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Origin and Destination of Major South Dakota Grain Shipments

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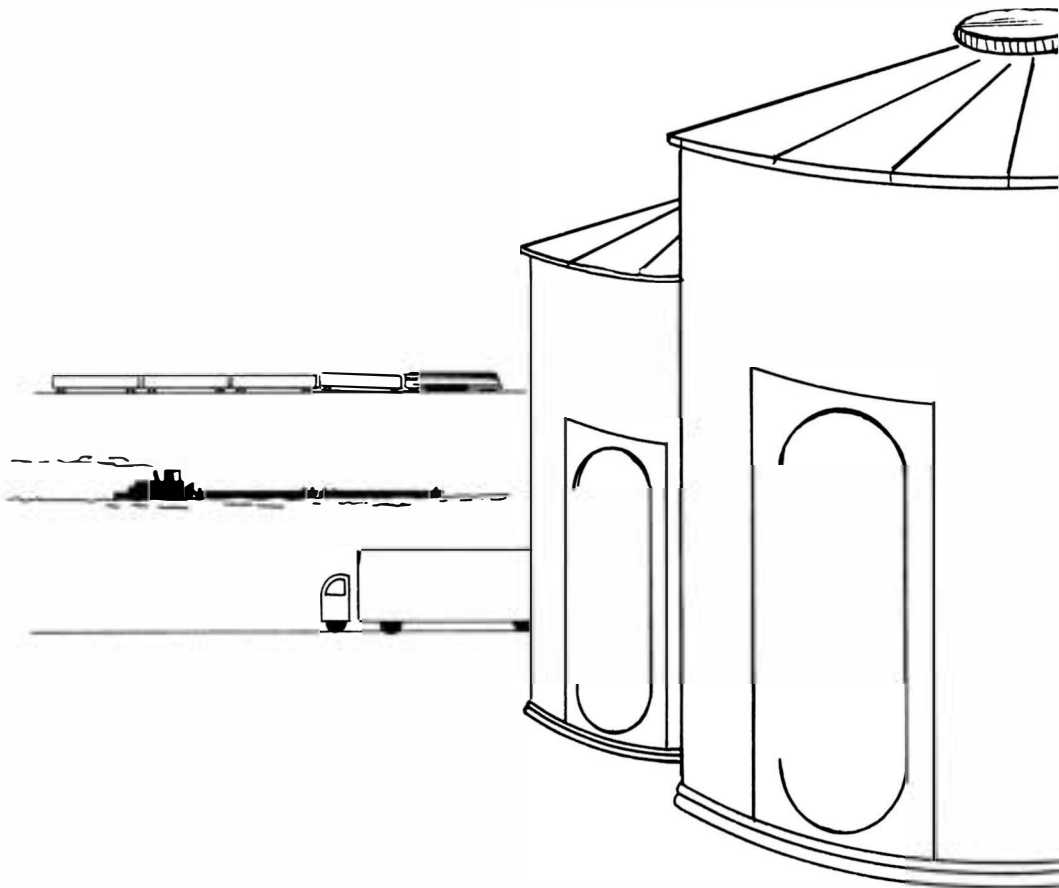
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Origin and Destination of Major South Dakota Grain Shipments



ECONOMICS DEPARTMENT
AGRICULTURAL EXPERIMENT STATION
SOUTH DAKOTA STATE UNIVERSITY, BROOKINGS

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Origin and Destination of Major South Dakota Grain Shipments

By HARRY GREENBAUM, assistant professor of economics

South Dakota, being sparsely populated and located a considerable distance from major centers of population, has relatively few grain processing facilities located within her borders. The problem of transportation is, therefore, considered by many to be the major marketing problem with respect to the grain industry.

The purpose of this study was to obtain better information about the destination of and the mode of transportation used for shipping grain products from South Dakota.¹ Since the state doesn't possess navigable waterways suitable for shipment of grain products, the survey was limited to truck and rail shipments. Some of South Dakota's surface shipments are, however, destined to ports along the Great Lakes and the Missouri or Mississippi River for reshipment by boat or barge.

PROCEDURE

Data for this study were obtained through a mail questionnaire that was distributed among the grain elevators within the state, from a list obtained from the South Dakota Wheat Commission. A total of 178 elevators responded. Questionnaires were mailed in the spring of 1963 and in most cases reflect shipments made during 1962.

The data were broken down by crop reporting districts (used by the Crop and Livestock Reporting Service) within the eastern part of the state. The western part of the state (west of the Missouri River) was treated as a single unit due to the less intensive production of grain in that area.

