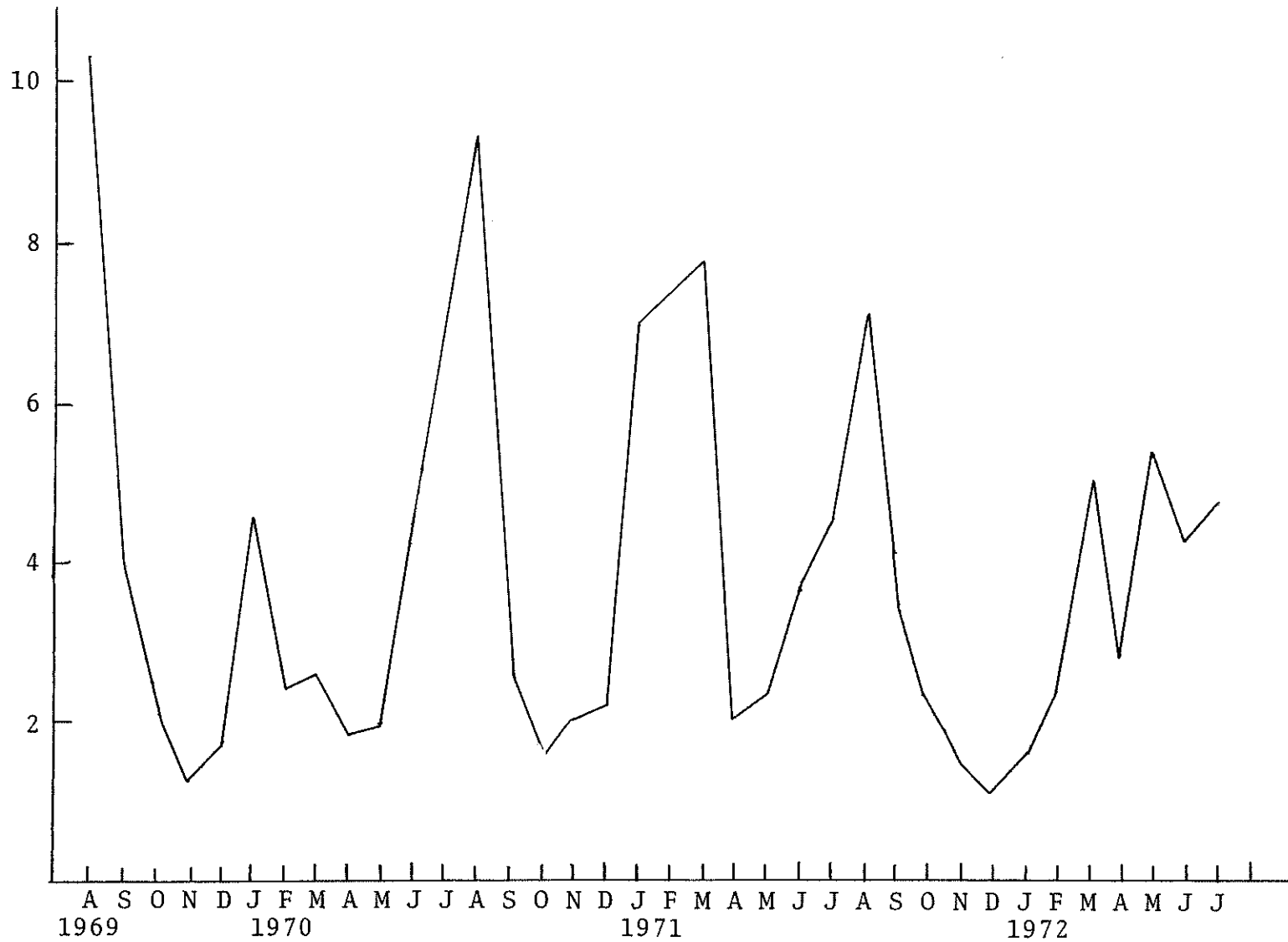


Figure 8. Shipments of Rye from North Dakota Country Elevators by Months, August, 1969 through July, 1972.

