

**NORTH DAKOTA GRAIN AND OILSEED
TRANSPORTATION STATISTICS
1983-84**

By

**Dennis R. Ming
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in cooperation with

**NORTH DAKOTA STATE WHEAT COMMISSION
BISMARCK, NORTH DAKOTA**

and

**NORTH DAKOTA PUBLIC SERVICE COMMISSION
BISMARCK, NORTH DAKOTA**

NOVEMBER 1984

PREFACE

The 1983-84 North Dakota Grain and Oilseed Transportation Statistics Report was prepared by Dennis R. Ming, Research Associate and Randy D. Dick, Research Assistant, Upper Great Plains Transportation Institute.

This report represents a continuation of analysis concerned with the patterns and methods of distributing grains and oilseeds 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 56, and Agricultural Experiment Station Bulletin 462. The compilation and analysis of data for the year 1967-68 in this series was 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 grains and oilseeds by truck and rail. Prior to 1967-68, these data had been estimated from questionnaires completed by a small portion or sample of country elevators.

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NORTH DAKOTA GRAIN AND OILSEED TRANSPORTATION STATISTICS
1983-84

Objective of Report

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 objective of this report, like prior reports, is to provide the necessary data base for identifying trends in the distribution of grain and oilseeds from North Dakota.

Scope of Report

Data were tabulated according to major characteristics which typically describe commodity flows. The major characteristics considered were: destination of shipment, mode of shipment, origin of shipment, time of shipment, and commodity shipped. These characteristics were defined as follows:

Destination of shipment: Minneapolis-St. Paul, Duluth-Superior, West (includes western states and North Pacific ports), and miscellaneous markets.

Mode of shipment: Rail or truck. Rail includes Commodity Credit Corporation shipments.

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

Time of shipment: By month, from July, 1983 to June, 1984 and previous years.

Commodity shipped: Hard red spring wheat, durum, barley, sunflower, oats, soybeans, flaxseed and corn.

Source of Data

The data used to analyze North Dakota grain distribution patterns for the period July, 1983 through June, 1984, were obtained from all country elevators in North Dakota. The data source is the North Dakota Public Service Commission's "Grain Movement Reports." Every country elevator in North Dakota is required under state statute to assemble and submit to the Public Service Commission such information desired by the Commission on a monthly basis.

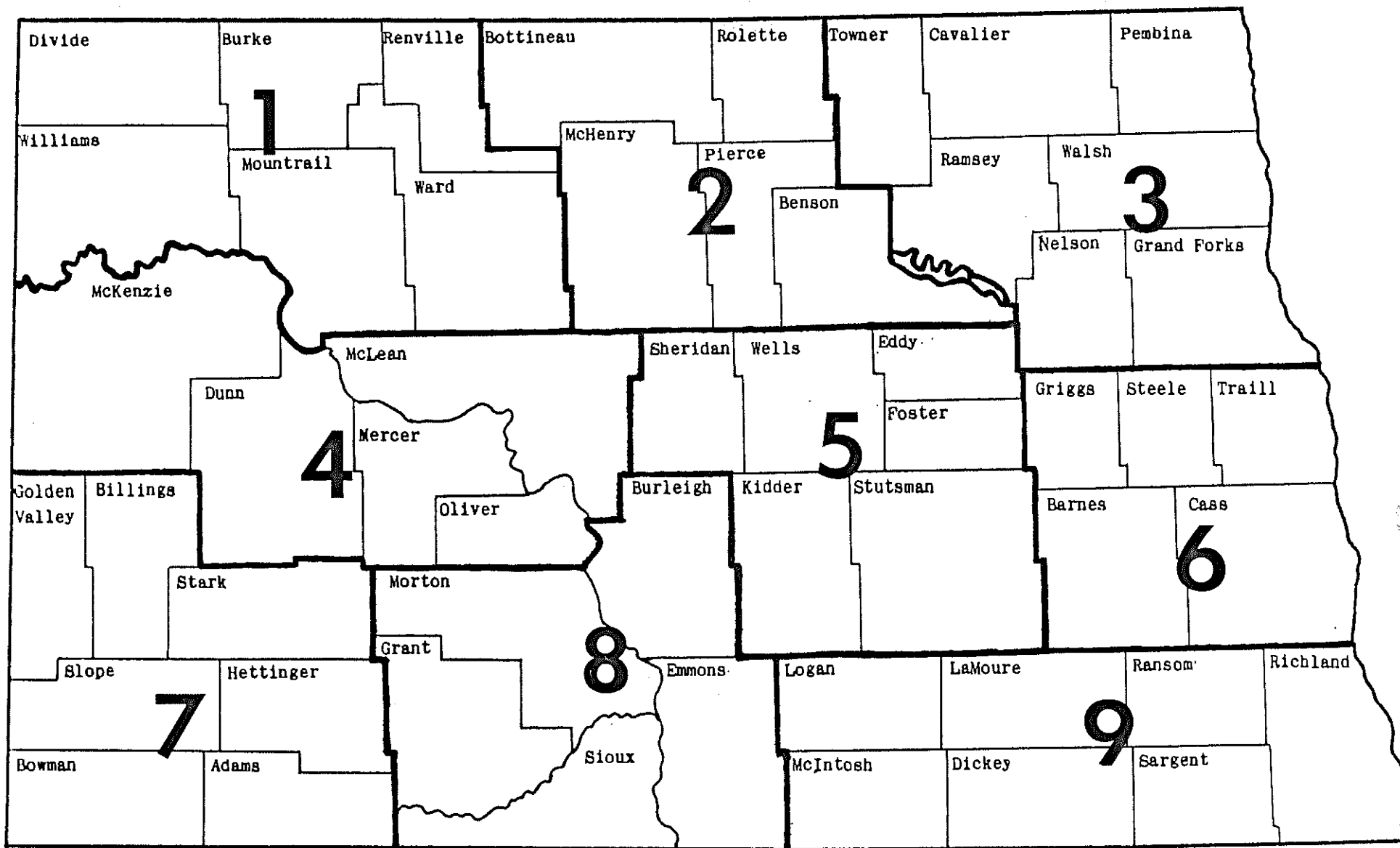


Figure 1. North Dakota Crop Reporting Districts and Counties.

Organization of the Remainder of the Report

The same general commodity flow characteristics are considered in this report as in previous reports of this nature. The commodity flow characteristic "commodity shipped" is used to delineate major sections of the report. That is, flow patterns for each type of grain are described in separate sections. The sections are presented in the following order: (1) Total (total grain and oilseed shipments), (2) Wheat (hard red spring wheat), (3) Durum, (4) Barley, (5) Sunflower, (6) Oats, (7) Soybeans, (8) Flaxseed, and (9) Corn.

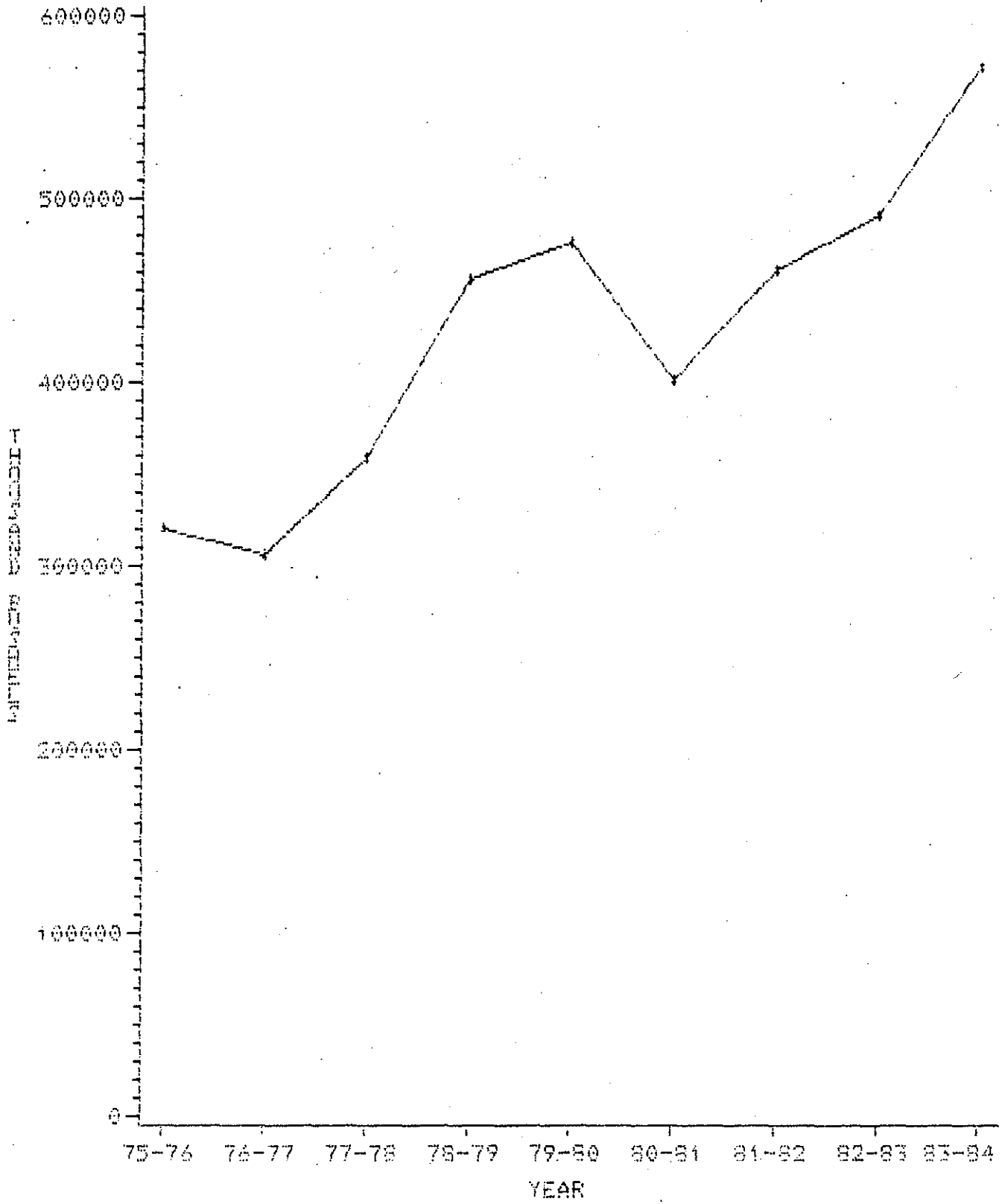
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NORTH DAKOTA GRAIN AND OILSEED SHIPMENTS
1975-1984

YEAR	HARD RED SPRING	DURUM	BARLEY	SUNFLOWERS	OATS	SOYBEANS	FLAXSEED	MISC.	CORN	TOTAL
	(thousand bu.)									
1975-76	139,361 (44%)	74,817 (23%)	56,355 (18%)	14,554 (5%)	15,104 (1%)	2,359 (1%)	6,590 (2%)	11,145 (3%)	N.A.	320,285 (100%)
1976-77	123,976 (41%)	65,024 (21%)	73,314 (24%)	15,622 (5%)	12,158 (4%)	1,941 (1%)	4,883 (2%)	8,994 (3%)	N.A.	305,912 (100%)
1977-78	127,953 (36%)	88,366 (25%)	63,115 (18%)	51,278 (14%)	10,492 (3%)	1,776 (1%)	6,174 (2%)	9,450 (3%)	N.A.	358,604 (100%)
1978-79	184,923 (41%)	88,659 (19%)	69,648 (15%)	79,253 (17%)	12,087 (3%)	2,943 (1%)	4,541 (1%)	14,180 (3%)	N.A.	456,234 (100%)
1979-80	169,573 (36%)	94,581 (20%)	78,621 (17%)	95,940 (20%)	7,959 (2%)	5,452 (1%)	4,580 (1%)	19,358 (4%)	N.A.	476,064 (100%)
1980-81	126,115 (31%)	63,193 (16%)	62,672 (15%)	114,866 (28%)	3,515 (1%)	3,109 (1%)	4,176 (1%)	9,498 (2%)	13,941 (3%)	401,085 (100%)
1981-82	148,169 (32%)	81,881 (17%)	79,801 (17%)	111,496 (24%)	8,379 (2%)	5,801 (1%)	3,644 (0.8%)	12,232 (3%)	10,460 (2%)	461,862 (100%)
1982-83	178,800 (36%)	79,132 (16%)	70,106 (14%)	121,744 (25%)	10,583 (2%)	7,687 (2%)	4,883 (1%)	8,219 (2%)	10,518 (2%)	491,671 (100%)
1983-84	163,305 (28%)	84,941 (15%)	106,645 (19%)	134,409 (23%)	21,261 (4%)	12,504 (2%)	4,235 (0.7%)	13,254 (2%)	32,463 (7%)	573,018 (100%)

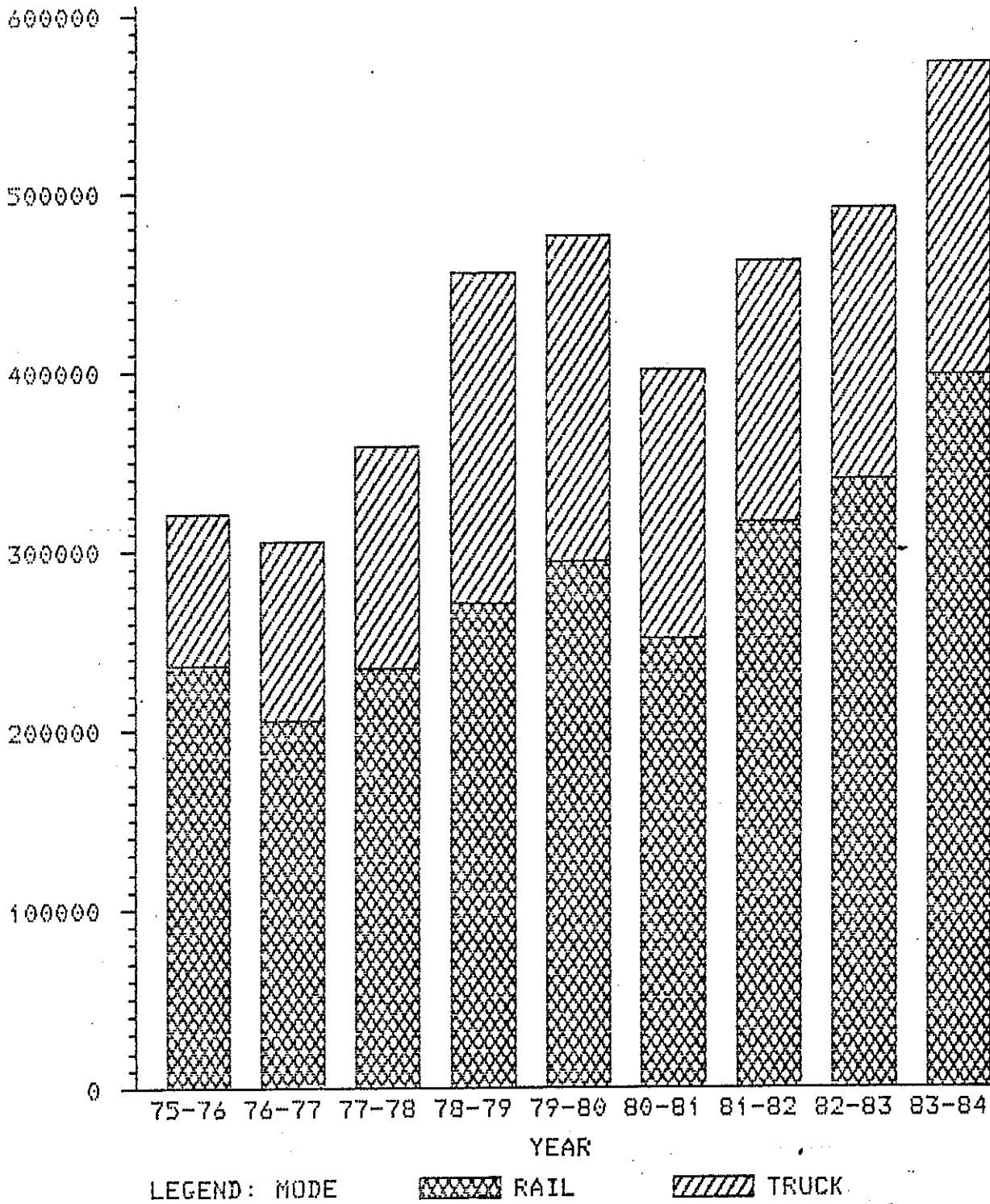
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ALL COMM TO ALL DEST



ALL COMM TO ALL DEST BY MODE

(thousand bu.)



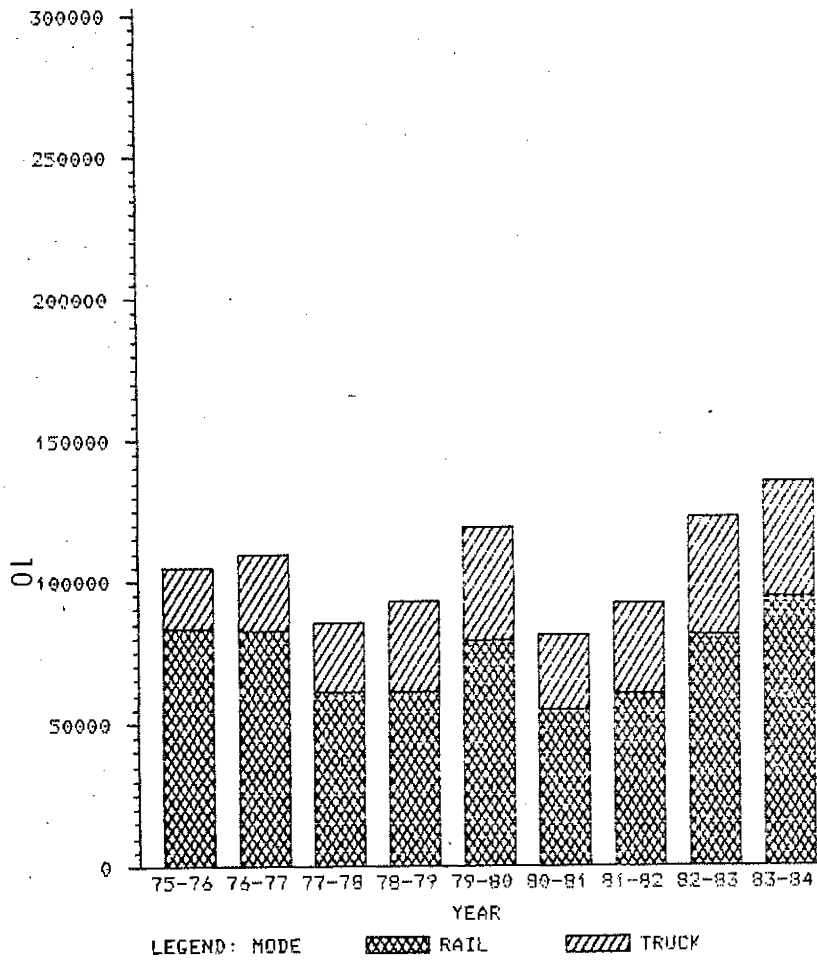
NORTH DAKOTA GRAIN AND OILSEED SHIPMENTS
BY DESTINATION

YEAR	MINNEAPOLIS-ST. PAUL	DULUTH-SUPERIOR	WEST	MISC. MARKETS	TOTAL
	(thousand bu.)				
1975-76	104,900 (33%)	152,514 (48%)	22,031 (7%)	40,840 (13%)	320,285 (100%)
1976-77	109,620 (36%)	128,044 (42%)	20,823 (7%)	47,425 (16%)	305,912 (100%)
1977-78	85,231 (24%)	192,925 (54%)	29,031 (8%)	51,417 (14%)	358,604 (100%)
1978-79	93,353 (20%)	250,653 (55%)	46,413 (10%)	65,814 (14%)	456,233 (100%)
1979-80	119,711 (25%)	230,544 (48%)	46,954 (10%)	78,856 (17%)	476,065 (100%)
1980-81	81,487 (20%)	184,825 (46%)	39,975 (10%)	94,798 (24%)	401,085 (100%)
1981-82	92,099 (20%)	230,899 (50%)	37,006 (8%)	101,859 (22%)	461,862 (100%)
1982-83	122,745 (25%)	201,427 (41%)	45,240 (9%)	122,259 (25%)	491,671 (100%)
1983-84	135,711 (24%)	208,948 (36%)	59,529 (10%)	168,829 (29%)	573,018 (100%)
3 Year Average	116,852 (23%)	213,758 (42%)	47,258 (9%)	224,118 (25%)	508,850 (100%)

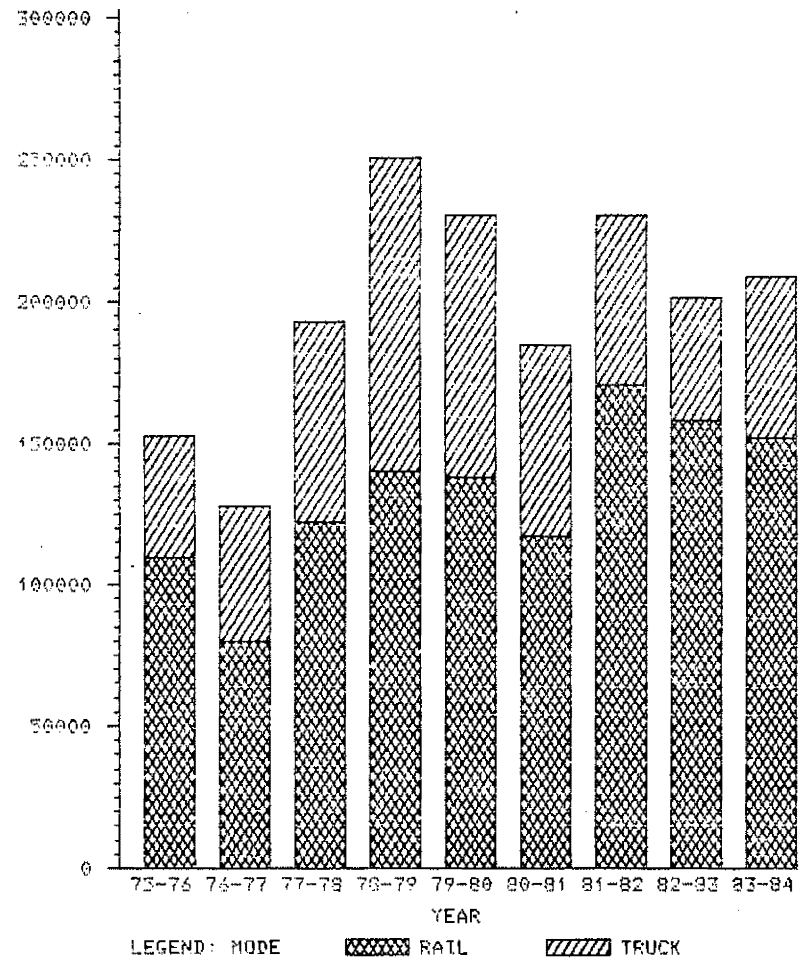
NORTH DAKOTA GRAIN AND OILSEED SHIPMENTS BY RAIL AND TRUCK AND DESTINATION

YEAR	MINNEAPOLIS-ST. PAUL		DULUTH-SUPERIOR		WEST		MISC. MARKETS		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
	(thousand bu.)									
1975-76	83,290 (79%)	21,610 (21%)	110,012 (72%)	42,502 (28%)	15,376 (70%)	6,654 (30%)	27,813 (68%)	13,027 (32%)	236,491 (74%)	83,793 (26%)
1976-77	82,764 (76%)	26,856 (24%)	80,207 (63%)	47,837 (37%)	11,703 (56%)	9,120 (44%)	30,455 (64%)	16,970 (36%)	205,129 (67%)	100,783 (33%)
1977-78	60,859 (71%)	24,372 (29%)	121,899 (63%)	71,025 (37%)	19,386 (67%)	9,645 (33%)	33,034 (64%)	18,384 (36%)	235,178 (66%)	123,426 (34%)
1978-79	61,186 (66%)	32,168 (34%)	140,112 (56%)	110,541 (44%)	33,461 (72%)	12,952 (28%)	36,310 (55%)	29,504 (45%)	271,069 (59%)	185,165 (41%)
1979-80	79,040 (60%)	40,672 (40%)	138,313 (66%)	92,225 (34%)	31,878 (68%)	15,076 (32%)	45,106 (57%)	33,750 (43%)	294,342 (62%)	181,724 (38%)
1980-81	54,815 (67%)	26,672 (33%)	117,168 (63%)	67,657 (37%)	25,549 (64%)	14,426 (36%)	54,406 (57%)	40,392 (43%)	251,938 (63%)	149,147 (37%)
1981-82	60,345 (66%)	31,753 (34%)	170,762 (74%)	60,136 (26%)	24,165 (65%)	12,841 (35%)	62,032 (61%)	39,827 (39%)	317,304 (69%)	144,558 (31%)
1982-83	81,525 (66%)	41,220 (34%)	158,282 (78%)	43,145 (21%)	30,108 (67%)	15,132 (33%)	70,546 (58%)	51,713 (42%)	340,461 (69%)	151,210 (31%)
1983-84	94,765 (70%)	40,946 (30%)	152,223 (73%)	56,725 (27%)	49,251 (83%)	10,279 (17%)	102,553 (61%)	66,276 (39%)	398,792 (70%)	174,226 (30%)
3 Year Average	78,878 (68%)	37,973 (32%)	160,442 (75%)	53,335 (25%)	34,508 (73%)	12,751 (27%)	78,377 (60%)	52,605 (40%)	352,186 (69%)	156,665 (31%)

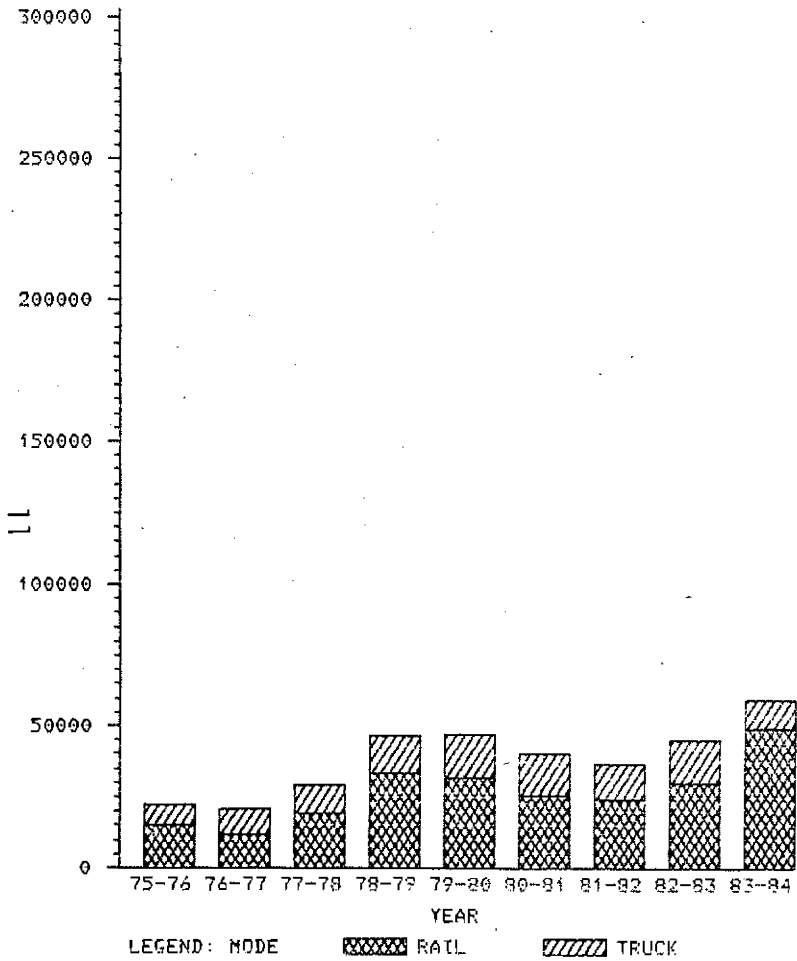
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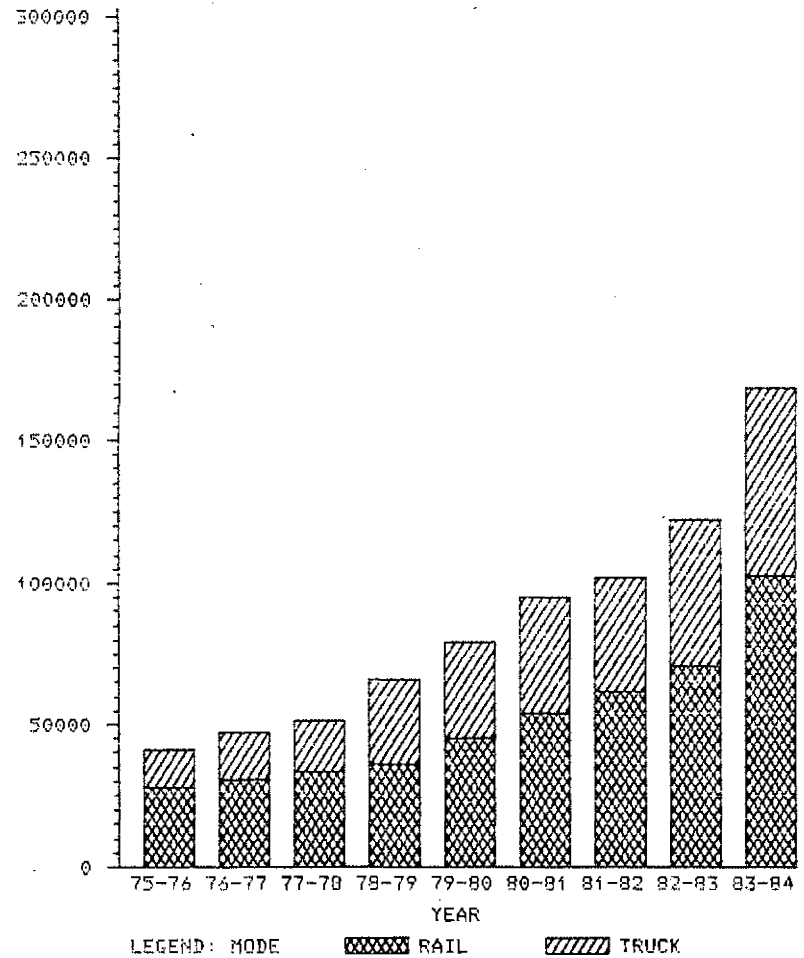
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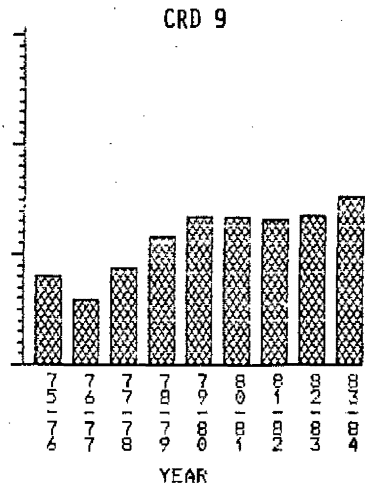
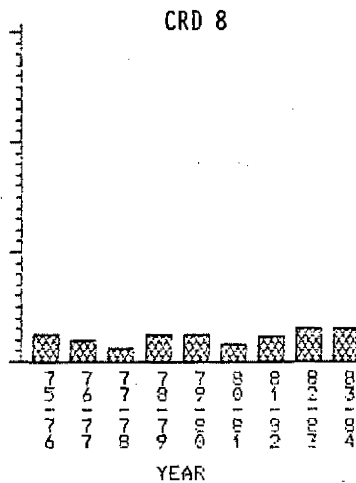
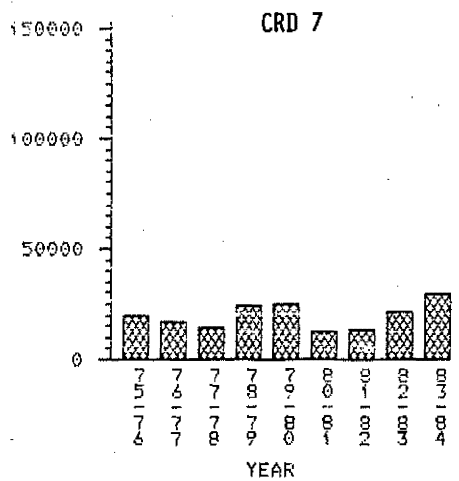
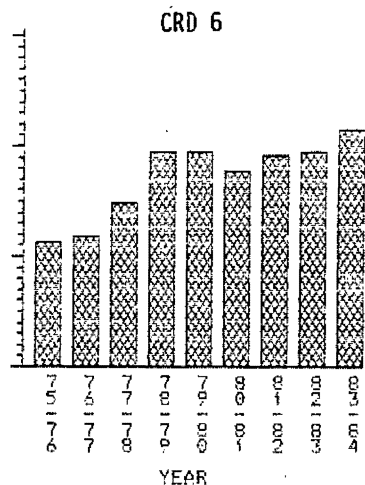
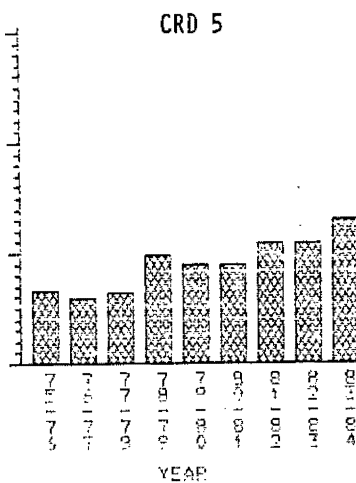
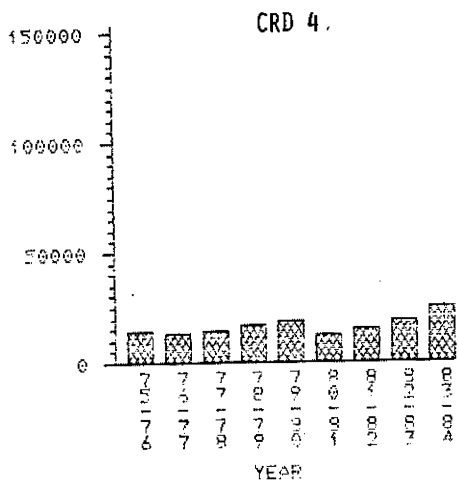
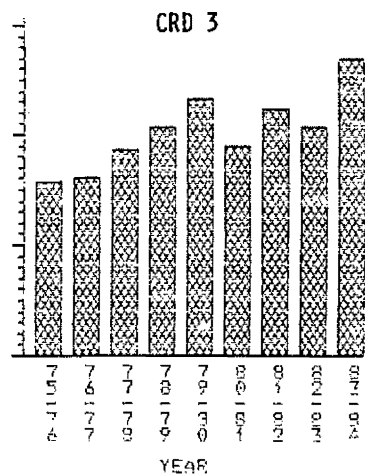
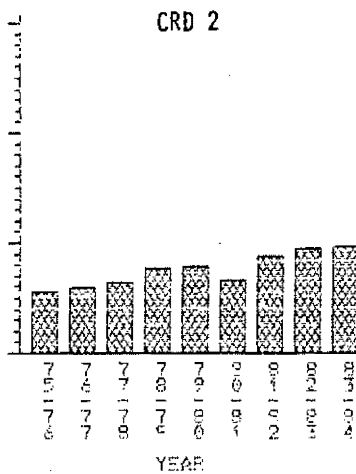
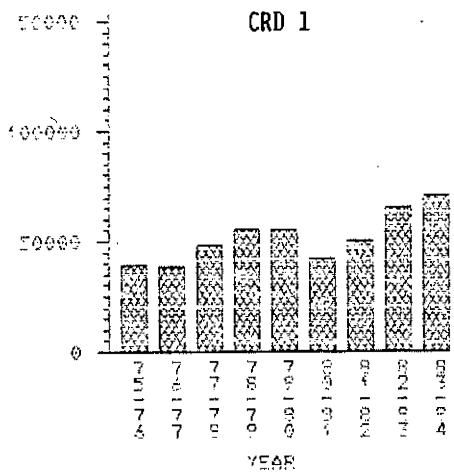
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NORTH DAKOTA GRAIN AND OILSEED SHIPMENTS
BY CROP REPORTING DISTRICT ORIGIN

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
	(thousand bu.)									
1975-76	39,254 (12%)	27,362 (9%)	78,193 (24%)	13,941 (4%)	33,031 (10%)	55,875 (17%)	20,044 (6%)	12,834 (4%)	39,748 (12%)	320,282 (100%)
1976-77	38,628 (13%)	29,421 (10%)	80,085 (26%)	13,315 (4%)	29,763 (10%)	58,924 (19%)	17,044 (6%)	9,454 (3%)	29,280 (10%)	305,914 (100%)
1977-78	47,881 (13%)	32,552 (9%)	92,607 (26%)	14,323 (4%)	32,575 (9%)	74,423 (21%)	14,150 (4%)	6,373 (2%)	43,721 (12%)	358,605 (100%)
1978-79	55,802 (12%)	38,668 (8%)	103,393 (23%)	17,394 (4%)	49,133 (11%)	97,722 (21%)	23,776 (5%)	12,099 (3%)	58,249 (13%)	456,236 (100%)
1979-80	55,571 (12%)	39,278 (8%)	116,150 (24%)	18,722 (4%)	44,364 (9%)	97,513 (20%)	24,865 (5%)	12,761 (3%)	66,843 (14%)	476,067 (100%)
1980-81	41,942 (10%)	32,879 (8%)	94,203 (24%)	12,540 (3%)	44,670 (11%)	88,147 (22%)	12,060 (3%)	7,864 (2%)	66,779 (17%)	401,085 (100%)
1981-82	49,664 (11%)	43,480 (9%)	111,527 (24%)	15,078 (3%)	54,129 (12%)	95,952 (20%)	13,820 (3%)	11,984 (2%)	66,228 (14%)	461,862 (100%)
1982-83	64,835 (13%)	47,675 (10%)	103,975 (21%)	18,459 (4%)	54,562 (11%)	96,897 (20%)	21,755 (4%)	15,245 (3%)	68,266 (14%)	491,671 (100%)
1983-84	70,495 (12%)	47,956 (8%)	134,748 (24%)	25,113 (4%)	65,116 (11%)	107,521 (19%)	29,812 (5%)	15,453 (3%)	76,803 (13%)	573,018 (100%)
3 Year Average	61,665 (12%)	46,370 (9%)	116,750 (23%)	19,550 (4%)	57,936 (11%)	101,123 (20%)	21,796 (4%)	14,227 (3%)	70,432 (14%)	508,850 (100%)