Districts used in the study are shown on the map. Note that the numbering of the districts does not correspond with that used by the Crop and Livestock Reporting Service.

The movement of seven field crops was traced—wheat, corn, oats, soybeans, sorghum, barley, and flax. The questionnaire listed four destinations for each of these crops. They were: Minneapolis-St. Paul, Duluth-Superior, Sioux City, and South Dakota points. Respondents were asked to list all additional destinations and the quantity of grain going to each. Truck and rail shipments were tabulated separately.

Total bushel shipments of grain reported by the elevators which responded to the survey are shown in Table 1.

¹Some of the funds used in preparing this study were made available by NCM-30 (North Central Grain Marketing Research Committee). The author wishes to thank the members of this committee for their suggestions and cooperation.

Table 1. Volume of Shipments of Major South Dakota Crops According to Outlets, by Respondent Elevators, 1962

Commodity	Total	Sold to local farmers	Truck	Rail
	Bu.	Bu.	Bu.	Bu.
Wheat	9,281,640	45,930	1,648,260	7,587,450
Corn	19,283,870	7,217,190	4,997,640	7,069,040
Oats	15,051,660	3,042,440	2,949,030	9,060,190
Barley	2,579,590	403,770	199,830	1,975,990
Flax	2,210,030	67,480	985,080	1,157,470
Soybeans	765,080	4,490	603,230	157,360
Sorghum	863,650	194,080	146,910	522,660
Rye	177,080	330	50,360	126,390

Percentage distribution of these sales by commodities:

Wheat	18.5%
Corn	38.4%
Oats	30.0%
Barley	5.1%
Flax	4.4%
Soybeans	1.5%
Sorghum	1.7%
Rye ²	0.4%

The percent of each of these commodities that was sold to local farmers, shipped by truck, and shipped by rail is shown in Table 2.

Table 2. Proportion of Sales of Major South Dakota Crops According to Outlets, by Respondent Elevators, 1962

Commodity	Sold to local farmers	Shipped by truck	Shipped by rail
	Percent of all sales		
Wheat	0.5	17.8	81.7
Corn	37.4	25.9	36.7
Oats	20.2	19.6	60.2
Barley	15.7	7.7	76.6
Flax	3.0	44.6	52.4
Soybeans	0.6	78.8	20.6
Sorghum	22.5	17.0	60.5
Total*	24.8	22.2	53.0

*Includes small quantities of rye.

Since shipments rather than production were tabulated, only the outshipments made by the elevators were recorded. During the year the study was made, there were considerable differences between the purchases made by elevators and the outshipments. Some of the difference can be explained by the storage of grain that was produced during previous years. Note also that the analysis is based on volume (bushels) rather than weight or value.

The total production and the value of major South Dakota crops during 1962 are shown in Table 3. These data include farm consumption and are therefore not directly comparable with the elevator sales which are analyzed in this study.

Further analysis was made of both truck and rail shipments of grain. Grain sold to local farmers

²The questionnaire did not specifically mention rye, but a few elevators gave data anyway; the 0.4%, therefore, understates the importance of this crop.

Table 3. Production and Total Farm Value of Major South Dakota Crops, 1962

Commodity	Total farm value	
	Production	
	Bu.	Dol.
Wheat	29,824,000	62,610,000
Corn	113,008,000	114,138,000
Oats	106,190,000	58,404,000
Barley	11,043,000	8,503,000
Flax	6,058,000	17,326,000
Soybeans	2,480,000	5,481,000
Sorghum	4,600,000	4,002,000

Source: *South Dakota Agriculture, 1963*, Crop and Livestock Reporting Service, USDA, 1964.

includes farmers, feeders, and other local users. The term, "sold to local farmers," was inserted to avoid including sales to local truckers selling to outside areas.

Breakdown of the reported truck shipments of wheat by destination, from South Dakota grain elevators:

Minneapolis-St. Paul	78.3%
South Dakota Points	11.9%
Other Minnesota Points (besides Minneapolis- St. Paul and Duluth- Superior)	6.7%
Duluth-Superior	1.9%
Sioux City	0.9%
Nebraska Points	0.2%
Other and Unspecified ..	0.1%

Rail shipments of wheat:

Minneapolis-St. Paul	73.7%
Sioux City	19.8%
Duluth-Superior	2.9%
South Dakota Points	2.6%
Nebraska Points	1.0%

Truck shipments of corn:

