

ENGINEERING DEPARTMENT

TRACK CHART
SHOWING
ALIGNMENT
AND PROFILE

6

CUMBERLAND

TO

HAGERSTOWN

TRAIN ACCIDENT PREVENTION LIBRARY
Casualty Prevention Department
Chessie System — Baltimore

WESTERN MARYLAND
DIVISION

WESTERN MARYLAND
RAILWAY CO.








TRACK CHART

CUMBERLAND
TO
HAGERSTOWN

SCALE: 1" = 2000 ft. Hor.
1" = 400 ft. Vert.

OFFICE OF CHIEF ENGINEER
BALTIMORE, MD.
JAN. 1935

59

-  90 lb. Rail
-  100 lb. Rail
-  112, 115 lb. Rail
-  130, 131, 132 lb. Rail
-  Cinders
-  Slag
-  Stone

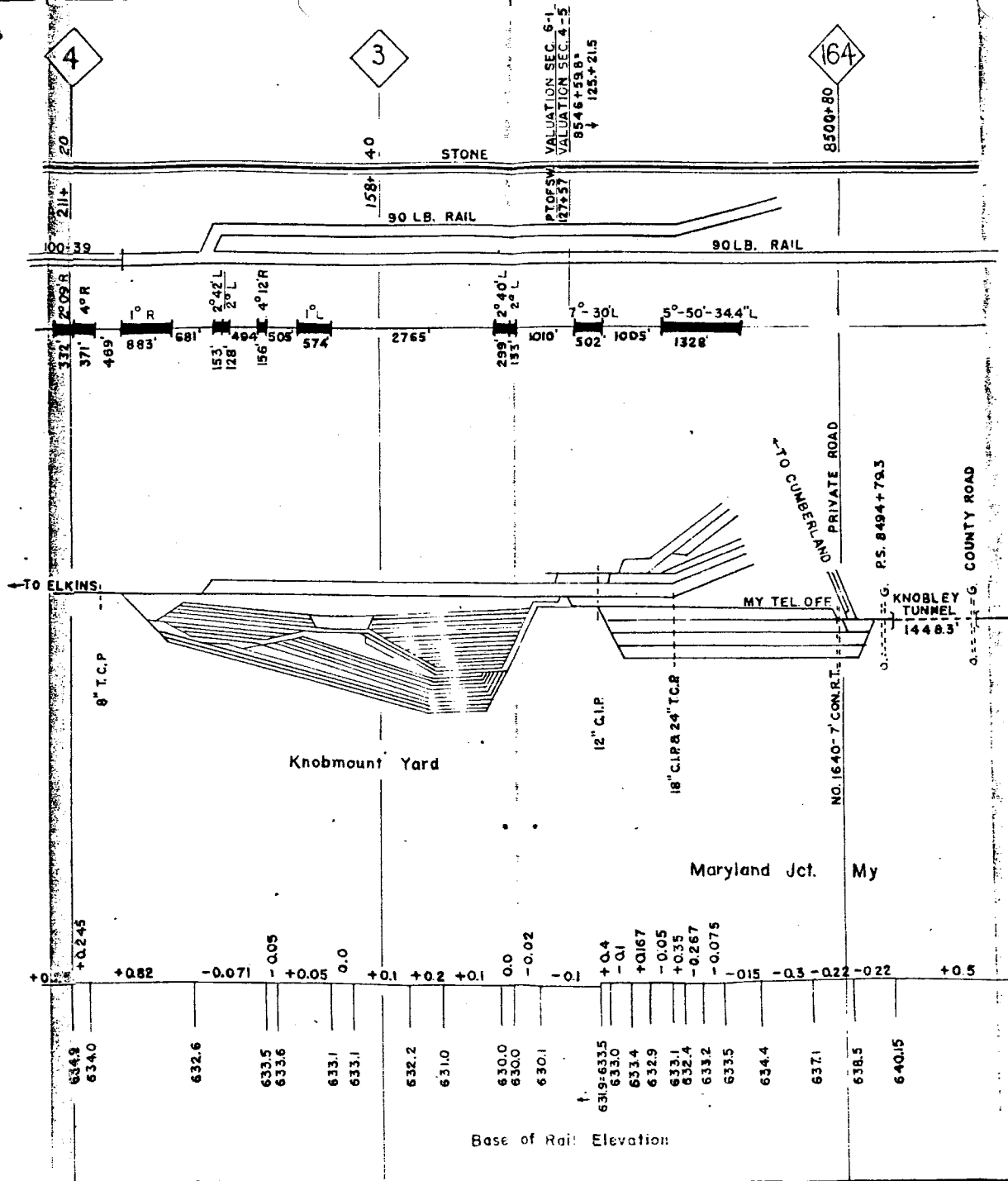
BALLAST

RAIL

ALINEMENT

TRACK

GRADE LINE
(Base of Rail)



VALUATION SEC. 6-1
VALUATION SEC. 4-5
854.6+59.8'
↓
125.7+21.5

164

8500+80

4

3

20

4.0

STONE

158'

90 LB. RAIL

PT OF SW
127+57

100+39

90 LB. RAIL

2°09'R

4°R

1°R

2°42'L

2°L

4°12'R

1°L

2°40'L

2°L

7°30'L

5°-50'-34.4\"L

332'

371'

489'

883'

681'

153'

128'

156'

505'

574'

2765'

299'

1010'

502'

1005'

1328'

← TO ELKINS

8" T.C.P.

Knobmount Yard

12" C.I.P.

18" C.I.P. & 24" T.C.P.