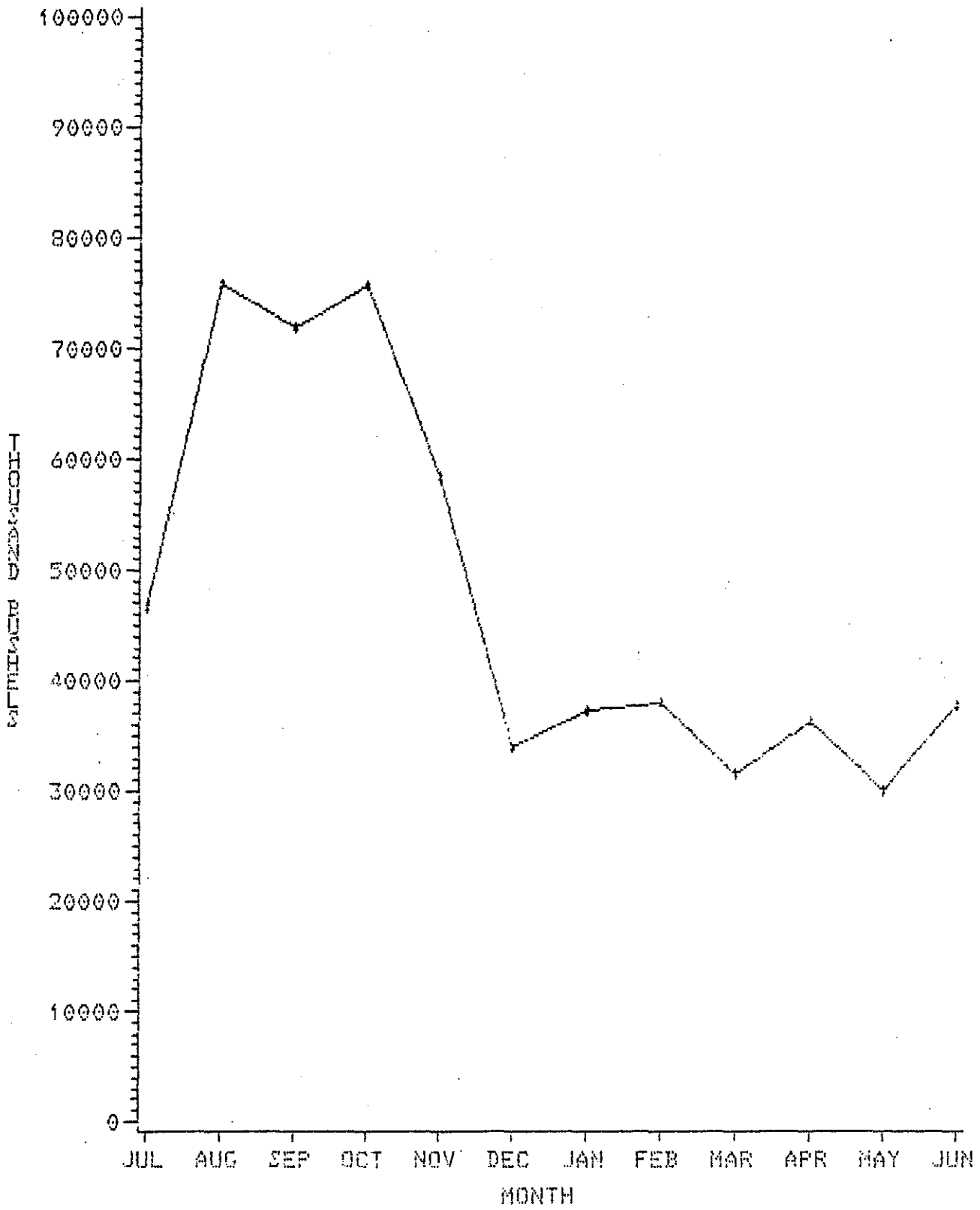
ALL GRAIN AND OILSEED SHIPMENTS BY CRD
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NORTH DAKOTA GRAIN AND OILSEED MOVEMENT BY MONTH
 July, 1983 - June, 1984
 (bushels)

MONTH	HRS	DURUM	SOYBEANS	FLAXSEED	BARLEY	OATS	CORN	SUNFLOWERS	MISC.	TOTAL
July	11,331,776	6,578,689	1,009,746	232,212	6,914,073	781,082	855,101	17,780,078	1,116,456	46,599,213
August	21,772,463	13,526,847	534,815	351,209	19,711,761	4,784,500	1,162,790	10,997,612	3,067,816	75,909,813
September	24,435,238	12,419,694	1,010,356	1,570,439	15,625,864	5,041,344	1,608,049	8,580,306	1,482,427	71,773,717
October	11,679,515	5,992,481	3,148,075	729,373	10,996,351	2,953,412	5,259,336	33,530,126	1,338,567	75,627,236
November	14,950,665	7,195,831	1,596,361	252,971	11,208,432	2,440,735	4,959,385	14,770,380	1,020,271	58,395,031
December	8,890,258	5,068,299	649,021	208,501	6,388,369	1,160,785	4,031,461	6,923,187	645,181	33,965,062
January	9,875,624	6,367,246	853,874	311,864	6,097,192	1,336,371	3,223,780	8,204,646	1,023,331	37,293,928
February	9,916,915	9,400,083	479,225	237,639	6,798,183	810,865	2,240,403	7,316,707	726,111	37,926,131
March	11,789,649	5,400,193	870,694	134,688	5,865,096	517,817	2,505,216	3,723,969	702,856	31,510,178
April	13,516,403	4,050,674	856,571	62,968	5,092,992	408,270	2,839,877	8,761,071	727,174	36,316,000
May	12,635,330	3,431,078	803,118	67,370	4,551,683	409,486	1,402,949	6,117,918	669,617	30,088,549
June	12,511,078	5,510,257	691,678	76,209	7,395,458	615,975	2,374,970	7,702,884	734,168	37,612,677
Total	163,304,914	84,941,372	12,503,534	4,235,443	106,645,454	21,260,642	32,463,317	134,408,884	13,253,975	573,017,535

ALL COMM TO ALL DEST BY MONTH



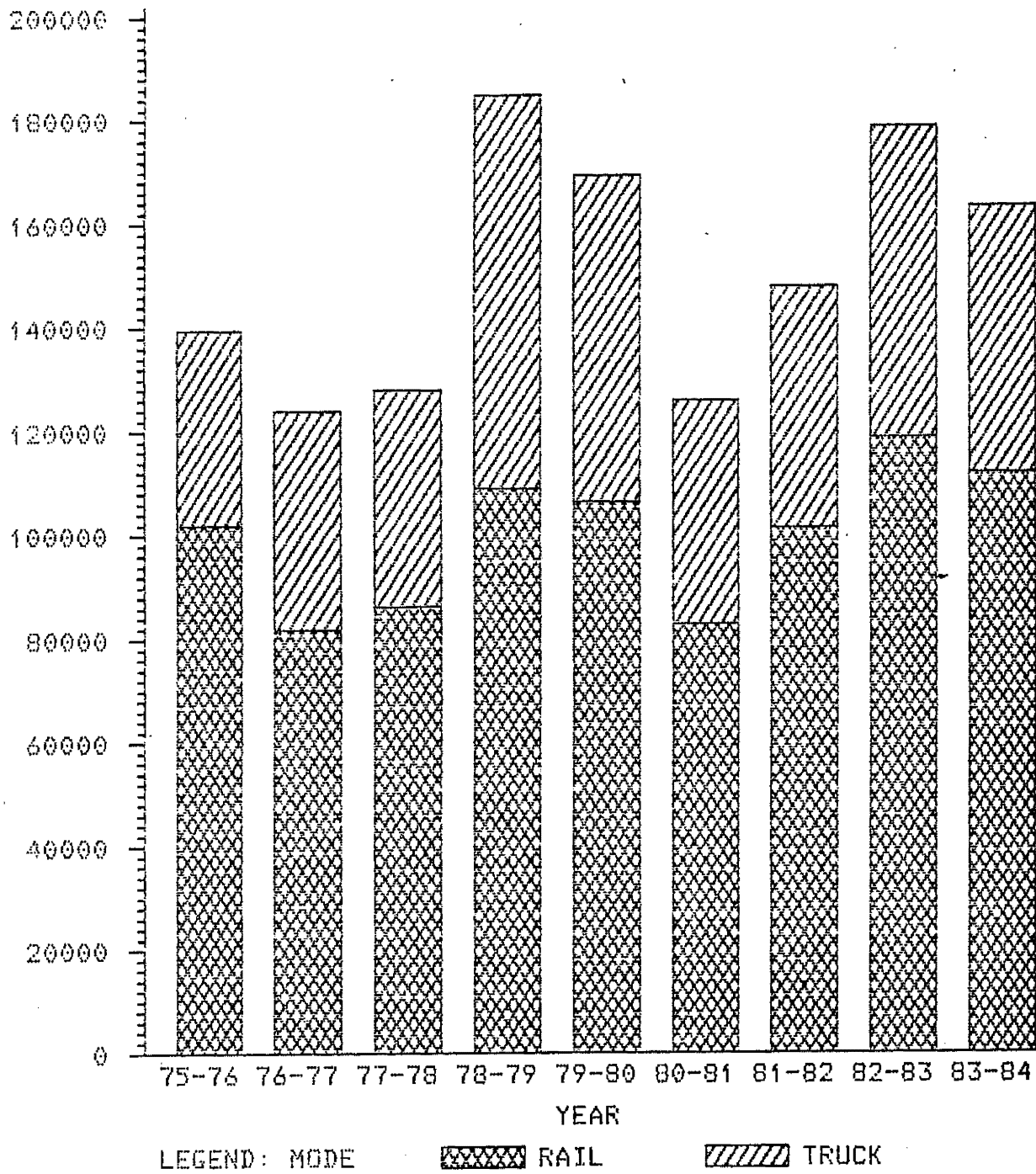
WHEAT

NORTH DAKOTA HARD RED SPRING WHEAT SHIPMENTS
BY DESTINATION

YEAR	MINNEAPOLIS-ST. PAUL	DULUTH-SUPERIOR	WEST	MISC. MARKETS	TOTAL
	(thousand bu.)				
1975-76	32,855 (24%)	74,467 (53%)	17,788 (13%)	14,253 (10%)	139,363 (100%)
1976-77	38,230 (31%)	53,419 (43%)	16,675 (13%)	15,651 (13%)	123,975 (100%)
1977-78	28,199 (22%)	65,832 (51%)	21,502 (17%)	12,402 (10%)	127,953 (100%)
1978-79	28,846 (16%)	108,717 (59%)	34,818 (19%)	12,542 (7%)	184,923 (100%)
1979-80	44,031 (26%)	76,887 (45%)	31,377 (19%)	17,278 (10%)	169,573 (100%)
1980-81	27,981 (22%)	62,608 (50%)	23,074 (18%)	12,453 (10%)	126,116 (100%)
1981-82	31,584 (21%)	77,113 (52%)	25,325 (17%)	14,146 (10%)	148,168 (100%)
1982-83	49,562 (28%)	79,160 (44%)	34,527 (19%)	15,550 (9%)	178,800 (100%)
1983-84	48,696 (30%)	66,518 (41%)	29,091 (18%)	19,000 (12%)	163,305 (100%)
3 Year Average	43,281 (27%)	74,264 (45%)	29,648 (18%)	16,232 (10%)	163,424 (100%)

HRS TO ALL DEST BY MODE

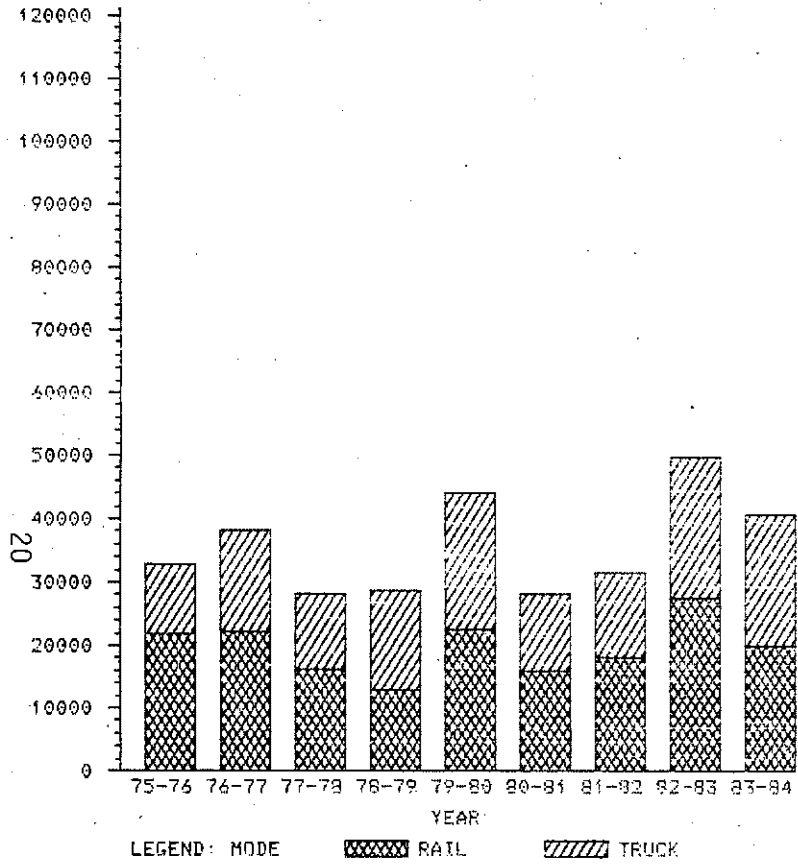
(thousand bu.)



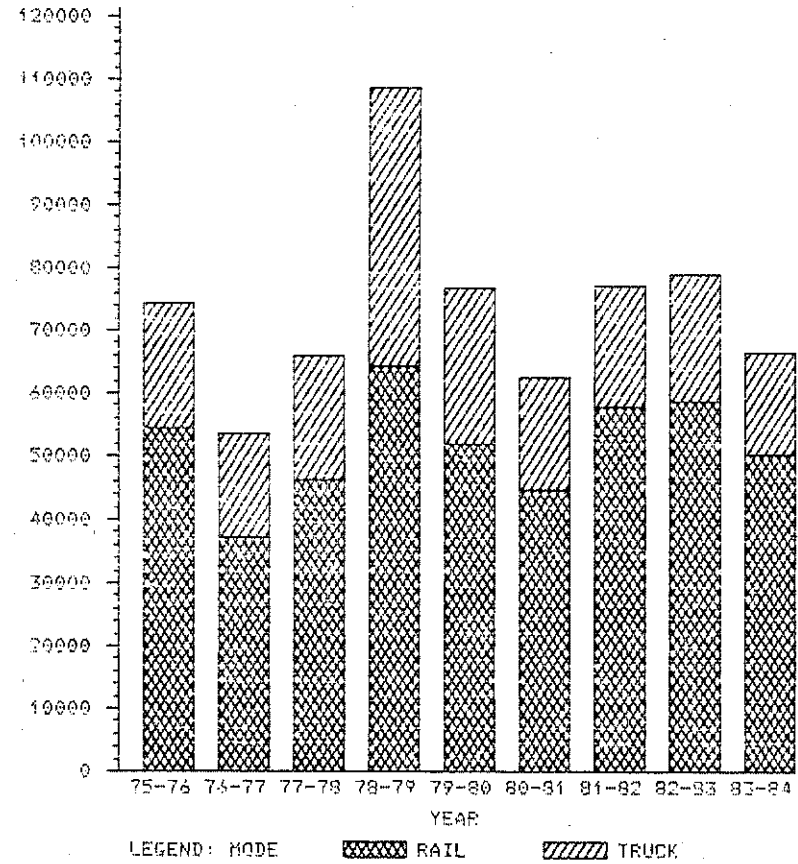
NORTH DAKOTA HARD RED SPRING WHEAT SHIPMENTS BY RAIL AND TRUCK AND DESTINATION

YEAR	MINNEAPOLIS-ST. PAUL		DULUTH-SUPERIOR		WEST		MISC. MARKETS		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
	(thousand bu.)									
1975-76	21,832 (66%)	11,023 (34%)	54,310 (73%)	20,157 (27%)	14,261 (80%)	3,527 (20%)	11,421 (80%)	2,832 (20%)	101,824 (73%)	37,539 (27%)
1976-77	22,206 (58%)	16,024 (42%)	37,140 (70%)	16,280 (30%)	10,629 (64%)	6,047 (36%)	12,249 (78%)	3,402 (22%)	82,224 (66%)	41,753 (33%)
1977-78	16,211 (57%)	11,988 (43%)	46,283 (70%)	19,548 (30%)	14,630 (68%)	6,873 (32%)	9,385 (76%)	3,035 (24%)	86,509 (68%)	41,444 (32%)
1978-79	12,762 (44%)	16,084 (56%)	64,230 (59%)	44,487 (41%)	24,389 (70%)	10,429 (30%)	7,429 (59%)	5,114 (41%)	108,810 (59%)	76,114 (41%)
1979-80	22,476 (51%)	21,555 (49%)	51,970 (67%)	24,917 (33%)	19,337 (62%)	12,040 (38%)	12,481 (72%)	4,796 (28%)	106,265 (63%)	63,308 (37%)
1980-81	15,942 (57%)	12,039 (43%)	44,702 (71%)	17,906 (29%)	12,444 (54%)	10,630 (46%)	9,670 (78%)	2,783 (22%)	82,758 (66%)	43,358 (34%)
1981-82	18,080 (57%)	13,504 (43%)	57,821 (74%)	19,292 (26%)	15,709 (62%)	9,616 (38%)	9,709 (68%)	4,436 (32%)	101,319 (68%)	46,848 (32%)
1982-83	27,413 (55%)	22,149 (45%)	58,601 (74%)	20,559 (26%)	23,371 (68%)	11,156 (32%)	9,798 (63%)	5,752 (37%)	119,183 (67%)	59,616 (33%)
1983-84	20,087 (49%)	20,609 (51%)	50,383 (76%)	16,136 (24%)	20,523 (71%)	8,568 (29%)	13,020 (69%)	5,980 (31%)	112,013 (69%)	51,292 (31%)
3 Year Average	21,860 (54%)	18,754 (46%)	55,602 (75%)	18,662 (25%)	19,868 (67%)	9,780 (33%)	10,842 (67%)	5,389 (33%)	110,838 (68%)	52,585 (32%)

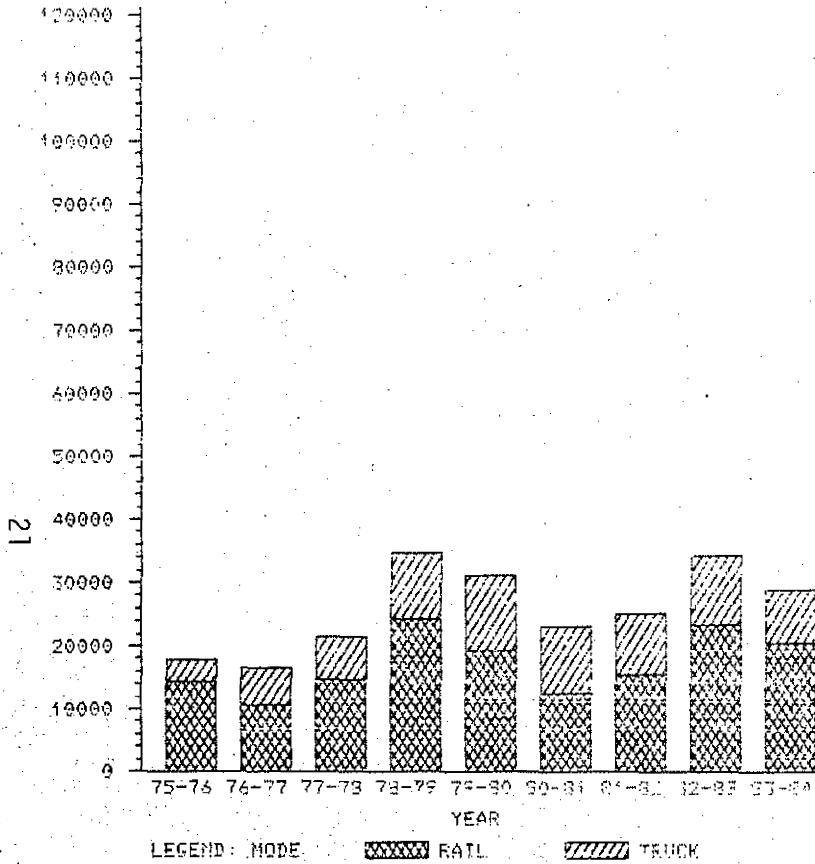
HRS TO MSP BY MODE
(THOUSAND BU.)



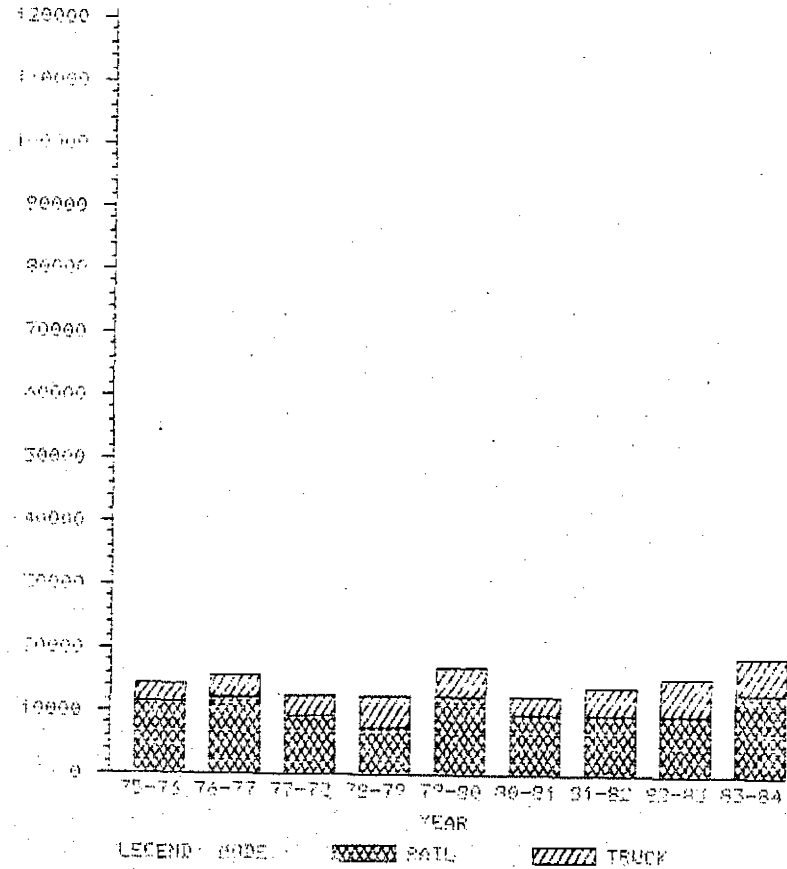
HRS TO DS BY MODE
(THOUSAND BU.)



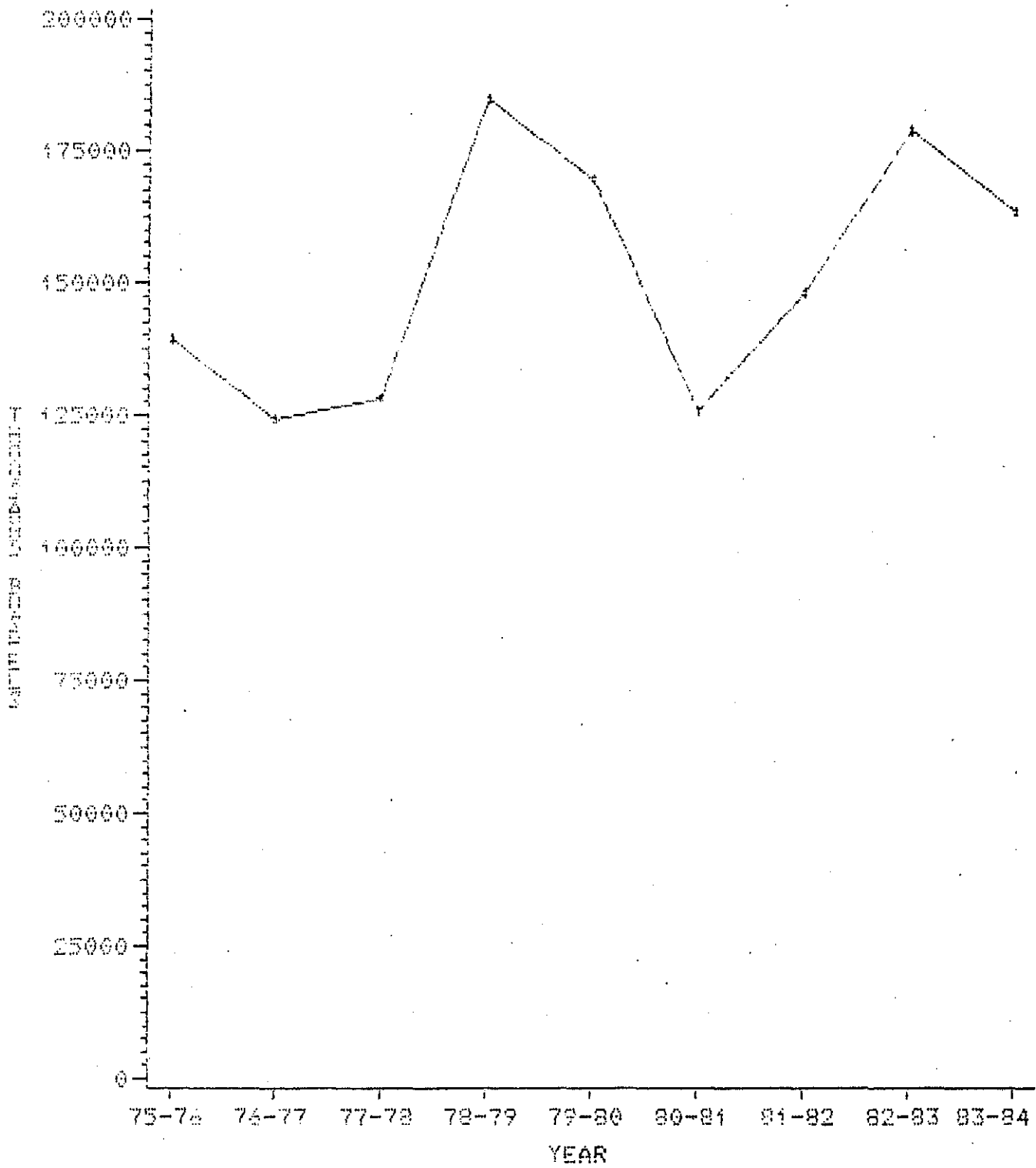
HRS TO PNW BY MODE
(THOUSAND BU.)



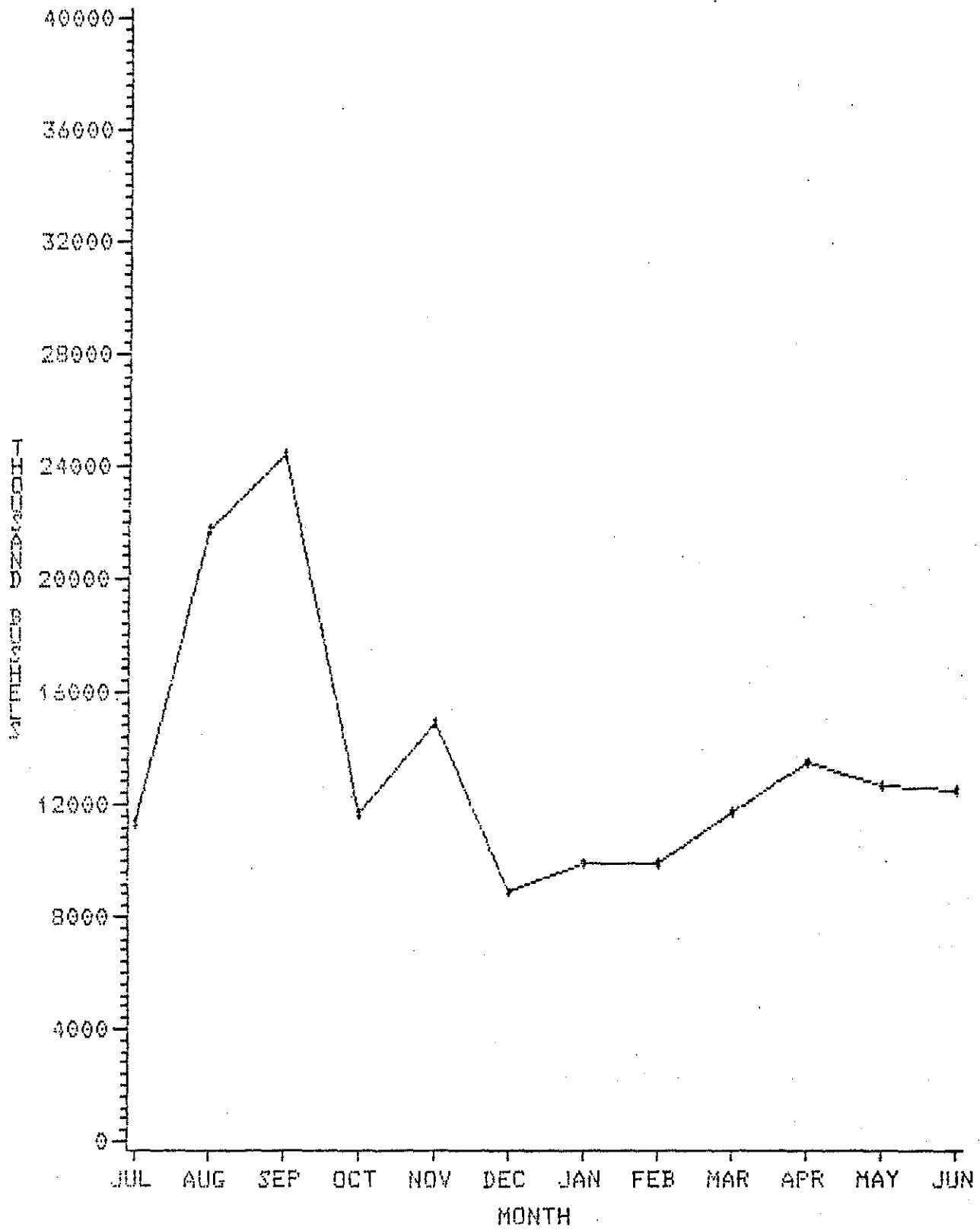
HRS TO MISC BY MODE
(THOUSAND BU.)



HRS TO ALL DEST



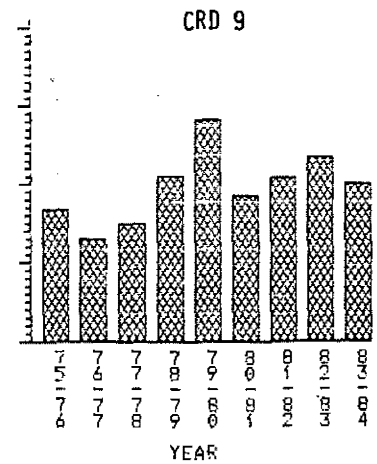
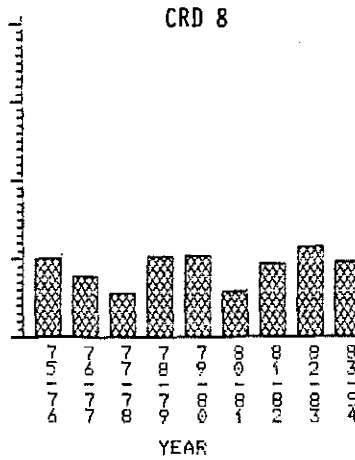
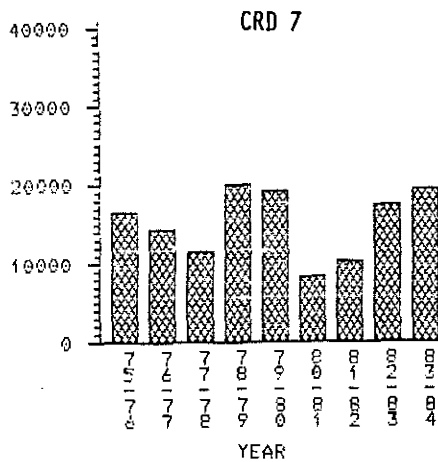
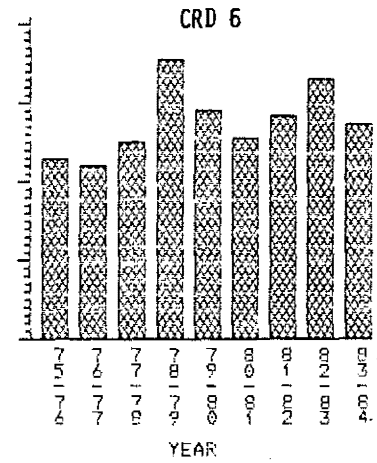
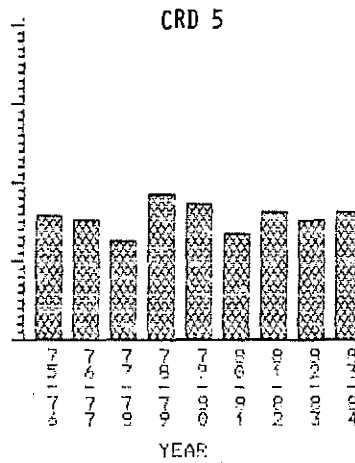
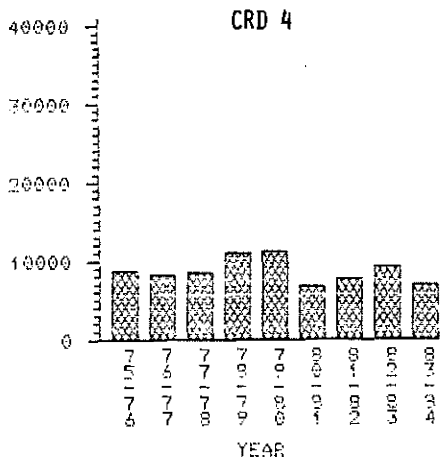
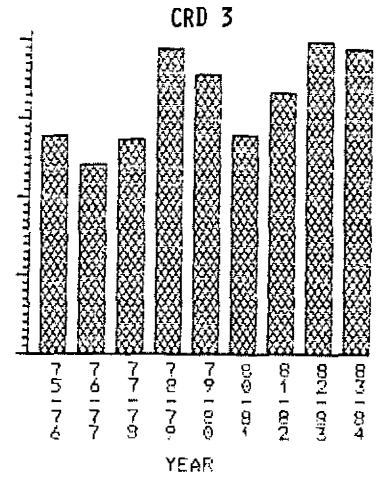
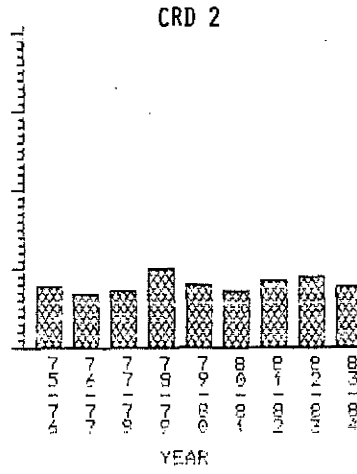
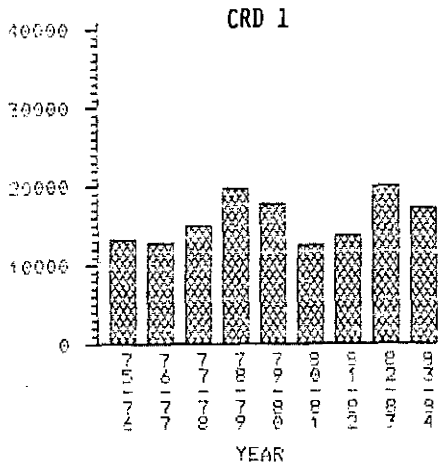
HRS TO ALL DEST BY MONTH



NORTH DAKOTA HARD RED SPRING WHEAT MOVEMENTS
BY CROP REPORTING DISTRICT ORIGIN

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
	(thousand bu.)									
1975-76	13,179 (9%)	7,872 (7%)	27,698 (20%)	8,821 (6%)	15,695 (11%)	22,962 (16%)	16,422 (12%)	9,993 (7%)	16,720 (12%)	139,362 (100%)
1976-77	12,657 (10%)	6,807 (5%)	24,053 (19%)	8,209 (7%)	15,253 (12%)	22,000 (18%)	14,182 (11%)	7,782 (6%)	13,033 (11%)	123,976 (100%)
1977-78	15,009 (11%)	7,370 (6%)	27,331 (21%)	8,477 (7%)	12,521 (10%)	25,013 (20%)	11,563 (9%)	5,567 (4%)	15,103 (12%)	127,954 (100%)
1978-79	19,640 (11%)	10,028 (5%)	38,757 (21%)	11,116 (6%)	18,546 (10%)	35,425 (19%)	20,117 (11%)	10,317 (6%)	20,977 (11%)	184,823 (100%)
1979-80	17,678 (10%)	8,124 (5%)	35,407 (21%)	11,230 (7%)	17,253 (10%)	29,088 (17%)	19,327 (11%)	10,284 (6%)	28,182 (12%)	169,573 (100%)
1980-81	12,552 (10%)	7,182 (6%)	27,836 (22%)	6,793 (5%)	13,584 (11%)	25,503 (20%)	8,241 (7%)	5,832 (5%)	18,593 (15%)	126,116 (100%)
1981-82	13,703 (9%)	8,468 (6%)	33,325 (23%)	7,690 (5%)	16,187 (11%)	28,331 (19%)	10,373 (7%)	9,220 (6%)	20,873 (14%)	148,168 (100%)
1982-83	20,007 (11%)	9,074 (5%)	39,668 (22%)	9,217 (5%)	15,149 (8%)	33,061 (18%)	17,568 (10%)	11,457 (6%)	23,599 (13%)	178,800 (100%)
1983-84	17,360 (11%)	7,662 (5%)	38,766 (24%)	7,121 (4%)	16,189 (10%)	27,265 (17%)	19,397 (12%)	9,518 (6%)	20,027 (12%)	163,305 (100%)
3 Year Average	17,023 (10%)	8,401 (5%)	37,253 (23%)	8,009 (5%)	15,842 (10%)	29,552 (18%)	15,779 (10%)	10,065 (6%)	21,500 (13%)	163,424 (100%)

HARD RED SPRING SHIPMENTS BY CRD
(THOUSAND BU.)