Minneapolis-St. Paul	25.0%
Nebraska Points	16.8%
South Dakota Points	9.3%
Pacific Coast	9.0%
Sioux City	6.7%
Colorado-Wyoming	6.6%
Canada	3.2%
North Dakota-Wyoming	2.1%
Kansas-Missouri- Oklahoma	1.3%
Other Minnesota Points	0.6%
Other Iowa Points	0.4%
Other and Unspecified ..	19.0%

Rail shipments of corn:

Sioux City	72.9%
West Coast	11.7%
Minneapolis-St. Paul	7.2%
Duluth-Superior	1.8%
Other and Unspecified ..	6.4%

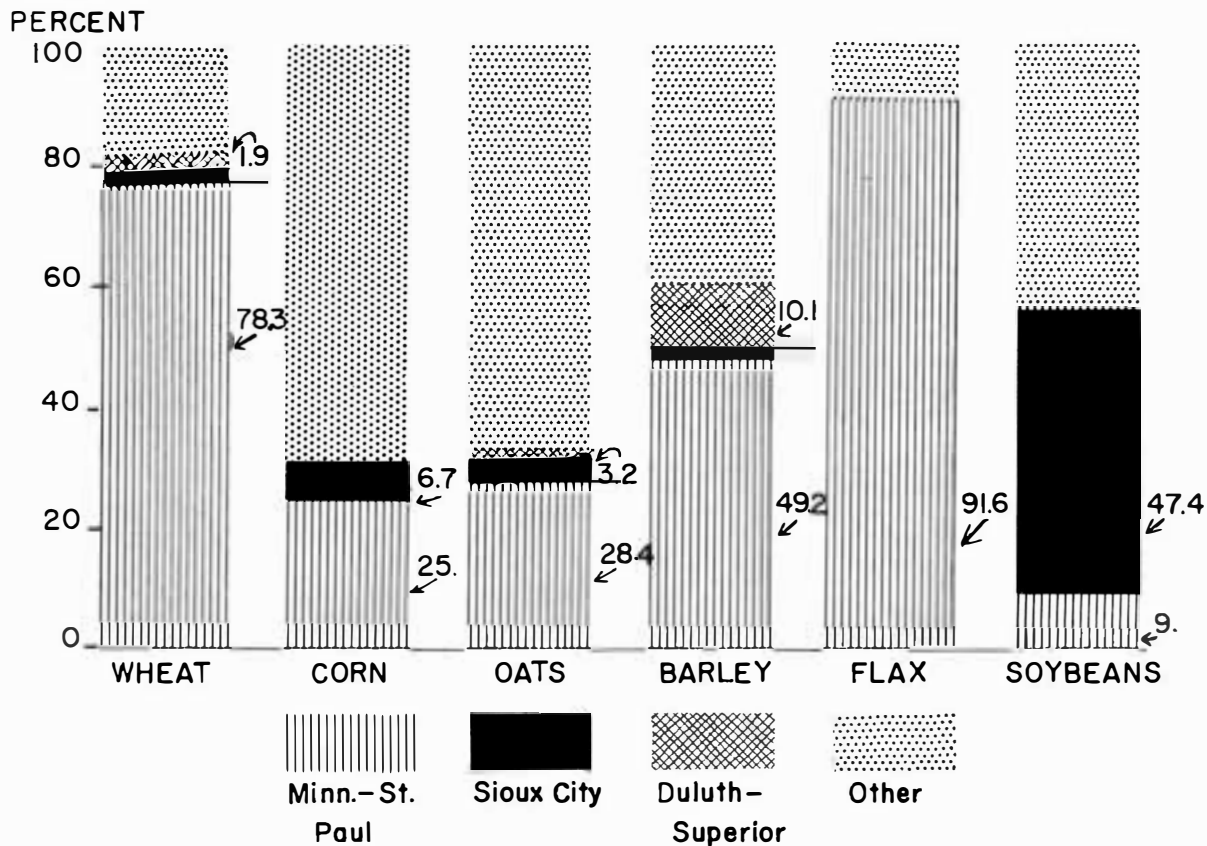
Many destinations were reported for truck shipments of oats, including:

Minneapolis-St. Paul	28.4%
Southern States	12.5%
Kansas and Missouri	12.0%
Texas	10.5%
South Dakota Points	5.5%
Sioux City	3.2%
Other Iowa Points	3.2%
Western States (Utah and West Coast)	3.0%
Nebraska Points	2.9%
Other Minnesota Points	2.9%
Duluth-Superior	0.5%
Other and Unspecified ..	15.4%