MY TEL OFF

→ TO CUMBERLAND
PRIVATE ROAD

P.S. 8494+79.3

COUNTY ROAD

KNOBLEY TUNNEL
144+8.5

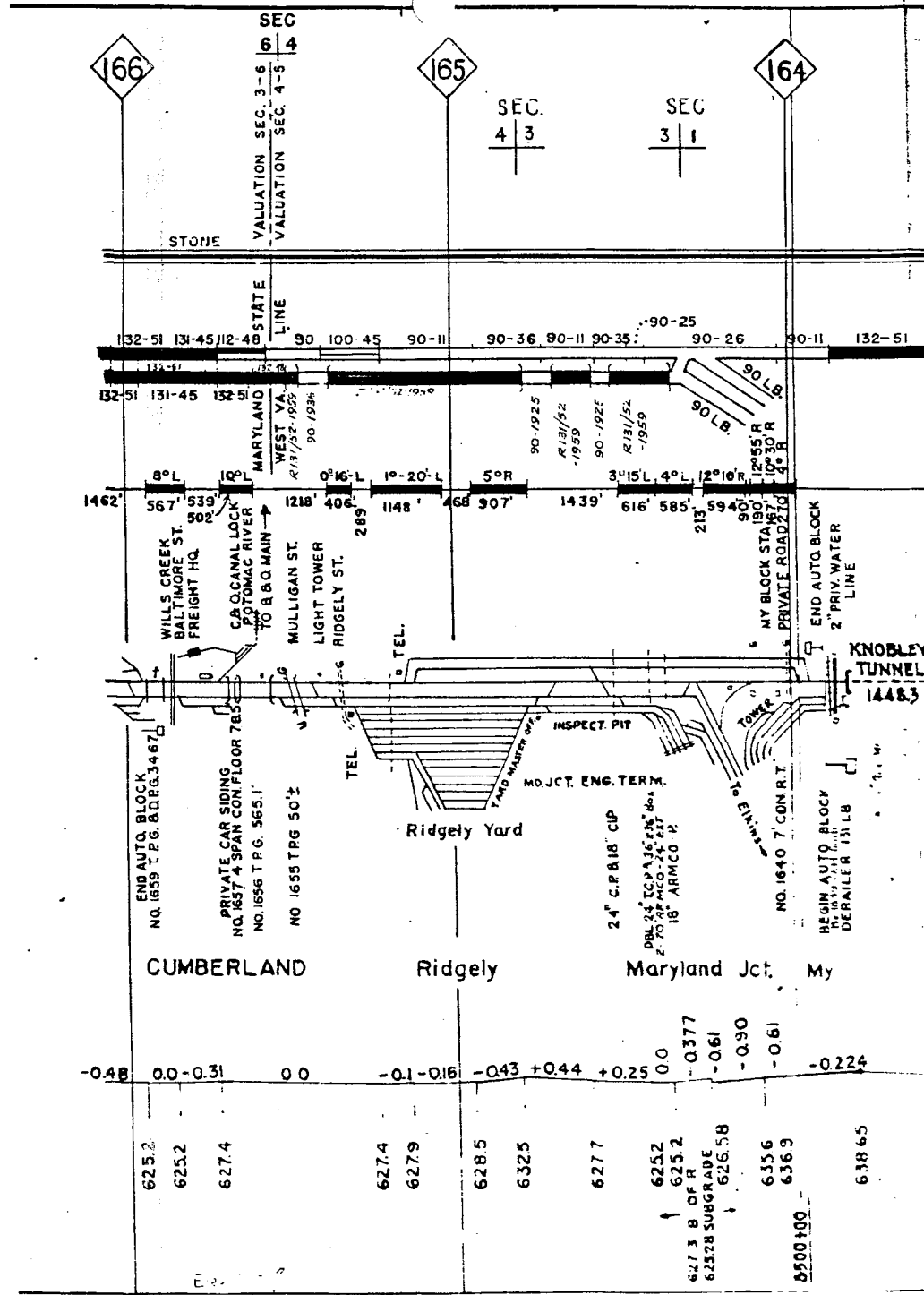
Maryland Jct. My

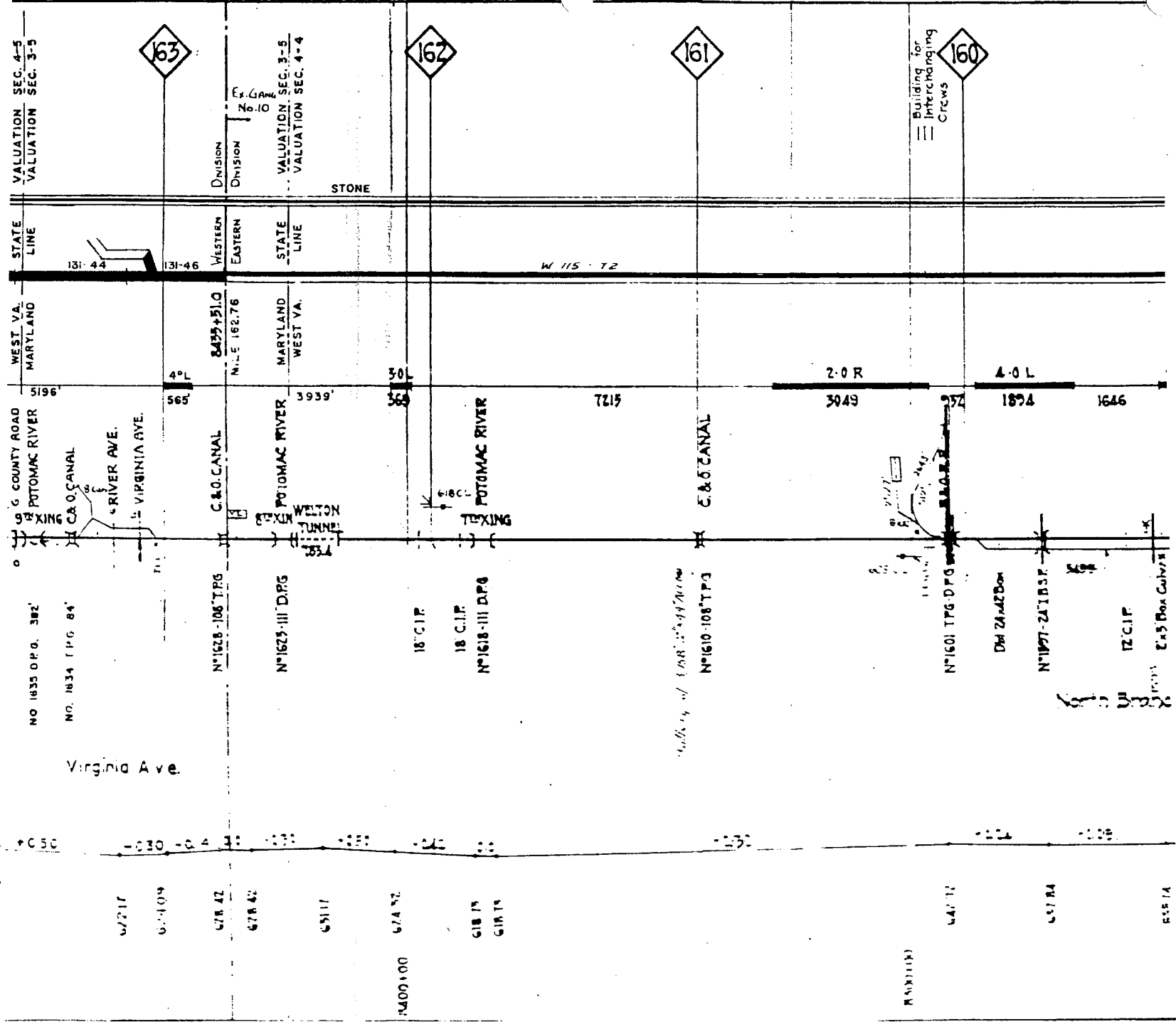
NO. 16-40-7' CON.R.T.