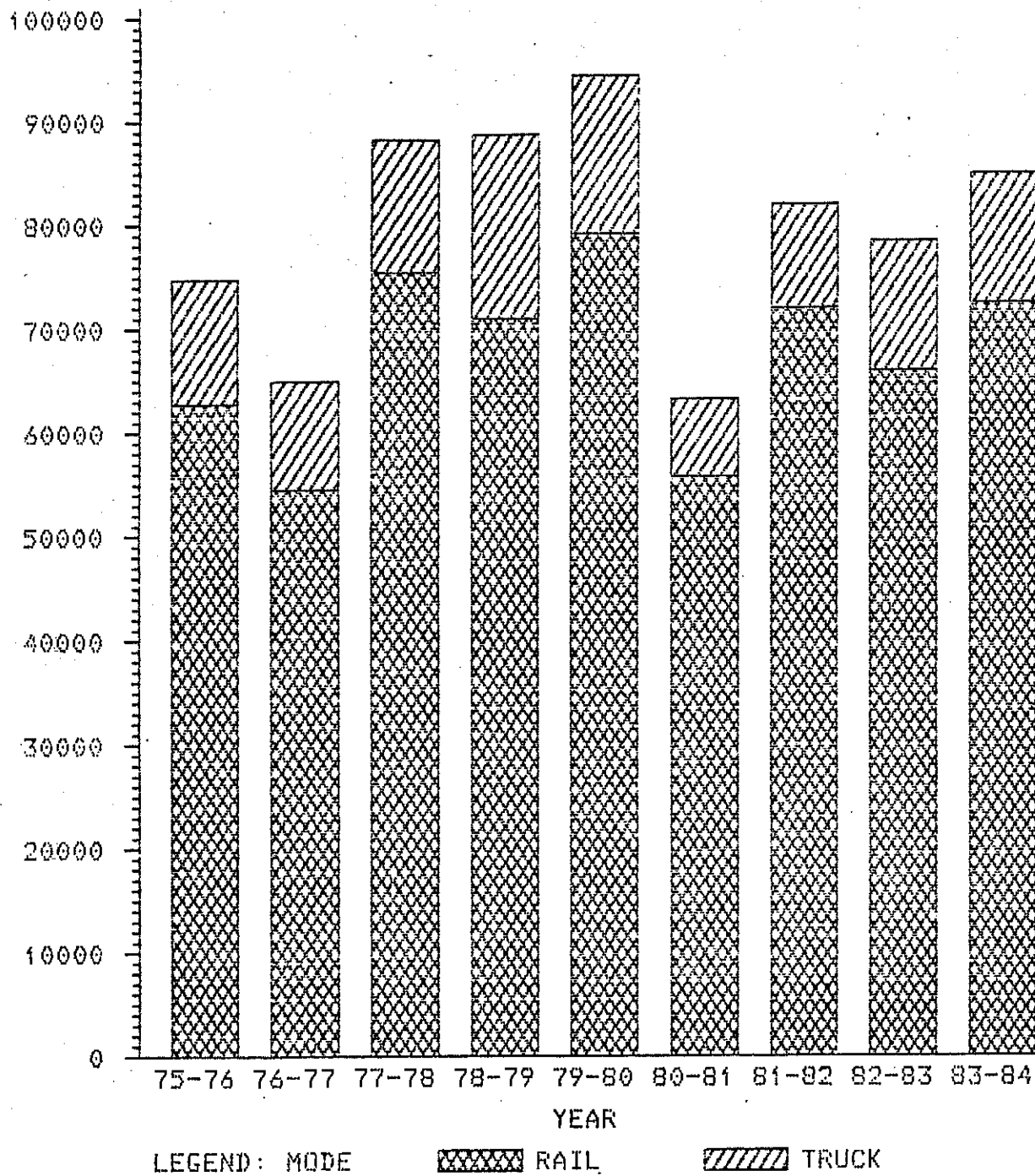
DURUM

NORTH DAKOTA DURUM SHIPMENTS
BY DESTINATION

YEAR	MINNEAPOLIS-ST. PAUL	DULUTH-SUPERIOR	WEST	MISC. MARKETS	TOTAL
	(thousand bu.)				
1975-76	14,905 (20%)	51,553 (69%)	434 (1%)	7,925 (11%)	74,817 (100%)
1976-77	17,024 (26%)	35,537 (55%)	1,636 (3%)	10,827 (17%)	65,024 (100%)
1977-78	16,478 (19%)	61,990 (70%)	1,339 (2%)	8,559 (10%)	88,366 (100%)
1978-79	18,797 (21%)	60,973 (69%)	1,545 (2%)	7,345 (8%)	88,660 (100%)
1979-80	26,712 (28%)	57,379 (61%)	1,506 (2%)	8,985 (9%)	94,582 (100%)
1980-81	15,046 (24%)	38,502 (61%)	483 (1%)	9,160 (14%)	63,191 (100%)
1981-82	19,768 (24%)	49,242 (60%)	621 (1%)	12,250 (15%)	81,881 (100%)
1982-83	22,010 (28%)	42,820 (54%)	735 (0.9%)	13,567 (17%)	79,132 (100%)
1983-84	23,842 (28%)	43,143 (51%)	1,379 (2%)	16,578 (20%)	84,941 (100%)
3 Year Average	21,873 (27%)	45,068 (55%)	912 (1%)	14,132 (17%)	81,985 (100%)

DUR TO ALL DEST BY MODE

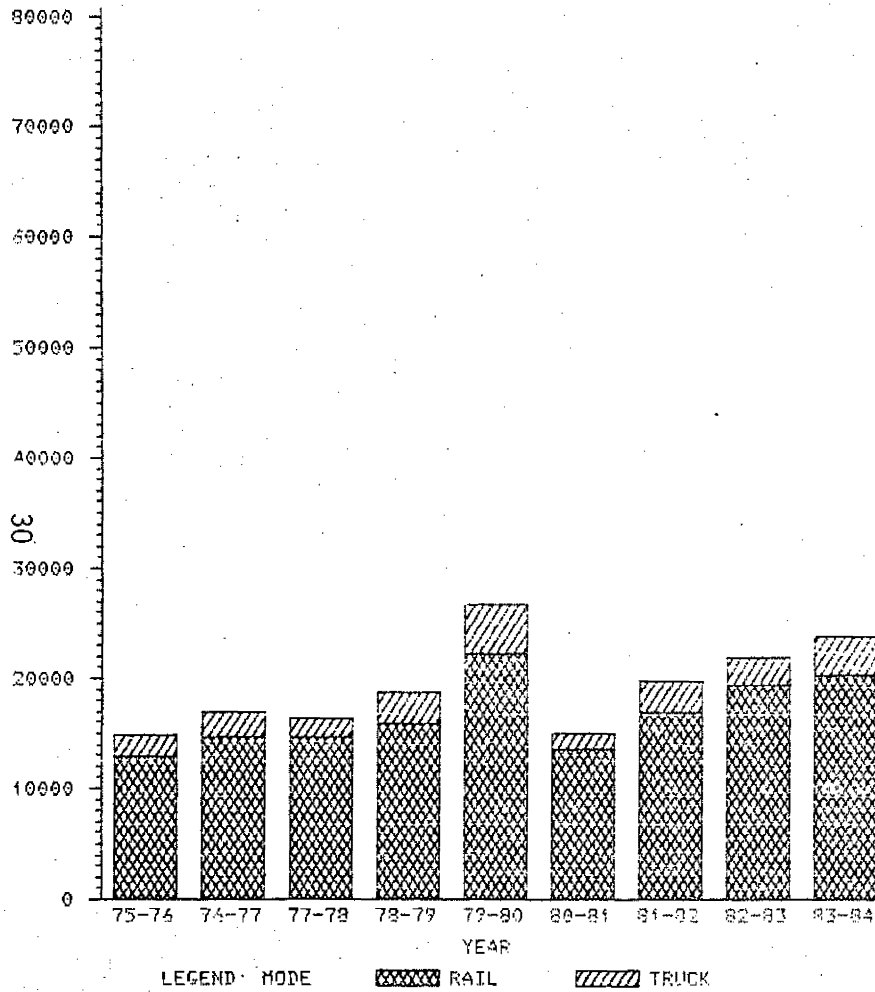
(thousand bu.)



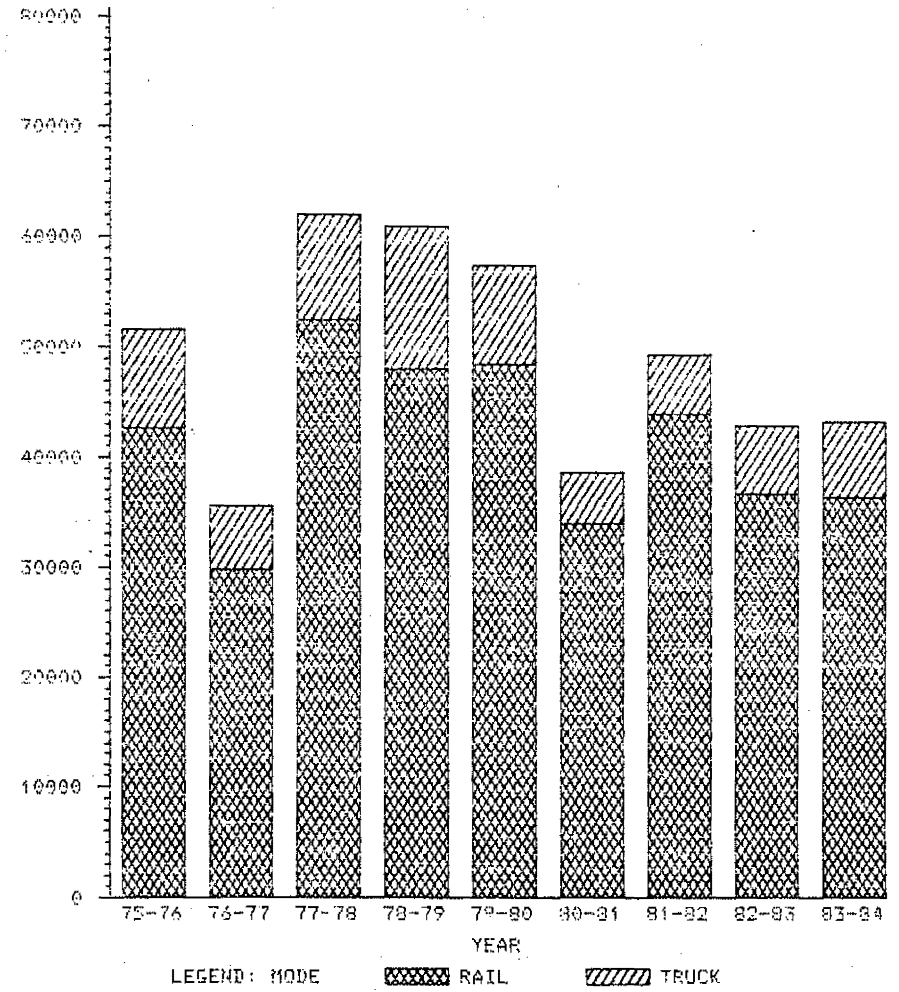
NORTH DAKOTA DURUM SHIPMENTS BY RAIL AND TRUCK AND DESTINATION

YEAR	MINNEAPOLIS-ST. PAUL		DULUTH-SUPERIOR		WEST		MISC. MARKETS		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
	(thousand bu.)									
1975-76	12,790 (86%)	2,115 (14%)	42,620 (83%)	8,933 (17%)	263 (61%)	171 (39%)	7,184 (91%)	741 (9%)	62,857 (84%)	11,960 (16%)
1976-77	14,664 (86%)	2,360 (14%)	29,747 (84%)	5,790 (16%)	481 (29%)	1,155 (71%)	9,681 (89%)	1,147 (11%)	54,573 (84%)	10,452 (16%)
1977-78	14,576 (88%)	1,902 (12%)	52,552 (85%)	9,438 (15%)	871 (65%)	468 (35%)	7,419 (87%)	1,139 (13%)	75,418 (85%)	12,947 (15%)
1978-79	15,950 (85%)	2,847 (15%)	47,950 (79%)	13,023 (21%)	1,341 (87%)	203 (13%)	5,797 (79%)	1,548 (21%)	71,038 (80%)	17,621 (20%)
1979-80	22,408 (81%)	4,304 (19%)	48,415 (84%)	8,964 (16%)	1,254 (83%)	252 (17%)	7,178 (80%)	1,807 (20%)	79,255 (84%)	15,327 (16%)
1980-81	13,599 (90%)	1,447 (10%)	33,852 (88%)	4,650 (12%)	353 (73%)	130 (27%)	7,834 (86%)	1,326 (14%)	55,638 (88%)	7,553 (12%)
1981-82	17,013 (86%)	2,754 (14%)	43,972 (89%)	5,271 (11%)	443 (71%)	177 (29%)	10,662 (87%)	1,588 (13%)	72,090 (88%)	9,790 (12%)
1982-83	19,464 (88%)	2,546 (12%)	36,670 (86%)	6,149 (14%)	541 (73%)	194 (26%)	10,034 (74%)	3,533 (26%)	66,710 (84%)	12,422 (16%)
1983-84	20,380 (86%)	3,462 (14%)	36,166 (84%)	6,976 (16%)	1,322 (96%)	56 (4%)	14,546 (88%)	2,032 (12%)	72,415 (85%)	12,527 (15%)
3 Year Average	18,952 (87%)	2,921 (13%)	38,936 (86%)	6,132 (14%)	769 (84%)	142 (16%)	11,747 (83%)	2,384 (17%)	70,405 (86%)	11,580 (14%)

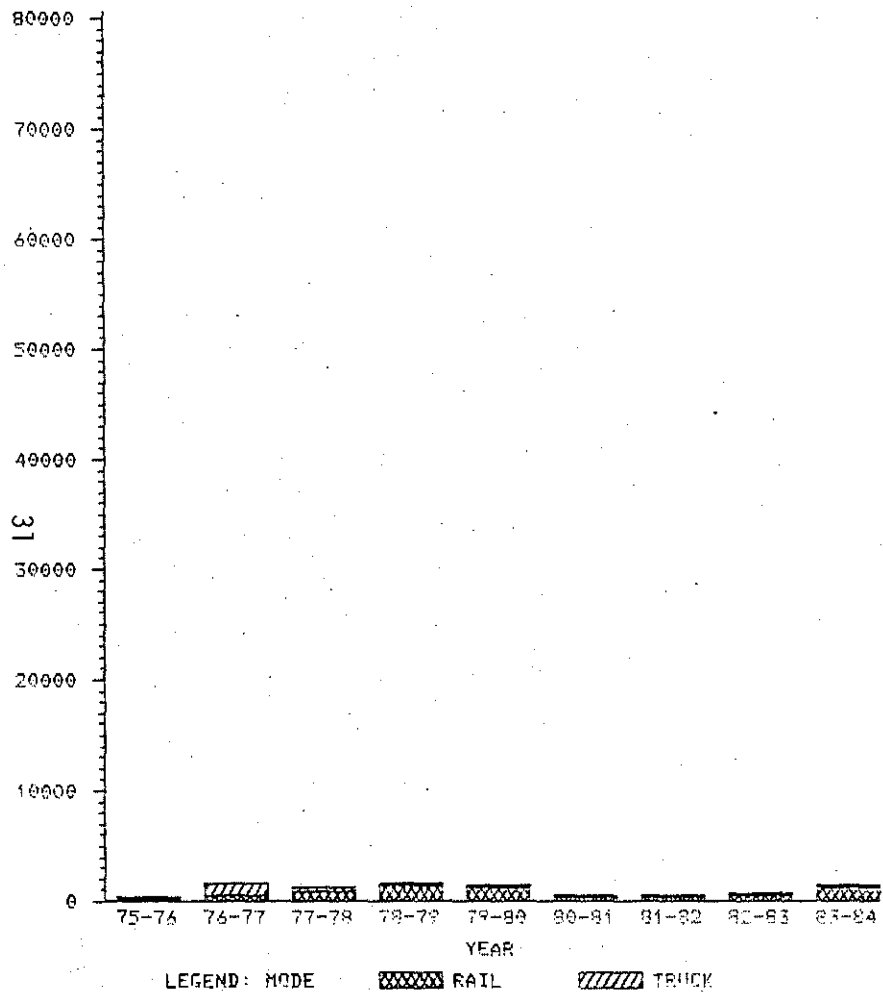
DUR TO MSP BY MODE
(THUSAND BU.)



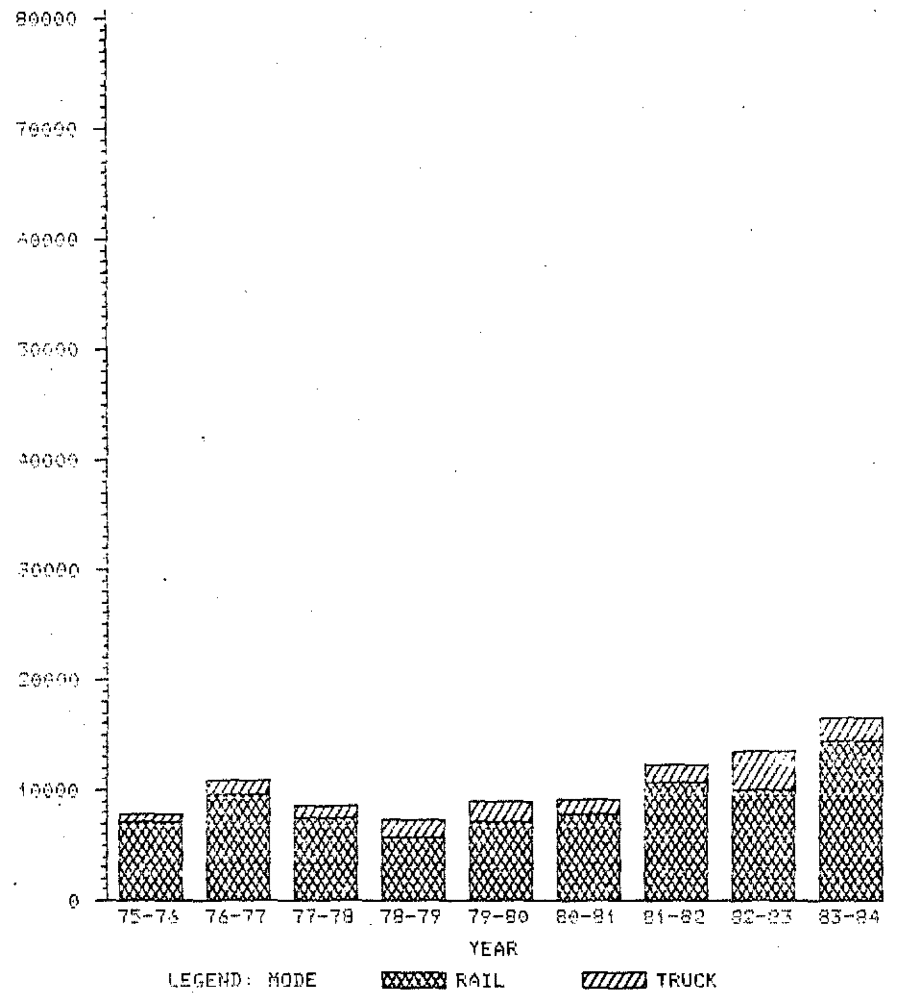
DUR TO DS BY MODE
(THUSAND BU.)



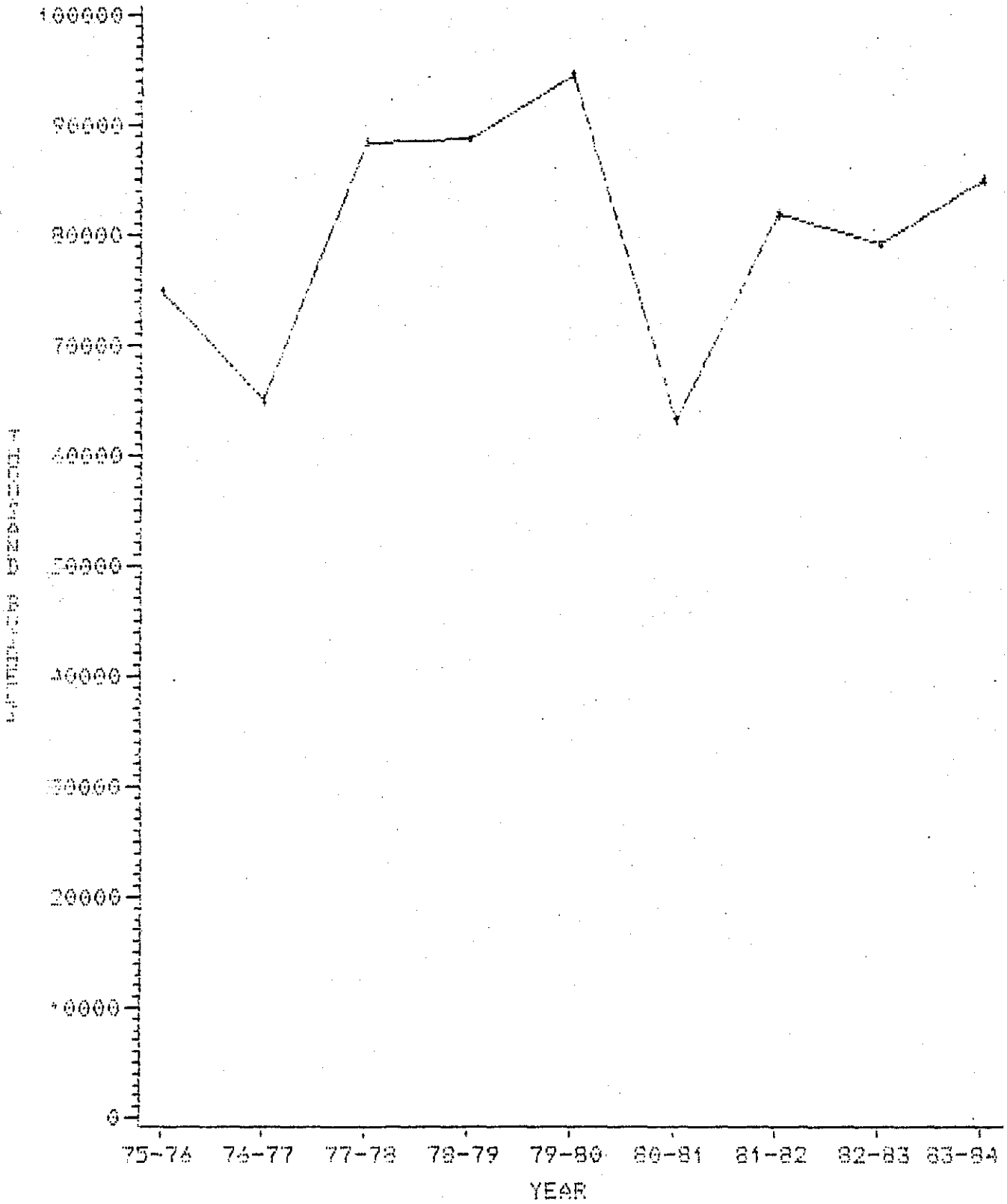
DUR TO PNW BY MODE
(THOUSAND BU.)



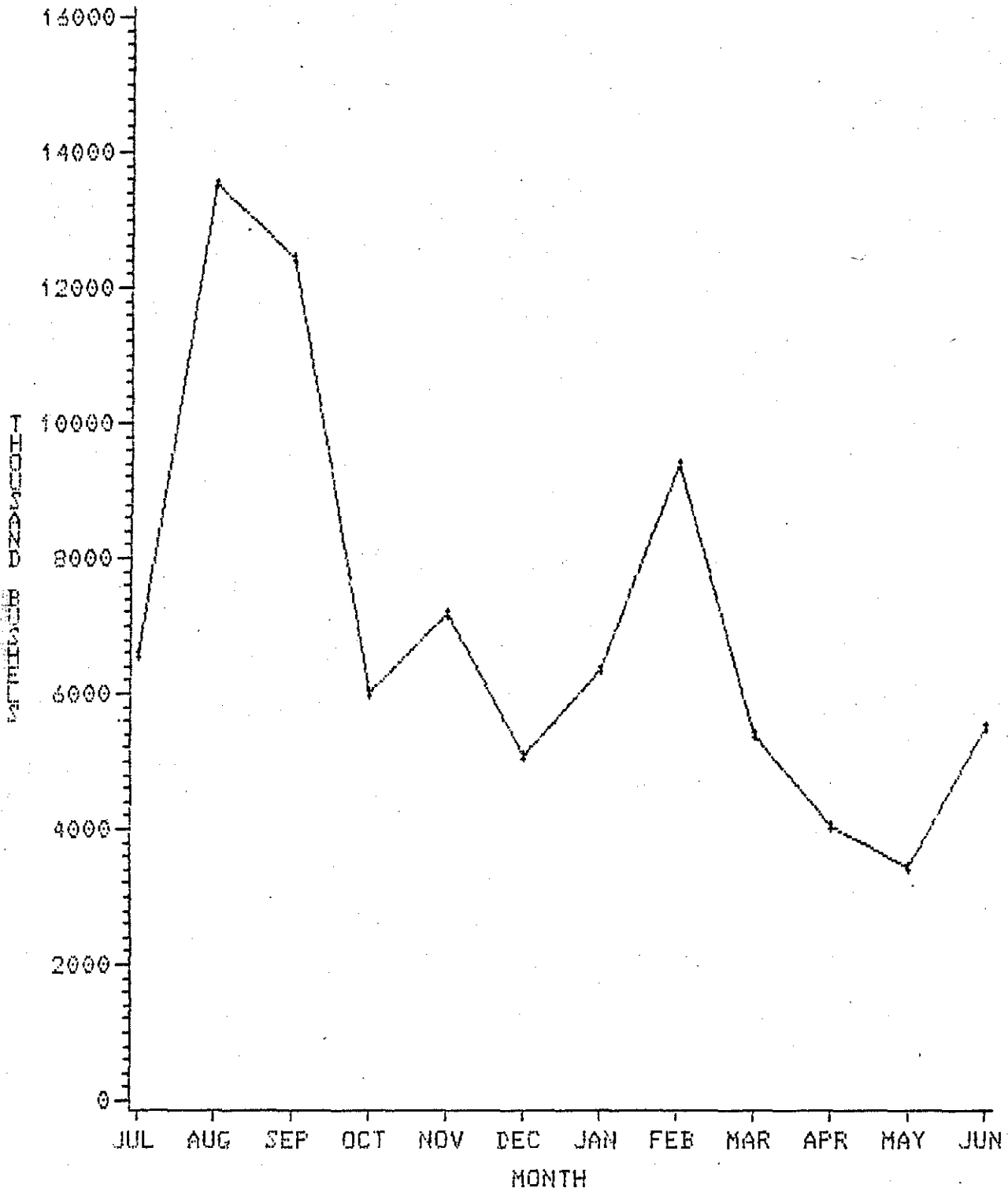
DUR TO MISC BY MODE
(THOUSAND BU.)



DUR TO ALL DEST



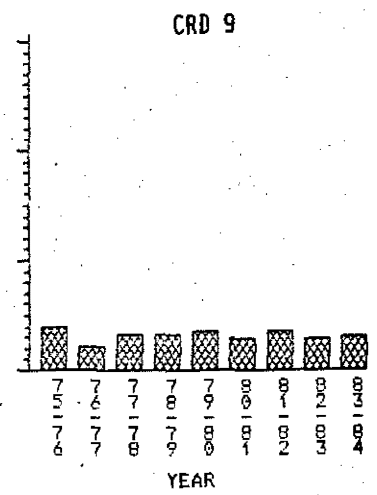
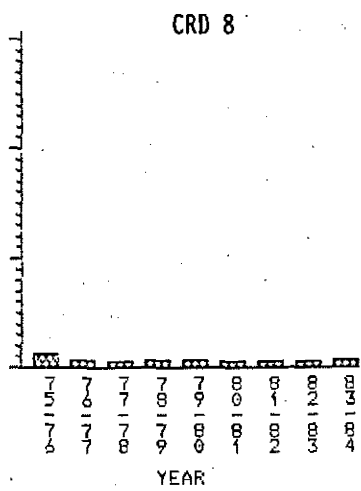
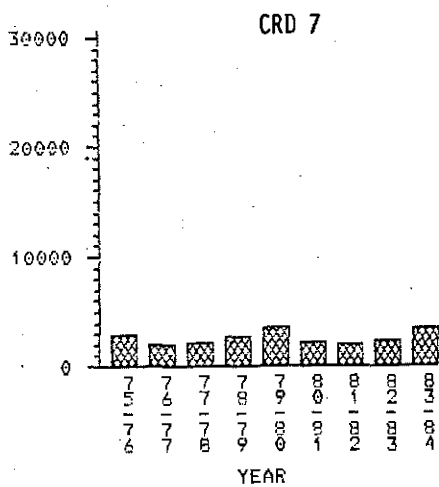
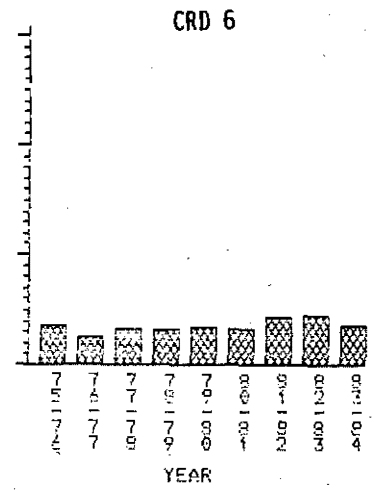
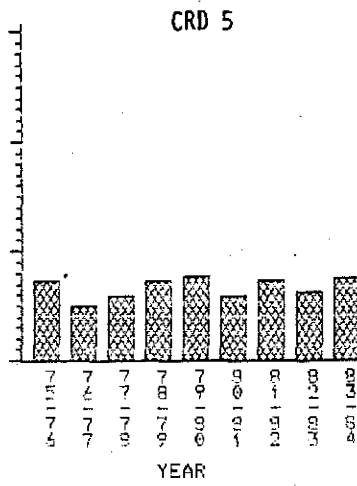
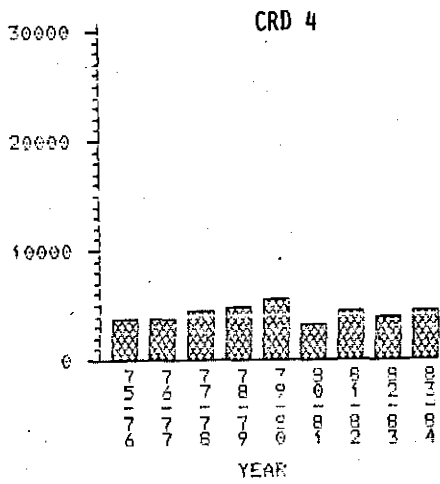
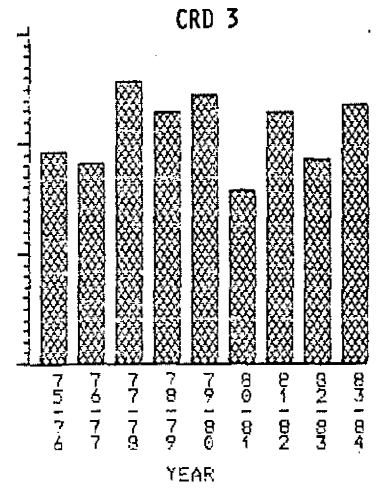
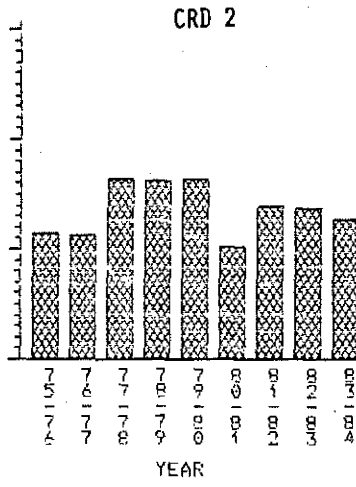
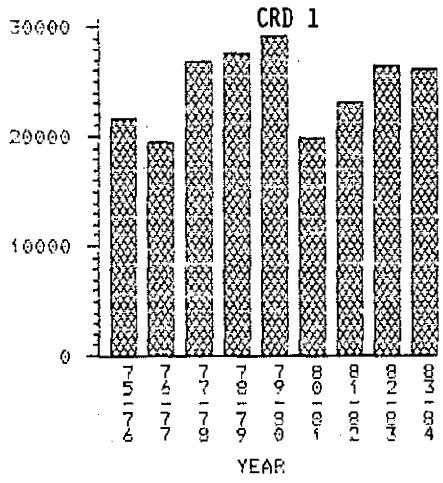
DUR TO ALL DEST BY MONTH



NORTH DAKOTA DURUM SHIPMENTS
BY CROP REPORTING DISTRICT ORIGIN

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
	(thousand bu.)									
1975-76	21,573 (29%)	11,404 (15%)	19,272 (26%)	3,696 (5%)	7,270 (10%)	3,558 (5%)	2,844 (4%)	1,331 (2%)	3,870 (5%)	74,818 (100%)
1976-77	19,420 (30%)	11,279 (17%)	18,168 (28%)	3,728 (6%)	4,960 (8%)	2,573 (4%)	2,013 (3%)	760 (1%)	2,123 (3%)	65,024 (100%)
1977-78	26,813 (30%)	16,378 (19%)	25,707 (29%)	4,449 (5%)	5,945 (7%)	3,269 (4%)	2,071 (2%)	469 (1%)	3,266 (4%)	88,367 (100%)
1978-79	27,496 (31%)	16,256 (18%)	22,902 (26%)	4,808 (5%)	7,269 (8%)	3,251 (4%)	2,755 (3%)	728 (1%)	3,197 (4%)	88,662 (100%)
1979-80	29,060 (31%)	16,472 (17%)	24,453 (26%)	5,512 (6%)	7,670 (8%)	3,432 (4%)	3,619 (4%)	800 (1%)	3,565 (4%)	94,583 (100%)
1980-81	19,774 (31%)	10,223 (16%)	15,644 (25%)	3,129 (5%)	5,817 (9%)	3,150 (5%)	2,177 (3%)	503 (1%)	2,774 (4%)	63,191 (100%)
1981-82	23,105 (28%)	13,973 (17%)	22,807 (28%)	4,467 (5%)	7,272 (9%)	4,238 (5%)	2,045 (2%)	448 (1%)	3,525 (4%)	81,881 (100%)
1982-83	26,387 (33%)	13,835 (17%)	18,509 (23%)	3,906 (5%)	6,237 (8%)	4,446 (6%)	2,268 (3%)	616 (1%)	2,929 (4%)	79,132 (100%)
1983-84	26,080 (31%)	12,612 (15%)	23,621 (28%)	4,405 (5%)	7,531 (9%)	3,644 (4%)	3,349 (4%)	629 (0.7%)	3,070 (4%)	84,941 (100%)
3 Year Average	25,191 (31%)	13,473 (16%)	21,646 (26%)	4,259 (5%)	7,013 (9%)	4,109 (5%)	2,554 (3%)	564 (1%)	3,175 (4%)	81,985 (100%)

DURUM SHIPMENTS BY CRD
(THOUSAND BU.)



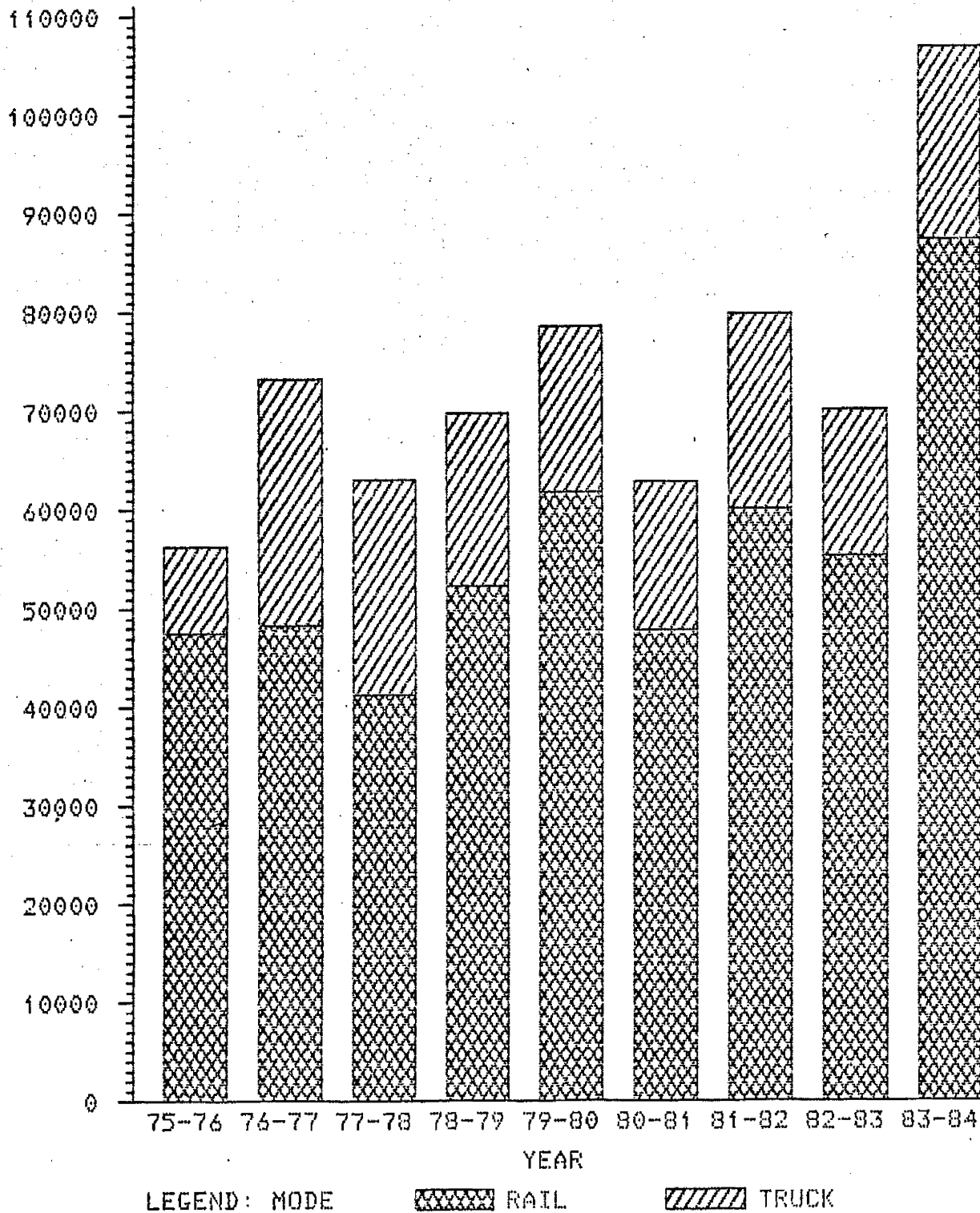
BARLEY

NORTH DAKOTA BARLEY SHIPMENTS
BY DESTINATION

YEAR	MINNEAPOLIS-ST. PAUL	DULUTH-SUPERIOR	WEST	MISC. MARKETS	TOTAL
	(thousand bu.)				
1975-76	38,710 (69%)	12,346 (22%)	893 (2%)	4,405 (8%)	56,354 (100%)
1976-77	39,728 (54%)	26,672 (36%)	126 (1%)	6,788 (9%)	73,314 (100%)
1977-78	25,006 (40%)	22,394 (35%)	792 (1%)	14,923 (24%)	63,115 (100%)
1978-79	27,092 (39%)	12,786 (18%)	1,204 (2%)	28,566 (41%)	69,648 (100%)
1979-80	29,169 (37%)	22,643 (29%)	753 (1%)	26,056 (33%)	78,621 (100%)
1980-81	20,034 (32%)	14,214 (23%)	2,147 (3%)	26,277 (42%)	62,672 (100%)
1981-82	19,942 (25%)	31,671 (40%)	1,156 (1%)	27,032 (34%)	79,801 (100%)
1982-83	20,857 (30%)	12,544 (18%)	1,766 (3%)	34,939 (50%)	70,106 (100%)
1983-84	21,394 (20%)	38,578 (36%)	4,290 (4%)	42,383 (40%)	106,645 (100%)
3 Year Average	20,731 (24%)	27,598 (37%)	2,404 (3%)	34,785 (41%)	85,517 (100%)

BAR TO ALL DEST BY MODE

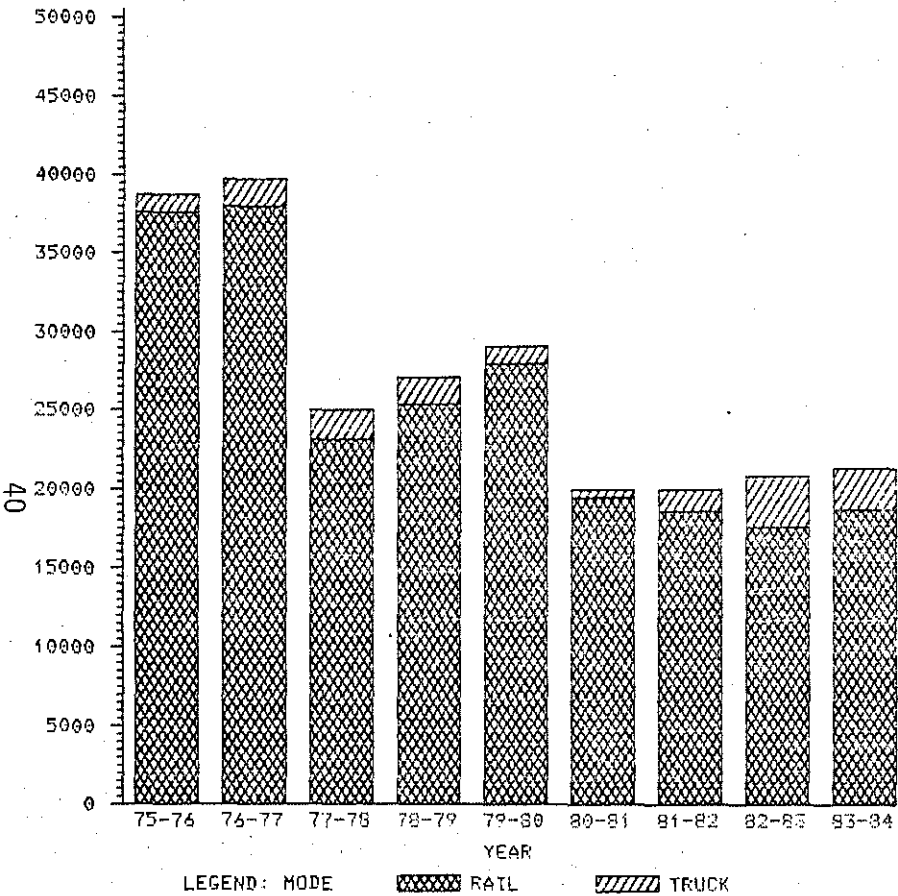
(thousand bu.)