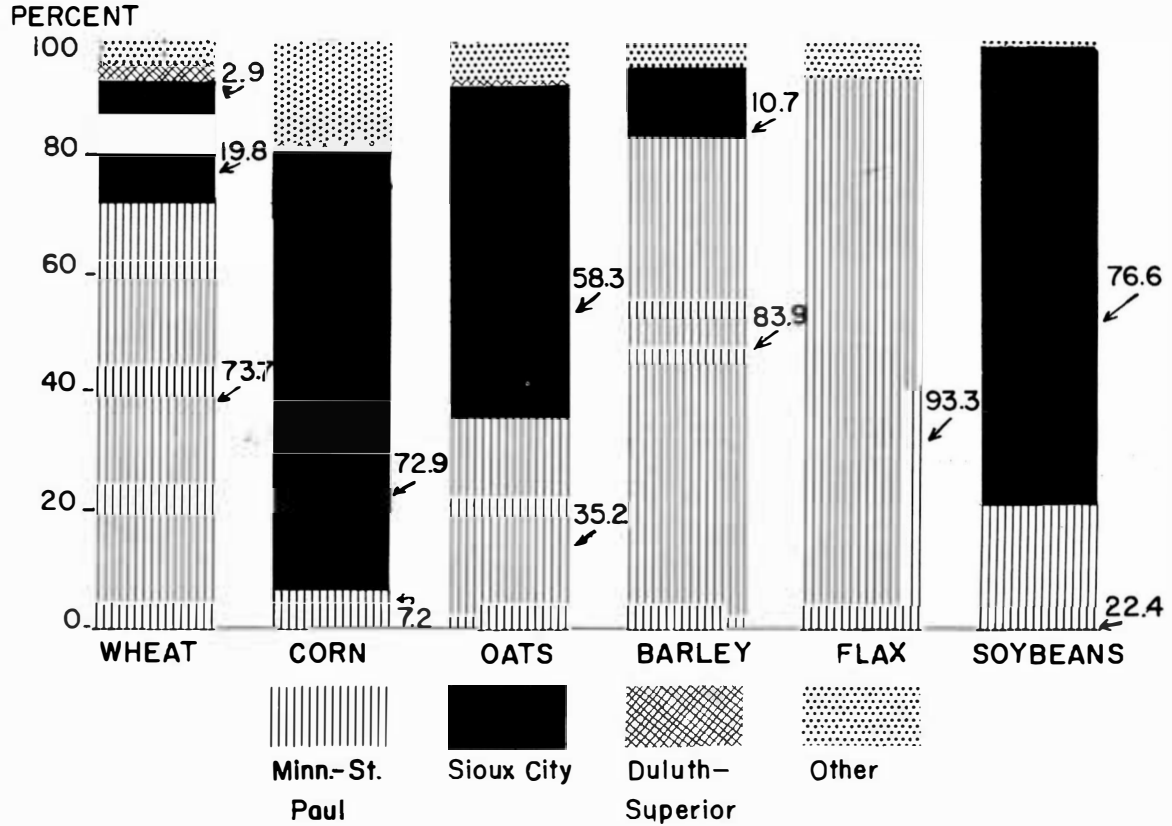
Rail shipments of oats:

Sioux City	58.3%
Minneapolis-St. Paul	35.2%
South Dakota Points	0.4%
Duluth-Superior	0.3%
Other and Unspecified ..	5.8%

Truck shipments of major South Dakota grain crops according to destination, 1962.



Rail shipments of major South Dakota grain crops according to destination, 1962.



Truck shipments of barley:

Minneapolis-St. Paul	....	49.2%
South Dakota Points	.....	18.6%
Duluth-Superior	.....	10.1%
Sioux City	.....	1.4%
Other Iowa Points	.....	0.6%
Other and Unspecified	..	20.0%

Barley shipped by rail:

Minneapolis-St. Paul	....	83.9%
Sioux City	.....	10.7%
Other and Unspecified	..	5.4%

Truck shipments of flax:

Minneapolis-St. Paul	....	91.6%
Red Wing, Minnesota	..	3.0%
South Dakota Points	....	0.6%
Other and Unspecified	..	4.8%

The only reported destination for flax shipped by rail was Minneapolis; however, 6.7% of the shipments were not specified as to destination.

Truck shipments of soybeans:

Sioux City	.....	47.4%
Dawson, Minnesota	....	15.9%
Other Iowa Points	.....	14.0%
Minneapolis-St. Paul	....	9.0%
Other Minnesota Points	....	4.7%
Other and Unspecified	..	9.0%

Rail shipments of soybeans which were specified as to destination went largely to Sioux City, 76.6%; 22.4% went to Minneapolis.

