

193

ENGINEERING DEPARTMENT

TRACK CHART
SHOWING
ALIGNMENT
AND PROFILE

19

DURBIN

TO

ELKINS

TRAIN ACCIDENT PREVENTION LIBRARY
Casualty Prevention Department
Chesle System — Baltimore








WESTERN MARYLAND
DIVISION

WESTERN MARYLAND RAILWAY CO. TRACK CHART DURBIN TO ELKINS

SCALE: 1 IN. = 200 FT. HORIZ.
1 IN. = 40 FT. VERT.

OFFICE OF CHIEF ENGINEER
BALTIMORE, MD.

FEB. 1, 1946.

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

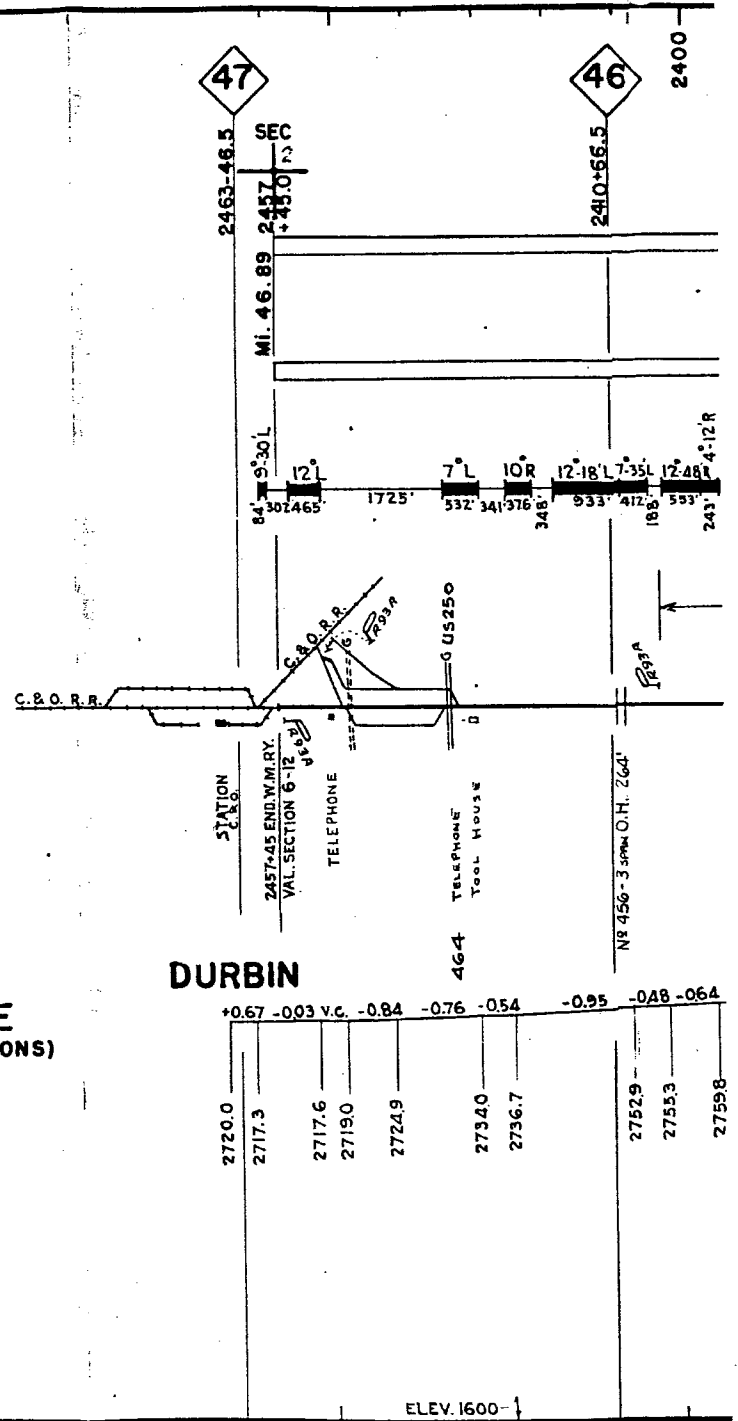
BALLAST

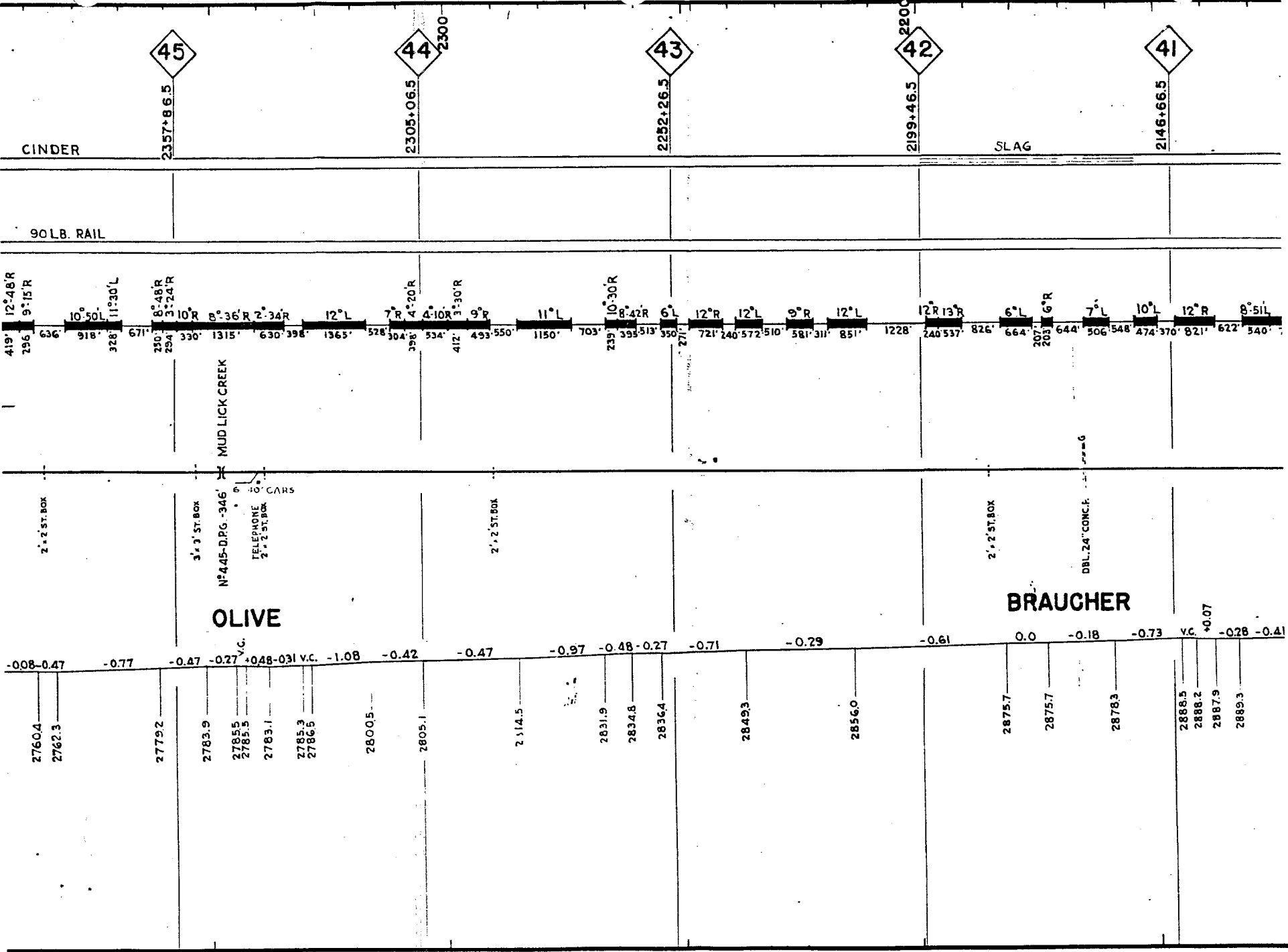
RAIL

ALINEMENT

TRACK

GRADE LINE
(BASE OF RAIL ELEVATIONS)