+0.0	+0.245	+0.82	-0.071	-0.05	+0.05	0.0	+0.1	+0.2	+0.1	0.0	-0.02	-0.1	+0.4	-0.1	+0.167	-0.05	+0.35	-0.267	-0.075	-0.15	-0.3	-0.22	-0.22	+0.5
634.9	634.0	632.6	633.5	633.6	633.1	633.1	632.2	631.0	630.0	630.0	630.1	631.9	633.5	633.0	633.4	632.9	633.1	632.4	633.2	633.5	634.4	637.1	638.5	640.15

Base of Rail: Elevation

KNOBMOUNT LEG OF WYE





VALUATION SEC. 4-5
VALUATION SEC. 3-5

STATE LINE

WEST VA.
MARYLAND

G. COUNTY ROAD
POTOMAC RIVER
CA. O. CANAL
RIVER AVE.
VIRGINIA AVE.

NO 1635 D.P.O. 382
NO. 1634 T.P.G. 84

Virginia Ave.

DIVISION
DIVISION

WESTERN
EASTERN

MARYLAND
WEST VA.

C. & O. CANAL
POTOMAC RIVER
POTOMAC RIVER

N°1628-108 TPG
N°1623-111 DPG

VALUATION SEC. 3-5
VALUATION SEC. 4-4

STATE LINE

MARYLAND
WEST VA.

POTOMAC RIVER
POTOMAC RIVER

18 C.I.P.
18 C.I.P.
N°1618-111 DPG

STONE

STATE LINE

MARYLAND
WEST VA.

POTOMAC RIVER
POTOMAC RIVER

N°1610-108 TPG

163

162

STATE LINE

MARYLAND
WEST VA.

POTOMAC RIVER
POTOMAC RIVER

N°1601 TPG DPG
DW 24142 Box
N°1697-241837

161

160

STATE LINE

MARYLAND
WEST VA.

POTOMAC RIVER
POTOMAC RIVER

12 C.I.P.
E & S Box Culvert

W 115° 12'