Over half (51.3%) of the truck shipments of sorghum went to the Pacific Coast, 13% to Sioux City; about 30% of the shipments were not specified as to destination. All rail shipments of sorghum, which were specified as to destination, went to Sioux City.

LIMITATIONS OF THE STUDY

South Dakota's competitive position in the marketing-transportation of grain products is strongly affected by structural and technological changes taking place in many sectors of our nation's economy. It is also affected by grain exports to other countries and by the year-to-year regional changes resulting from climatic and other conditions.

South Dakota has been increasing its grain shipments to the South and West. Many think that this trend will continue. The data shown for 1962 should therefore not be considered representative of other years.

SHIPMENTS BY DISTRICT

On the following pages a district-by-district breakdown is given for the various crops. The number of elevators reporting in each district was: District 1—22; District 2—42; District 3—35; District 4—12; District 5—27, and District 6—23. There were an additional 17 grain elevators which could not be identified with respect to location because operators chose to remain anonymous. Data from these 17 elevators were included in the state summary but not in the district breakdown.

District 1

The West River District (District 1) is the area west of the Missouri River. This is the least sparsely settled area of the state. Most of its agricultural land is devoted to ranching. As a result, feed grains are shipped into parts of this dis-

tract. Grain marketing in this part of the state is hampered by the scarcity of rail lines and other transportation and marketing facilities.

The reporting elevators indicated that 47% of their sales (measured in

bushels) were wheat, 20.9% corn, 14.2% oats, 10.6% barley, 3.6% sorghum, 2.1% flax, and 1.5% soybeans.

A breakdown of these sales was made with respect to three types of outlets: sold to local farmers, shipped by truck, and shipped by rail. These data are shown in Table 4.

Table 4. Proportion of Sales of Major South Dakota Crops According to Outlets in District 1, by Respondent Elevators, 1962

Commodity	Sold to local farmers	Shipped by truck	Shipped by rail
	Percent of all sales		
Wheat	0.3	49.0	50.7
Corn	87.0	13.0	0
Oats	68.5	26.2	5.3
Barley	59.9	19.1	21.0
Flax	0	78.8	21.2
Soybeans	0	80.5	19.5
Sorghum	37.9	59.2	2.9
Total*	35.9	36.5	27.6

*Based on total bushels of these seven crops shipped.

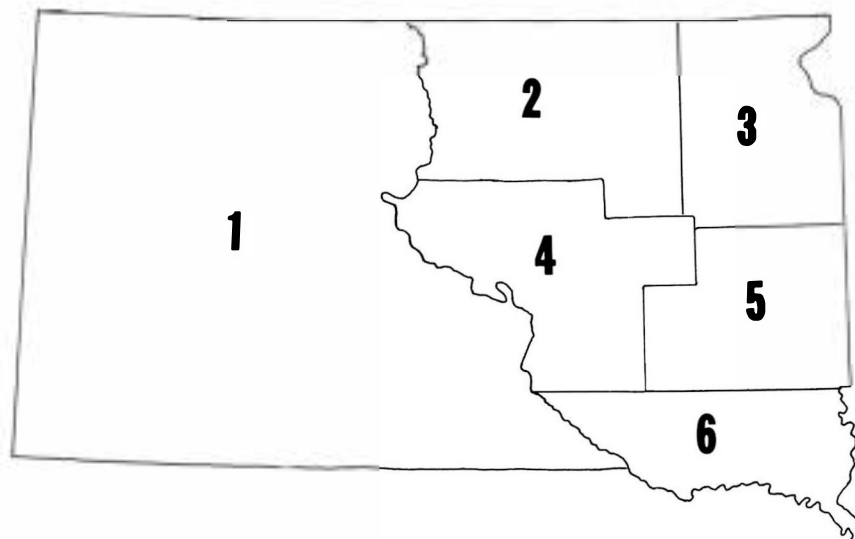
With respect to truck shipments of wheat in District 1; 95% of the shipments were made to Minneapolis-St. Paul and 5% to other Minnesota points.

Rail shipments of wheat:

- Minneapolis-St. Paul 42%
- Sioux City 42%
- South Dakota Points 12%
- Nebraska 4%

Thirty percent of the truck shipments of corn were destined for other South Dakota points and 70%

Crop districts used in reporting origins and destinations of South Dakota Grain shipments.



for Colorado and Wyoming. No reported rail shipments were made.

Truck shipments of oats:

Southern States	41%
Utah	24%
Nebraska	19%
South Dakota Points	8%
Iowa	5%
Other or Undisclosed	3%

Rail shipments of oats amounted to only 25,000 bushels.