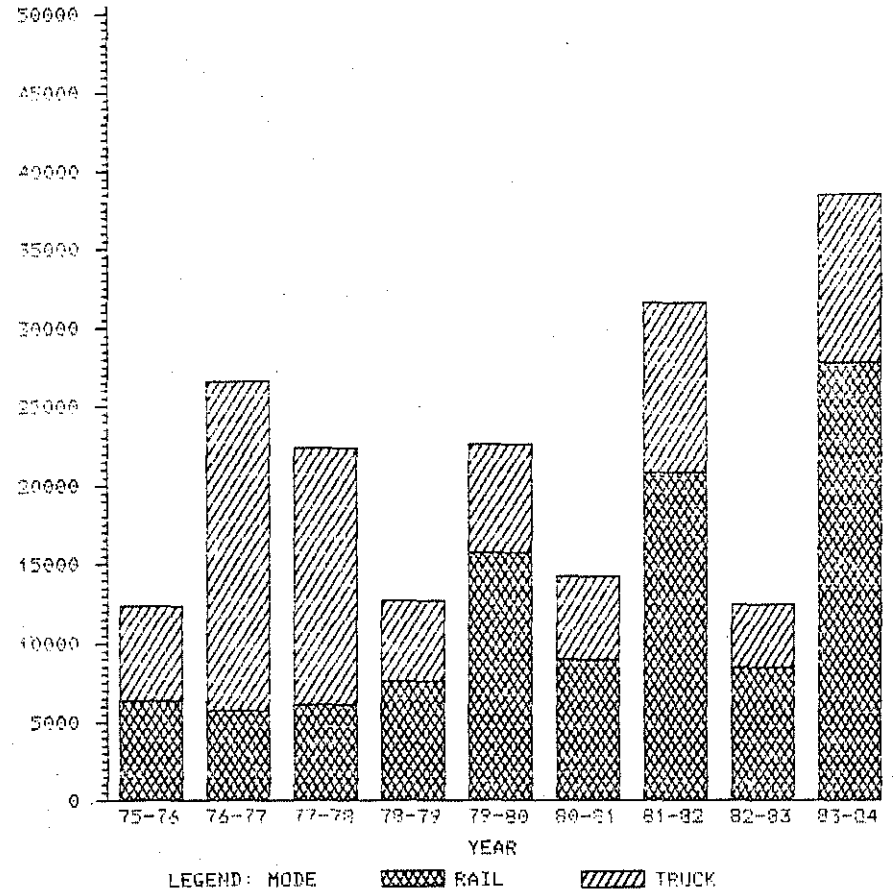
NORTH DAKOTA BARLEY SHIPMENTS BY RAIL AND TRUCK AND DESTINATION

YEAR	MINNEAPOLIS-ST. PAUL		DULUTH-SUPERIOR		WEST		MISC. MARKETS		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
	(thousand bu.)									
1975-76	37,566 (97%)	1,144 (3%)	6,331 (51%)	6,015 (49%)	128 (14%)	765 (86%)	3,411 (77%)	994 (23%)	47,436 (84%)	8,918 (16%)
1976-77	37,974 (96%)	1,753 (4%)	5,792 (22%)	20,880 (78%)	74 (58%)	52 (42%)	4,329 (64%)	2,459 (36%)	48,169 (66%)	25,144 (34%)
1977-78	23,111 (92%)	1,895 (8%)	6,145 (27%)	16,249 (73%)	323 (41%)	469 (59%)	11,583 (78%)	3,340 (22%)	41,162 (65%)	21,953 (35%)
1978-79	25,414 (94%)	1,678 (6%)	7,578 (59%)	5,210 (41%)	677 (56%)	527 (44%)	18,656 (65%)	9,910 (35%)	52,325 (75%)	17,325 (25%)
1979-80	27,963 (96%)	1,206 (4%)	15,697 (69%)	6,945 (31%)	301 (40%)	452 (60%)	17,728 (68%)	8,328 (32%)	61,689 (79%)	16,931 (21%)
1980-81	19,535 (98%)	499 (2%)	9,025 (63%)	5,189 (37%)	92 (4%)	2,055 (96%)	19,133 (73%)	7,144 (27%)	47,785 (76%)	14,887 (24%)
1981-82	18,619 (93%)	1,323 (7%)	20,889 (66%)	10,782 (34%)	247 (21%)	910 (79%)	29,189 (75%)	6,844 (25%)	59,943 (75%)	19,858 (25%)
1982-83	17,680 (85%)	3,176 (15%)	8,484 (68%)	4,060 (32%)	179 (10%)	1,586 (90%)	28,994 (83%)	5,946 (17%)	55,337 (79%)	14,768 (21%)
1983-84	18,763 (88%)	2,631 (12%)	27,896 (72%)	10,682 (28%)	3,782 (88%)	509 (12%)	36,784 (87%)	5,599 (13%)	87,225 (82%)	19,420 (18%)
3 Year Average	18,354 (89%)	2,377 (11%)	19,090 (69%)	8,508 (31%)	1,403 (58%)	1,002 (42%)	28,656 (82%)	6,130 (18%)	67,502 (79%)	18,015 (21%)

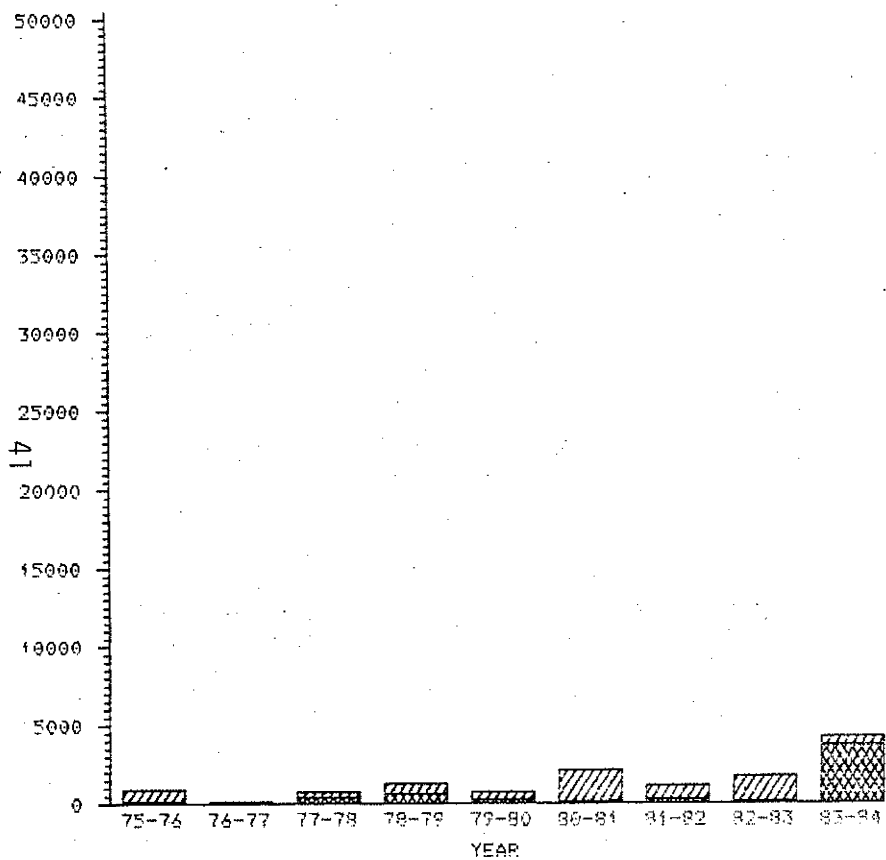
BAR TO MSP BY MODE
(THOUSAND BU.)



BAR TO DS BY MODE
(THOUSAND BU.)



BAR TO PNW BY MODE
(THOUSAND BU.)

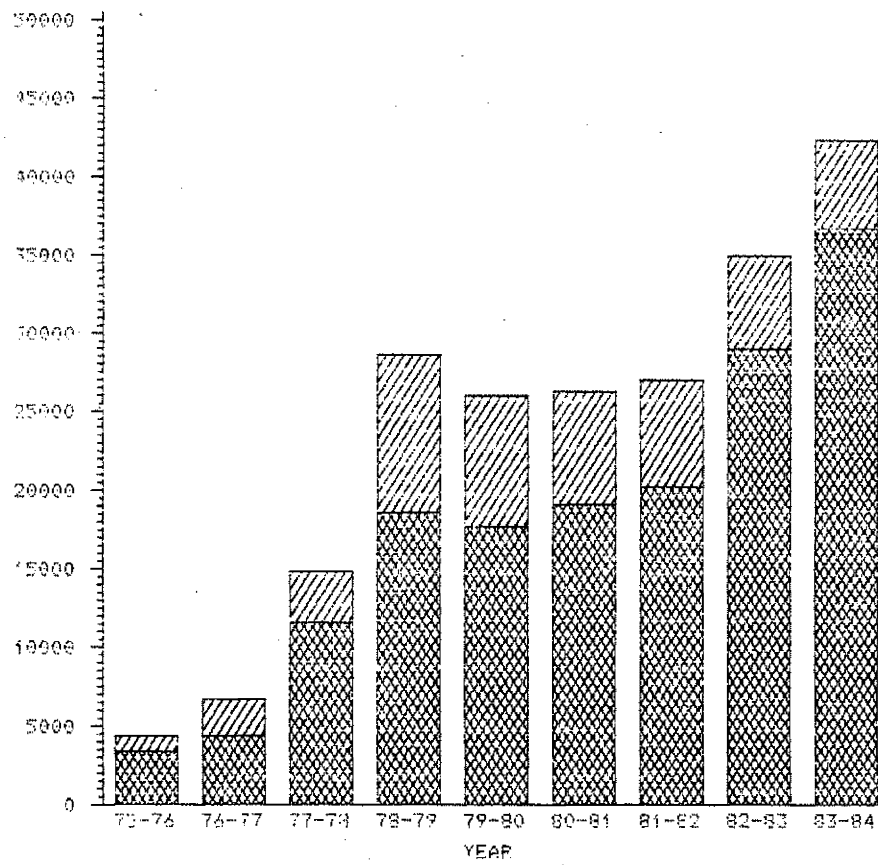


LEGEND: MODE

RAIL

TRUCK

BAR TO MISC BY MODE
(THOUSAND BU.)

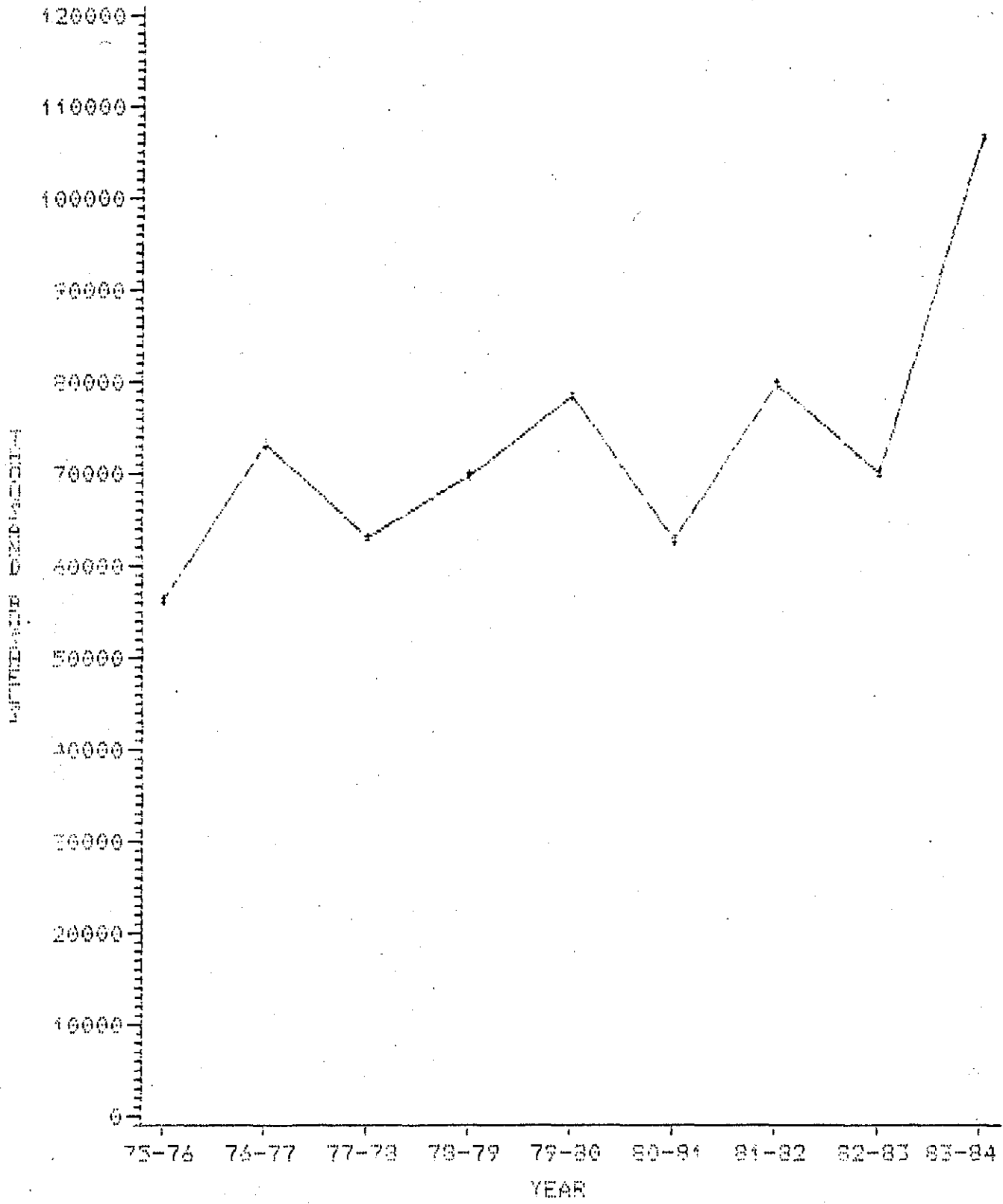


LEGEND: MODE

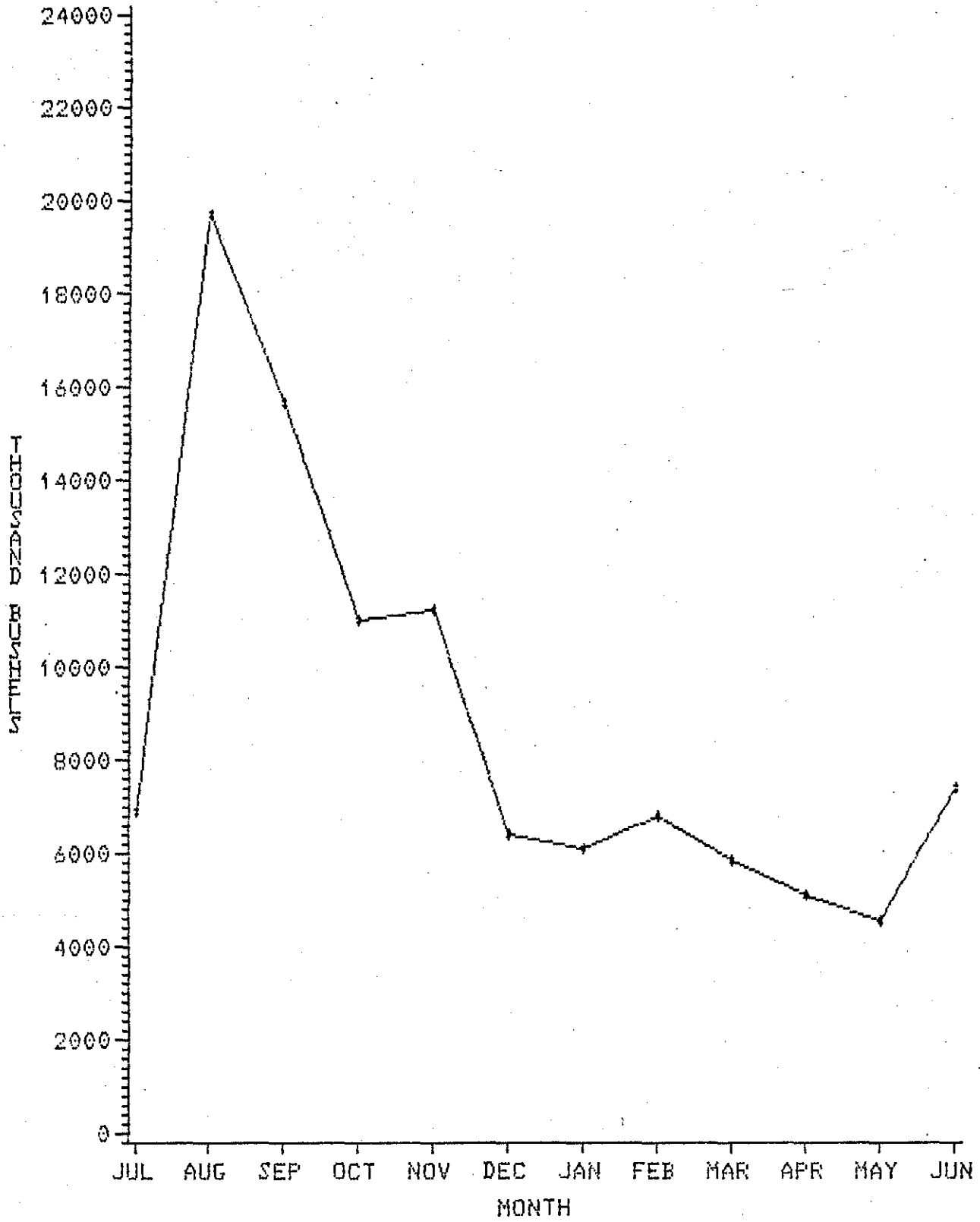
RAIL

TRUCK

BAR TO ALL DEST



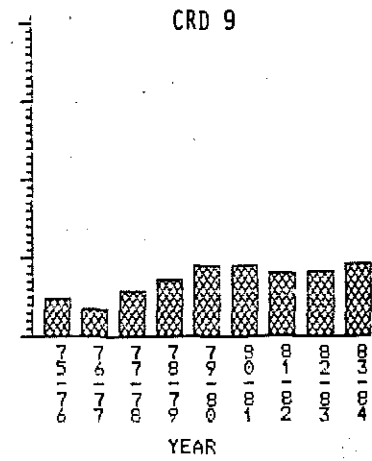
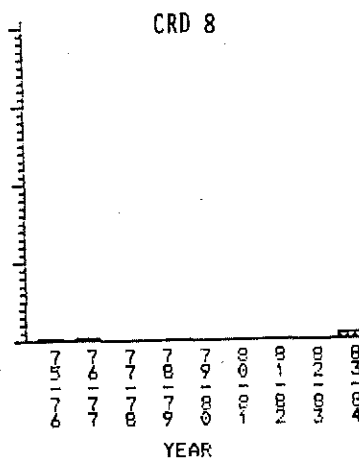
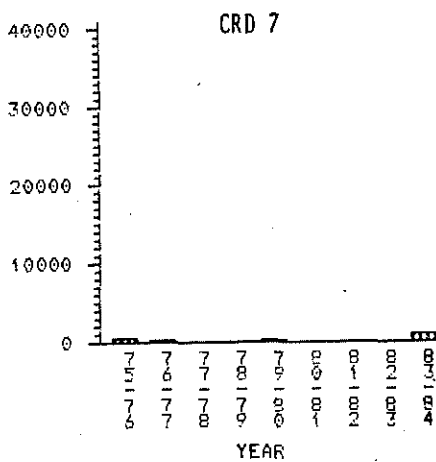
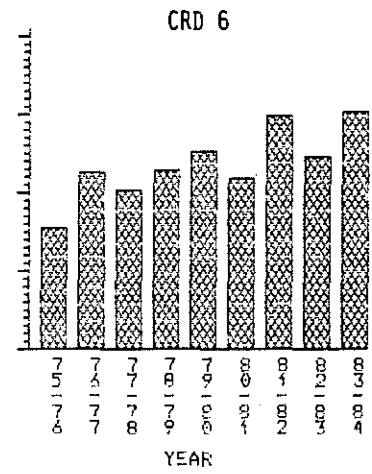
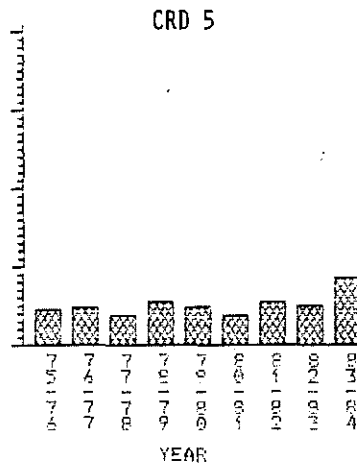
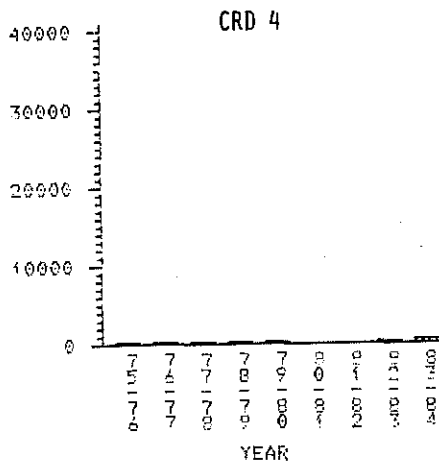
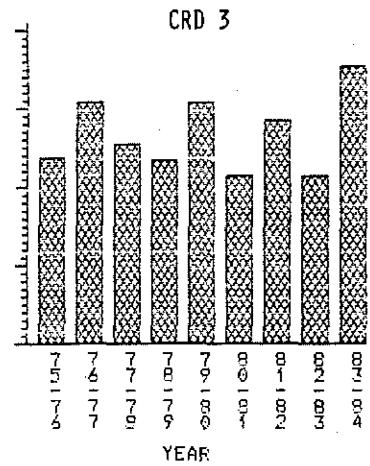
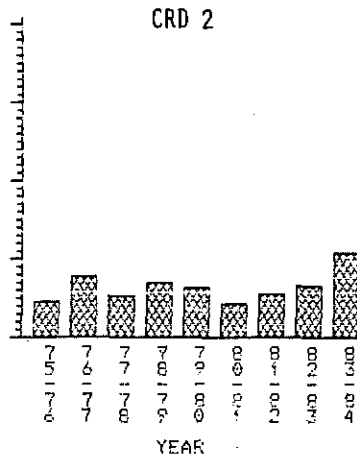
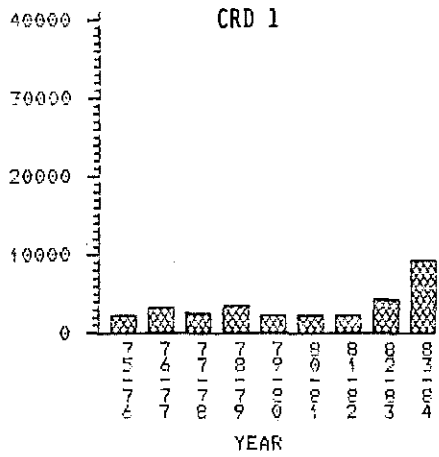
BAR TO ALL DEST BY MONTH



NORTH DAKOTA BARLEY SHIPMENTS
BY CROP REPORTING DISTRICT ORIGIN

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
	(thousand bu.)									
1975-76	2,183 (4%)	4,621 (8%)	23,698 (42%)	339 (1%)	4,439 (8%)	15,619 (28%)	386 (1%)	342 (1%)	4,728 (8%)	56,355 (100%)
1976-77	3,229 (4%)	7,761 (11%)	30,727 (42%)	345 (0.5%)	4,773 (7%)	22,440 (31%)	300 (0.4%)	237 (0.3%)	3,501 (5%)	73,313 (100%)
1977-78	2,502 (4%)	5,220 (8%)	25,417 (40%)	175 (0.3%)	3,682 (6%)	20,258 (32%)	94 (0.1%)	20 (0.03%)	5,747 (9%)	63,115 (100%)
1978-79	3,515 (5%)	6,930 (10%)	23,449 (34%)	164 (0.2%)	5,423 (8%)	22,739 (33%)	120 (0.2%)	122 (0.2%)	7,185 (10%)	69,647 (100%)
1979-80	2,355 (3%)	6,267 (8%)	30,625 (39%)	214 (0.3%)	4,697 (6%)	25,247 (32%)	130 (0.2%)	106 (0.1%)	8,980 (11%)	78,621 (100%)
1980-81	2,162 (3%)	4,217 (7%)	21,561 (36%)	56 (0.1%)	3,782 (6%)	21,812 (35%)	13 (0.02%)	21 (0.03%)	9,049 (14%)	62,673 (100%)
1981-82	2,175 (3%)	5,571 (7%)	28,506 (36%)	89 (0.1%)	5,504 (7%)	29,773 (37%)	12 (0.01%)	63 (0.08%)	8,108 (10%)	79,801 (100%)
1982-83	4,304 (6%)	6,458 (9%)	21,380 (30%)	139 (0.2%)	5,028 (7%)	24,481 (35%)	57 (0.1%)	113 (0.2%)	8,146 (12%)	70,105 (100%)
1983-84	9,304 (9%)	10,838 (10%)	35,568 (33%)	612 (0.6%)	8,891 (8%)	30,281 (28%)	1,125 (1%)	672 (0.6%)	9,354 (9%)	106,645 (100%)
3 Year Average	5,261 (6%)	7,622 (9%)	28,485 (33%)	280 (0.3%)	6,474 (8%)	28,178 (33%)	398 (1%)	283 (0.3%)	8,536 (10%)	85,517 (100%)

BARLEY SHIPMENTS BY CRD
(THOUSAND BU.)



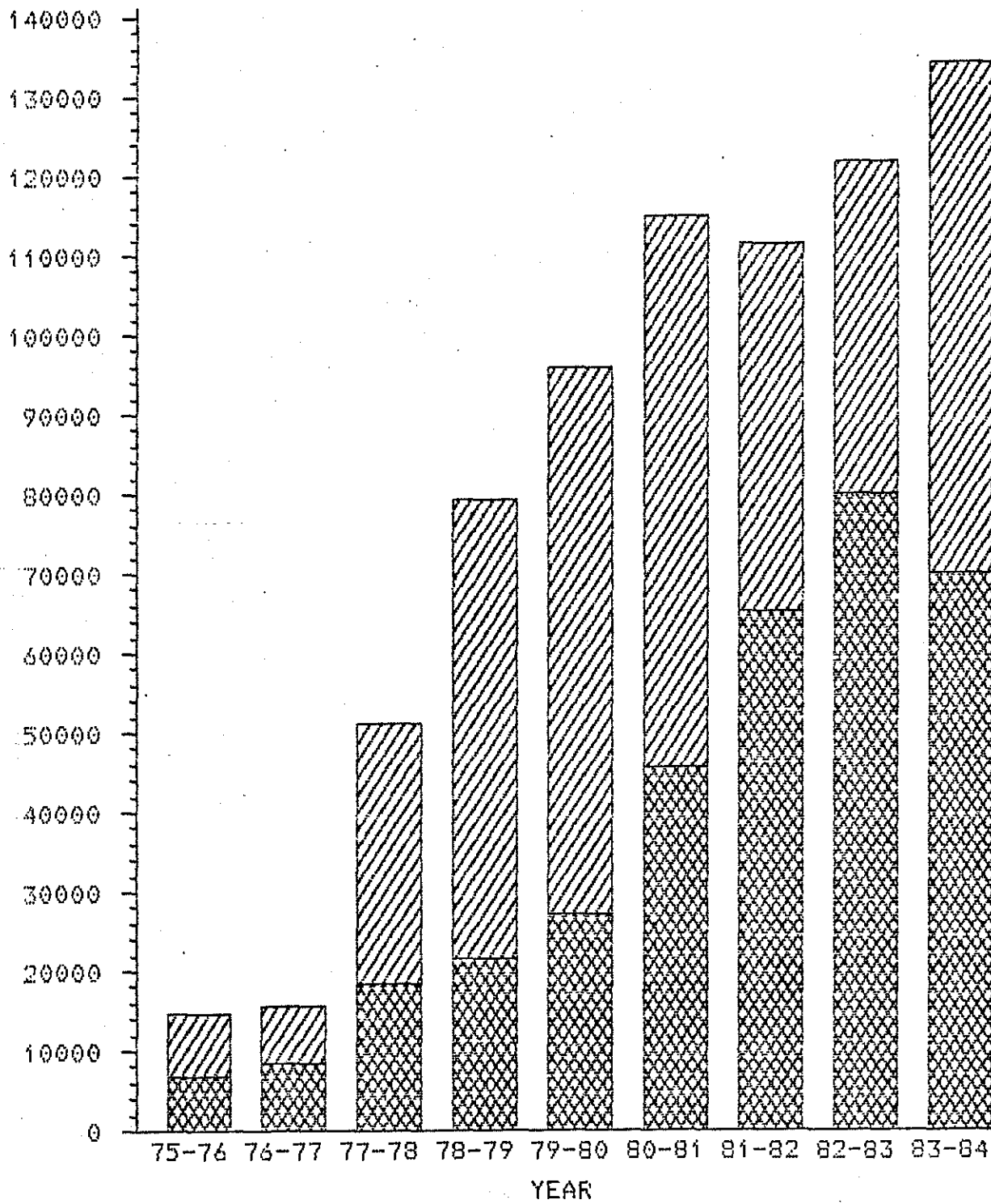
SUNFLOWER

NORTH DAKOTA SUNFLOWER SEED SHIPMENTS BY DESTINATION

YEAR	MINNEAPOLIS-ST. PAUL	DULUTH-SUPERIOR	OTHER MINN.	MISC. MARKETS	TOTAL
	(thousand bu.)				
1975-76	1,158 (8%)	8,083 (56%)	1,147 (8%)	4,166 (27%)	14,554 (100%)
1976-77	863 (6%)	8,693 (56%)	1,369 (9%)	4,697 (30%)	15,622 (100%)
1977-78	2,992 (6%)	38,019 (74%)	3,220 (6%)	7,047 (14%)	51,278 (100%)
1978-79	4,790 (6%)	63,178 (80%)	5,608 (7%)	5,677 (7%)	79,253 (100%)
1979-80	6,154 (6%)	69,422 (72%)	8,215 (9%)	12,149 (13%)	95,740 (100%)
1980-81	10,167 (9%)	67,277 (59%)	8,398 (9%)	29,024 (25%)	114,866 (100%)
1981-82	6,664 (6%)	70,391 (63%)	3,479 (3%)	30,962 (28%)	111,496 (100%)
1982-83	14,374 (12%)	64,849 (53%)	9,282 (8%)	33,240 (27%)	121,744 (100%)
1983-84	12,225 (9%)	53,026 (39%)	5,894 (4%)	63,264 (47%)	134,409 (100%)
3 Year Average	11,088 (9%)	62,755 (51%)	6,218 (5%)	42,489 (35%)	122,550 (100%)

SUN TO ALL DEST BY MODE

(thousand bu.)