2-0 R
3049

4-0 L
1894

1646

Building for
Interchanging
Crews

+ C5C

67217

67409

67842

67842

65117

67A 52

1400100

61875

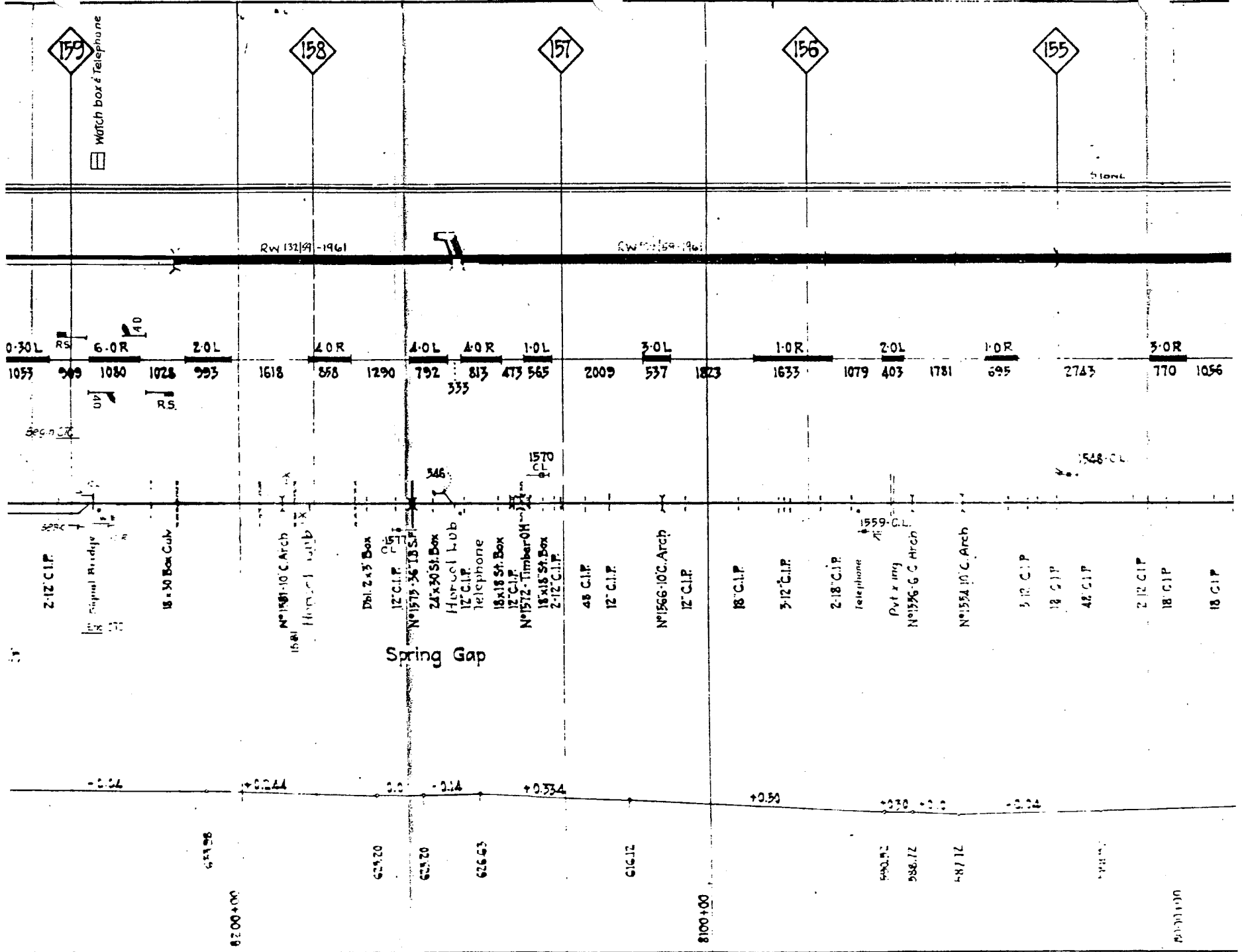
61875

MANHATTAN

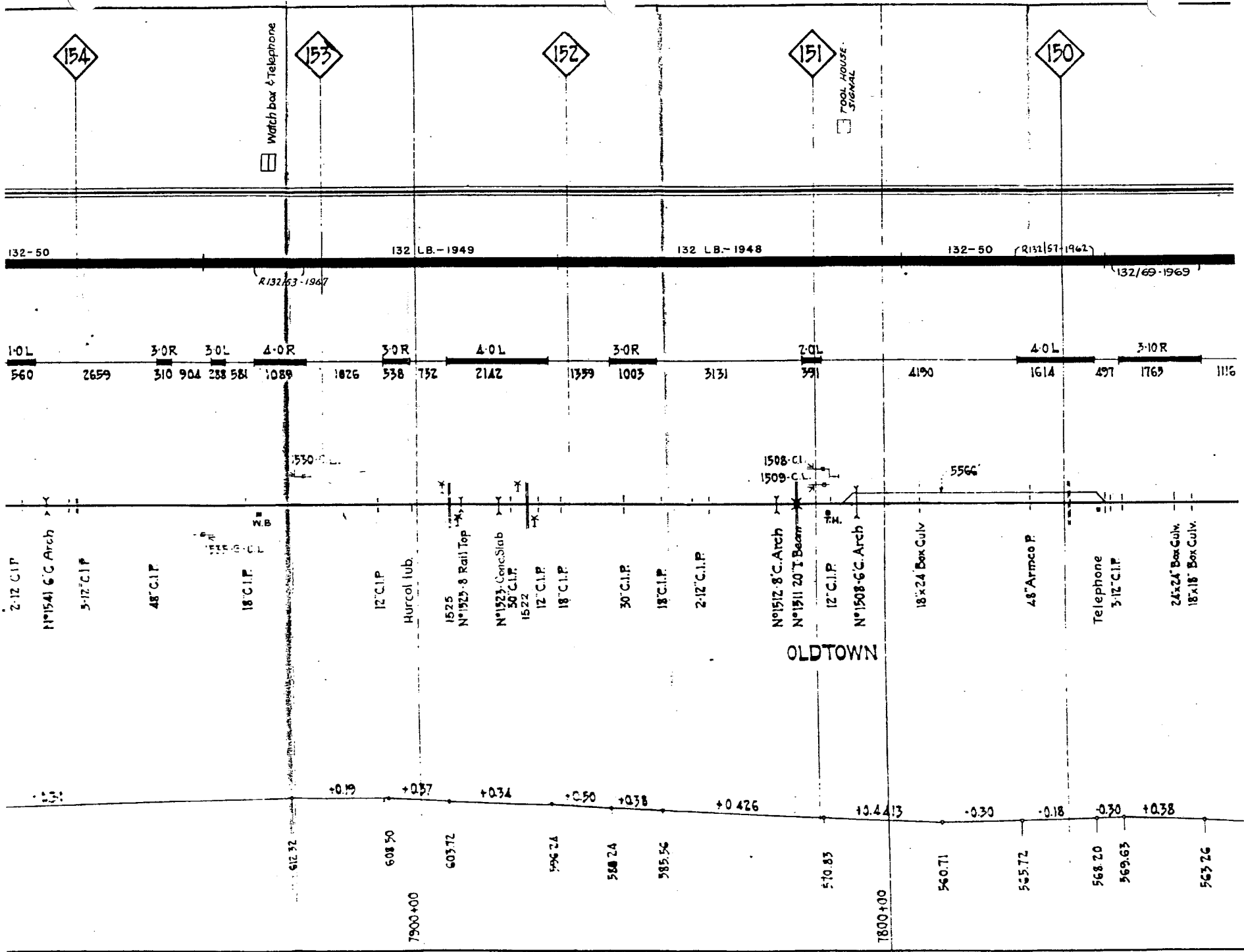
64712

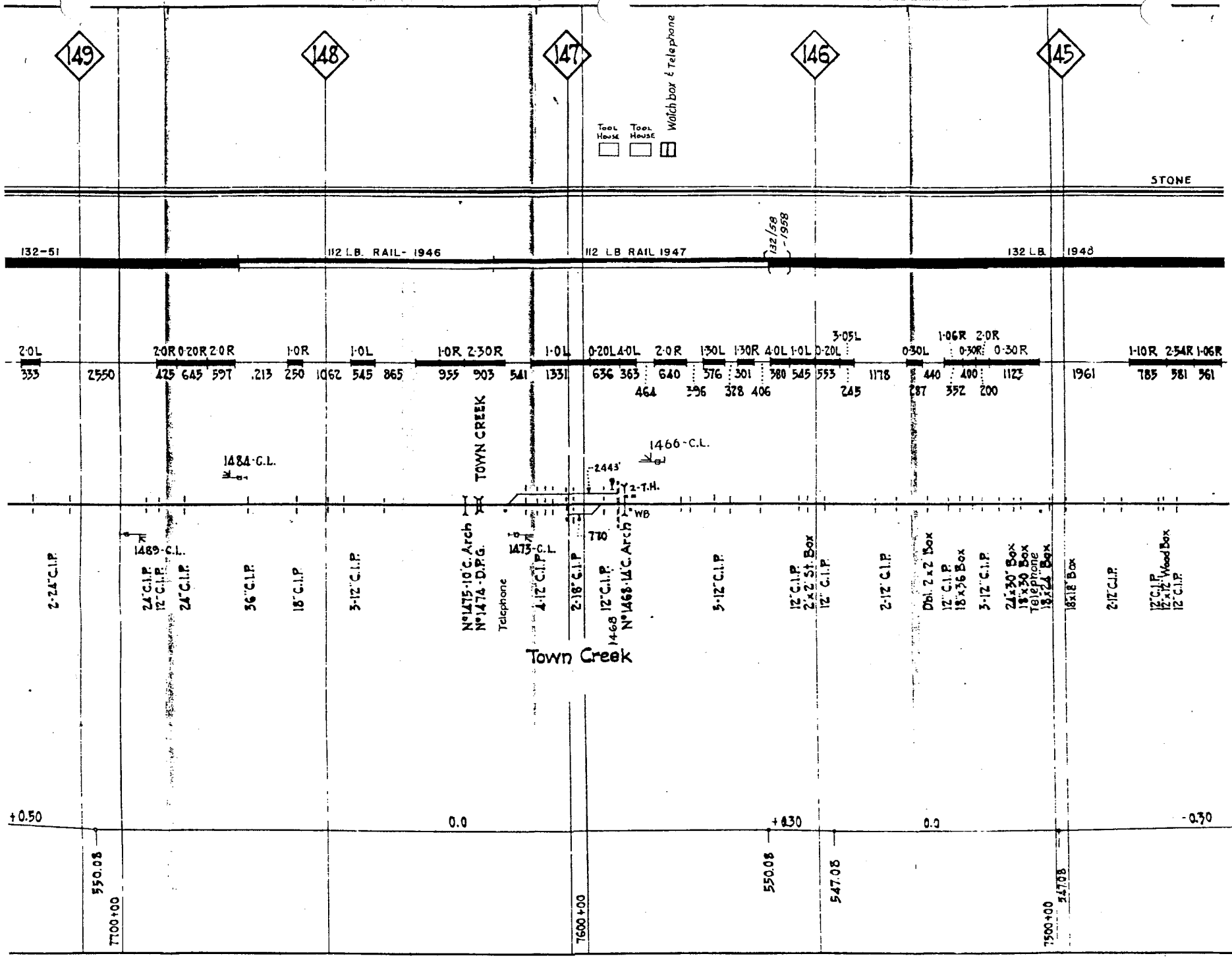
65184

65514



63





STONE

132-51

112 LB. RAIL- 1946

112 LB RAIL 1947

132 LB 1948

132/58
-1958

Tool House
 Tool House
 Watch box & Telephone

2-0L 333 2550 2-0R 425 2-0R 645 2-0R 597 2-0R 213 1-0R 250 1-0L 1062 1-0L 545 865 1-0R 955 2-3-0R 903 541 1-0L 1331 0-2-0L 636 4-0L 363 2-0R 640 464 1-3-0L 576 3-96 1-3-0R 301 3-80 4-0L 328 1-0L 406 545 553 245 3-05L 1178 0-3-0L 440 1-0-6R 400 2-0R 392 0-3-0R 200 1123 1961 1-1-0R 785 2-5-4R 581 1-0-6R 961

1484-C.L.