Most of the trucked barley was shipped to other South Dakota points while the barley shipped by rail went largely to Minneapolis-St. Paul.

All of the reported flax shipments were made to Minneapolis-St. Paul and other Minnesota points.

Soybeans shipped by truck:

Sioux City	70%
Dawson, Minnesota	23%
Minneapolis-St. Paul	7%

Sorghum shipments went almost exclusively to the Pacific Coast area.

District 2

District 2 is located in north central South Dakota. It is comprised of Brown, Campbell, Edmunds, Faulk, McPherson, Potter, Spink, and Walworth Counties. The eastern part of this area is a major spring wheat growing area, while the western part of this district is a transition area between the intensive farming area in the east and the range area to the west.

Elevator shipments of grain:

Wheat	50%
Oats	27%
Corn	10%
Barley	7%
Flax	5%
Rye	1%

Combined shipments of soybeans and sorghum by the reporting elevators amounted to less than 10,000 bushels.

The percentage breakdown of these shipments by types of outlets are shown on Table 5.

Table 5. Proportion of Sales of Major South Dakota Crops According to Outlets in District 2, by Respondent Elevators, 1962

Commodity	Sold to local farmers	Shipped by truck	Shipped by rail
Wheat	0.6	5.5	93.9
Corn	79.5	4.1	16.4
Oats	26.6	23.2	50.2
Barley	10.7	3.9	85.4
Flax	1.8	24.1	74.1
Soybeans	8.0	92.0	0
Sorghum	47.7	0	52.3
Total*	16.2	11.0	72.8

*Based on total grain shipments, including small quantities of rye.

Truck shipments of wheat were: Minneapolis-St. Paul, 65%; Duluth-Superior, 11%; South Dakota points, 14%; other Minnesota points, 10%. Over 94% of the rail shipments of wheat were made to Minneapolis-St. Paul. The balance of the shipments was divided as follows: Duluth-Superior, 4%; Sioux City, 1%; South Dakota points, 0.3%.

The majority (61%) of the truck shipments of corn was also destined

for Minneapolis-St. Paul. South Dakota points received nearly 21% of the trucked corn, 12% went to Sioux City, and 6% to North Dakota and Montana. Sixty-four percent of the rail shipments of corn went to Minneapolis-St. Paul, while 36% was shipped to the West Coast.

Oats were shipped by truck to a variety of areas. Some of these were:

Southeastern States	30%
Texas	15%
Minneapolis-St. Paul	12%
South Dakota Points	9%
West Coast	5%
Duluth	2%
Kansas and Missouri	2%
Sioux City	1%
Nebraska	1%
Other and Unspecified ...	23%

Breakdown on rail shipments of oats:

Minneapolis-St. Paul	73%
Sioux City	20%
South Dakota Points	2%
Duluth-Superior	1%
Other and Unspecified ...	4%

Of the barley trucked from the district, 78% went to Minneapolis-St. Paul and 22% to Duluth-Superior. Rail shipments went almost exclusively to Minneapolis-St. Paul.

Flax shipments went almost exclusively to Minneapolis.

Less than 10,000 bushels of trucked rye shipments were reported. These went exclusively to Minneapolis. Eighty-eight percent of the reported rail shipments of rye went to Minneapolis-St. Paul and 12% to other South Dakota points.

District 3

District 3 is composed of Clark, Codington, Day, Deuel, Grant, Hamlin, Marshall, and Roberts Counties. These northeastern counties have a diversified agriculture. Feed grains, wheat, cattle-feeding, and hogs are all important enterprises. Hilly lands in parts of this district have helped to make this the leading dairy region of the state.

Elevator shipments of grain were:

Oats	38%
Corn	27%
Wheat	14%
Flax	12%
Barley	7%
Soybeans	1%

The combined shipments of sorghum and rye amounted to less than 1% of the total shipments.

The percentage breakdown of these shipments by types of outlets are shown on Table 6.

Table 6. Proportion of Sales of Major South Dakota Crops According to Outlets in District 3, by Respondent Elevators, 1962

Commodity	Sold to local farmers	Shipped by truck	Shipped by rail	Percent of all sales		
Wheat	0.4	12.0	87.6			
Corn	32.7	40.2	27.1			
Oats	16.8	18.5	64.7			
Barley	7.9	4.2	87.9			
Flax	3.0	42.0	55.0			
Soybeans	2.2	85.0	12.8			
Sorghum	100.0	0	0			
Total*	16.3	26.0	57.7			

*Based on total reported shipments, including small quantities of rye.