LEGEND: MODE

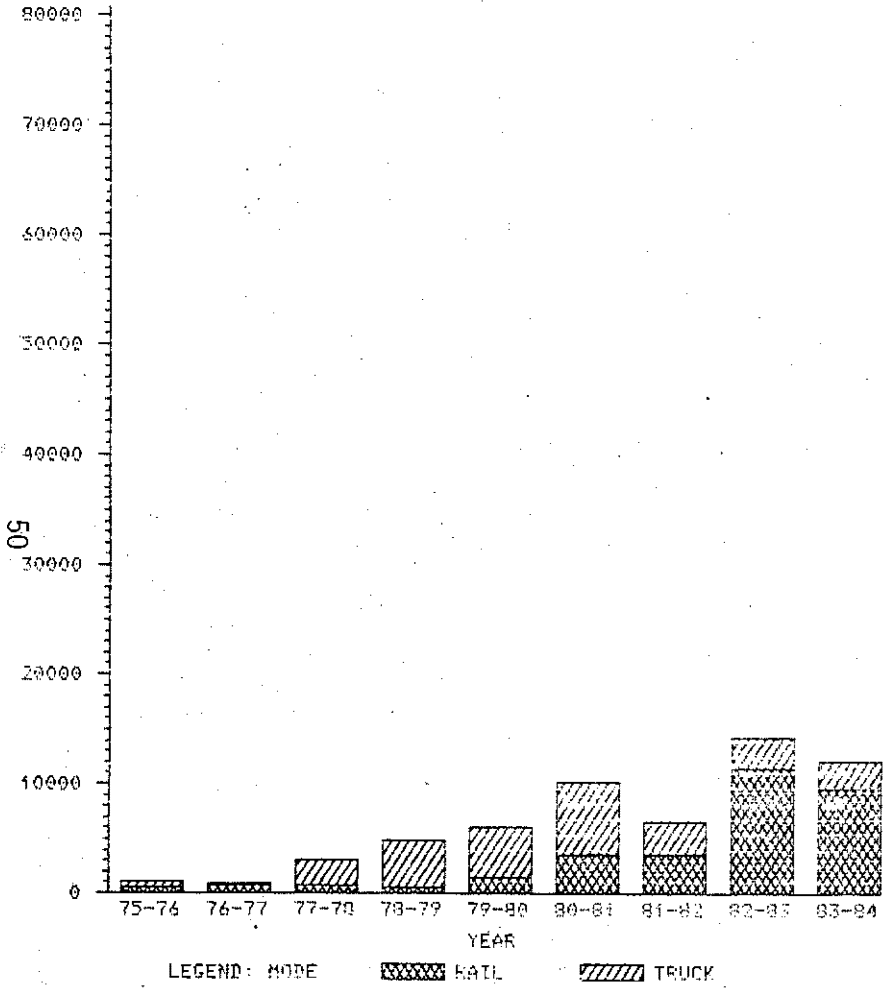
RAIL

TRUCK

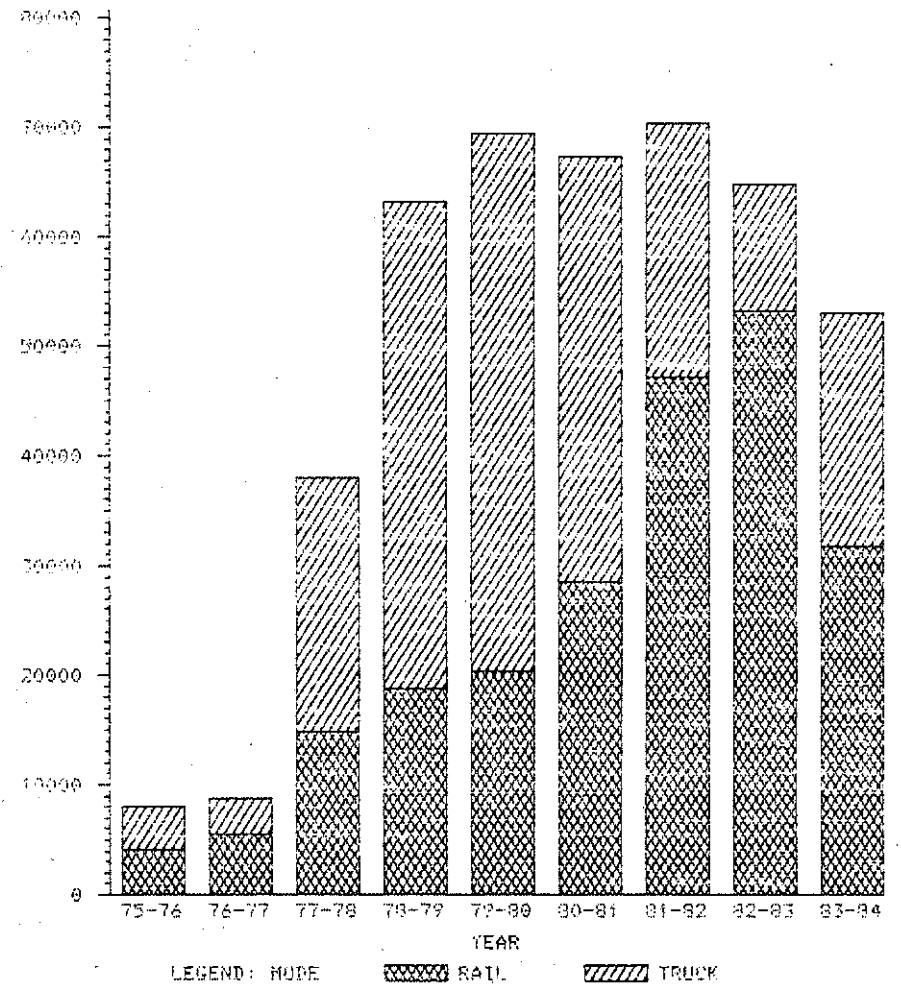
NORTH DAKOTA SUNFLOWER SEED SHIPMENTS BY RAIL AND TRUCK AND DESTINATION

YEAR	MINNEAPOLIS-ST. PAUL		DULUTH-SUPERIOR		OTHER MINN.		MISC. MARKETS		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
	(thousand bu.)									
1975-76	510 (44%)	647 (56%)	4,155 (51%)	3,928 (49%)	279 (24%)	868 (76%)	1,947 (47%)	2,220 (53%)	6,891 (47%)	7,663 (53%)
1976-77	700 (81%)	163 (19%)	5,598 (64%)	3,095 (36%)	256 (19%)	1,114 (81%)	1,966 (42%)	2,730 (58%)	8,520 (55%)	7,102 (45%)
1977-78	770 (26%)	2,223 (74%)	14,820 (39%)	23,199 (61%)	367 (11%)	2,853 (89%)	2,614 (42%)	4,433 (58%)	18,571 (63%)	32,708 (27%)
1978-79	489 (10%)	4,301 (90%)	18,830 (30%)	44,348 (70%)	465 (92%)	5,143 (30%)	1,708 (70%)	3,969 (27%)	21,492 (73%)	57,761
1979-80	1,395 (23%)	4,759 (77%)	20,419 (29%)	49,003 (71%)	144 (2%)	8,070 (98%)	5,329 (44%)	6,822 (56%)	27,287 (28%)	68,654 (72%)
1980-81	3,621 (36%)	6,545 (64%)	28,607 (43%)	38,670 (57%)	357 (4%)	8,041 (96%)	13,859 (45%)	15,859 (55%)	45,750 (40%)	69,116 (60%)
1981-82	3,563 (53%)	3,101 (47%)	47,223 (67%)	23,168 (33%)	389 (11%)	3,090 (89%)	14,278 (46%)	16,684 (54%)	65,453 (59%)	46,043 (41%)
1982-83	11,367 (79%)	3,007 (21%)	53,207 (82%)	11,641 (18%)	6,241 (67%)	3,041 (33%)	9,286 (28%)	23,954 (72%)	80,101 (66%)	41,643 (34%)
1983-84	9,650 (79%)	2,575 (21%)	31,765 (60%)	21,262 (30%)	2,049 (35%)	3,844 (65%)	26,418 (42%)	36,846 (58%)	69,882 (52%)	64,527 (48%)
3 Year Average	8,193 (74%)	2,894 (26%)	44,065 (70%)	18,690 (30%)	2,893 (47%)	3,325 (54%)	16,661 (39%)	25,828 (61%)	71,812 (59%)	50,738 (41%)

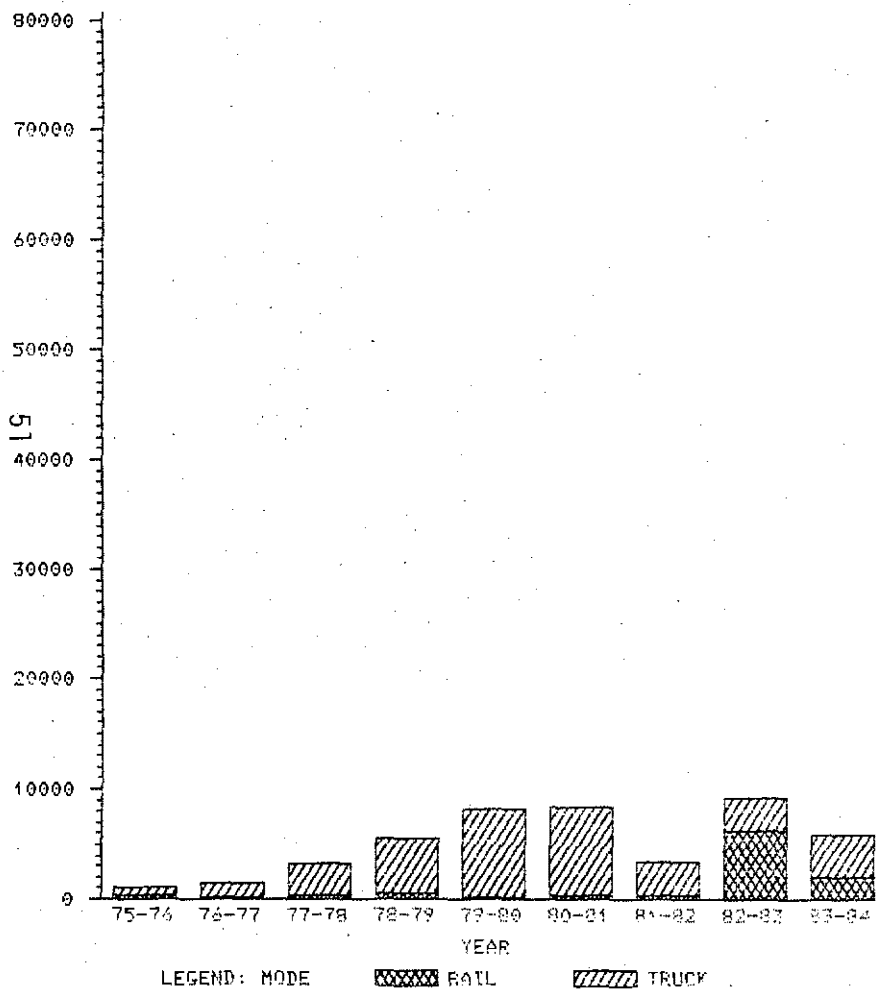
SUN TO MSP BY MODE
(THOUSAND BU.)



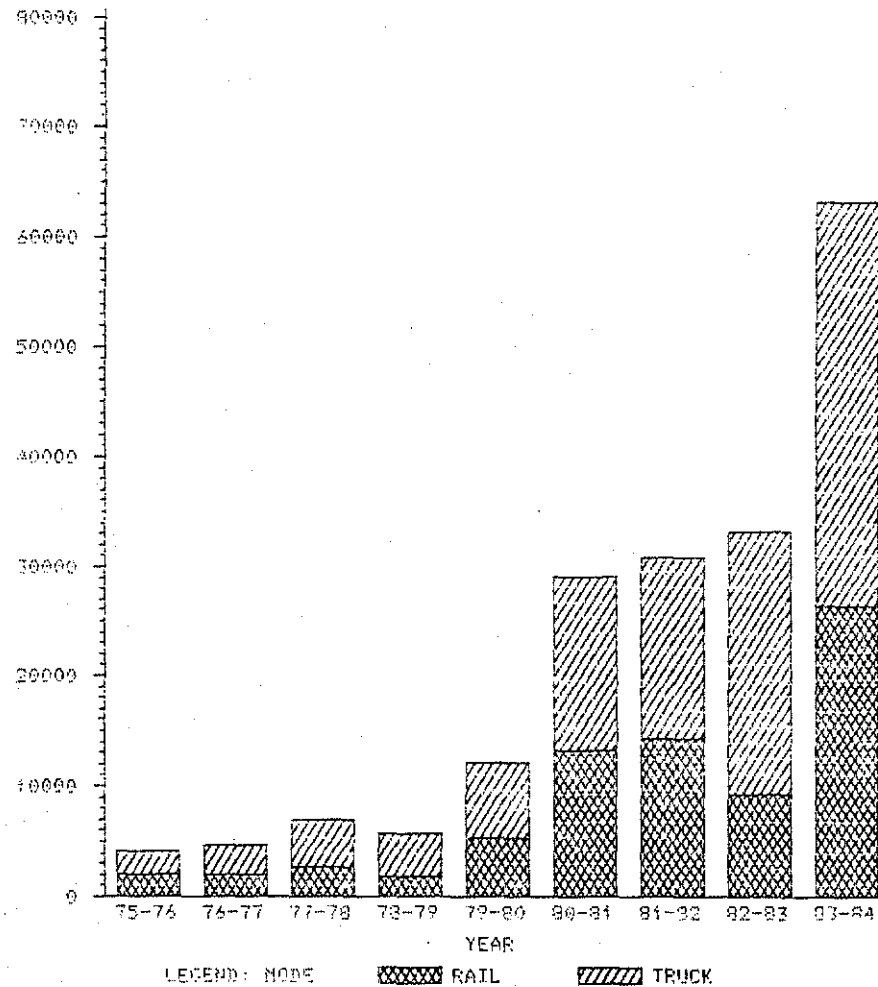
SUN TO DS BY MODE
(THOUSAND BU.)



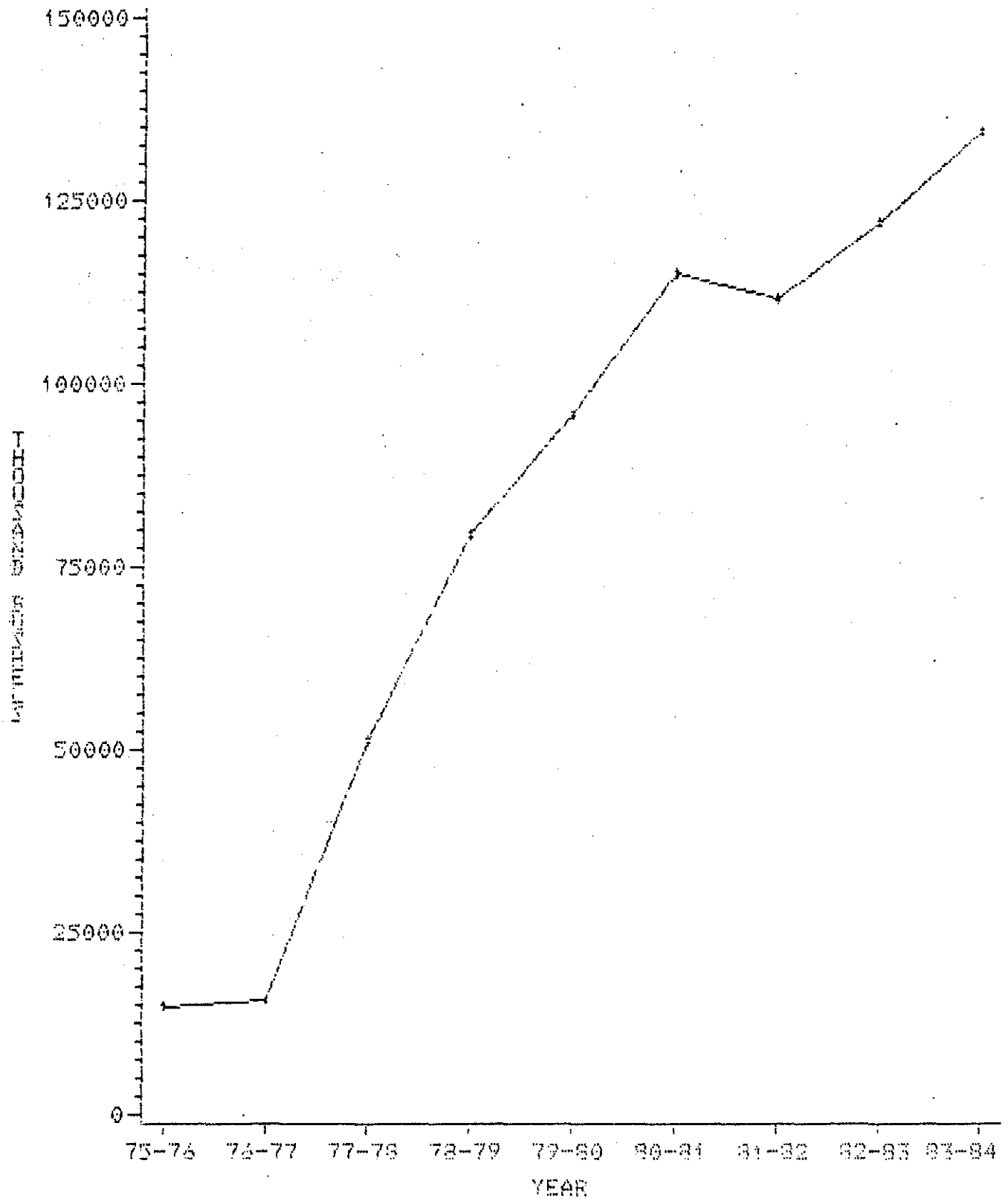
SUN TO OMINN BY MODE
(THOUSAND BU.)



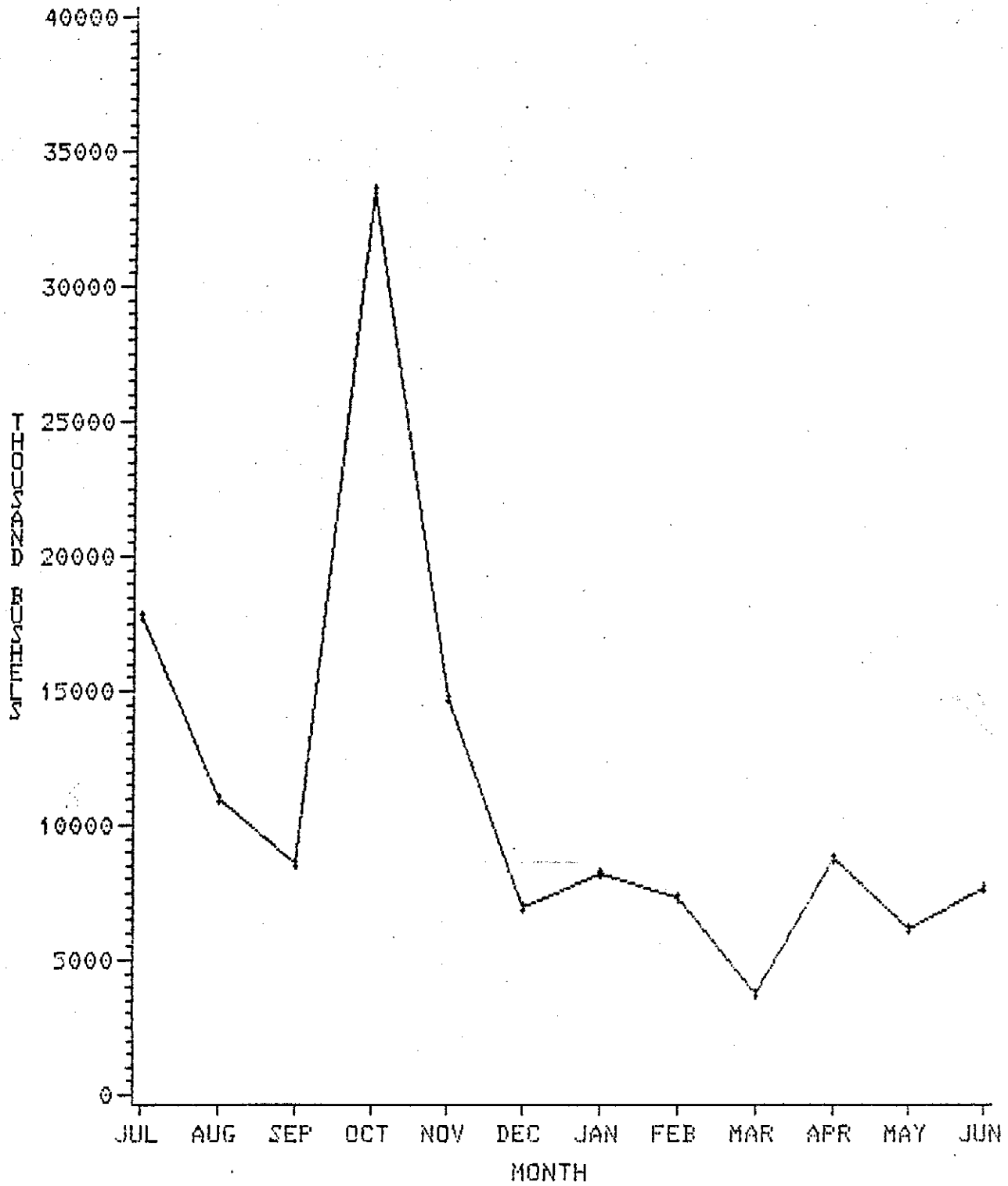
SUN TO MISC BY MODE
(THOUSAND BU.)



SUN TO ALL DEST



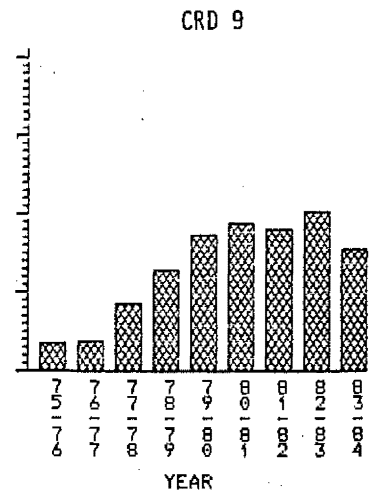
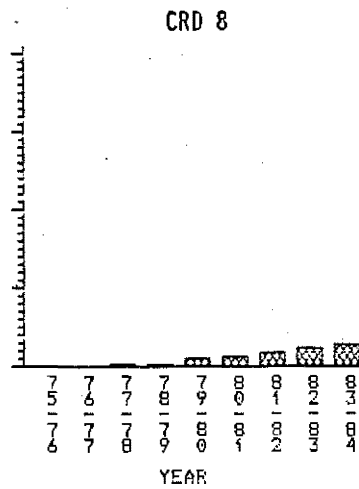
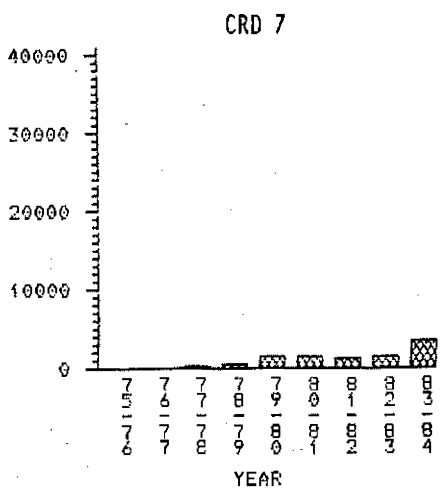
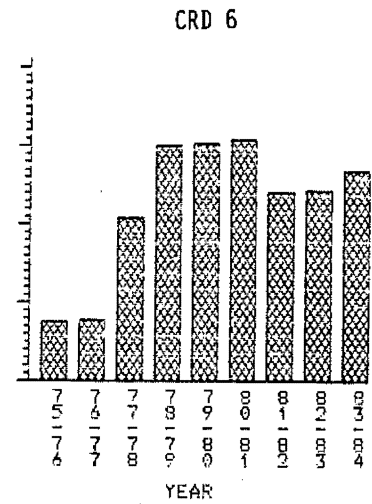
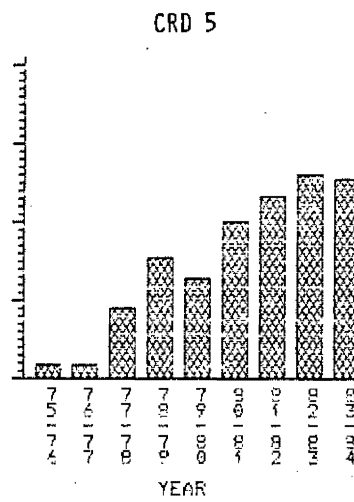
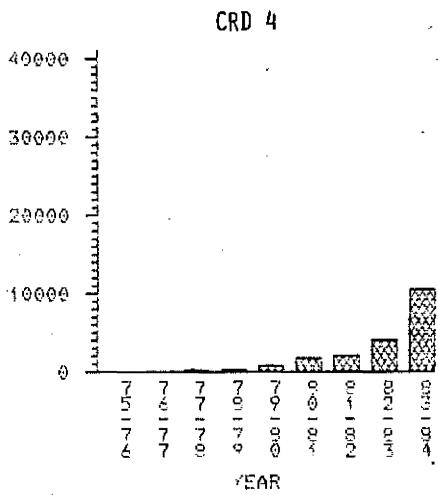
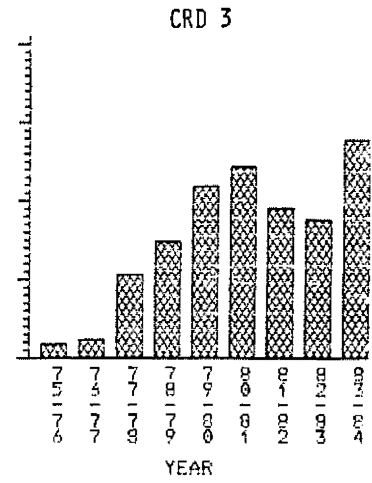
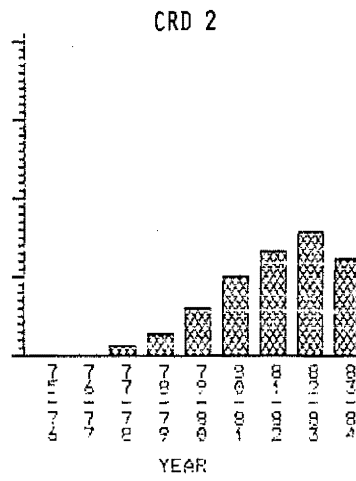
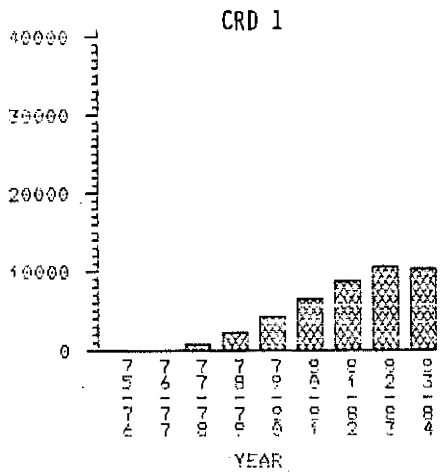
SUN TO ALL DEST BY MONTH



NORTH DAKOTA SUNFLOWER SEED SHIPMENTS
BY CROP REPORTING DISTRICT ORIGIN

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
	(thousand bu.)									
1975-76	0 (0%)	71 (0.5%)	1,853 (13%)	9 (0.1%)	1,772 (12%)	7,441 (51%)	2 (0.01%)	7 (0.05%)	3,399 (23%)	14,554 (100%)
1976-77	7 (0.04%)	26 (0.2%)	2,184 (14%)	20 (0.1%)	1,788 (11%)	7,861 (50%)	25 (0.2%)	0 (0%)	3,711 (24%)	15,622 (100%)
1977-78	771 (2%)	1,267 (2%)	10,469 (20%)	179 (0.3%)	9,087 (18%)	20,710 (40%)	225 (0.4%)	129 (0.3%)	8,442 (16%)	51,279 (100%)
1978-79	2,233 (3%)	2,839 (4%)	14,803 (19%)	336 (0.4%)	15,560 (20%)	30,050 (38%)	485 (1%)	225 (0.3%)	12,722 (16%)	79,253 (100%)
1979-80	4,317 (5%)	6,101 (6%)	21,814 (23%)	819 (1%)	12,706 (13%)	30,333 (32%)	1,550 (2%)	1,045 (1%)	17,254 (18%)	95,939 (100%)
1980-81	6,422 (6%)	9,970 (9%)	24,165 (21%)	1,668 (1%)	20,114 (18%)	30,871 (27%)	1,528 (1%)	1,256 (1%)	18,872 (16%)	114,866 (100%)
1981-82	8,702 (8%)	13,245 (12%)	18,996 (17%)	2,106 (2%)	23,244 (21%)	24,067 (22%)	1,219 (1%)	1,831 (2%)	18,086 (16%)	111,496 (100%)
1982-83	10,434 (9%)	15,728 (13%)	17,391 (14%)	4,084 (3%)	25,906 (21%)	24,230 (20%)	1,510 (1%)	2,206 (2%)	20,253 (17%)	121,744 (100%)
1983-84	10,272 (8%)	12,196 (9%)	27,652 (21%)	10,568 (8%)	25,414 (19%)	26,864 (20%)	3,385 (3%)	2,672 (2%)	15,386 (11%)	134,409 (100%)
3 Year Average	9,803 (8%)	13,723 (11%)	21,346 (17%)	5,586 (5%)	24,855 (20%)	25,054 (20%)	2,038 (2%)	2,236 (2%)	17,908 (15%)	122,550 (100%)

SUNFLOWER SHIPMENTS BY CRD
(THOUSAND BU.)



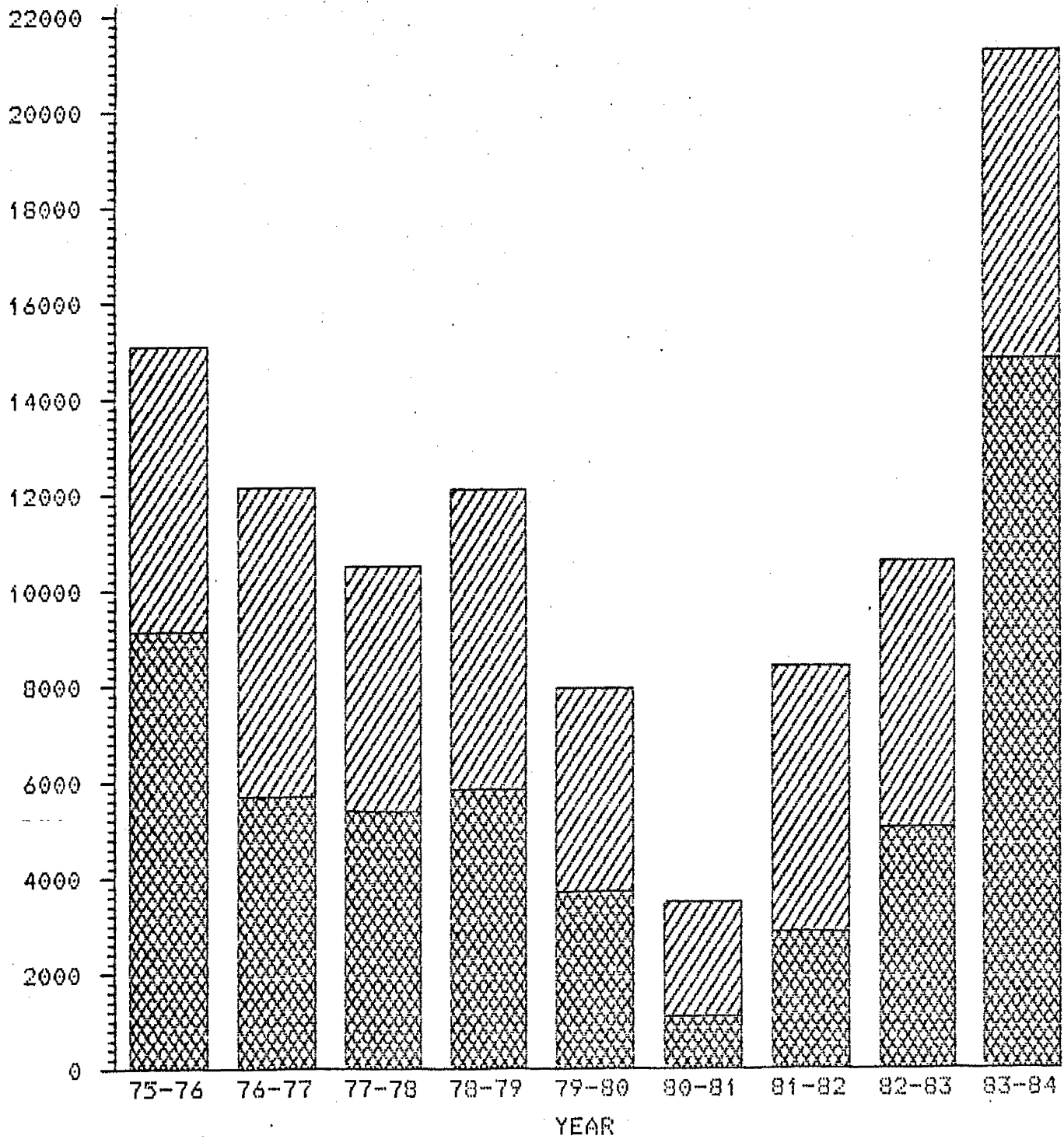
OATS

NORTH DAKOTA OATS SHIPMENTS
BY DESTINATION

YEAR	MINNEAPOLIS-ST. PAUL	DULUTH-SUPERIOR	WEST	MISC. MARKETS	TOTAL
	(thousand bu.)				
1975-76	8,779 (58%)	3,531 (23%)	1,458 (10%)	1,334 (9%)	15,102 (100%)
1976-77	6,769 (56%)	1,932 (16%)	1,427 (12%)	2,031 (17%)	12,159 (100%)
1977-78	5,860 (56%)	2,385 (23%)	851 (8%)	1,396 (13%)	10,492 (100%)
1978-79	6,969 (58%)	2,078 (17%)	1,200 (10%)	1,839 (15%)	12,086 (100%)
1979-80	4,298 (54%)	346 (4%)	1,580 (20%)	1,735 (22%)	7,959 (100%)
1980-81	1,269 (36%)	299 (8%)	936 (27%)	1,011 (29%)	3,515 (100%)
1981-82	5,491 (65%)	722 (9%)	630 (8%)	1,536 (18%)	8,379 (100%)
1982-83	7,045 (67%)	410 (4%)	675 (6%)	2,453 (23%)	10,583 (100%)
1983-84	14,984 (70%)	588 (3%)	400 (2%)	5,289 (25%)	21,261 (100%)
3 Year Average	9,173 (68%)	573 (4%)	568 (4%)	3,093 (23%)	13,408 (100%)

OAT TO ALL DEST BY MODE

(thousand bu.)



LEGEND: MODE

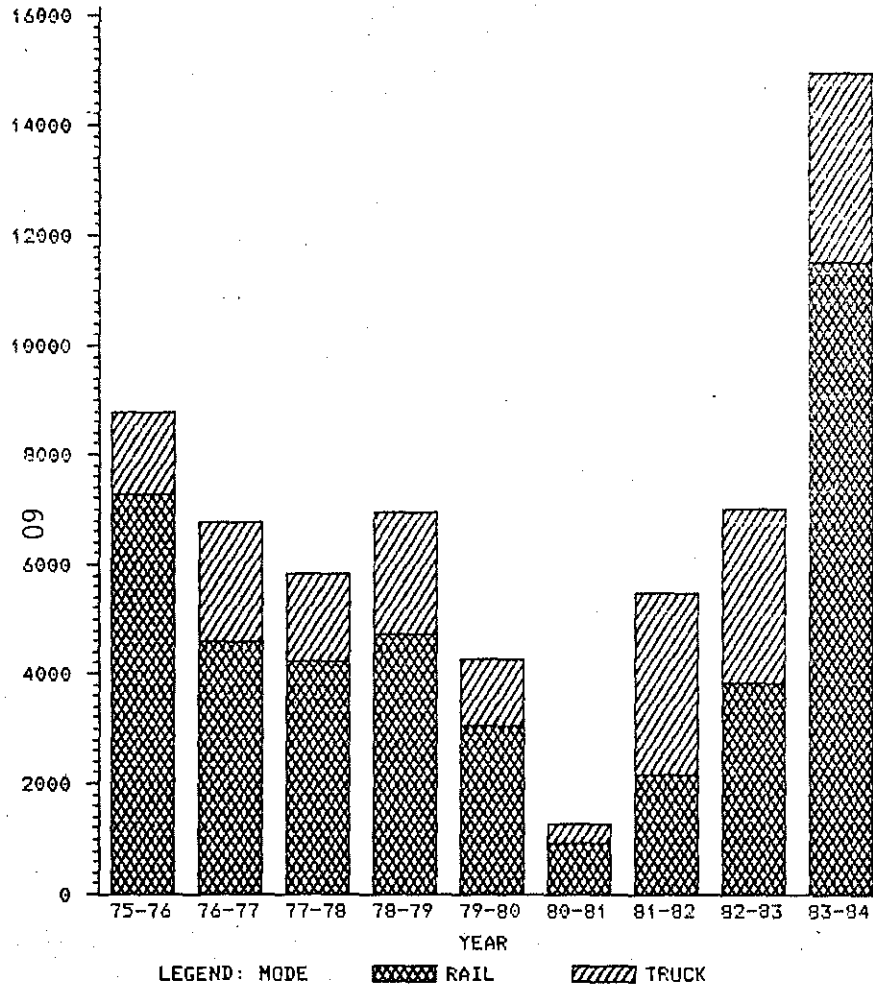
RAIL

TRUCK

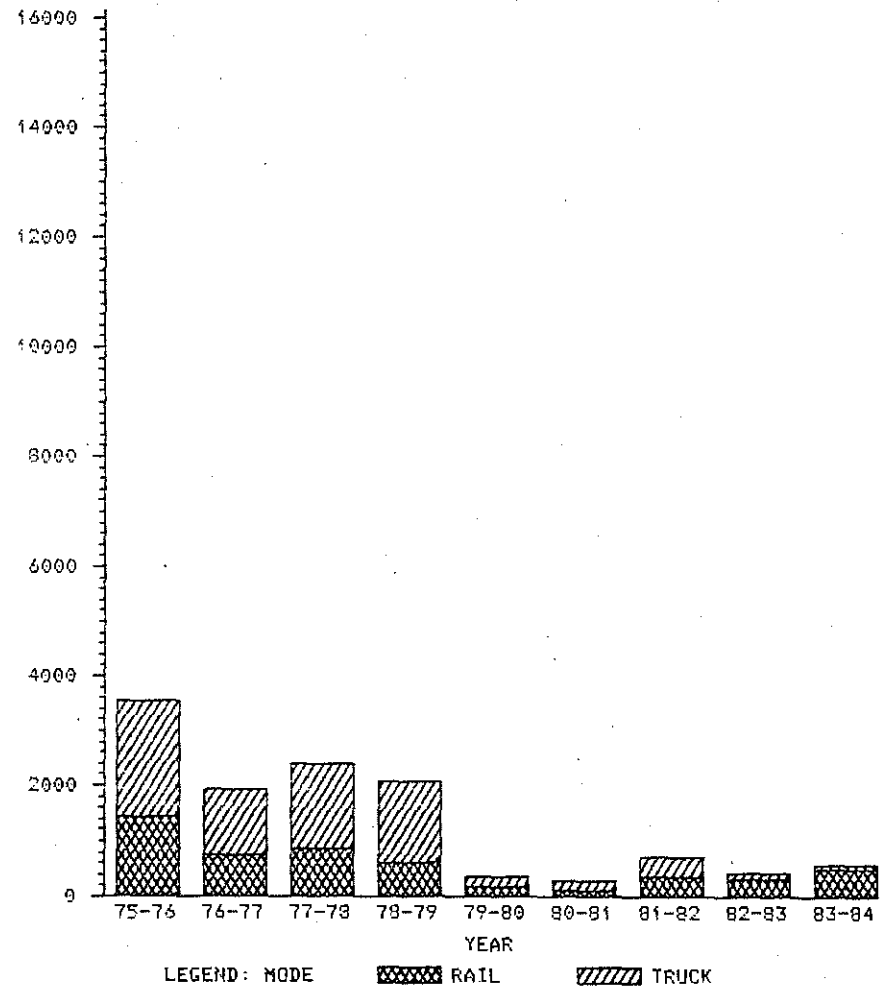
NORTH DAKOTA OATS SHIPMENTS BY RAIL AND TRUCK AND DESTINATION

YEAR	MINNEAPOLIS-ST. PAUL		DULUTH-SUPERIOR		WEST		MISC. MARKETS		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
	(thousand bu.)									
1975-76	7,300 (83%)	1,479 (17%)	1,442 (41%)	2,090 (59%)	92 (6%)	1,366 (94%)	304 (24%)	1,031 (77%)	9,148 (61%)	5,966 (39%)
1976-77	4,602 (68%)	2,166 (32%)	761 (39%)	1,171 (61%)	121 (8%)	1,306 (92%)	231 (11%)	1,800 (89%)	5,715 (47%)	6,443 (53%)
1977-78	4,244 (72%)	1,616 (28%)	869 (36%)	1,516 (64%)	12 (1%)	839 (99%)	255 (18%)	1,142 (82%)	5,380 (51%)	5,113 (49%)
1978-79	4,767 (68%)	2,202 (32%)	623 (30%)	1,455 (70%)	185 (16%)	1,016 (84%)	252 (14%)	1,587 (86%)	5,827 (48%)	6,260 (52%)
1979-80	3,077 (72%)	1,220 (28%)	184 (53%)	162 (47%)	91 (5%)	1,489 (95%)	338 (19%)	1,397 (81%)	3,690 (46%)	4,268 (54%)
1980-81	913 (72%)	356 (28%)	99 (33%)	200 (67%)	11 (1%)	925 (99%)	74 (7%)	939 (93%)	1,097 (31%)	2,418 (69%)
1981-82	2,167 (39%)	3,324 (61%)	349 (48%)	373 (52%)	35 (6%)	596 (94%)	285 (19%)	1,251 (81%)	2,835 (34%)	5,544 (66%)
1982-83	3,848 (55%)	3,197 (45%)	319 (78%)	91 (22%)	19 (3%)	656 (97%)	877 (38%)	1,576 (64%)	5,063 (48%)	5,520 (52%)
1983-84	11,547 (77%)	3,436 (23%)	503 (85%)	86 (15%)	99 (25%)	301 (75%)	2,645 (50%)	2,643 (50%)	14,794 (70%)	6,466 (30%)
3 Year Average	5,854 (64%)	3,319 (36%)	390 (68%)	183 (32%)	51 (9%)	518 (91%)	1,269 (41%)	1,823 (59%)	7,564 (56%)	5,843 (44%)

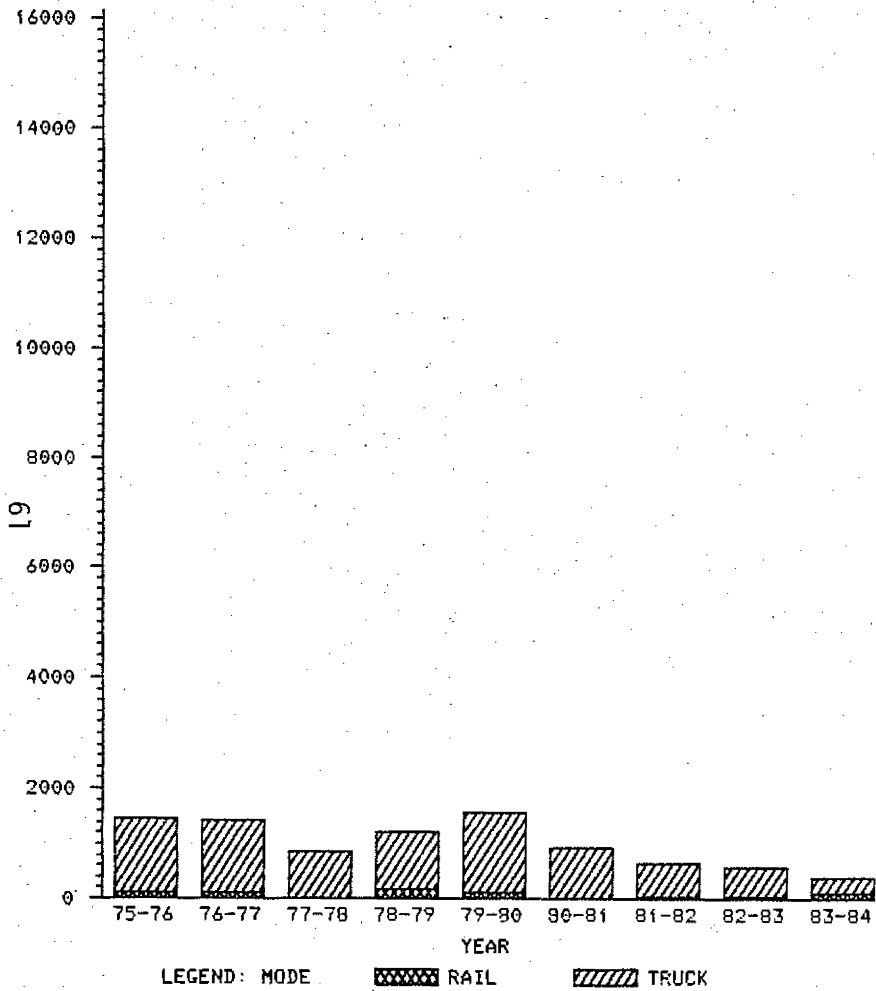
OAT TO MSP BY MODE
(THOUSAND BU.)