TABLE 35. SHIPMENTS OF FLAX FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1971 THROUGH JULY, 1972.

D E S T I N A T I O N S													
Origin and Mode	Duluth-Superior	Mpls.-St. Paul	Other Minnesota	Sioux City-Omaha-Kansas City	Other East and South	Mid-land States	South-west States	North Pacific Ports	North-west States	West	In-State	Un-known	Total
(000 bushels)													
CRD 1													
Rail	10	40	--	--	--	--	--	--	--	--	--	--	50
Truck	13	259	56	--	--	--	50	11	1	--	1	10	401
CCC	--	124	--	--	--	--	--	--	--	--	--	--	124
Total	23	423	56	--	--	--	50	11	1	--	1	10	575
CRD 2													
Rail	--	94	--	--	--	--	--	--	--	--	--	--	94
Truck	82	664	5	--	--	--	13	10	--	--	--	2	775
CCC	6	244	--	--	--	--	--	--	--	--	--	--	250
Total	88	1,002	5	--	--	--	13	10	--	--	--	2	1,119
CRD 3													
Rail	9	121	--	--	--	--	--	--	--	--	--	--	130
Truck	8	412	58	--	--	--	1	--	--	--	--	1	480
CCC	--	169	--	--	--	--	--	--	--	--	--	--	169
Total	17	702	58	--	--	--	1	--	--	--	--	1	779
CRD 4													
Rail	14	40	--	--	--	--	--	--	--	--	--	--	54
Truck	13	182	18	--	--	--	7	50	--	--	--	--	269
CCC	--	42	--	--	--	--	--	--	--	--	--	--	42
Total	27	264	18	--	--	--	7	50	--	--	--	--	365

TABLE 35. (continued)

D E S T I N A T I O N S														
Origin and Mode	Duluth-Superior	Mpls.-St. Paul	Other Minnesota	Sioux City-Omaha Kansas City	Other East and South	Mid-land States	South-west States	North Pacific Ports	North-west States	West	In-State	Un-known	Total	
(000 bushels)														
CRD 5														
Rail	22	205	--	--	--	--	--	--	--	--	--	--	227	
Truck	45	853	--	--	--	--	2	--	--	--	--	--	900	
CCC	--	194	--	--	--	--	--	--	--	--	--	--	194	
Total	67	1,252	--	--	--	--	2	--	--	--	--	--	1,321	
CRD 6														
Rail	16	174	2	--	--	--	--	--	--	--	--	--	192	
Truck	19	729	54	--	--	--	1	--	--	--	--	4	807	
CCC	5	399	--	--	--	--	--	--	--	--	--	--	404	
Total	40	1,302	56	--	--	--	1	--	--	--	--	4	1,403	
CRD 7														
Rail	--	9	--	--	--	--	--	--	--	--	--	--	9	
Truck	--	209	2	--	--	--	--	1	--	--	--	--	212	
CCC	3	41	--	--	--	--	--	--	--	--	--	--	44	
Total	3	259	2	--	--	--	--	1	--	--	--	--	265	
CRD 8														
Rail	10	205	2	--	--	--	--	--	--	--	--	--	218	
Truck	--	427	40	6	--	--	--	--	5	--	--	15	493	
CCC	--	207	--	--	--	--	--	--	--	--	--	--	207	
Total	10	829	42	6	--	--	--	--	5	--	--	15	918	



TABLE 35. (continued)