TOWN CREEK

1466-C.L.

2443'

2-T.H.

Telephone

1-12 C.I.P.

Town Creek

WB

780

3-12 C.I.P.

12 C.I.P.
2-2-51 Box
12 C.I.P.

2-12 C.I.P.

Dbl. 2 x 2 Box
12 C.I.P.
18 x 36 Box

3-12 C.I.P.

24 x 30 Box
18 x 30 Box
18 x 30 Box
18 x 30 Box
18 x 30 Box

18 x 18 Box

2-12 C.I.P.

12 C.I.P.
2 x 12 Wood Box
12 C.I.P.

+0.50

0.0

+0.30

0.0

-0.30

550.08

7100+00

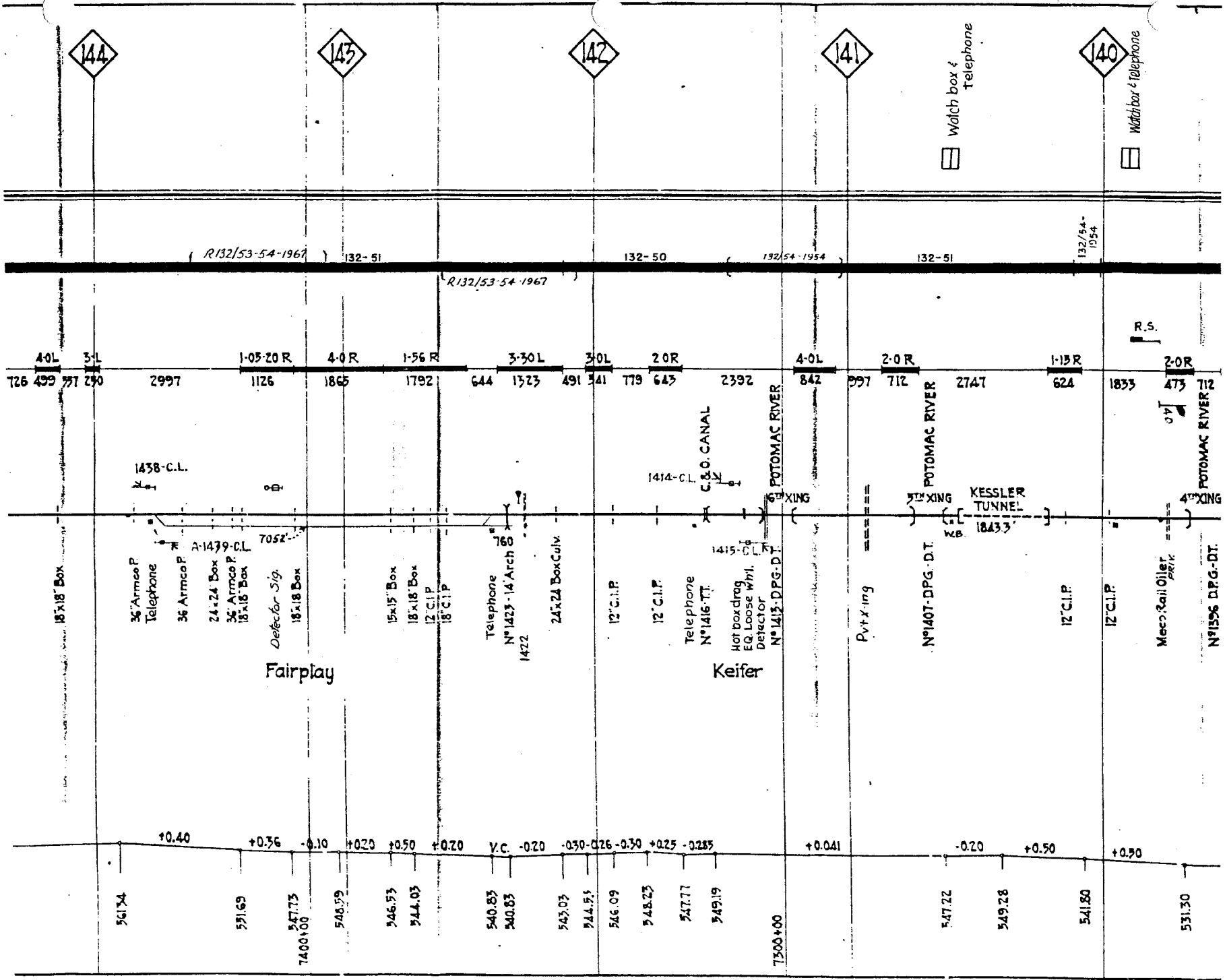
7600+00

550.08

547.08

7500+00

547.08



144

143

142

141

140

Watch box & telephone

Watch box & telephone

R132/53-54-1967

132-51

132-50

132/54-1954

132-51

132/54-1954

R132/53-54-1967

R.S.

4-0L 3-1

1-05-20 R

4-0 R

1-56 R

3-30L

3-0L

2-0 R

4-0L

2-0 R

1-15 R

2-0 R

726 499 771 790

2997

1126

1865

1792

644

1523

491

541

779

643

2392

842

997

712

2747

624

1833

473

712

1438-C.L.

1414-C.L.

18x18 Box

36 Armco P Telephone

36 Armco P

24x24 Box

36 Armco P

18x18 Box

Detector Sig.

18x18 Box

Fairplay

Telephone N°1423-14 Arch 1422

24x24 Box Culv.