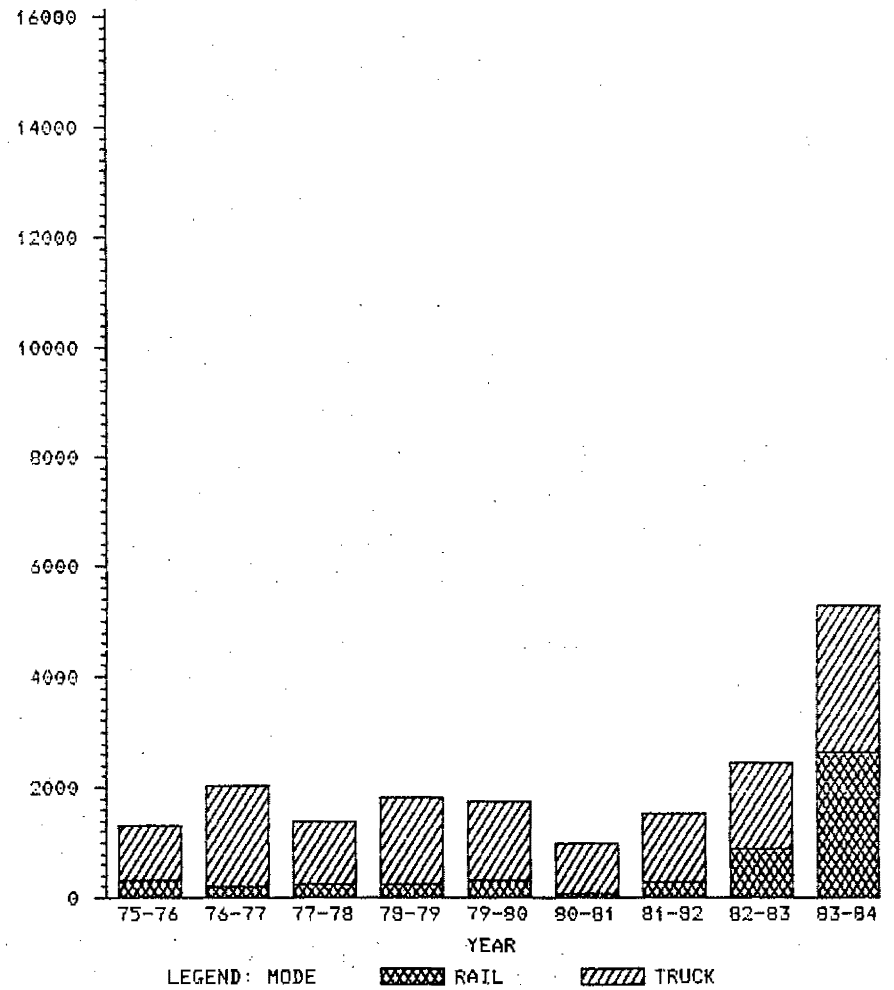
OAT TO DS BY MODE
(THOUSAND BU.)



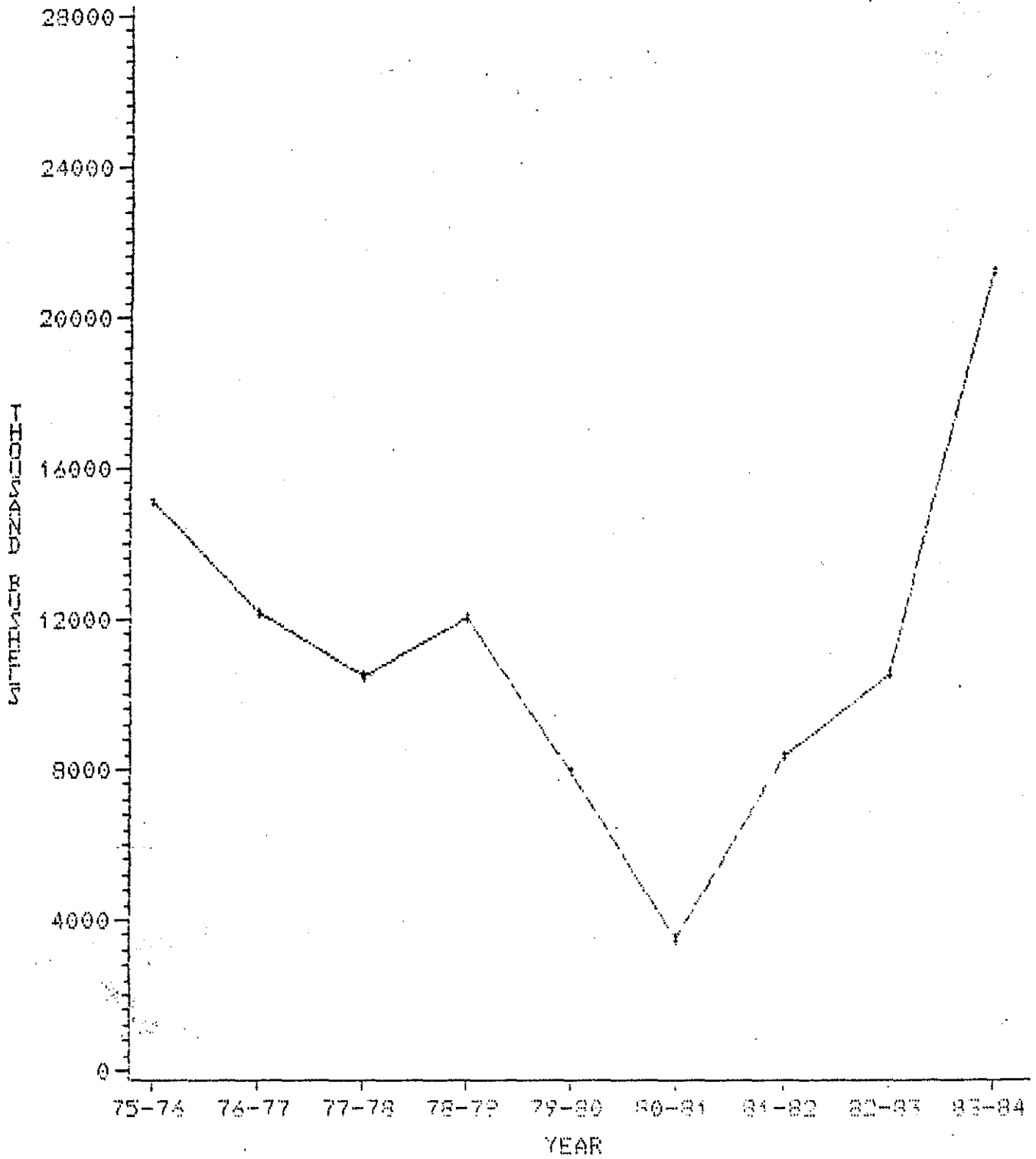
OAT TO PNW BY MODE
(THOUSAND BU.)



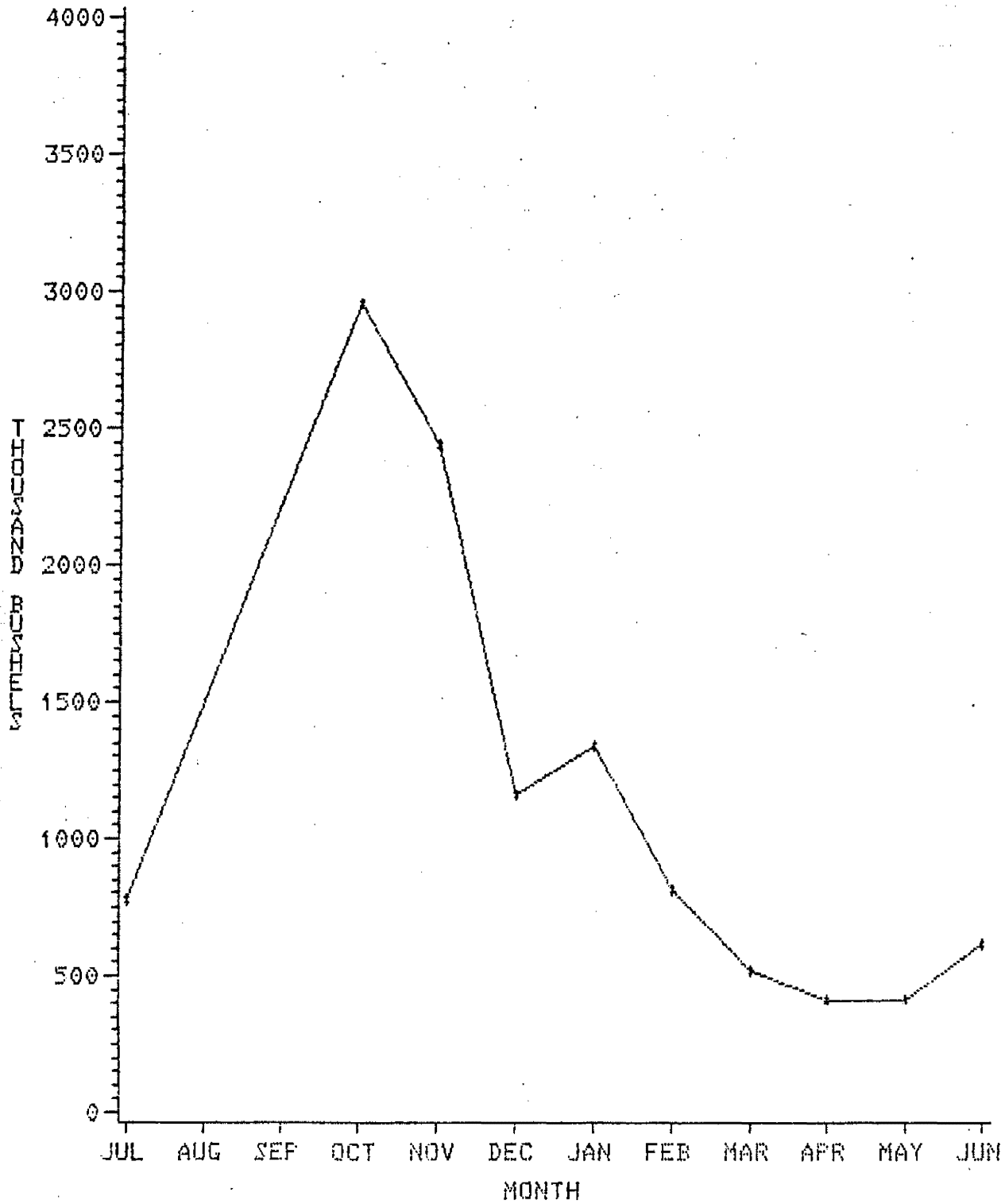
OAT TO MISC BY MODE
(THOUSAND BU.)



OATS TO ALL DEST



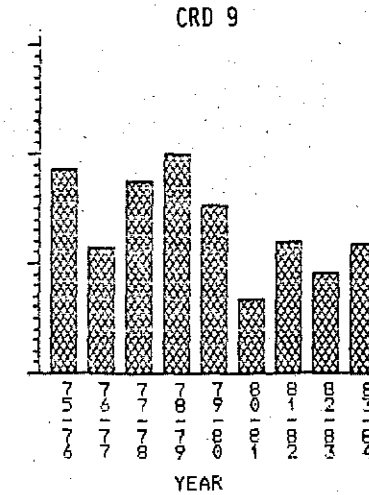
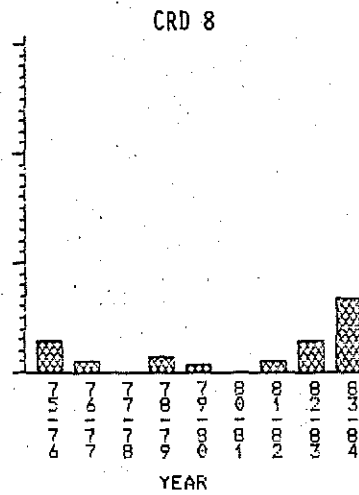
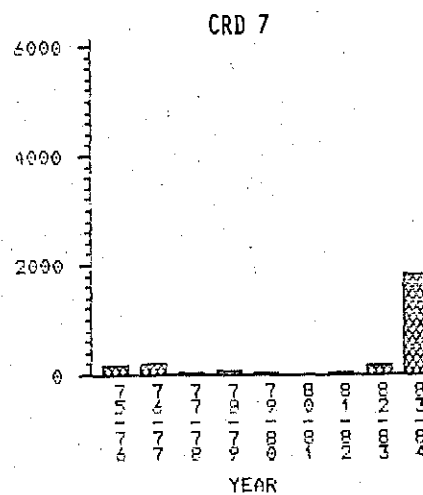
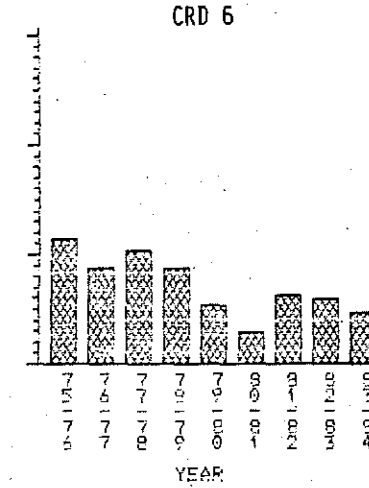
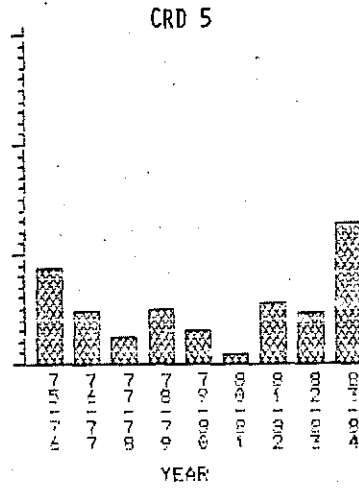
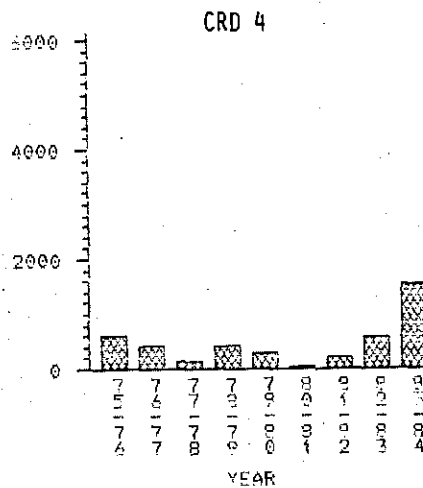
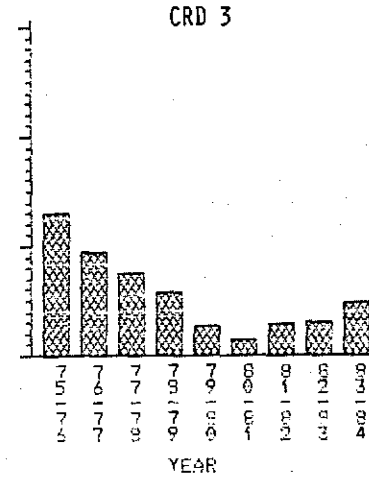
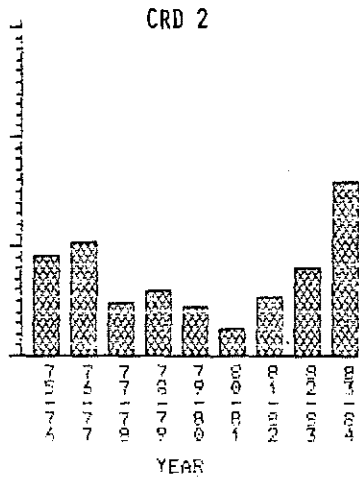
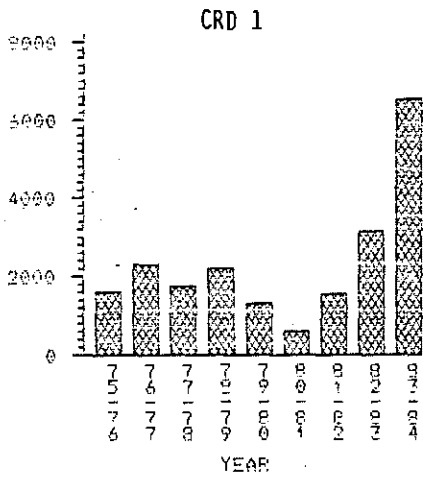
OATS TO ALL DEST BY MONTH



NORTH DAKOTA OATS SHIPMENTS
BY CROP REPORTING DISTRICT ORIGIN

YEAR	1	2	3	4	5	6	7	8	9	TOTAL
	(thousand bu.)									
1975-76	1,613 (9%)	1,806 (10%)	2,590 (20%)	596 (3%)	1,757 (13%)	2,297 (19%)	163 (1%)	573 (3%)	3,709 (23%)	15,102 (100%)
1976-77	2,309 (17%)	2,081 (15%)	1,904 (20%)	436 (3%)	976 (11%)	1,733 (14%)	225 (2%)	226 (2%)	2,269 (17%)	12,159 (100%)
1977-78	1,769 (17%)	974 (9%)	1,485 (14%)	137 (1%)	507 (5%)	2,077 (20%)	47 (0.4%)	7 (0.07%)	3,490 (33%)	10,493 (100%)
1978-79	2,200 (18%)	1,184 (10%)	1,132 (9%)	425 (4%)	1,016 (8%)	1,760 (15%)	68 (1%)	301 (2%)	4,002 (33%)	12,086 (100%)
1979-80	1,305 (16%)	875 (11%)	544 (7%)	282 (4%)	619 (8%)	1,057 (13%)	38 (0.5%)	159 (2%)	3,079 (39%)	7,958 (100%)
1980-81	590 (17%)	502 (14%)	292 (8%)	42 (1%)	167 (5%)	558 (16%)	4 (0.1%)	8 (0.2%)	1,352 (38%)	3,515 (100%)
1981-82	1,556 (20%)	1,070 (13%)	579 (7%)	217 (3%)	1,106 (13%)	1,243 (15%)	19 (0.2%)	212 (2%)	2,377 (28%)	8,379 (100%)
1982-83	3,130 (30%)	1,614 (15%)	598 (6%)	573 (5%)	946 (9%)	1,176 (11%)	164 (2%)	578 (5%)	1,804 (17%)	10,583 (100%)
1983-84	6,562 (31%)	3,163 (15%)	952 (4%)	1,530 (7%)	2,561 (12%)	934 (4%)	1,834 (9%)	1,368 (6%)	2,356 (11%)	21,261 (100%)
3 Year Average	3,749 (28%)	1,949 (15%)	710 (5%)	773 (6%)	1,538 (12%)	1,118 (8%)	672 (5%)	719 (5%)	2,179 (16%)	13,408 (100%)

OATS SHIPMENT BY CRD
(THOUSAND BU.)



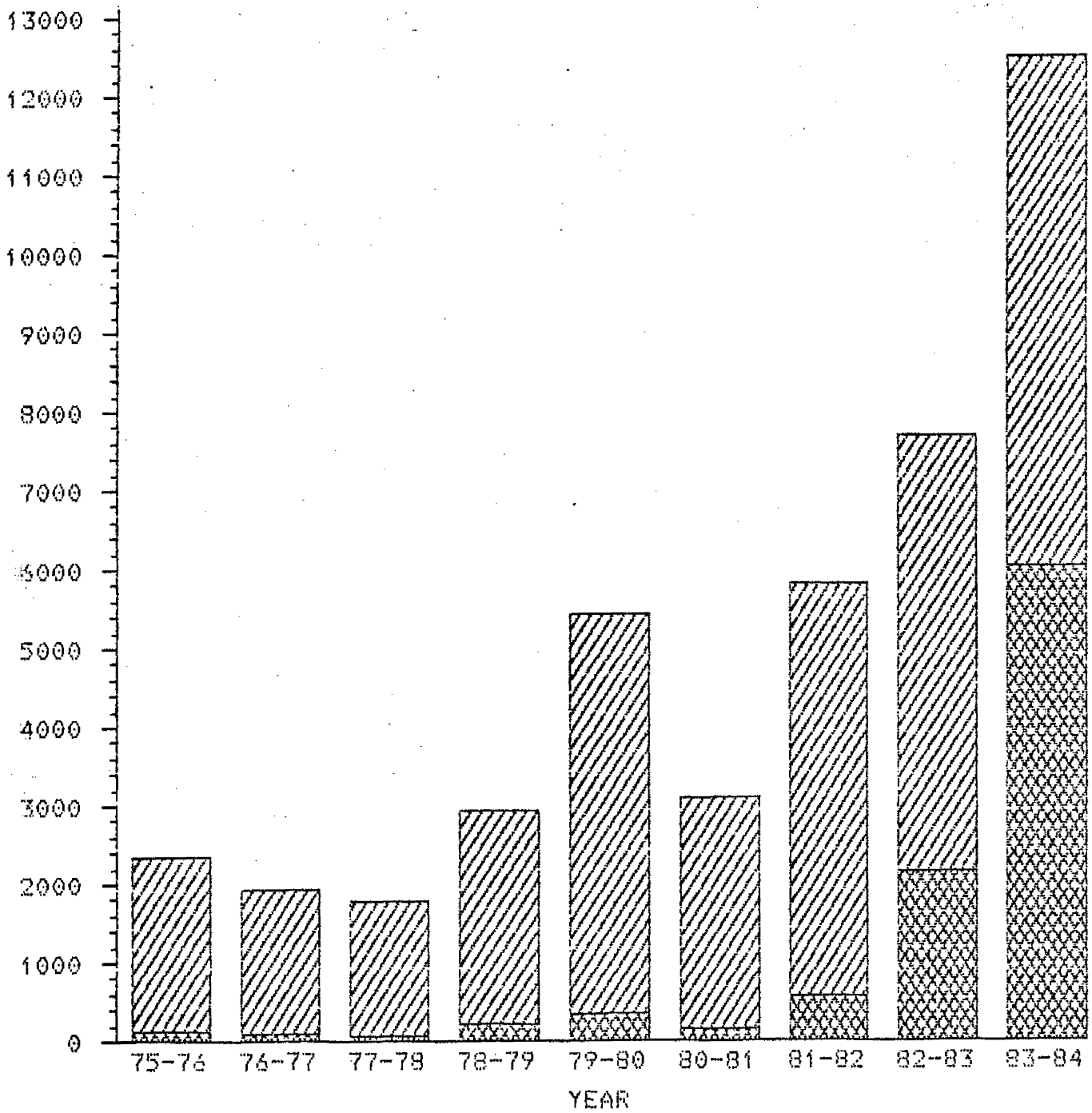
SOYBEANS

NORTH DAKOTA SOYBEAN SHIPMENTS
BY DESTINATION

YEAR	MINNEAPOLIS-ST. PAUL	DULUTH-SUPERIOR	WEST	MISC. MARKETS	TOTAL
	(thousand bu.)				
1975-76	737 (31%)	42 (2%)	10 (0.4%)	1,571 (67%)	2,359 (100%)
1976-77	389 (20%)	72 (4%)	21 (1%)	1,459 (75%)	1,941 (100%)
1977-78	367 (21%)	311 (18%)	29 (2%)	1,068 (60%)	1,776 (100%)
1978-79	1,020 (35%)	773 (26%)	10 (0.3%)	1,139 (39%)	2,943 (100%)
1979-80	3,469 (64%)	674 (12%)	20 (0.4%)	1,289 (24%)	5,452 (100%)
1980-81	1,762 (57%)	337 (11%)	22 (1%)	988 (32%)	3,109 (100%)
1981-82	3,758 (65%)	310 (5%)	317 (5%)	1,416 (24%)	5,801 (100%)
1982-83	5,639 (73%)	185 (2%)	952 (12%)	910 (12%)	7,687 (100%)
1983-84	7,625 (61%)	1,430 (11%)	2,418 (19%)	1,030 (8%)	12,504 (100%)
3 Year Average	5,674 (66%)	642 (7%)	1,229 (14%)	1,119 (13%)	8,664 (100%)

SOY TO ALL DEST BY MODE

(thousand bu.)



LEGEND: MODE

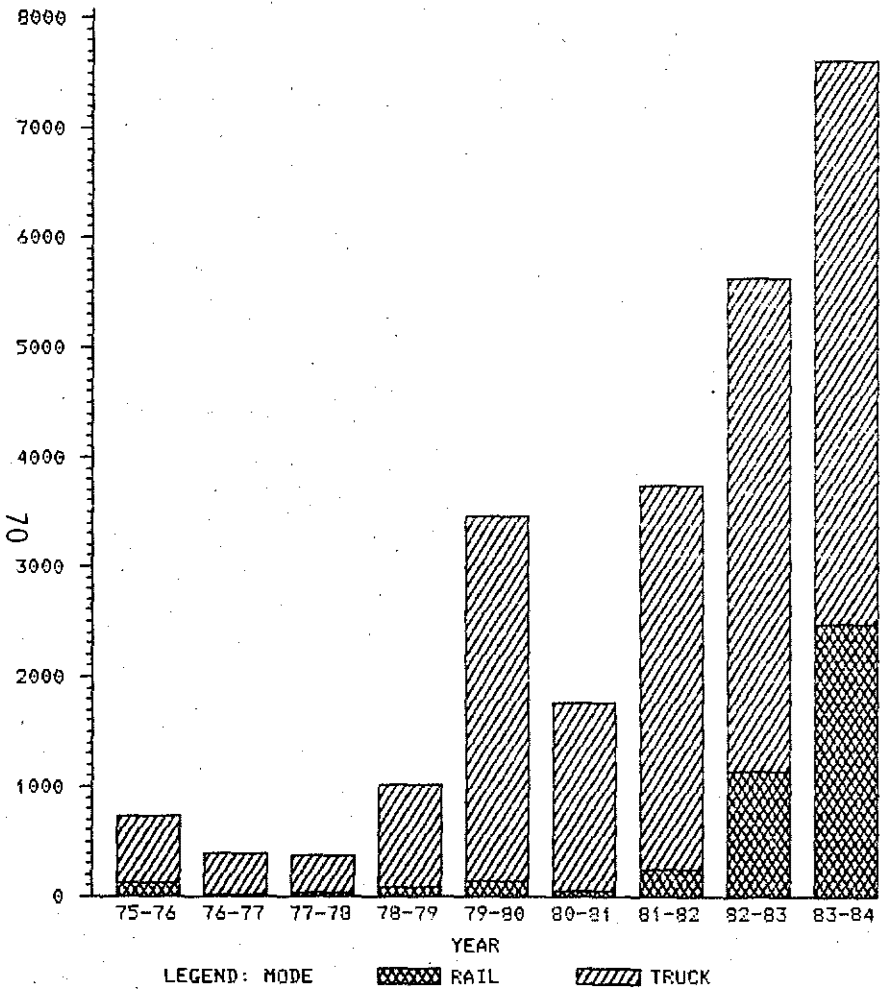
RAIL

TRUCK

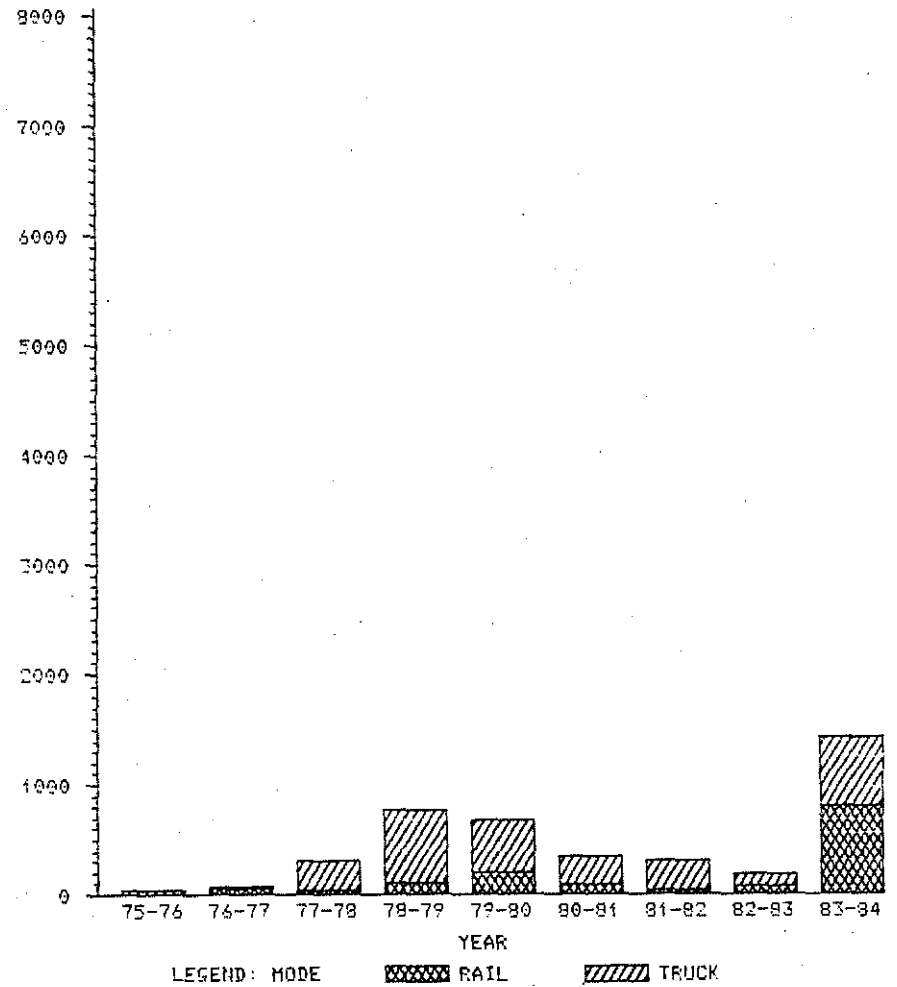
NORTH DAKOTA SOYBEAN SHIPMENTS BY RAIL AND TRUCK AND DESTINATION

YEAR	MINNEAPOLIS-ST. PAUL		DULUTH-SUPERIOR		WEST		MISC. MARKETS		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
	(thousand bu.)									
1975-76	122 (17%)	615 (83%)	5 (13%)	36 (87%)	0 (0%)	10 (100%)	12 (1%)	1,559 (99%)	139 (6%)	2,220 (94%)
1976-77	15 (4%)	373 (96%)	59 (83%)	12 (17%)	1 (4%)	20 (96%)	22 (1%)	1,438 (99%)	97 (5%)	1,844 (95%)
1977-78	28 (8%)	339 (92%)	35 (11%)	276 (89%)	3 (12%)	26 (88%)	10 (1%)	1,058 (99%)	77 (4%)	1,699 (96%)
1978-79	90 (9%)	930 (91%)	114 (15%)	659 (85%)	4 (35%)	7 (65%)	26 (2%)	1,113 (98%)	233 (8%)	2,709 (92%)
1979-80	147 (4%)	3,322 (96%)	196 (29%)	478 (71%)	10 (47%)	11 (53%)	5 (1%)	1,285 (99%)	357 (7%)	5,095 (93%)
1980-81	51 (3%)	1,711 (97%)	93 (28%)	244 (72%)	13 (61%)	8 (39%)	4 (1%)	983 (99%)	162 (5%)	2,947 (95%)
1981-82	243 (6%)	3,515 (94%)	38 (12%)	272 (88%)	229 (72%)	88 (28%)	43 (3%)	1,374 (97%)	553 (10%)	5,249 (90%)
1982-83	1,137 (20%)	4,502 (80%)	69 (37%)	117 (63%)	872 (92%)	80 (8%)	79 (9%)	831 (91%)	2,158 (28%)	5,529 (72%)
1983-84	2,482 (33%)	5,143 (67%)	804 (56%)	626 (44%)	2,370 (98%)	48 (2%)	368 (36%)	663 (64%)	6,023 (48%)	6,480 (52%)
3 Year	1,287 (23%)	4,387 (77%)	304 (47%)	338 (53%)	1,157 (94%)	72 (6%)	163 (15%)	956 (85%)	2,911 (34%)	5,753 (66%)

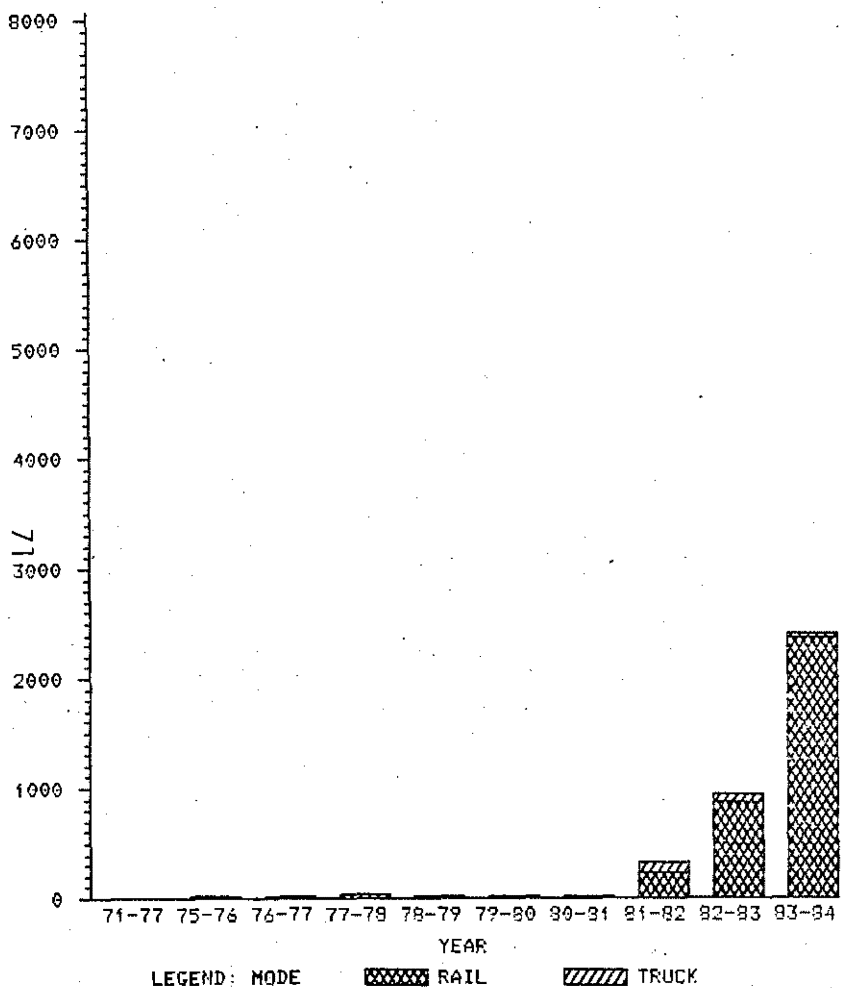
SOY TO MSP BY MODE
(THOUSAND BU.)



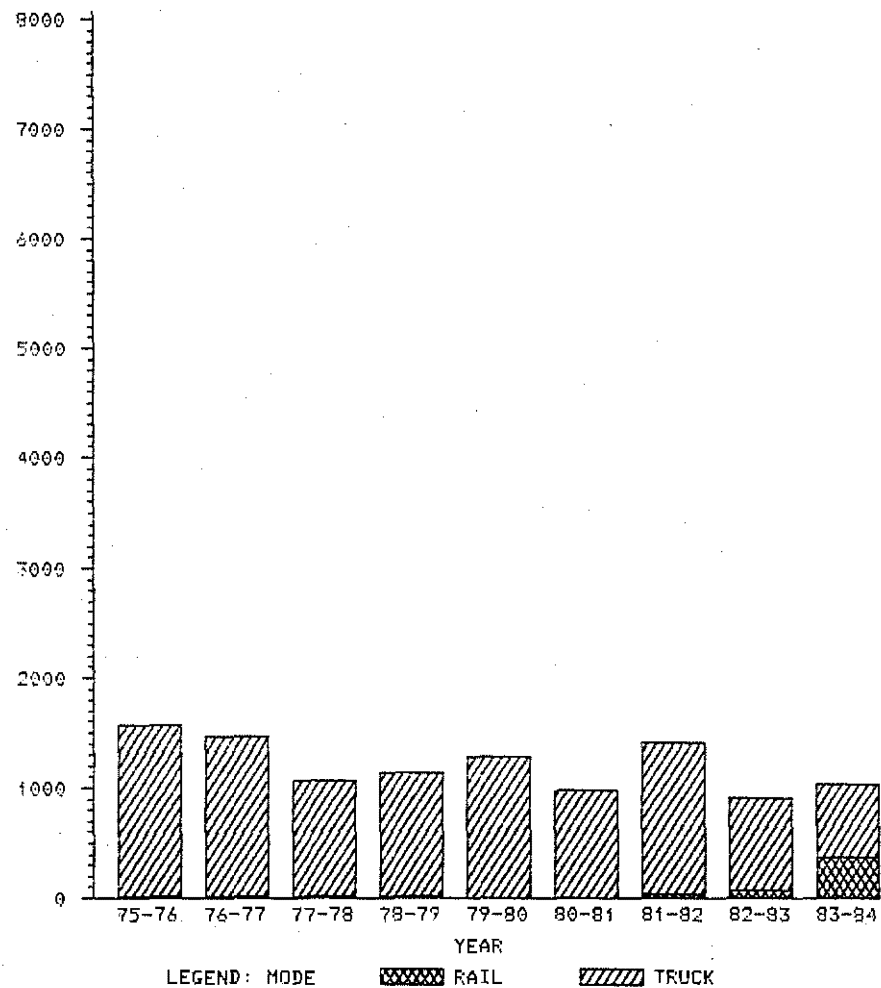
SOY TO DS BY MODE
(THOUSAND BU.)