D E S T I N A T I O N S													
Origin and Mode	Duluth-Superior	Mpls.-St. Paul	Other Minnesota	Sioux City-Omaha-Kansas City	Other East and South	Mid-land States	South-west States	North Pacific Ports	North-west States	West	In-State	Un-known	Total
(000 bushels)													
CRD 9													
Rail	8	274	1	--	--	--	--	--	--	--	--	--	283
Truck	14	1,124	174	15	--	1	--	--	--	--	5	28	1,360
CCC	9	403	--	--	--	--	--	--	--	--	--	--	412
Total	31	1,801	175	15	--	1	--	--	--	--	5	28	2,055
STATE													
Rail	89	1,161	6	--	--	--	--	--	--	--	--	--	1,255
Truck	194	4,858	407	20	--	1	74	72	6	--	6	59	5,696
CCC	23	1,822	--	--	--	--	--	--	--	--	--	--	1,845
Total	306	7,841	413	20	--	1	74	72	6	--	6	59	8,796

TABLE 36. AVERAGE VOLUME OF FLAX SHIPPED BY RAIL CAR AND BY TRUCK FROM NORTH DAKOTA COUNTRY ELEVATORS BY CROP REPORTING DISTRICT, 1970-1971 AND 1971-1972.

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1970-1971	1971-1972	1970-1971	1971-1972	1970-1971	1971-1972
					(bushels)	
CRD 1						
Rail	71	29	--	--	2,187	1,716
Truck	--	--	908	563	848	712
CCC	98	59	--	--	2,167	2,107
CRD 2						
Rail	209	53	--	--	2,066	1,781
Truck	--	--	827	1,569	781	605
CCC	149	114	--	--	2,488	2,189
CRD 3						
Rail	209	50	--	--	2,284	2,590
Truck	--	--	707	654	882	734
CCC	124	86	--	--	2,273	1,961
CRD 4						
Rail	120	23	--	--	2,190	2,331
Truck	--	--	396	364	798	740
CCC	31	15	--	--	2,627	2,800
CRD 5						
Rail	216	103	--	--	2,173	2,199
Truck	--	--	762	1,285	792	816
CCC	421	75	--	--	2,532	2,585

TABLE 36. (continued)

Origin and Mode	Number of Cars		Number of Trucks		Average Volume	
	1970-1971	1971-1972	1970-1971	1971-1972	1970-1971	1971-1972
					(bushels)	
CRD 6						
Rail	214	100	--	--	2,098	1,917
Truck	--	--	1,084	1,032	794	782
CCC	439	164	--	--	2,441	2,460
CRD 7						
Rail	12	11	--	--	1,613	1,800
Truck	--	--	96	242	813	877
CCC	13	18	--	--	2,294	2,466
CRD 8						
Rail	180	101	--	--	2,038	2,157
Truck	--	--	357	620	842	795
CCC	246	98	--	--	2,246	2,112
CRD 9						
Rail	315	145	--	--	2,244	1,952
Truck	--	--	1,202	1,644	833	827
CCC	532	162	--	--	2,502	2,541
STATE						
Rail	1,540	615	--	--	2,168	2,059
Truck	--	--	6,339	7,973	820	755
CCC	2,053	791	--	--	2,434	2,332

TABLE 37. MONTHLY SHIPMENTS OF FLAX FROM NORTH DAKOTA COUNTRY ELEVATORS, AUGUST, 1971 THROUGH JULY, 1972.

