Atlantic Coast Line/Seaboard Air Line merger study

Legend

2,123 – Current (1957) density shown by numbers in black italic. Estimated density after consolidation shown by vertical numbers:
2,123 – Green for increase
2,123 – Red for decrease
123 – Black for no change

Single track
Double track
Trackage rights
Direction of traffic

Figures for some smaller branch lines, or lines where density changes are minor, are not shown, unless space provides. Density figures between some points have been averaged (see boxes, or noted with an "A"), due to space limitations. Routes with less than 1,000,000 gross tons are not noted, unless space is available.

Averaged tonnage between: Centralia-Richmond

Northbound	Southbound
12,330	10,312
4,074	3,575

Averaged tonnage between: Petersburg-Richmond

Northbound	Southbound
12,129	9,170
15,957	12,266

Averaged tonnage between: Columbia-Lanes

Northbound	Southbound
940	1,849
794	802

Averaged tonnage between: Greenwood-Monroe

Northbound	Southbound
4,839	3,875
6,067	4,066

Averaged tonnage between: Selma-Weldon

Northbound	Southbound
12,129	10,428
16,660	12,266

Averaged tonnage between: Florence-Dillon

Northbound	Southbound
11,947	9,559
14,716	11,778

Averaged tonnage between: Mullins-Wilmington

Northbound	Southbound
1,703	1,320
2,090	1,382

Averaged tonnage between: Dillon-Fayetteville

Northbound	Southbound
11,447	9,381
15,314	10,541

Averaged tonnage between: Mullins-Hamlet

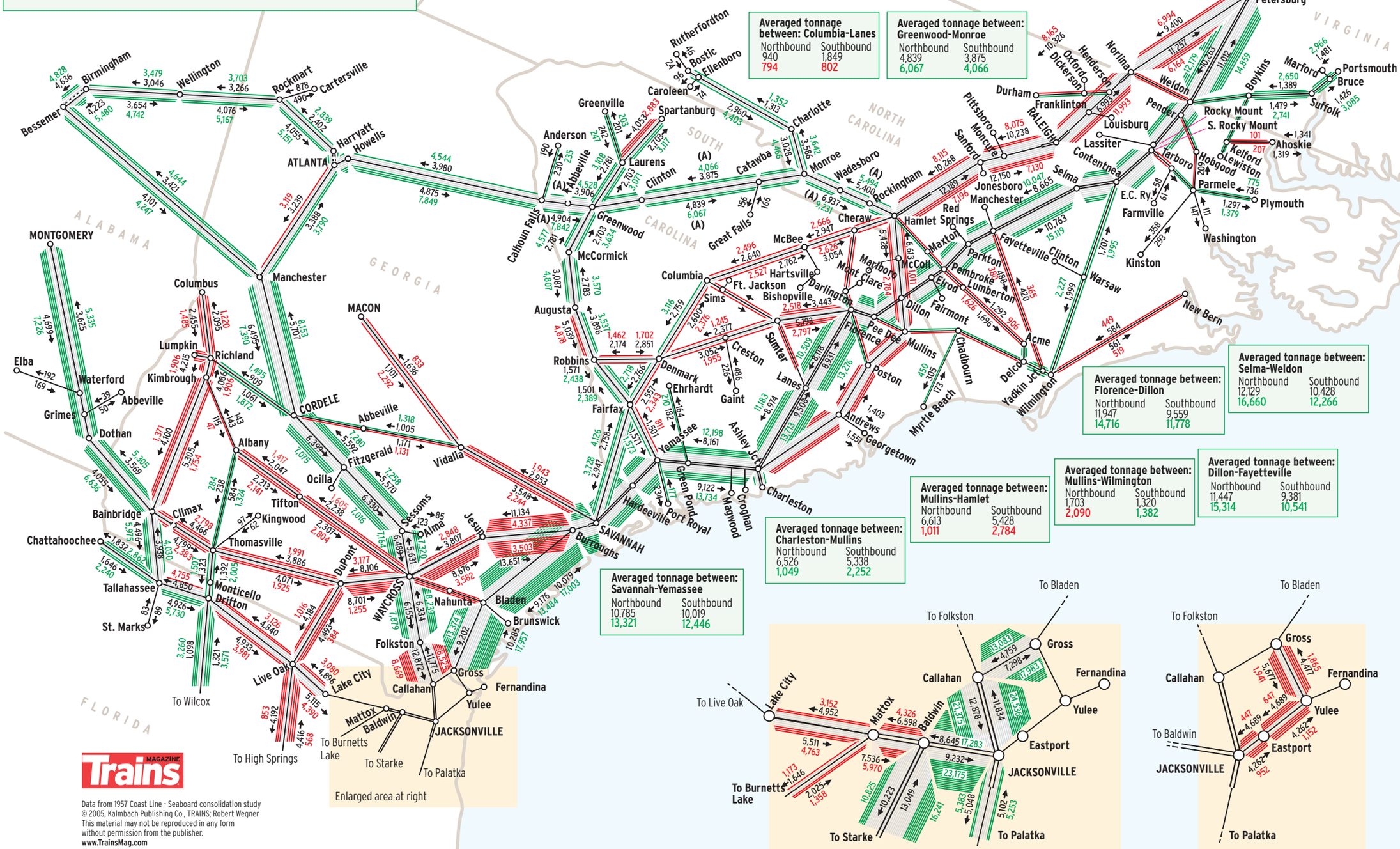
Northbound	Southbound
6,613	5,428
1,011	2,784

Averaged tonnage between: Charleston-Mullins

Northbound	Southbound
6,526	5,338
1,049	2,252

Averaged tonnage between: Savannah-Yemassee

Northbound	Southbound
10,785	10,019
13,321	12,446



Trains MAGAZINE

Data from 1957 Coast Line - Seaboard consolidation study
© 2005, Kalmbach Publishing Co., TRAINS; Robert Wegner
This material may not be reproduced in any form without permission from the publisher.
www.TrainsMag.com