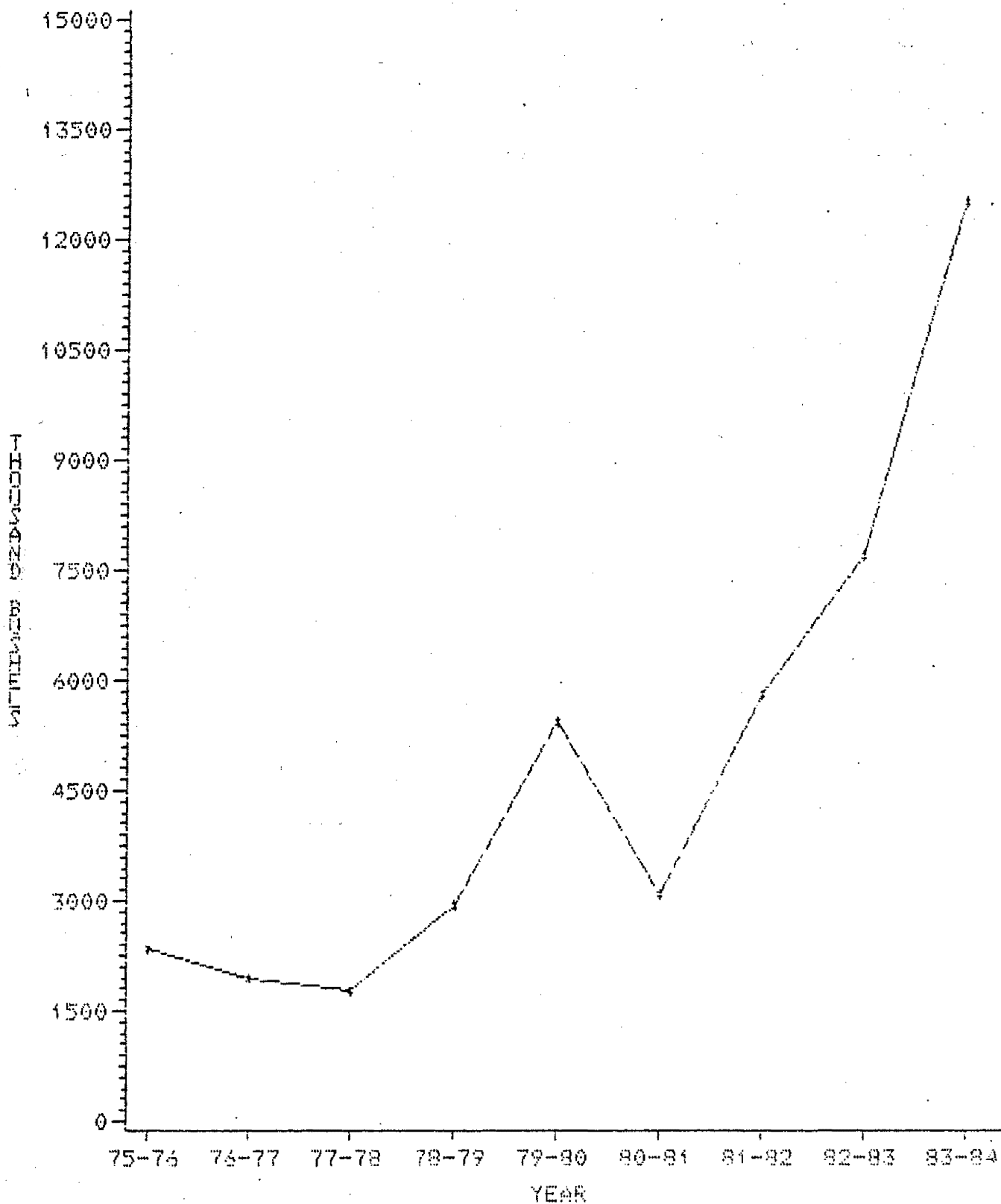
SOY TO PNW BY MODE
(THOUSAND BU.)



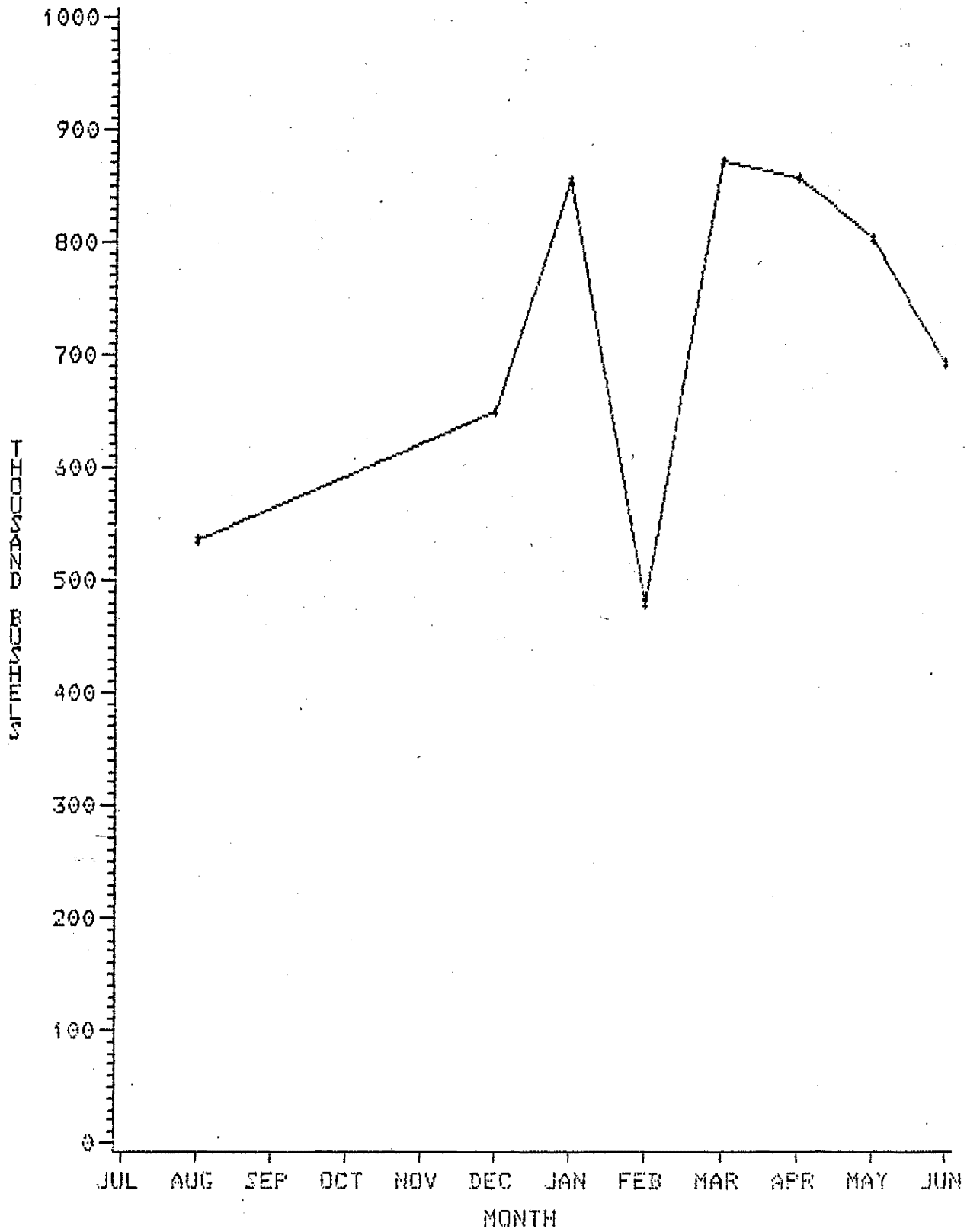
SOY TO MISC BY MODE
(THOUSAND BU.)



SOY TO ALL DEST



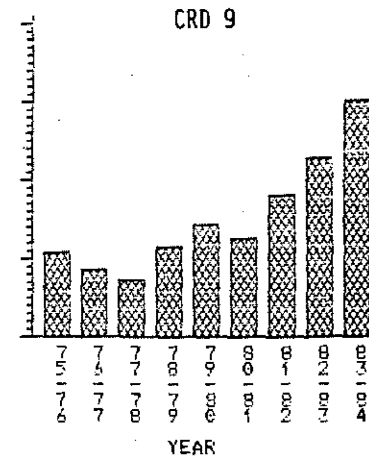
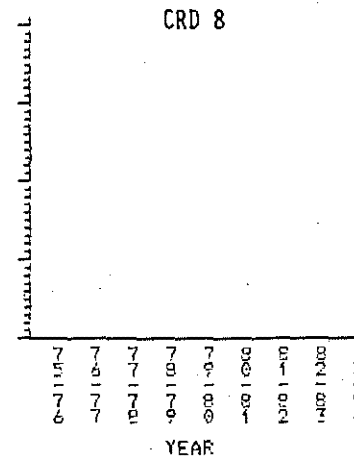
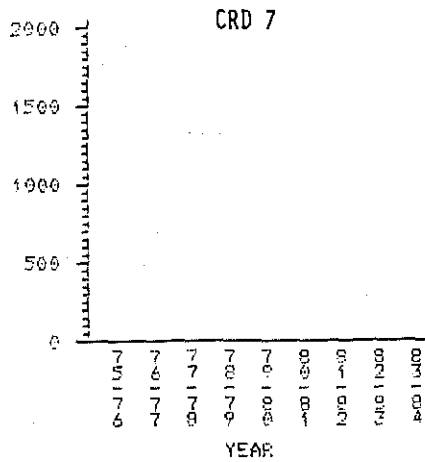
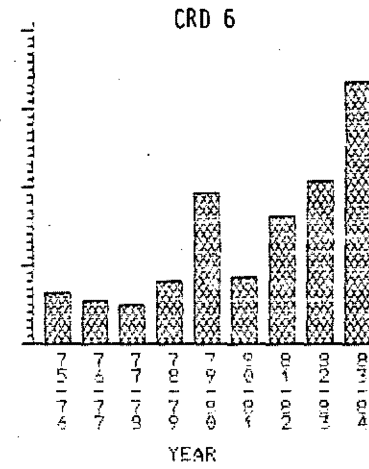
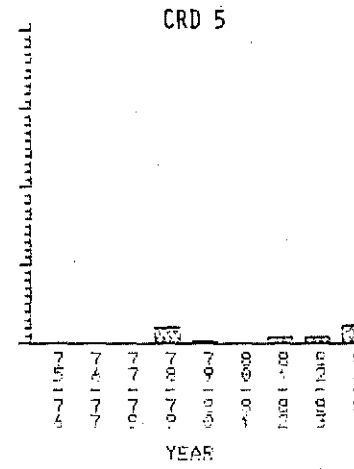
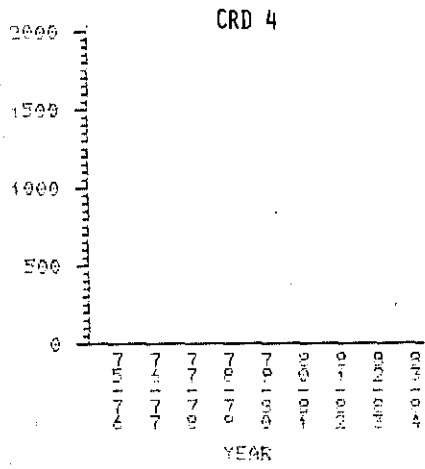
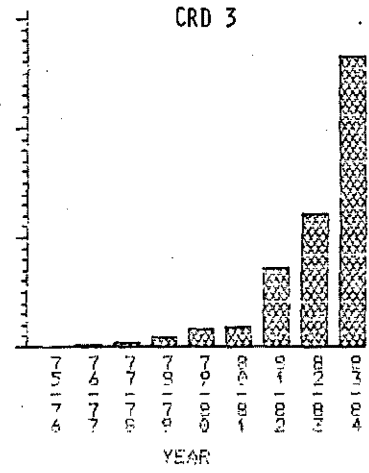
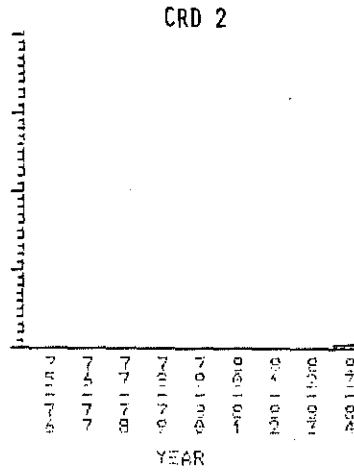
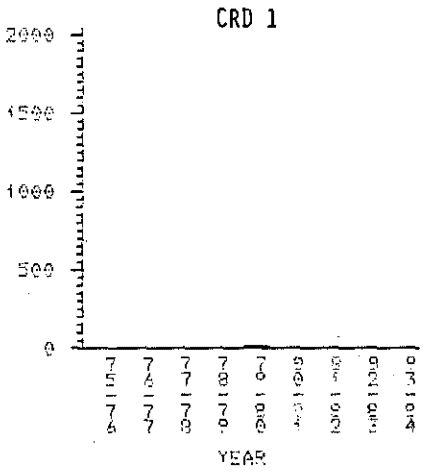
SOY TO ALL DEST BY MONTH



NORTH DAKOTA SOYBEAN SHIPMENTS
BY CROP REPORTING DISTRICT ORIGIN

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
	(thousand bu.)									
1975-76	0 (0%)	0 (0%)	5 (0.2%)	0 (0%)	0 (0%)	1,278 (54%)	0 (0%)	0 (0%)	1,077 (46%)	2,359 (100%)
1976-77	0 (0%)	0 (0%)	9 (0.4%)	0 (0%)	1 (0.03%)	1,093 (56%)	0 (0%)	0 (0%)	838 (43%)	1,941 (100%)
1977-78	0 (0%)	0 (0%)	39 (2%)	4 (0.2%)	0 (0%)	997 (36%)	0 (0%)	0 (0%)	736 (41%)	1,776 (100%)
1978-79	3 (0.1%)	0 (0%)	89 (3%)	3 (0.1%)	94 (3%)	1,608 (55%)	0 (0%)	0 (0%)	1,145 (39%)	2,943 (100%)
1979-80	11 (0.2%)	0 (0%)	155 (3%)	0 (0%)	8 (0.1%)	3,845 (71%)	0 (0%)	0 (0%)	1,434 (26%)	5,452 (100%)
1980-81	2 (0.1%)	0 (0%)	182 (6%)	0 (0%)	1 (0.02%)	1,678 (54%)	0 (0%)	0 (0%)	1,246 (40%)	3,109 (100%)
1981-82	0 (0%)	2 (0.04%)	722 (12%)	0 (0%)	37 (1%)	3,250 (56%)	0 (0%)	0 (0%)	1,790 (31%)	5,801 (100%)
1982-83	0 (0%)	3 (0.03%)	1,206 (16%)	0 (0%)	36 (0.5%)	4,164 (54%)	2 (0.02%)	0 (0%)	2,277 (30%)	7,687 (100%)
1983-84	2 (0.02%)	20 (0.2%)	2,665 (21%)	2 (0.01%)	112 (0.9%)	6,683 (53%)	4 (0.03%)	0 (0%)	3,016 (24%)	12,504 (100%)
3 Year Average	1 (0.01%)	8 (0.1%)	1,531 (18%)	1 (0.01%)	62 (1%)	4,699 (54%)	2 (0.02%)	0 (0%)	2,361 (27%)	8,664 (100%)

SUNFLOWER SHIPMENTS BY CRD
(THOUSAND BU.)



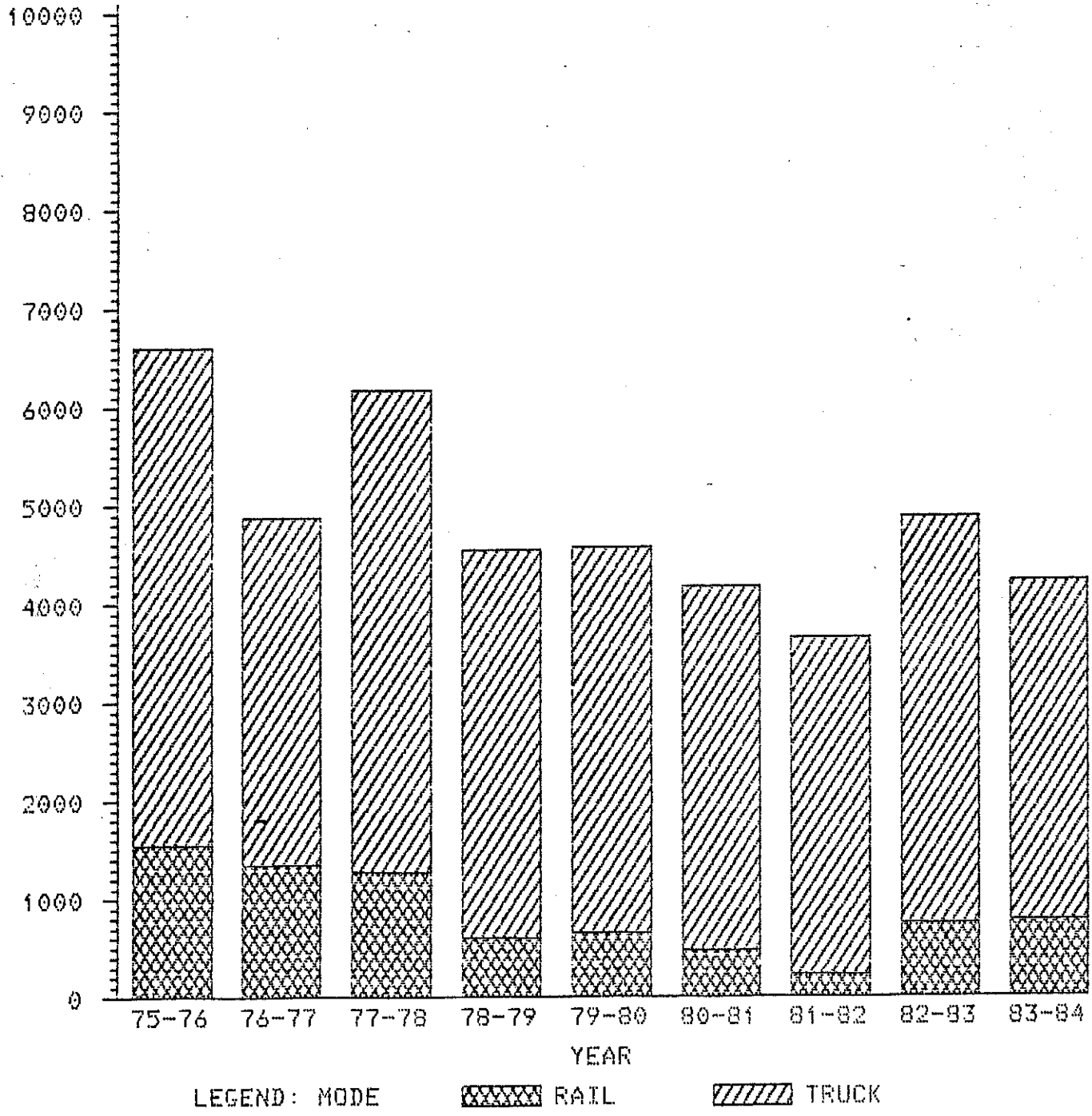
FLAXSEED

NORTH DAKOTA FLAXSEED SHIPMENTS BY DESTINATION

YEAR	MINNEAPOLIS-ST. PAUL	DULUTH-SUPERIOR	WEST	MISC. MARKETS	TOTAL
	(thousand bu.)				
1975-76	5,170 (78%)	855 (13%)	60 (1%)	505 (8%)	6,590 (100%)
1976-77	4,260 (87%)	284 (6%)	59 (1%)	279 (6%)	4,882 (100%)
1977-78	4,941 (80%)	748 (12%)	72 (1%)	413 (7%)	6,174 (100%)
1978-79	4,054 (89%)	153 (3%)	21 (1%)	313 (7%)	4,541 (100%)
1979-80	4,114 (90%)	195 (4%)	10 (1%)	263 (6%)	4,582 (100%)
1980-81	3,874 (98%)	89 (2%)	14 (1%)	199 (5%)	4,176 (100%)
1981-82	3,207 (88%)	118 (3%)	4 (0.1%)	314 (8%)	3,644 (100%)
1982-83	1,820 (37%)	497 (10%)	8 (0.2%)	2,558 (52%)	4,883 (100%)
1983-84	1,598 (38%)	85 (2%)	52 (1%)	2,501 (59%)	4,235 (100%)
3 Year Average	2,208 (52%)	233 (6%)	21 (1%)	1,791 (42%)	4,254 (100%)

FLAX TO ALL DEST BY MODE

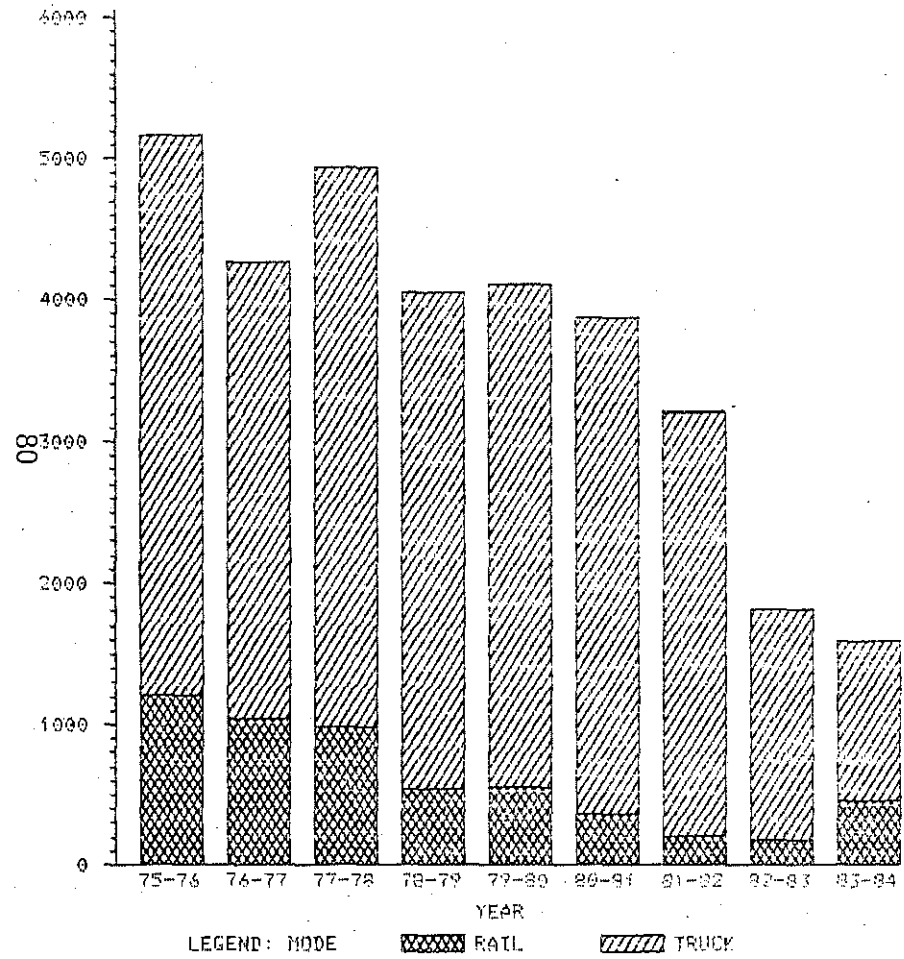
(thousand bu.)



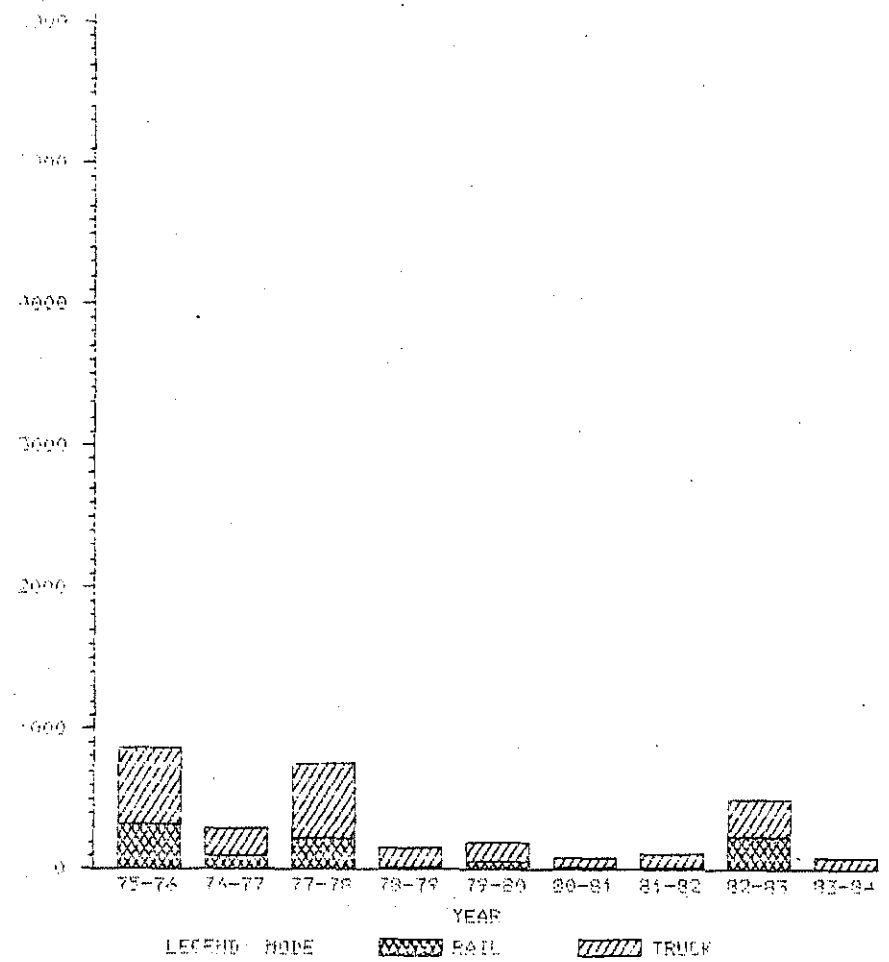
NORTH DAKOTA FLAXSEED SHIPMENTS BY RAIL AND TRUCK AND DESTINATION

YEAR	MINNEAPOLIS-ST. PAUL		DULUTH-SUPERIOR		WEST		MISC. MARKETS		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
(thousand bu.)										
1975-76	1,213 (23%)	3,957 (77%)	317 (37%)	538 (63%)	0 (0%)	60 (100%)	31 (6%)	474 (94%)	1,561 (24%)	5,029 (76%)
1976-77	1,046 (25%)	3,214 (75%)	102 (36%)	183 (64%)	0 (0%)	59 (100%)	206 (74%)	74 (26%)	1,354 (28%)	3,530 (72%)
1977-78	987 (20%)	3,954 (80%)	226 (30%)	522 (70%)	0 (0%)	72 (100%)	74 (18%)	339 (82%)	1,287 (21%)	4,887 (79%)
1978-79	541 (13%)	3,513 (87%)	18 (12%)	135 (88%)	2 (10%)	19 (90%)	32 (10%)	281 (90%)	593 (15%)	3,948 (85%)
1979-80	555 (13%)	3,558 (87%)	53 (27%)	141 (73%)	0 (0%)	10 (100%)	45 (17%)	218 (83%)	653 (14%)	3,927 (86%)
1980-81	358 (9%)	3,516 (91%)	7 (8%)	82 (92%)	0 (0%)	14 (100%)	100 (50%)	99 (50%)	465 (11%)	3,711 (89%)
1981-82	203 (6%)	3,004 (94%)	10 (9%)	108 (91%)	0 (0%)	4 (100%)	15 (5%)	299 (95%)	228 (6%)	3,415 (94%)
1982-83	184 (10%)	1,635 (90%)	240 (48%)	257 (52%)	0 (0%)	8 (100%)	325 (13%)	2,233 (87%)	749 (15%)	4,134 (92%)
1983-84	455 (29%)	1,143 (71%)	5 (6%)	80 (94%)	13 (25%)	39 (75%)	311 (12%)	2,190 (88%)	785 (19%)	3,451 (81%)
3 Year Average	281 (13%)	1,927 (87%)	85 (36%)	148 (64%)	4 (20%)	17 (80%)	217 (12%)	1,574 (88%)	587 (14%)	3,667 (86%)

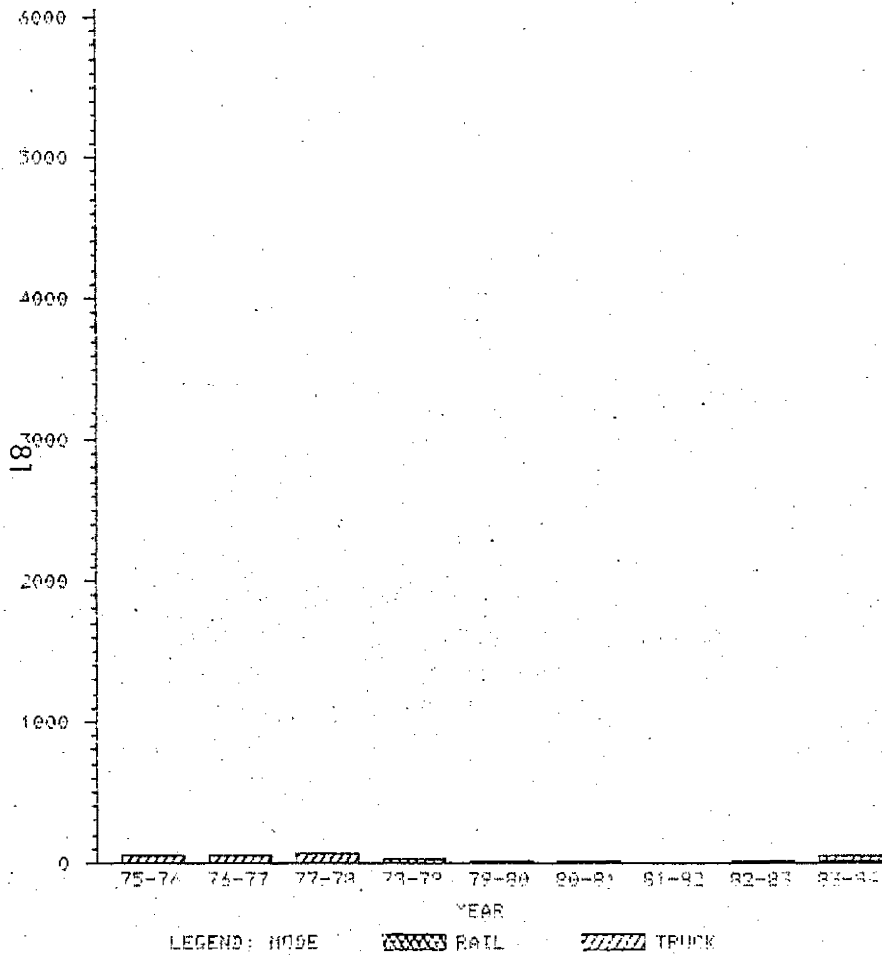
FLAX TO MSP BY MODE
(THOUSAND BU.)



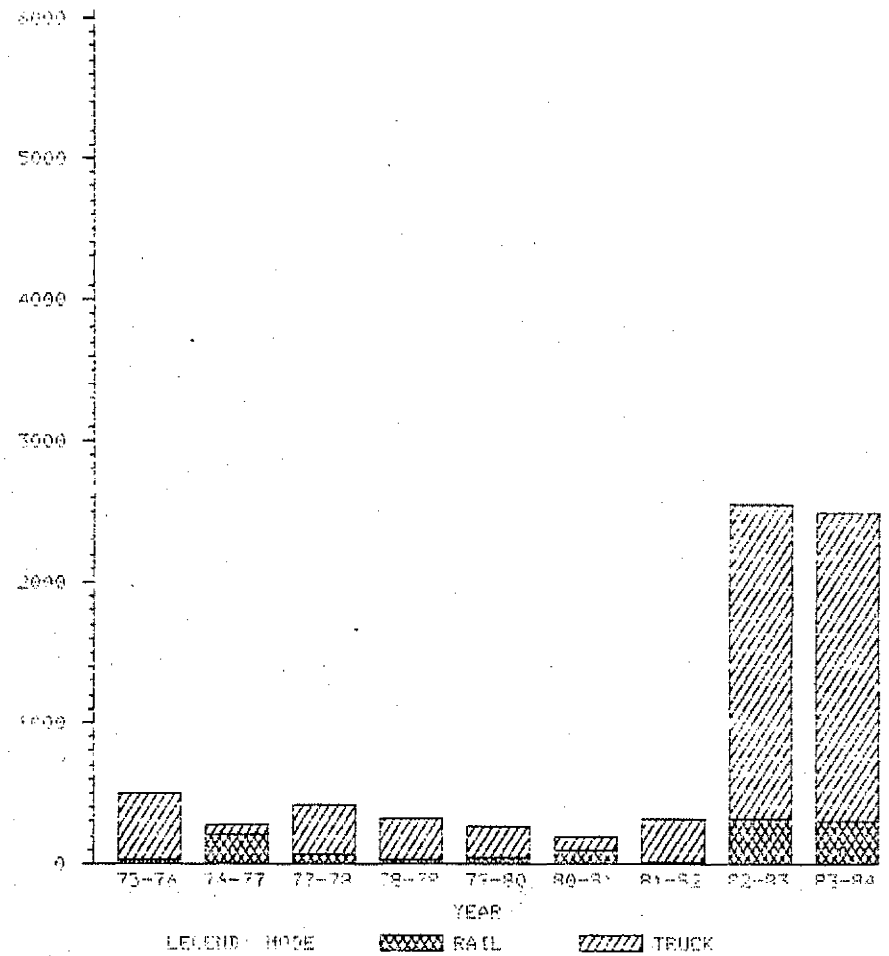
FLAX TO DS BY MODE
(THOUSAND BU.)



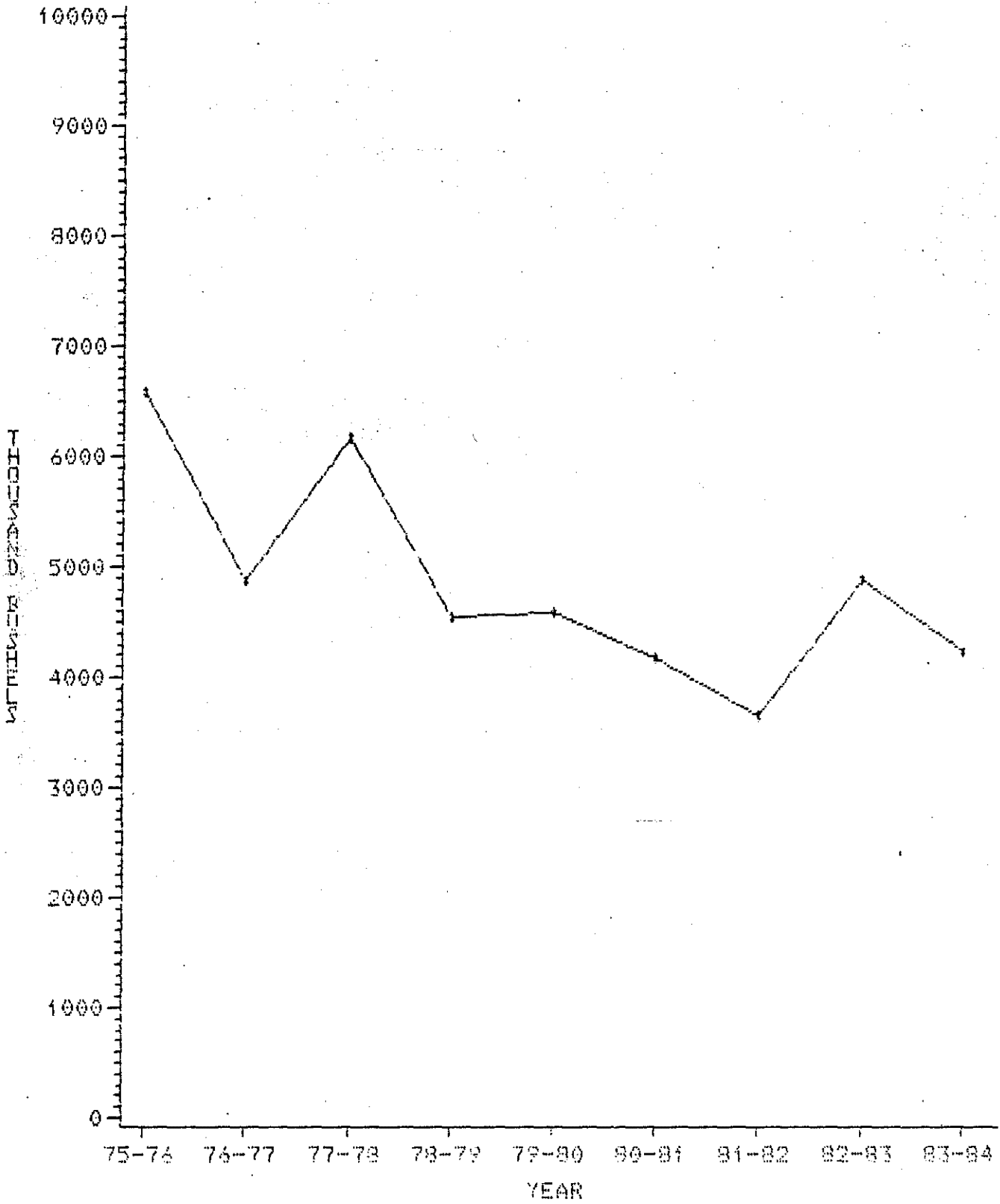
FLAX TO FNW BY MODE
(THOUSAND BU.)