Origin and Mode	M O N T H S ( 1 9 7 1 - 1 9 7 2 )												TOTAL
	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JULY	
(000 bushels)													
CRD 1													
Rail	8	--	4	3	5	9	4	--	9	2	--	9	53
Truck	84	50	44	34	35	22	27	40	44	37	32	34	483
CCC	3	--	--	--	22	4	16	15	28	14	--	7	109
Total	<u>95</u>	<u>50</u>	<u>48</u>	<u>37</u>	<u>62</u>	<u>35</u>	<u>47</u>	<u>55</u>	<u>81</u>	<u>53</u>	<u>32</u>	<u>50</u>	<u>645</u>
CRD 2													
Rail	15	15	18	14	16	17	1	3	3	--	2	--	104
Truck	38	55	48	80	78	53	59	87	117	122	66	68	871
CCC	22	4	--	--	21	33	23	--	98	30	--	8	239
Total	<u>75</u>	<u>74</u>	<u>66</u>	<u>94</u>	<u>115</u>	<u>103</u>	<u>83</u>	<u>90</u>	<u>218</u>	<u>152</u>	<u>68</u>	<u>76</u>	<u>1,213</u>
CRD 3													
Rail	17	14	12	47	5	--	1	9	--	6	--	1	112
Truck	46	18	28	37	55	41	17	56	99	88	32	24	541
CCC	22	1	--	--	52	17	19	2	18	8	6	15	150
Total	<u>85</u>	<u>33</u>	<u>40</u>	<u>84</u>	<u>112</u>	<u>58</u>	<u>27</u>	<u>67</u>	<u>117</u>	<u>102</u>	<u>38</u>	<u>40</u>	<u>803</u>
CRD 4													
Rail	2	3	2	2	11	--	--	--	2	1	--	31	54
Truck	17	53	23	27	23	14	20	20	27	19	15	23	281
CCC	--	--	--	--	11	--	--	--	22	7	2	21	63
Total	<u>19</u>	<u>56</u>	<u>25</u>	<u>29</u>	<u>45</u>	<u>14</u>	<u>20</u>	<u>20</u>	<u>51</u>	<u>27</u>	<u>17</u>	<u>75</u>	<u>398</u>

TABLE 37. (continued)

Origin and Mode	MONTHS ( 1 9 7 1 - 1 9 7 2 )												TOTAL
	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	
(000 bushels)													
CRD 5													
Rail	47	46	16	13	28	21	1	19	12	17	3	10	233
Truck	81	97	86	54	69	40	29	85	133	158	95	84	1,011
CCC	71	11	9	9	18	3	--	--	21	3	14	24	183
Total	199	154	111	76	115	64	30	104	166	178	112	118	1,427
CRD 6													
Rail	26	27	19	5	33	--	2	3	40	8	19	14	196
Truck	16	90	46	33	69	37	48	121	107	146	43	55	811
CCC	85	3	--	--	75	21	61	13	59	2	15	67	401
Total	127	120	65	38	177	58	111	137	206	156	77	136	1,408
CRD 7													
Rail	3	11	--	1	--	--	5	--	--	--	--	--	20
Truck	6	27	21	10	21	16	13	20	27	11	10	2	184
CCC	--	--	--	--	2	--	20	--	2	--	--	20	44
Total	9	38	21	11	23	16	38	20	29	11	10	22	248
CRD 8													
Rail	39	89	18	34	3	2	5	6	15	11	20	18	260
Truck	33	61	22	29	35	15	9	40	48	38	79	84	493
CCC	43	6	--	--	13	--	27	3	--	--	35	81	208
Total	115	156	40	63	51	17	41	49	63	49	134	183	961

TABLE 37. (continued)

Origin and Mode	M O N T H S ( 1 9 7 1 - 1 9 7 2 )												TOTAL
	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	
(000 bushels)													
CRD 9													
Rail	54	103	14	14	7	4	10	2	9	13	10	39	277
Truck	47	229	105	50	75	67	54	155	169	130	136	145	1,362
CCC	23	--	--	16	20	23	4	109	63	58	53	72	441
Total	<u>124</u>	<u>332</u>	<u>119</u>	<u>80</u>	<u>102</u>	<u>94</u>	<u>68</u>	<u>266</u>	<u>239</u>	<u>201</u>	<u>199</u>	<u>256</u>	<u>2,080</u>
STATE													
Rail	211	308	103	133	108	37	20	42	88	58	54	122	1,309
Truck	368	680	423	354	460	305	276	624	771	749	508	519	6,037
CCC	269	25	9	25	234	101	160	142	311	122	125	315	1,358
Total	<u>848</u>	<u>1,013</u>	<u>535</u>	<u>512</u>	<u>802</u>	<u>443</u>	<u>456</u>	<u>808</u>	<u>1,170</u>	<u>929</u>	<u>687</u>	<u>956</u>	<u>9,159</u>