12 C.I.P.

12 C.I.P.

Telephone N°1416-TI

Hot box drag Eq. Loose whl. Detector

N°1413-DPG-DI

Keifer

Pvt. X-ing

N°1407-DPG-DI

12 C.I.P.

12 C.I.P.

Meco. Rail Oiler

N°1556 DPG-DI

+0.40

+0.36

-0.10

+0.20

+0.50

+0.20

Y.C. -0.20

-0.50

-0.26

-0.30

+0.25

-0.285

+0.041

-0.20

+0.50

+0.90

56134

53169

54773

7400100

54659

54653

54403

54083

54083

54303

54453

54609

54823

54777

54919

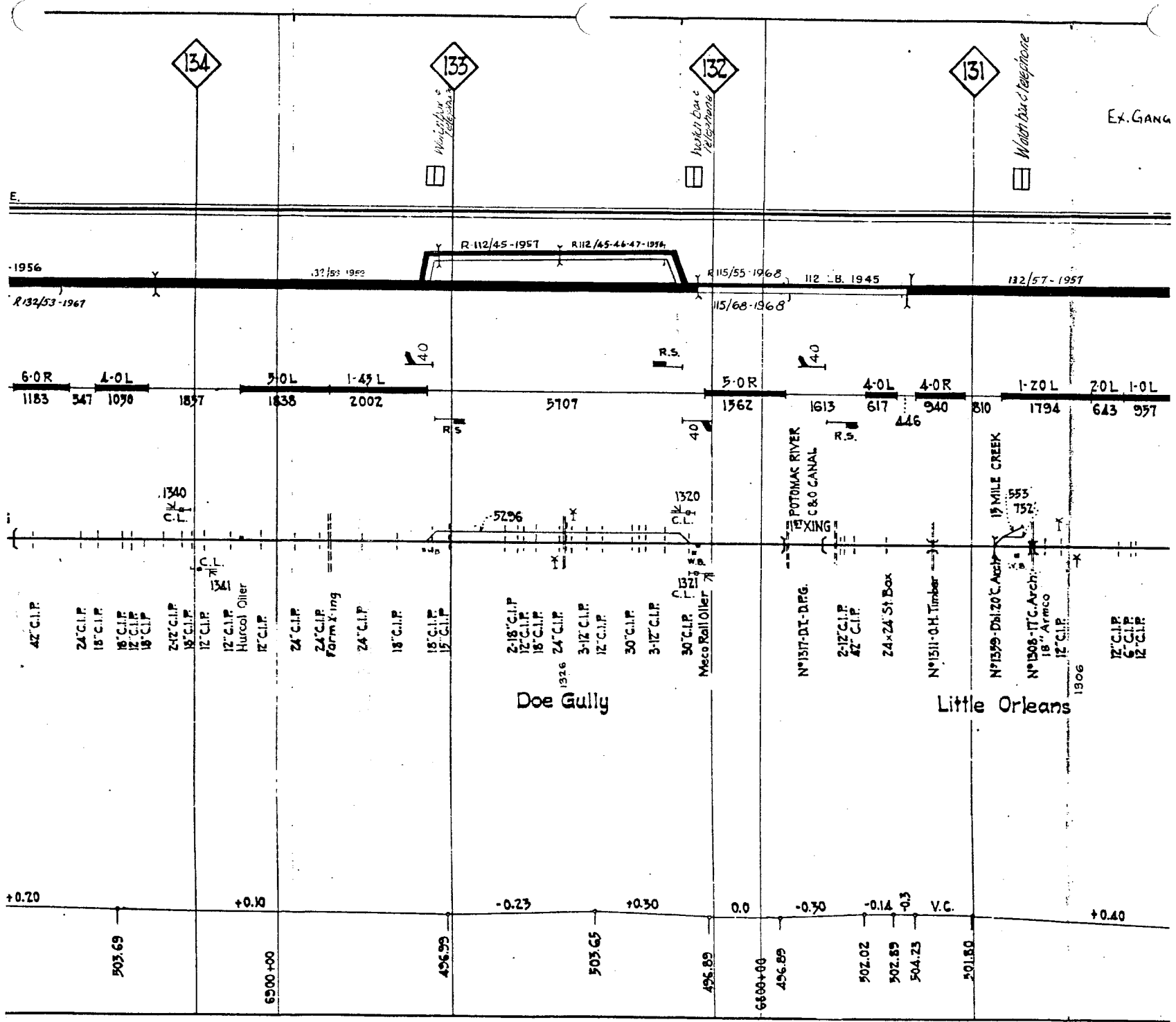
7300+00

54722

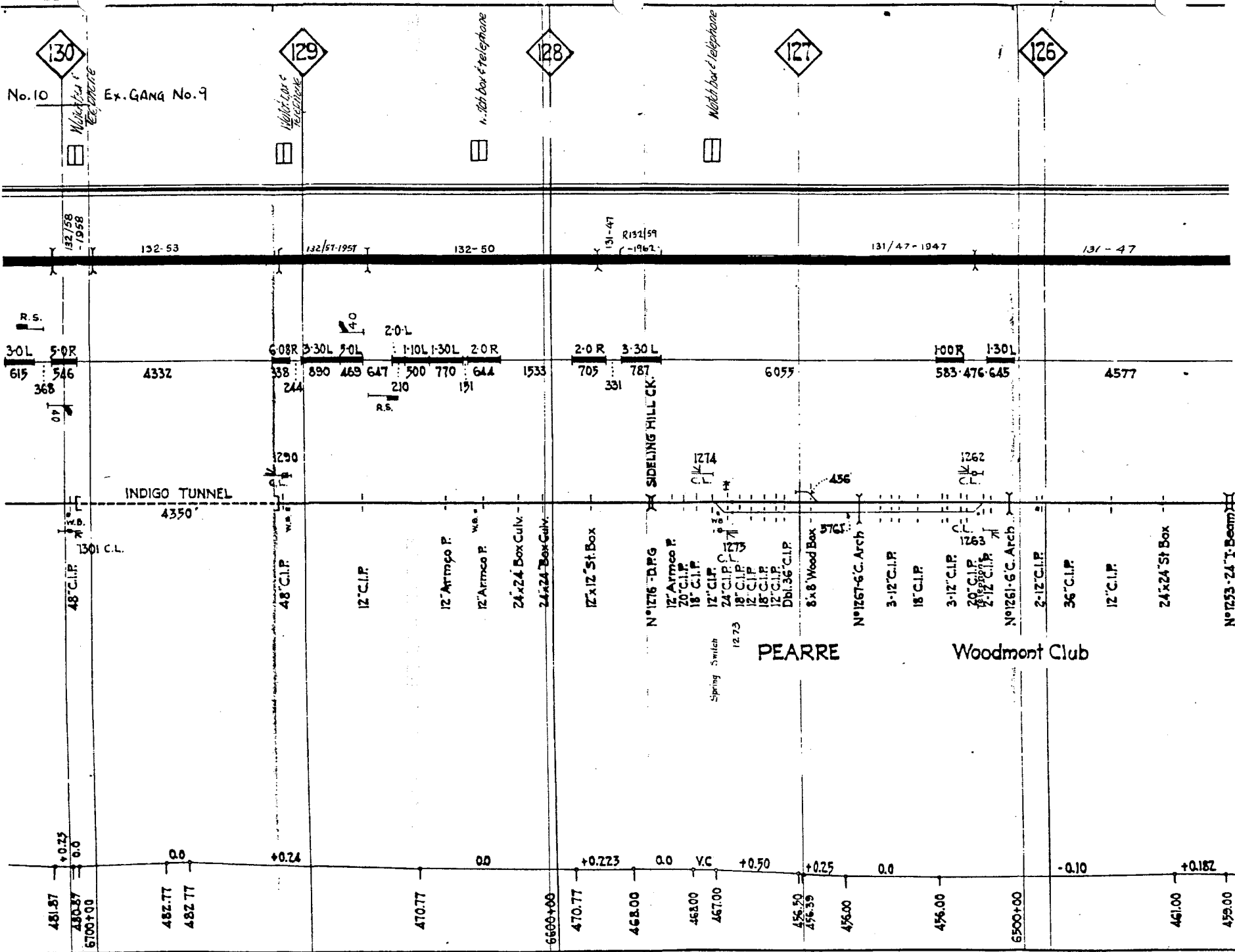
54928

54180

53130



68



No. 10 Ex. GANG No. 9

Light box & Telephone

Light box & Telephone

Match box & Telephone

Match box & Telephone

INDIGO TUNNEL

SIDELING HILL CK.