CINDER

SLAG

90 LB. RAIL

419' 12° 48' R
296' 9° 15' R
636'
918' 10° 50' L
328' 11° 30' L
671'
250' 8° 48' R
250' 3° 24' R
330' 10° R
1315' 8° 36' R
630' 2° 34' R
1365' 12° L
528' 7° R
304' 4° 20' R
395' 4° 10' R
534' 3° 30' R
412' 9° R
493' 550' 11° L
703' 10° 30' R
239' 8° 42' R
355' 513' 6° L
271' 12° R
721' 240' 572' 510' 12° L
581' 311' 9° R
851' 12° L
1228' 12° R
240' 537' 13° R
826' 6° L
664' 6° R
207' 7° L
203' 6° R
644' 7° L
506' 548' 10° L
474' 370' 12° R
821' 622' 8° 51' L
540'

MUD LICK CREEK

OLIVE

BRAUCHER

-0.08 -0.47
-0.77
-0.47
-0.27
+0.48 -0.31 v.c.
-1.08
-0.42
-0.47
-0.97
-0.48 -0.27
-0.71
-0.29
-0.61
0.0
-0.18
-0.73
v.c.
+0.07
-0.28 -0.41

2760.4
2762.3

2779.2

2783.9
2785.5
2785.5
2783.1
2785.3
2786.5

2800.5

2805.1

2814.5

2831.9
2834.8
2836.4

2849.3

2856.0

2875.7

2875.7

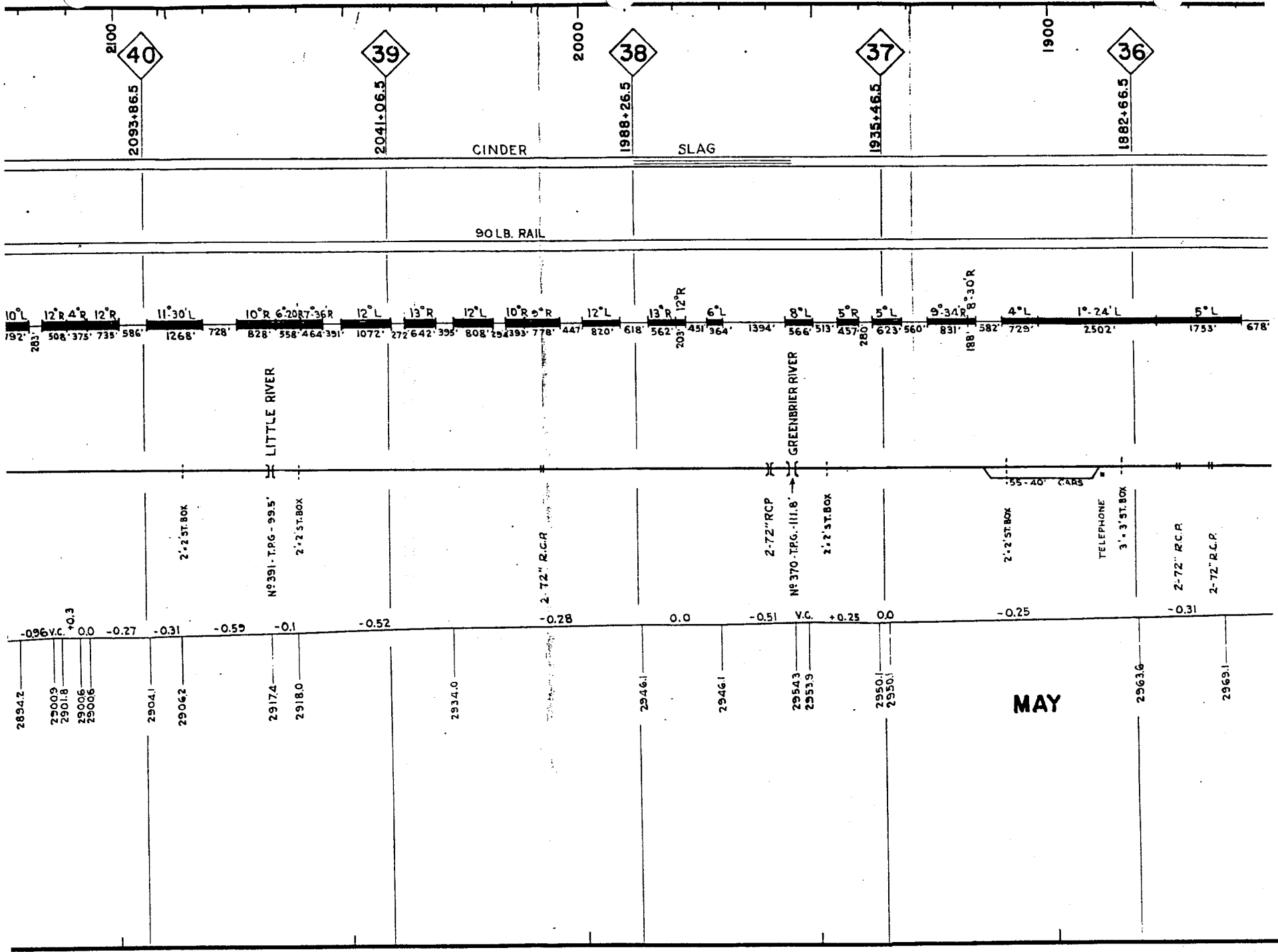
2878.3

2886.5
2888.2
2887.9
2889.3

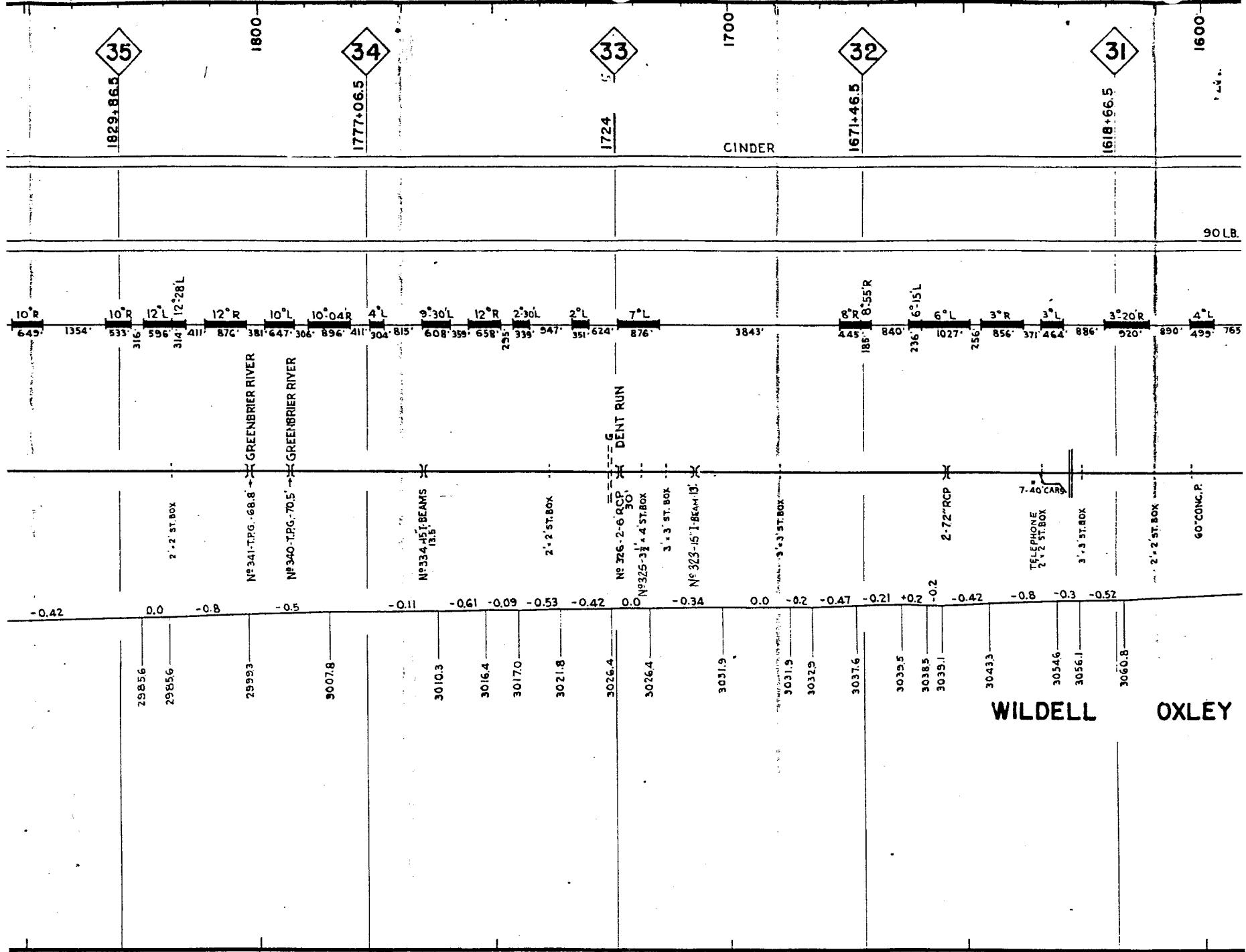
N° 445-D.P.G.-346
TELEPHONE
2 x 2 ST. BOX
CARS