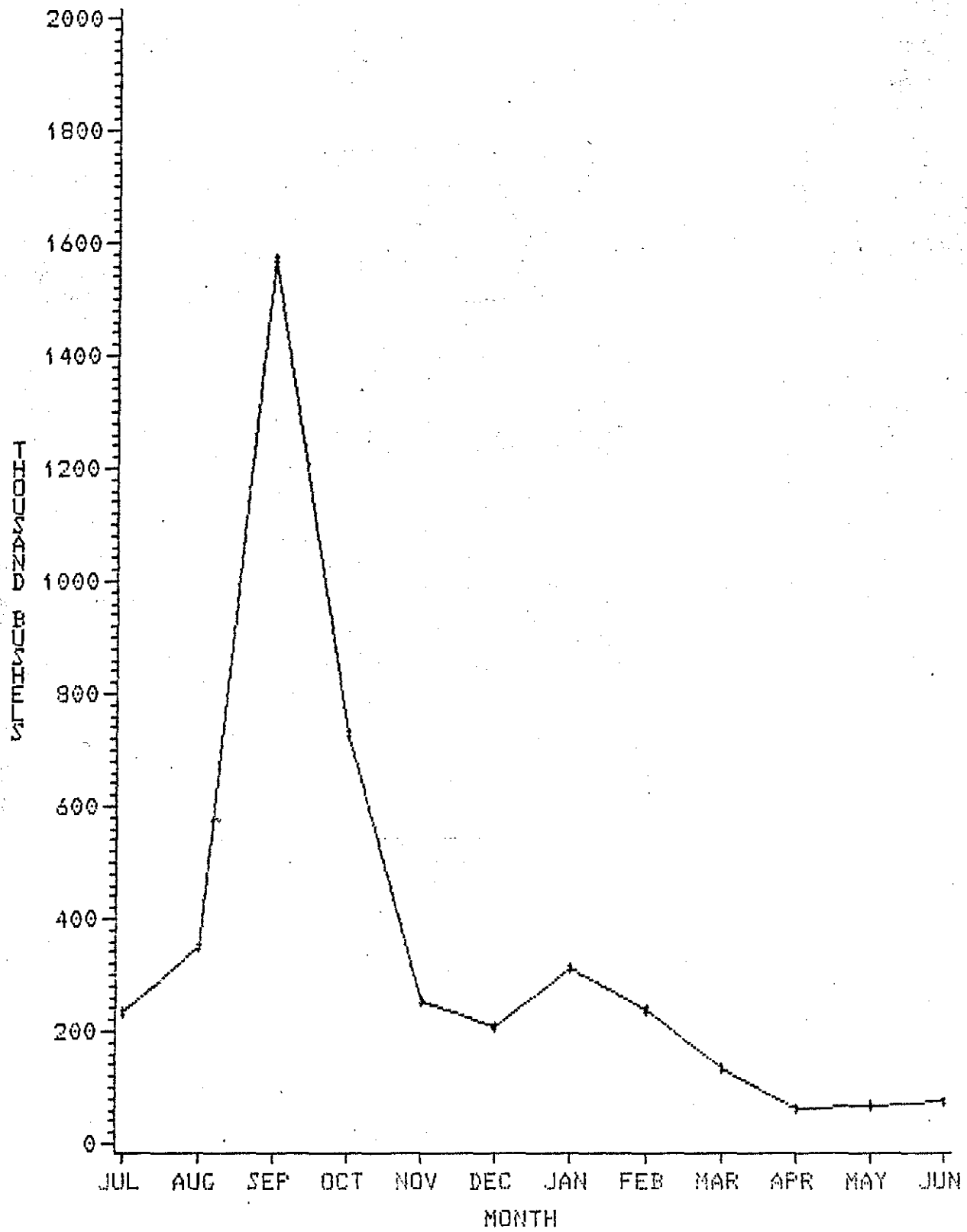
FLAX TO MISC BY MODE
(THOUSAND BU.)



FLAX TO ALL BEST



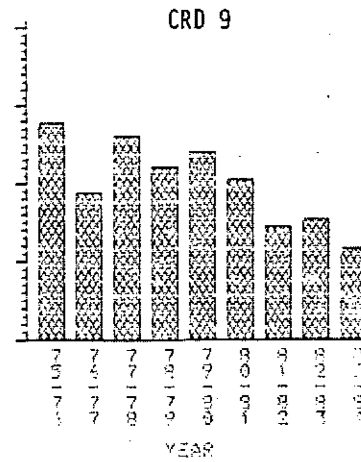
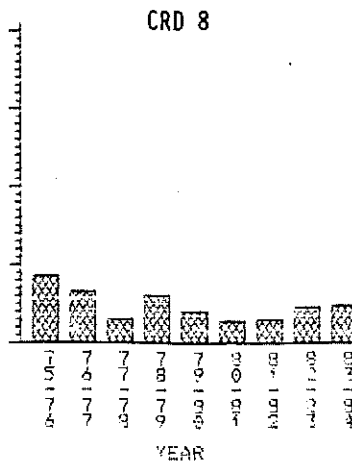
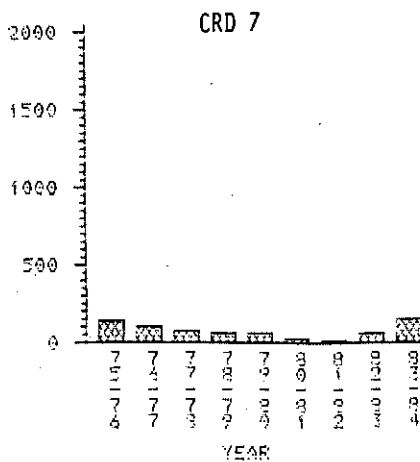
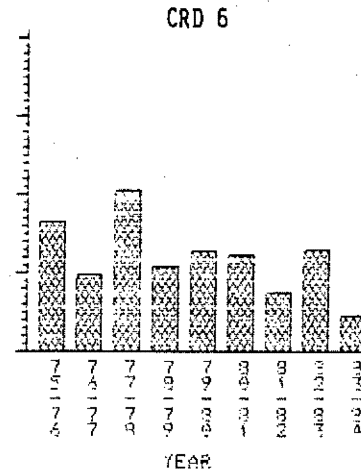
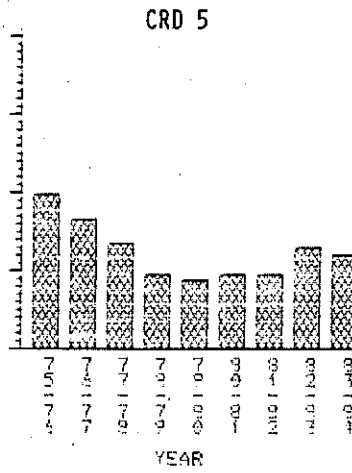
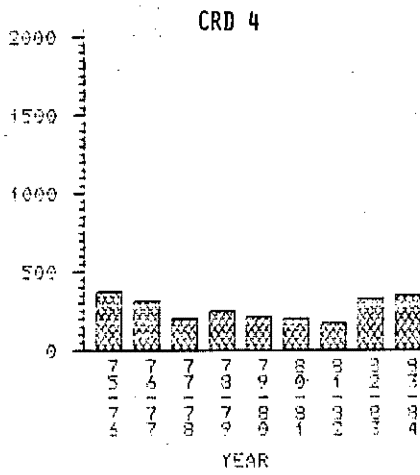
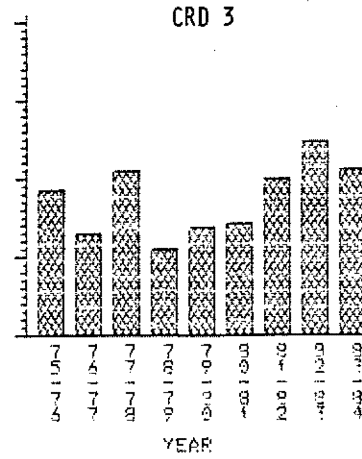
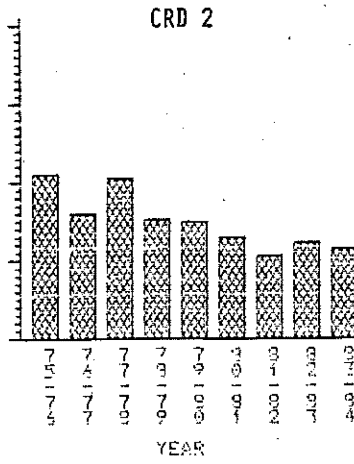
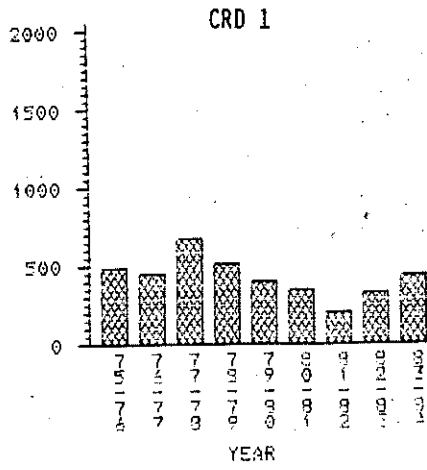
FLAX TO ALL DEST BY MONTH



NORTH DAKOTA FLAXSEED SHIPMENTS
BY CROP REPORTING DISTRICT ORIGIN

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
	(thousand bu.)									
1975-76	487 (7%)	1,047 (16%)	929 (14%)	371 (6%)	986 (15%)	819 (12%)	135 (2%)	424 (6%)	1,393 (21%)	6,591 (100%)
1976-77	450 (9%)	794 (16%)	656 (13%)	307 (6%)	829 (17%)	491 (10%)	98 (2%)	323 (7%)	935 (19%)	4,883 (100%)
1977-78	678 (11%)	1,022 (17%)	1,054 (17%)	203 (3%)	679 (11%)	1,024 (17%)	74 (1%)	145 (2%)	1,295 (21%)	6,174 (100%)
1978-79	515 (11%)	765 (17%)	547 (12%)	254 (6%)	474 (10%)	533 (12%)	57 (1%)	295 (6%)	1,102 (24%)	4,542 (100%)
1979-80	398 (9%)	752 (16%)	682 (15%)	207 (5%)	438 (10%)	641 (14%)	59 (1%)	203 (4%)	1,202 (26%)	4,582 (100%)
1980-81	348 (8%)	648 (16%)	707 (17%)	194 (4%)	481 (12%)	609 (15%)	22 (1%)	138 (3%)	1,029 (25%)	4,176 (100%)
1981-82	195 (5%)	530 (15%)	996 (27%)	178 (5%)	475 (13%)	377 (10%)	14 (0.4%)	147 (4%)	731 (20%)	3,644 (100%)
1982-83	319 (7%)	617 (13%)	1,235 (25%)	323 (7%)	654 (13%)	655 (13%)	67 (1%)	223 (5%)	780 (16%)	4,883 (100%)
1983-84	441 (10%)	579 (14%)	1,062 (25%)	349 (8%)	602 (14%)	227 (5%)	149 (4%)	239 (6%)	587 (14%)	4,235 (100%)
3 Year Average	318 (8%)	575 (14%)	1,098 (26%)	283 (7%)	577 (14%)	420 (10%)	77 (2%)	203 (5%)	699 (16%)	4,254 (100%)

FLAXSEED SHIPMENTS BY CRD
(THOUSAND BU.)



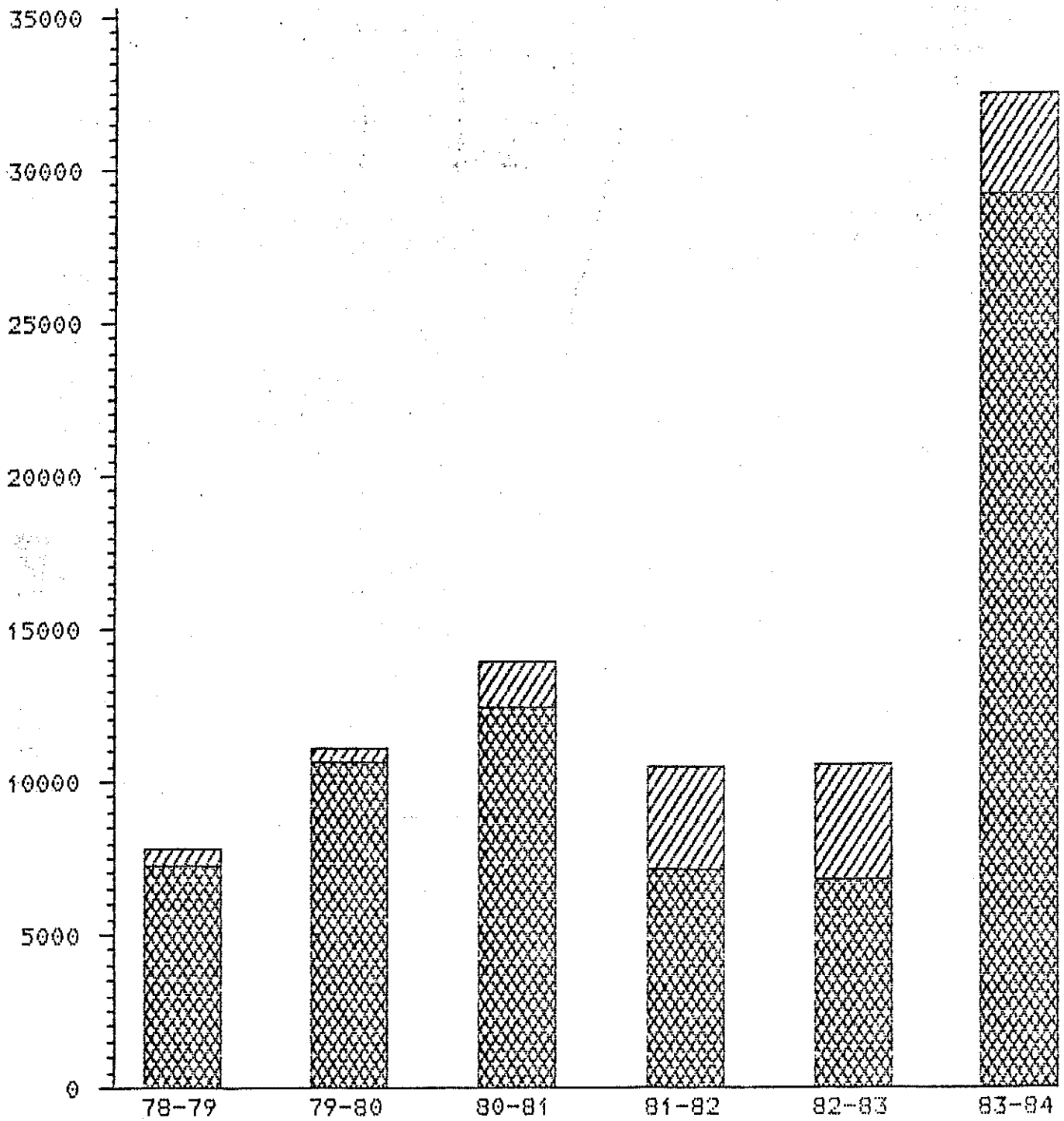
CORN

NORTH DAKOTA CORN SHIPMENTS
BY DESTINATION

YEAR	MINNEAPOLIS-ST. PAUL	DULUTH-SUPERIOR	WEST	MISC. MARKETS	TOTAL
	(thousand bu.)				
1975-76 ^a	0	0	0	0	0
1976-77 ^a	0	0	0	0	0
1977-78 ^a	0	0	0	0	0
1978-79	157 (2%)	262 (3%)	6,373 (82%)	1,019 (13%)	7,808 (100%)
1979-80	265 (2%)	270 (2%)	9,802 (88%)	786 (7%)	11,123 (100%)
1980-81	406 (3%)	154 (1%)	11,409 (82%)	2,013 (14%)	13,942 (100%)
1981-82	514 (5%)	243 (2%)	7,247 (69%)	2,457 (23%)	10,460 (100%)
1982-83	296 (3%)	350 (3%)	5,474 (52%)	4,397 (42%)	10,518 (100%)
1983-84	2,735 (8%)	4,175 (13%)	20,323 (63%)	5,229 (16%)	32,463 (100%)
3 Year Average	1,182 (7%)	1,589 (9%)	11,015 (62%)	4,028 (23%)	17,814 (100%)

^a Prior to 1978-79 corn movements were reported as "miscellaneous".

CORN TO ALL DEST BY MODE (thousand bu.)



LEGEND: MODE

RAIL

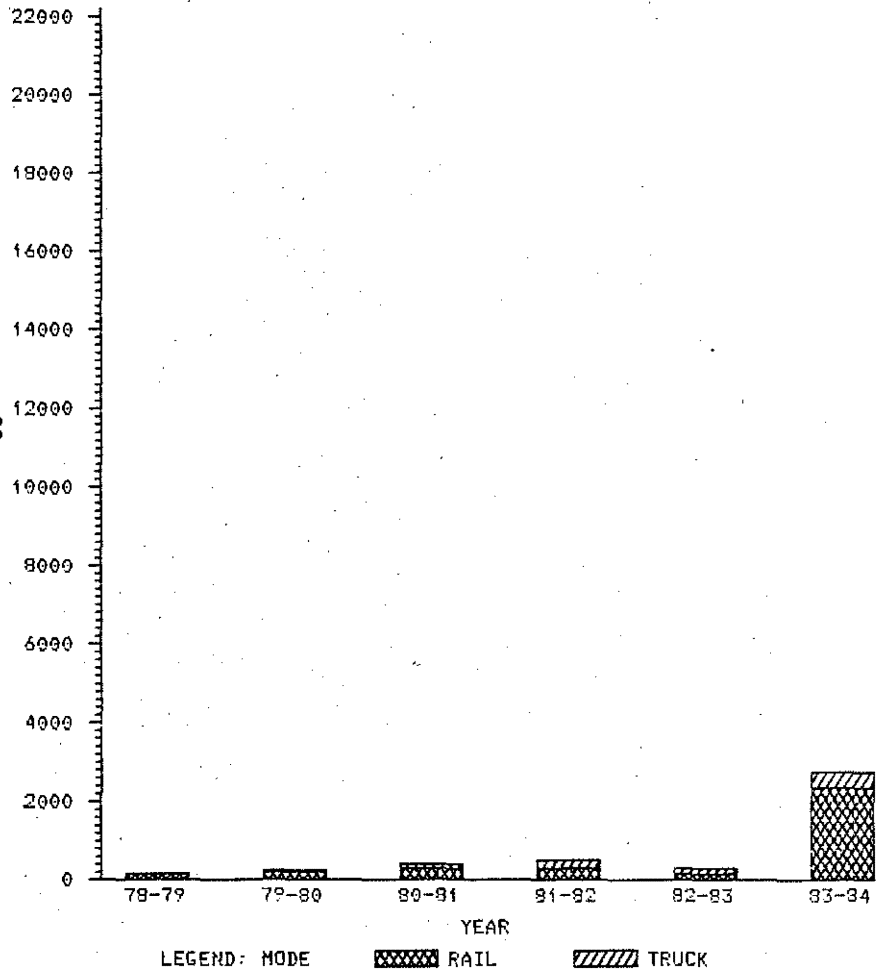
TRUCK

NORTH DAKOTA CORN SHIPMENTS BY RAIL AND TRUCK AND DESTINATION

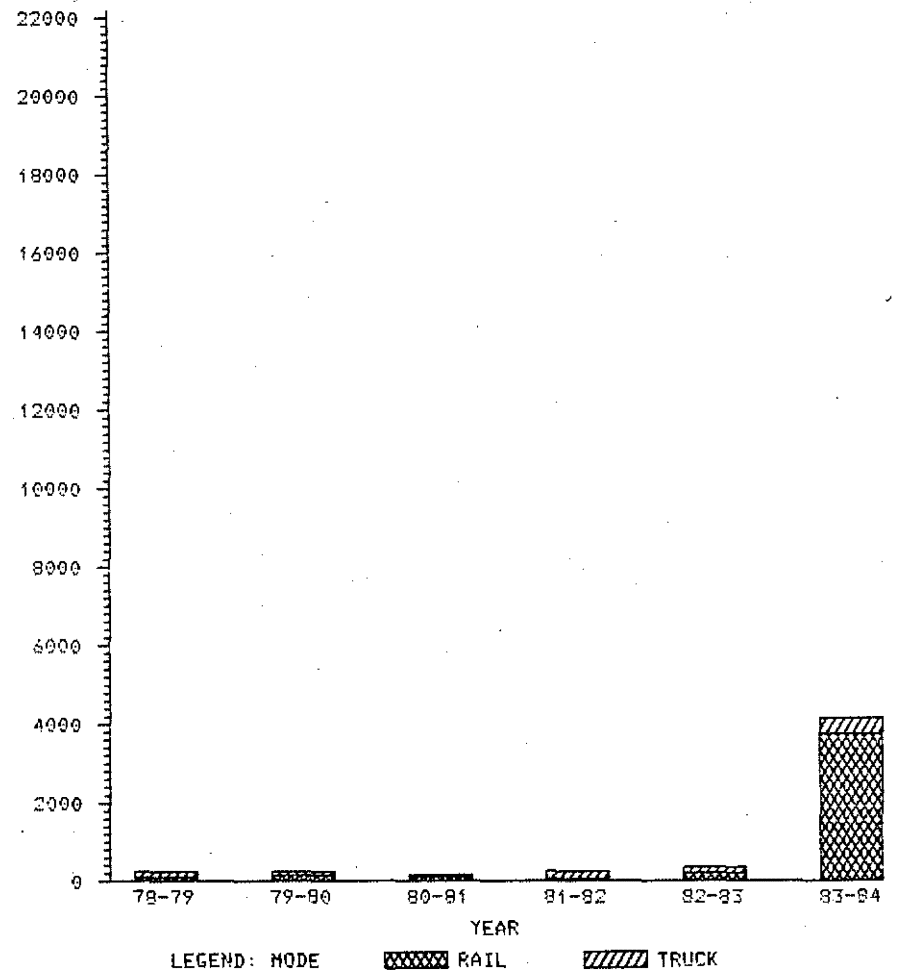
YEAR	MINNEAPOLIS-ST. PAUL		DULUTH-SUPERIOR		WEST		MISC. MARKETS		TOTAL	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
	(thousand bu.)									
1975-76 ^a	0	0	0	0	0	0	0	0	0	0
1976-77 ^a	0	0	0	0	0	0	0	0	0	0
1977-78 ^a	0	0	0	0	0	0	0	0	0	0
1978-79	132 (84%)	25 (16%)	117 (45%)	142 (55%)	6,233 (98%)	140 (2%)	785 (77%)	234 (23%)	7,267 (93%)	541 (7%)
1979-80	221 (83%)	44 (17%)	150 (56%)	120 (44%)	9,752 (99%)	50 (1%)	525 (71%)	261 (29%)	10,648 (96%)	475 (4%)
1980-81	322 (79%)	84 (21%)	100 (53%)	54 (47%)	11,220 (98%)	189 (2%)	815 (40%)	1,198 (60%)	12,417 (89%)	1,525 (11%)
1981-82	278 (54%)	236 (46%)	74 (31%)	169 (69%)	6,465 (89%)	782 (11%)	256 (10%)	2,201 (90%)	7,072 (68%)	3,388 (32%)
1982-83	155 (52%)	141 (48%)	196 (56%)	154 (44%)	4,748 (87%)	726 (13%)	1,731 (39%)	2,666 (61%)	6,831 (65%)	3,687 (35%)
1983-84	2,332 (85%)	404 (15%)	3,737 (90%)	438 (10%)	20,133 (99%)	190 (1%)	3,034 (58%)	2,195 (42%)	29,236 (90%)	3,228 (10%)
3 Year Average	922 (78%)	260 (22%)	1,336 (84%)	254 (16%)	10,449 (95%)	566 (5%)	1,674 (42%)	2,354 (58%)	14,380 (81%)	3,434 (19%)

^a Prior to 1978-79, corn movements were reported as "miscellaneous".

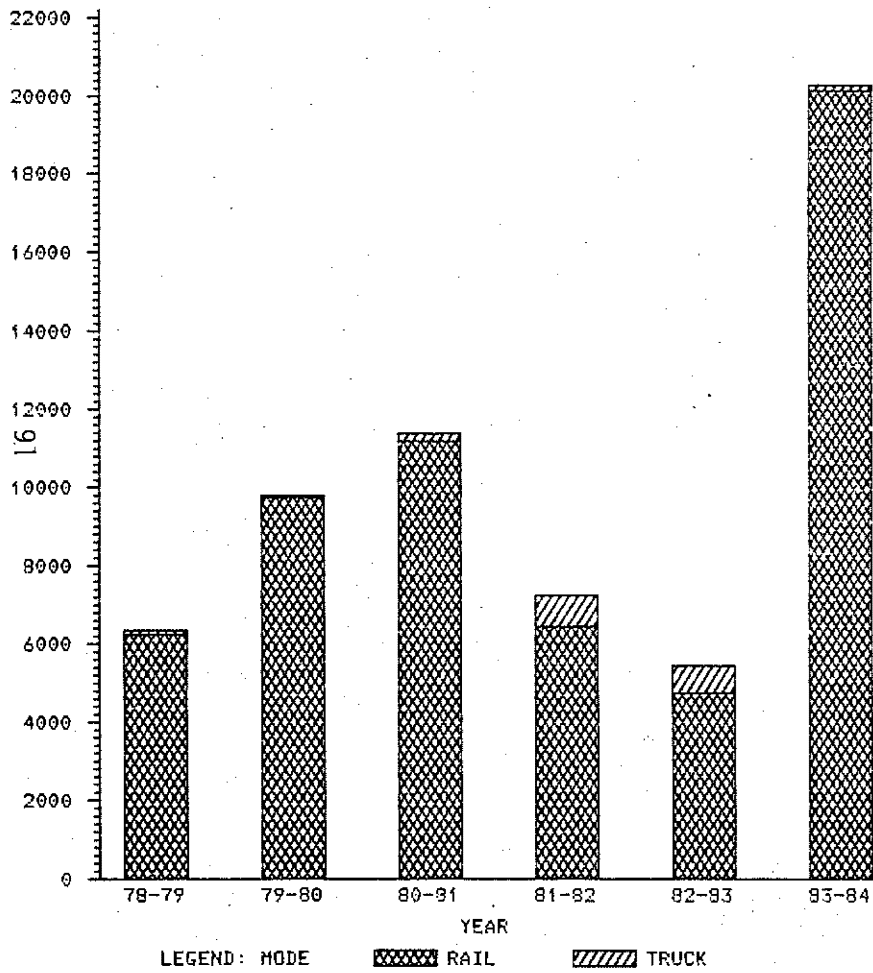
CORN TO MSP BY MODE
(THOUSAND BU.)



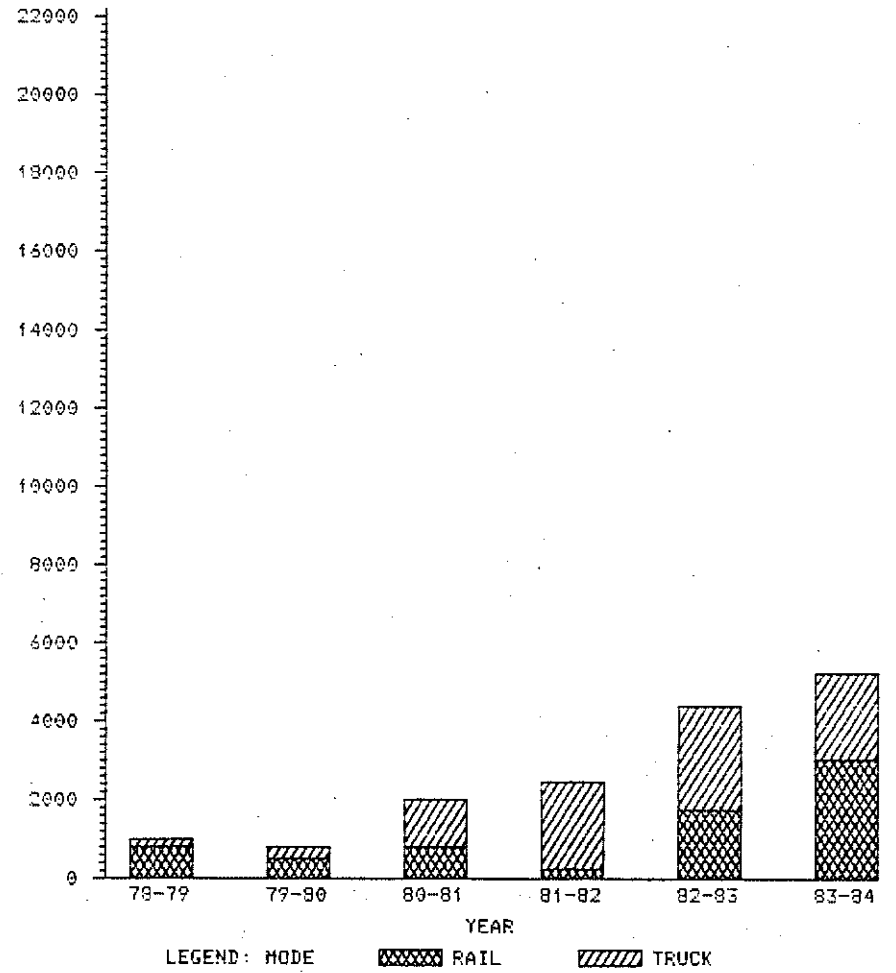
CORN TO DS BY MODE
(THOUSAND BU.)



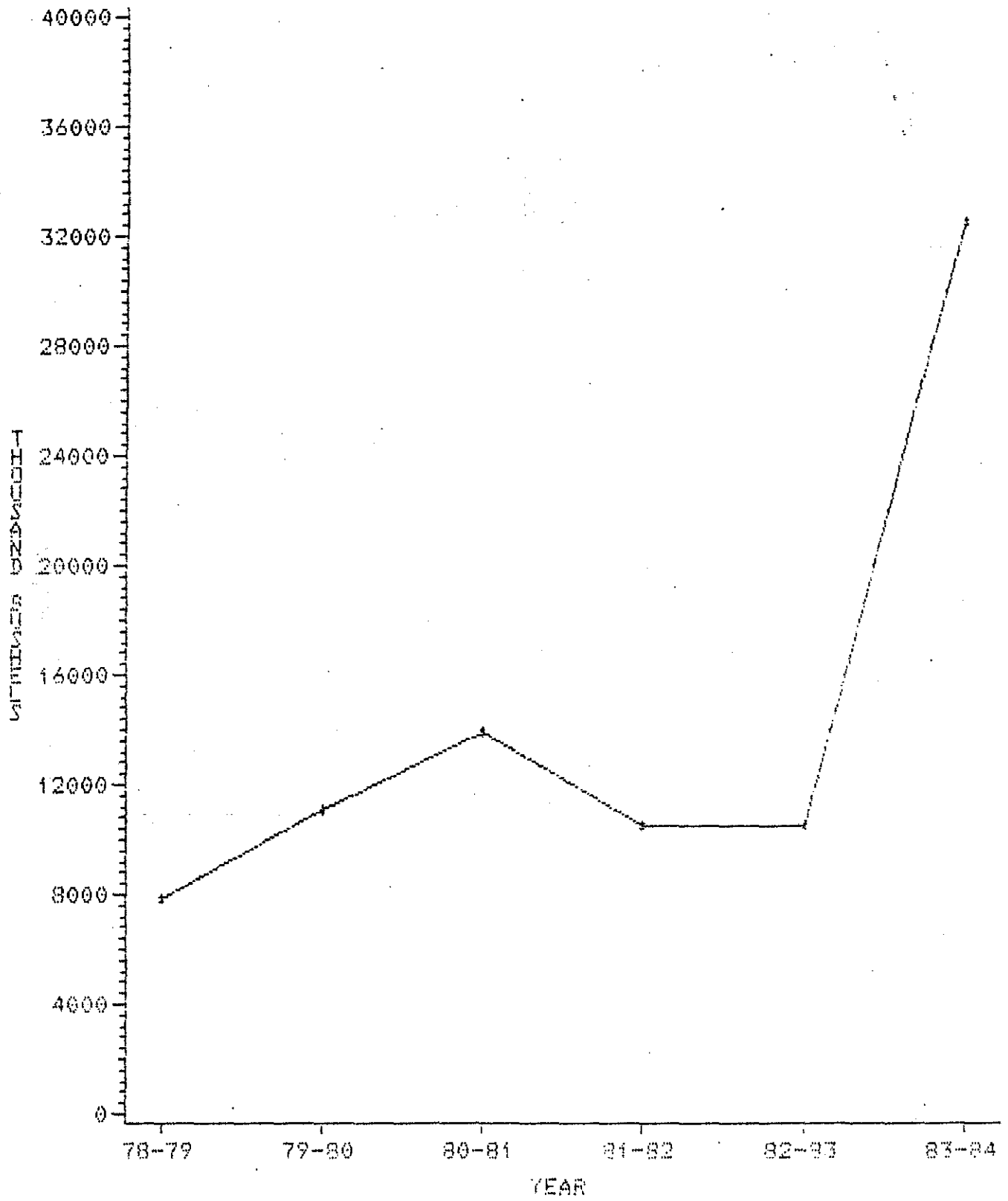
CORN TO PNW BY MODE
(THOUSAND BU.)



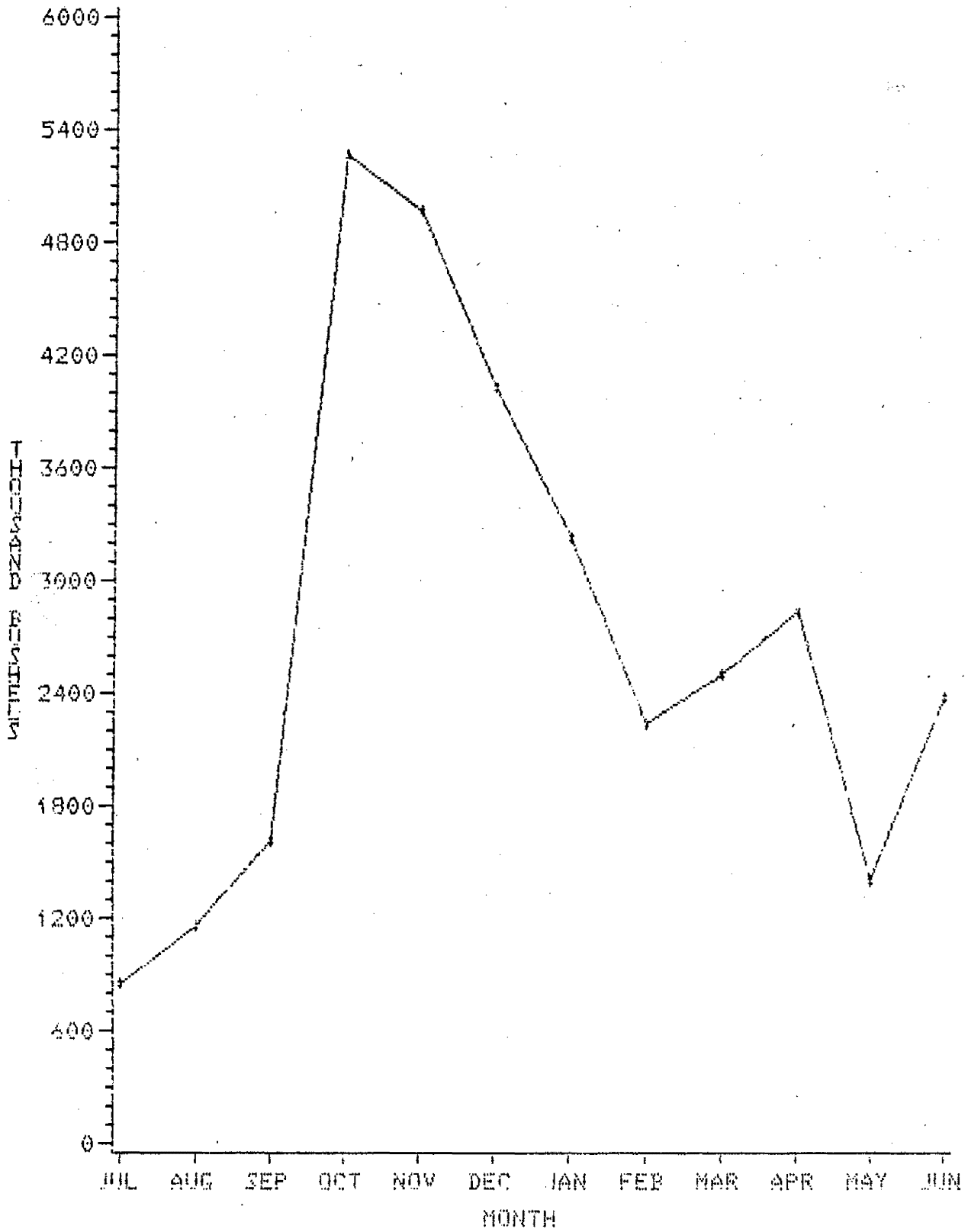
CORN TO MISC BY MODE
(THOUSAND BU.)



CORN TO ALL DEST



CORN TO ALL DEST BY MONTH



NORTH DAKOTA CORN SHIPMENTS
BY CROP REPORTING DISTRICT ORIGIN

YEAR	Crop Reporting District									TOTAL
	1	2	3	4	5	6	7	8	9	
	(thousand bu.)									
1975-76 ^a	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
1976-77 ^a	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
1977-78 ^a	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
1978-79	0 (0%)	0 (0%)	424 (5%)	0 (0%)	64 (1%)	1,388 (18%)	0 (0%)	3 (0.04%)	5,929 (76%)	7,808 (100%)
1979-80	0 (0%)	0 (0%)	384 (3%)	0 (0%)	53 (0.5%)	2,527 (23%)	0 (0%)	0 (0%)	8,159 (73%)	11,123 (100%)
1980-81	2 (0.02%)	0 (0%)	382 (3%)	0 (0%)	88 (1%)	2,329 (17%)	0 (0%)	0 (0%)	11,141 (80%)	13,942 (100%)
1981-82	0 (0%)	0 (0%)	769 (7%)	3 (0.03%)	35 (0.3%)	1,982 (19%)	0 (0%)	0 (0%)	7,671 (73%)	10,460 (100%)
1982-83	121 (1%)	6 (0.06%)	791 (8%)	33 (0.3%)	137 (1%)	3,132 (30%)	5 (0.05%)	0 (0%)	6,293 (60%)	10,518 (100%)
1983-84	12 (0.04%)	139 (0.4%)	1,997 (6%)	242 (0.7%)	1,159 (4%)	9,477 (29%)	249 (0.8%)	224 (0.7%)	18,963 (58%)	32,463 (100%)
3 Year Average	44 (0.2%)	48 (0.3%)	1,186 (7%)	93 (1%)	444 (3%)	4,664 (26%)	85 (1%)	75 (0.4%)	10,976 (62%)	17,814 (100%)

^a Prior to 1978-79, corn movements were reported as "miscellaneous".