PEARRE

Woodmont Club

R.S.

3-0L 5-0R

6-0R 3-30L 3-0L 1-10L 1-30L 2-0R

2-0R 3-30L

1-0R 1-30L

4350

1301 C.L.

48" C.I.P.

48" C.I.P.

12" C.I.P.

12" Armco P.

12" Armco P.

24" x 24" Box Culv.

24" x 24" Box Culv.

12" x 12" St. Box

No. 1276 - DRG

12" Armco P.

20" C.I.P.

18" C.I.P.

12" C.I.P.

24" C.I.P.

18" C.I.P.

12" C.I.P.

Dbl. 36" C.I.P.

8 x 8 Wood Box

No. 1267 - G. Arch

3-12" C.I.P.

18" C.I.P.

3-12" C.I.P.

20" C.I.P.

18" C.I.P.

2-12" C.I.P.

No. 1261 - G. Arch

2-12" C.I.P.

36" C.I.P.

12" C.I.P.

24" x 24" St. Box

No. 1253 - 24" T-Beam

615 546

4332

608R 338 244

890 469 647

500 770 644

1533

705 331

787

6055

583 476 645

4577

+0.25

0.0

0.0

+0.24

0.0

+0.223

0.0

VC

+0.50

+0.25

0.0

-0.10

+0.182

481.87

480.87

5700+00

482.77

482.77

470.77

470.77

468.00

468.00

467.00

458.50

458.39

456.00

456.00

6500+00

461.00

459.00

132/58 - 1958

132-53

132/51-1951

132-50

131-47 R132/59 - 1962

131/47-1947

131-47

4.0

2-0-L

210

R.S.

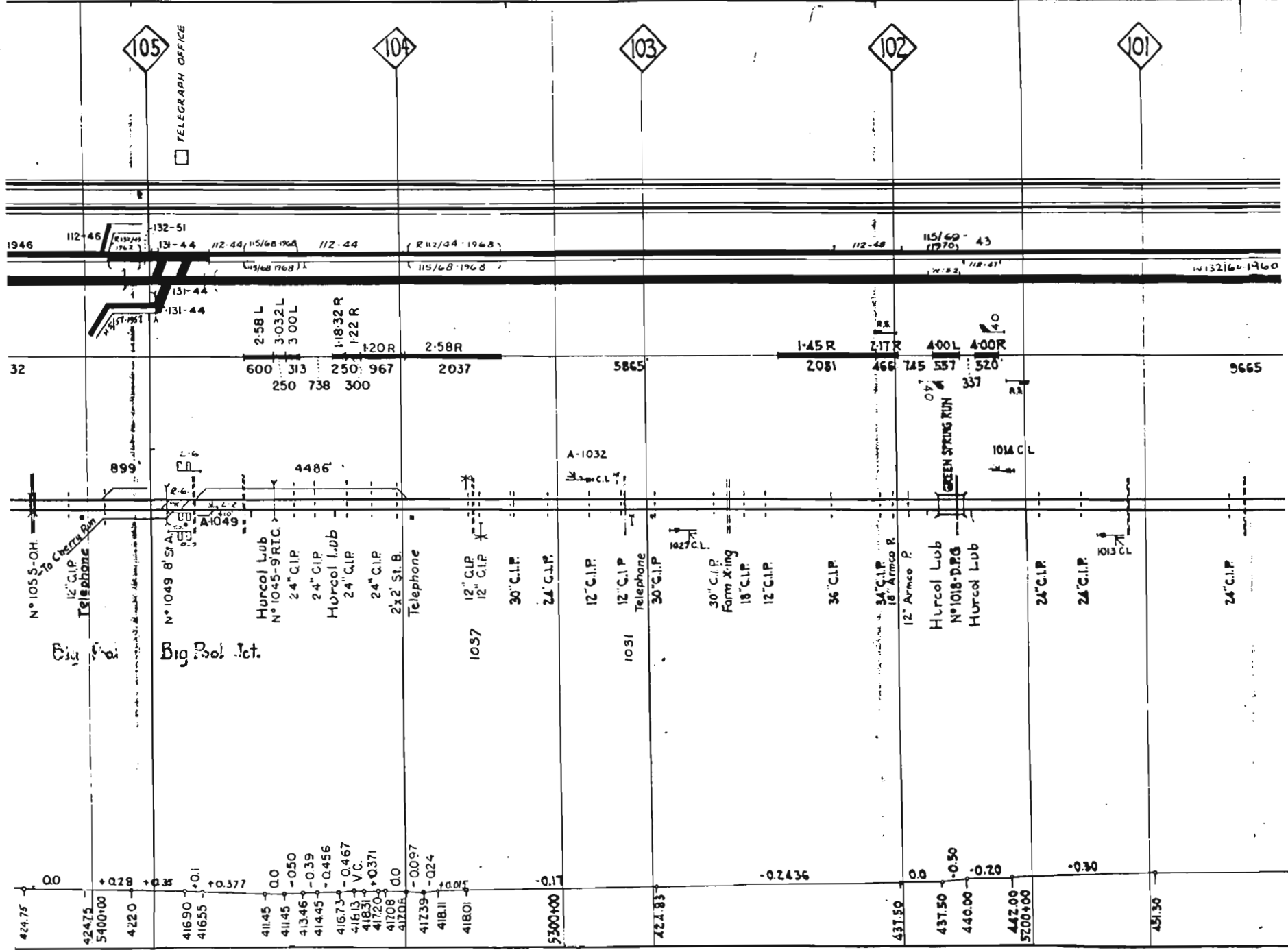
Spring Switch

12.73

1274

456

1262



424.75

424.75
424.75
5400+00
420

416.90
416.55

+0.377

411.45
411.45
413.46
414.45

416.73
416.13
418.31
417.20
417.08
417.05

-0.097
-0.024
418.11
418.01

5300+00

422.83

437.50

437.50
440.00

442.00
5200+00

451.30

0.0

+0.28

+0.3

+0.1

0.0

-0.50

-0.39

-0.456

-0.467

V.C.

+0.371

0.0

-0.1

0.0

-0.2436

0.0

-0.50

-0.20

-0.30

N° 105 S.-OH.
12\"/>

Big Pol. Act.

Hurcol Lub
N° 1045-9 R.C.

Hurcol Lub
N° 1018-D.P.G.

Hurcol Lub
N° 1018-D.P.G.

Hurcol Lub

Telephone

12\"/>

30\"/>

24\"/>

12\"/>

12\"/>

30\"/>

18\"/>

12\"/>

36\"/>

34\"/>

12\"/>

Hurcol Lub
N° 1018-D.P.G.