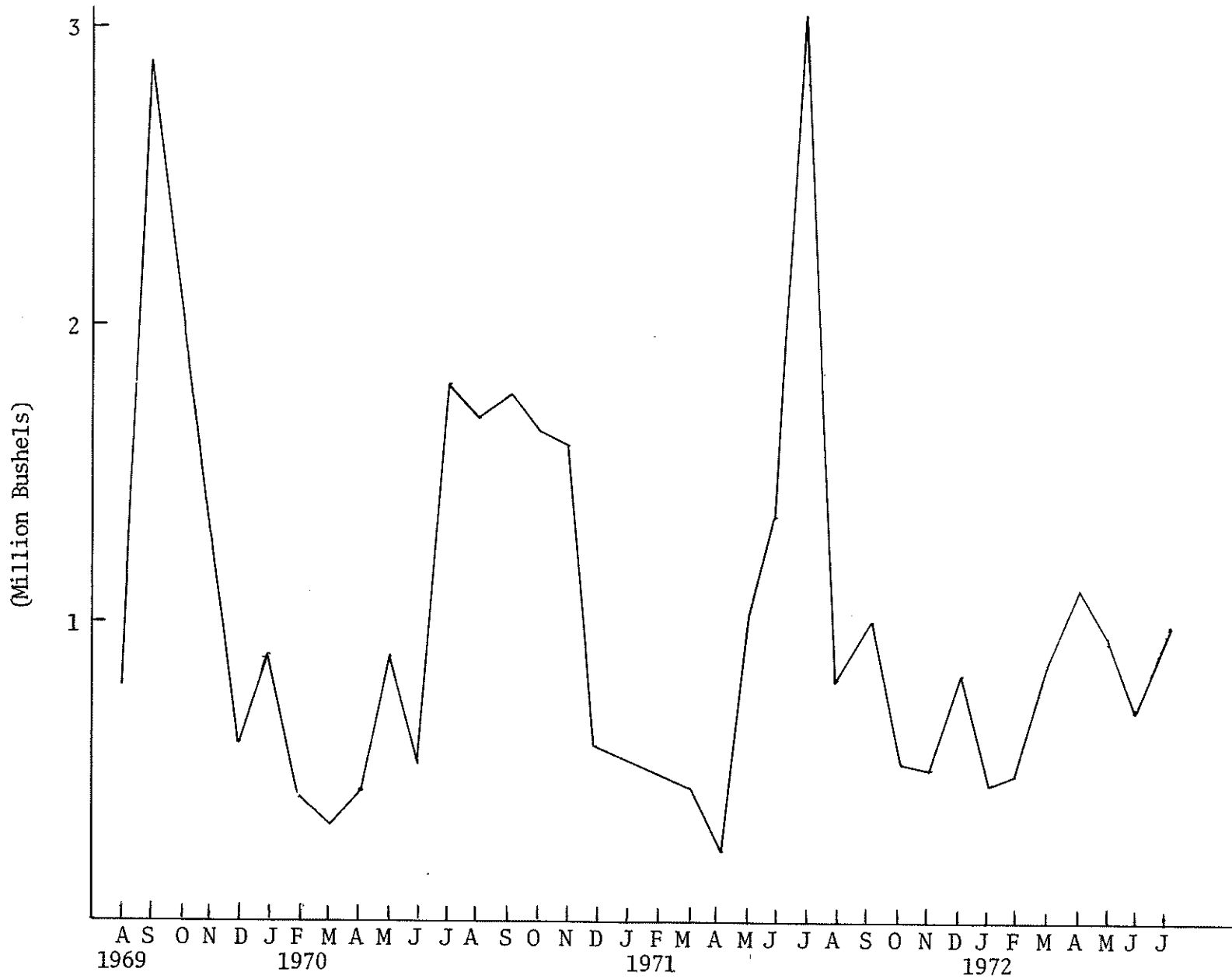


Figure 9. Shipments of Flax from North Dakota Country Elevators by Months, August, 1969 Through July, 1972.