Nearly 97% of the truck shipments of wheat from this district went to Minneapolis-St. Paul. Two percent went to Duluth-Superior, and other destinations accounted for 1% of the wheat trucked from this area. Rail shipments of wheat were reported as follows: Minneapolis-St. Paul, 94%; Duluth-Superior, 4%; Sioux City, 1%; South Dakota points less than 0.5%.

Truck shipments of corn:

Minneapolis-St. Paul	57%
Canada	14%
Pacific Coast	10%
Colorado and Wyoming ..	9%
Other Minnesota Points	2%
South Dakota Points	2%
Other and Undisclosed	6%

Corn shipments by rail were as follows: Minneapolis-St. Paul, 55%; West Coast, 5%; Sioux City, 2%; other and undisclosed areas accounted for 38%.

Of the oat shipments by truck, 76% went to Minneapolis-St. Paul, 9% to southern states, and 15% to other and undisclosed regions. Seventy-eight percent of the reported rail shipments went to Minneapolis-St. Paul, 18% to Sioux City, less than 1% to Duluth, and slightly over 3% to other and undisclosed areas.

Nearly 98% of the truck shipments of barley went to Minneapolis-St. Paul and the remainder was shipped to Duluth-Superior. Rail shipments were as follows: Minneapolis-St. Paul, 75%; Sioux City, 13%; other and unspecified, 12%.

Ninety-nine percent of the truck shipments of flax went to Minneap-

olis-St. Paul, while 1% went to South Dakota points.

Truck shipments of soybeans went largely to Dawson, Minnesota (71%); 21% went to Minneapolis-St. Paul, 5% to other Minnesota points, and 3% to other and unspecified areas.

Almost all of the shipments of rye by both truck and rail went to Minneapolis-St. Paul.

District 4

District 4 is comprised of Aurora, Beadle, Brule, Buffalo, Hand, Hughes, Hyde, Jerauld, and Sully Counties. Parts of this district are transitional between the more intensively cultivated cropland of the eastern part of the state and the rangeland of western South Dakota. The area is becoming an increasing consumer for feed grain as a result of an increase in cattle feeding.

Elevator shipments of grain:

Corn	41%
Wheat	27%
Oats	24%
Barley	4%
Sorghum	2%
Rye	1%
Flax	1%

The percentage breakdown of these shipments by types of outlets are shown on Table 7.

All truck shipments of wheat from the district went to Minneapolis-St. Paul. Fifty-one percent of the rail shipments went to Sioux City and 49% to Minneapolis-St. Paul.

Reported truck shipments of corn from the district:

Table 7. Proportion of Sales of Major South Dakota Crops According to Outlets in District 4, by Respondent Elevators, 1962

Commodity	Sold to local farmers	Shipped by truck	Shipped by rail
	Percent of all sales		
Wheat	0.1	19.4	80.5
Corn	52.8	31.7	15.5
Oats	59.9	13.1	27.0
Barley	25.5	1.2	73.3
Flax	0	0	100.0
Soybeans	0	0	0
Sorghum	100.0	0	0
Total*	38.7	22.0	39.3

*Based on total grain shipments, including small quantities of rye.

Pacific Coast	64%
North Dakota-Montana	16%
South Dakota Points	6%
Kansas, Missouri and Oklahoma	5%
Other and Unspecified	9%

The majority of the rail shipments of corn (70%) went to the Pacific Coast, while 30% went to Sioux City.

Nearly 91% of the rail shipments of oats went to Sioux City, while all of the reported truck and rail shipments of barley went to Minneapolis-St. Paul.

District 5

District 5 includes the east central South Dakota counties of Brookings, Davison, Hanson, Kingsbury, Lake, McCook, Miner, Minnehaha, Moody, and Sanborn. The agriculturally intensive Corn Belt includes the eastern part of this district. In the western part

of the district agriculture becomes somewhat less intensive and a relatively large proportion of the land is devoted to grazing.

Elevator shipments of grain:

Corn	52%
Oats	39%
Barley	3%
Flax	2%
Soybeans	2%

Shipments of wheat were slightly over 1% of the total, while the combined shipments of sorghum and rye accounted for 0.8% of total grain shipments.

The percentage breakdown of these shipments by types of outlets are shown in Table 8.