Hurcol Lub

24\"/>

24\"/>

24\"/>

258 L
3032 L
300 L

250 738 300

118.32 R
122 R

250 967

2037

5865

2081

466

745 557

520

9665

TELEGRAPH OFFICE



899

A-1049

4486'

A-1032

GREEN SPRING RUN

10M CL

10M CL

112-46

132-51

13-44

112-44

115/68-1968

112-44

112/44-1968

115/68-1968

112-48

115/69-43

117/70

118-47

113216-1960

131-44

131-44

131-44

131-44

131-44

131-44

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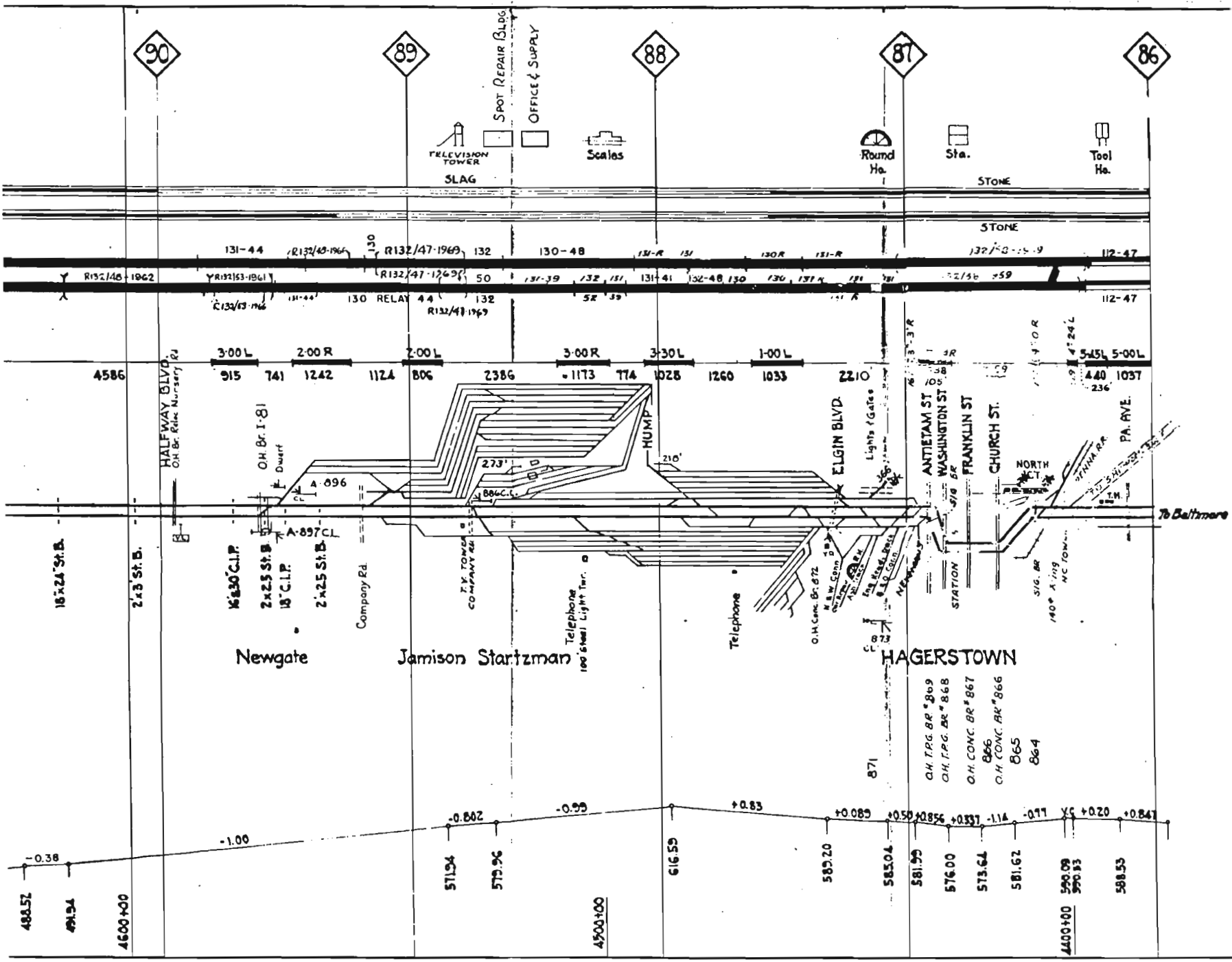
131-44

131-44

131-44

131-44

131-44



90

89

88

87

86

TELEVISION
TOWER

SPOT REPAIR BLDG.
OFFICE & SUPPLY

Scales

Round
Ho.

Sta.

Tool
Ho.

STONE

STONE

131-44 R132/43-1966
130 R132/47-1969
132 130-48
131-R 131
130R 131-R
132/43-1966
112-47
R132/46-1962
YR131/53-1961
R132/47-1269
50
131-39 132 131 131 41 132-48 130 130 131 R 131
132/46 132
112-47
130 RELAY 44 132
R132/41-1969
5R 39

4586 3-00L 2-00R 2-00L 3-00R 3-30L 1-00L
915 741 1242 1124 806 2386 1173 774 1028 1260 1033 2210
5-45L 5-00L
440 1037
236

18'x24' St. B.

2'x3' St. B.

16'x30' C.I.P.

2'x2.5' St. B.

18' C.I.P.

2'x2.5' St. B.

Company Ed.

F.V. TOWER
COMPANY Ed.

Telephone
100 Street Light Tar.

Telephone

O.H. CONC. BR. # 872
N.W. CONC. BR. # 873
O.H. CONC. BR. # 874
N.W. CONC. BR. # 875

STATION

ANTHONY ST
WASHINGTON ST
FRANKLIN ST
CHURCH ST

PA. RYE

Newgate

Jamison Startzman

HAGERSTOWN

O.H. T.P.G. BR. # 869
O.H. T.P.G. BR. # 868
O.H. CONC. BR. # 867
O.H. CONC. BR. # 866
866
865
864

480.52

491.34

4600+00

-1.00

571.34
-0.802

575.96

4500+00

616.59

585.20
+0.83

583.04
+0.085

581.99
+0.59

576.00
+0.856

573.64
+0.931

581.62
-1.14





4400+00
590.09
590.83
-0.17




588.55
+0.20

588.55
+0.841

To Baltimore

77

-  90 lb. Rail
-  100 lb. Rail
-  112, 115 lb. Rail
-  130, 131, 132 lb. Rail

-  Cinders
-  Slag
-  Stone

BALLAST

RAIL

ALINEMENT

TRACK

GRADE LINE
(Base of Rail)

WESTERN MARYLAND
RAILWAY CO.
TRACK CHART
HAGERSTOWN
TO
CUMBERLAND

SCALE: 1 in = 2000 ft. Horz.
1 in = 400 ft. Vert.

OFFICE OF CHIEF ENGINEER
BALTIMORE, MD.