Table 8. Proportion of Sales of Major South Dakota Grain Crops According to Outlets in District 4, by Respondent Elevators, 1962

Commodity	Sold to local farmers	Shipped by truck	Shipped by rail
	Percent of all sales		
Wheat	0.6	9.9	89.5
Corn	29.4	27.1	43.5
Oats	11.7	15.3	73.0
Barley	7.4	6.8	85.8
Flax	7.3	60.7	32.0
Soybeans	1.0	55.0	44.0
Sorghum	26.6	8.1	65.3
Total*	20.5	22.9	56.6

*Based on total grain shipments; includes small quantities of rye in addition to the seven other crops.

All of the reported truck shipments of wheat from this district went to Minneapolis-St. Paul. Seventy-three percent of the rail shipments also went to Minneapolis-St. Paul, while 27% went to Sioux City.

Truck shipments of corn:	
Minneapolis-St. Paul	33%
Pacific Coast	12%
South Dakota Points	9%
Colorado and Wyoming ..	6%
Kansas, Missouri	
and Oklahoma	3%
Nebraska	3%
Sioux City	3%
North Dakota	
and Montana	1%
Other and Undisclosed ...	30%
Rail shipments of corn:	
Sioux City	53%
West Coast	34%
Minneapolis	5%
Other and Undisclosed ...	8%

Truck shipments of oats were: Kansas and Missouri, 34%; Texas, 23%; other Minnesota points, 15%; South Dakota points, 10%; Sioux City, 6%; Minneapolis, 2%; and other and undisclosed areas, 10%. Rail shipments went largely to Sioux City (96%); 3% of rail shipments went to Minneapolis and 1% to other areas.

Nearly two-thirds (65%) of the reported trucked barley went to Minneapolis-St. Paul, 34% went to Duluth-Superior, while the remaining 1% went to several South Dakota points. Eighty percent of the rail shipments of barley went to Minneapolis-St. Paul and 20% to Sioux City.

Truck shipments of flax were almost equally divided between Minneapolis-St. Paul and Red Wing, Minnesota.

Truck shipments of soybeans were distributed as follows: Sioux City, 27%; Minneapolis-St. Paul,

24%; Dawson, Minnesota, 21%; other Minnesota points, 20%; Iowa points, 5%; Duluth, 3%.

District 6

District 6, the leading corn producing region of the state is located in southeastern South Dakota. It is composed of Bon Homme, Charles Mix, Clay, Douglas, Hutchinson, Lincoln, Turner, Union, and Yankton Counties. In this region are some of the most productive soils of South Dakota. Much of the grain is consumed on the farms where it is produced because of the extensive hog and cattle feeding.

Elevator shipments of grain:	
Corn	63%
Oats	24%
Wheat	5%
Sorghum	4%
Soybeans	3%

The combined shipments of barley and flax accounted for about 1% of total shipments.

The percentage breakdown of these shipments by type of outlet are shown on Table 9.

Truck shipments of wheat were: Minneapolis-St. Paul, 52%; Sioux City, 41%; Nebraska points, 6%; other areas, 1%. Ninety percent of the reported rail shipments of wheat went to Sioux City and 10% went to Minneapolis-St. Paul.

Reported truck shipments of corn:

Nebraska Points	47%
Sioux City	16%
South Dakota Points	12%
Colorado and Wyoming ..	3%

Table 9. Proportion of Sales of Major South Dakota Grain Crops According to Outlets in District 6, by Respondent Elevators, 1962

Commodity	Sold to local farmers	Shipped by truck	Shipped by rail
Percent of all sales			
Wheat	0	6.5	93.5
Corn	34.0	24.4	41.6
Oats	20.2	16.1	63.7
Barley	8.0	10.8	81.2
Flax	0	77.6	22.4
Soybeans	0	88.0	12.0
Sorghum	16.9	8.3	74.8
Total*	27.0	23.1	49.9

*Based on total number of bushels shipped.

Iowa	1%
Minneapolis	1%
Other and Undisclosed	20%

Rail shipments were:

Sioux City	95%
Duluth	3%
Other	2%

Twenty-four percent of the reported truck shipments of oats went to Iowa, 14% to Texas, 13% to Nebraska points, 7% to Sioux City, and 42% to other and undisclosed areas. Ninety-six percent of the rail shipments of oats went to Sioux City.

Sioux City received 67% of the reported barley shipped by truck, Iowa points received 31%, and 2% went to other South Dakota points. Over three-fourths (76%) of the reported rail shipments of barley went to Sioux City and 24% to Minneapolis-St. Paul.

All of the reported truck shipments of flax went to Minneapolis.

Truck shipments of soybeans were: Sioux City, 63%; other Iowa points, 22%; Minneapolis-St. Paul, 1%; other and unspecified areas, 14%.