DBL. 24" CONC.F.

196



197



1829+86.5
35

1800

1777+06.5
34

1724
33

1700

CINDER

1671+46.5
32

1618+66.5
31

1600

90 LB.

10°R 643' 1354' 533' 316' 596' 314' 411' 876' 381' 647' 306' 896' 411' 304' 815' 9°30'L 608' 359' 12°R 658' 255' 2°30'L 339' 947' 2°L 351' 624' 7°L 876' 3843' 6°R 445' 186' 8:55R 840' 6°15'L 236' 1027' 6°L 756' 3°R 856' 371' 3°L 464' 886' 3°20'R 920' 890' 4°L 499' 765'

GREENBRIER RIVER
N°341-T.P.G. -68.8
GREENBRIER RIVER
N°340-T.P.G. -70.5

DENT RUN

N°334-15' BEAMS
18.5

N°326-2-6 RCP
30'

N°325-3 1/2' x 4' ST. BOX

N°323-15' I-BEAM 15'

3' x 3' ST. BOX

2-72" RCP

TELEPHONE
2' x 2' ST. BOX

3' x 3' ST. BOX

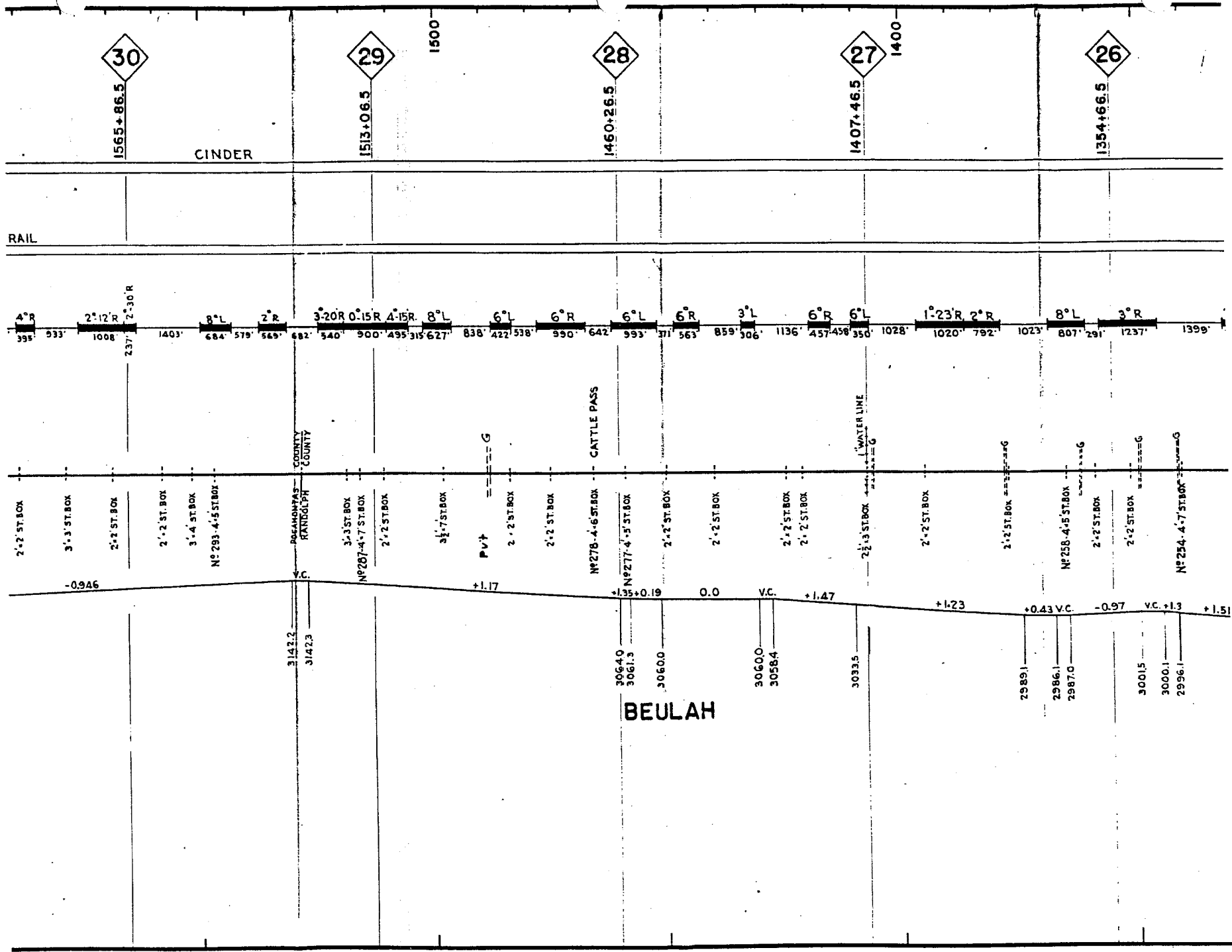
2' x 2' ST. BOX

60' CONC. P.

-0.42 0.0 -0.8 -0.5 -0.11 -0.61 -0.09 -0.53 -0.42 0.0 -0.34 0.0 -0.2 -0.47 -0.21 +0.2 -0.2 -0.42 -0.8 -0.3 -0.52

29856 29856 29993 90078 30103 30164 30170 30218 30264 30264 30319 30319 30329 30376 30395 30385 30391 30433 30546 30561 30608

WILDELL OXLEY



30
1565+86.5

29
1513+06.5

28
1460+26.5

27
1407+46.5

26
1354+66.5

CINDER

RAIL

COUNTY
RANDOLPH

CATTLE PASS

WATERLINE

BEULAH

-0.946

+1.17

+1.35+0.19

0.0

V.C.

+1.47

+1.23

+0.43 V.C.

-0.97

V.C. +1.3

+1.51

3142.2
3142.3

3064.0
3061.3
3060.0

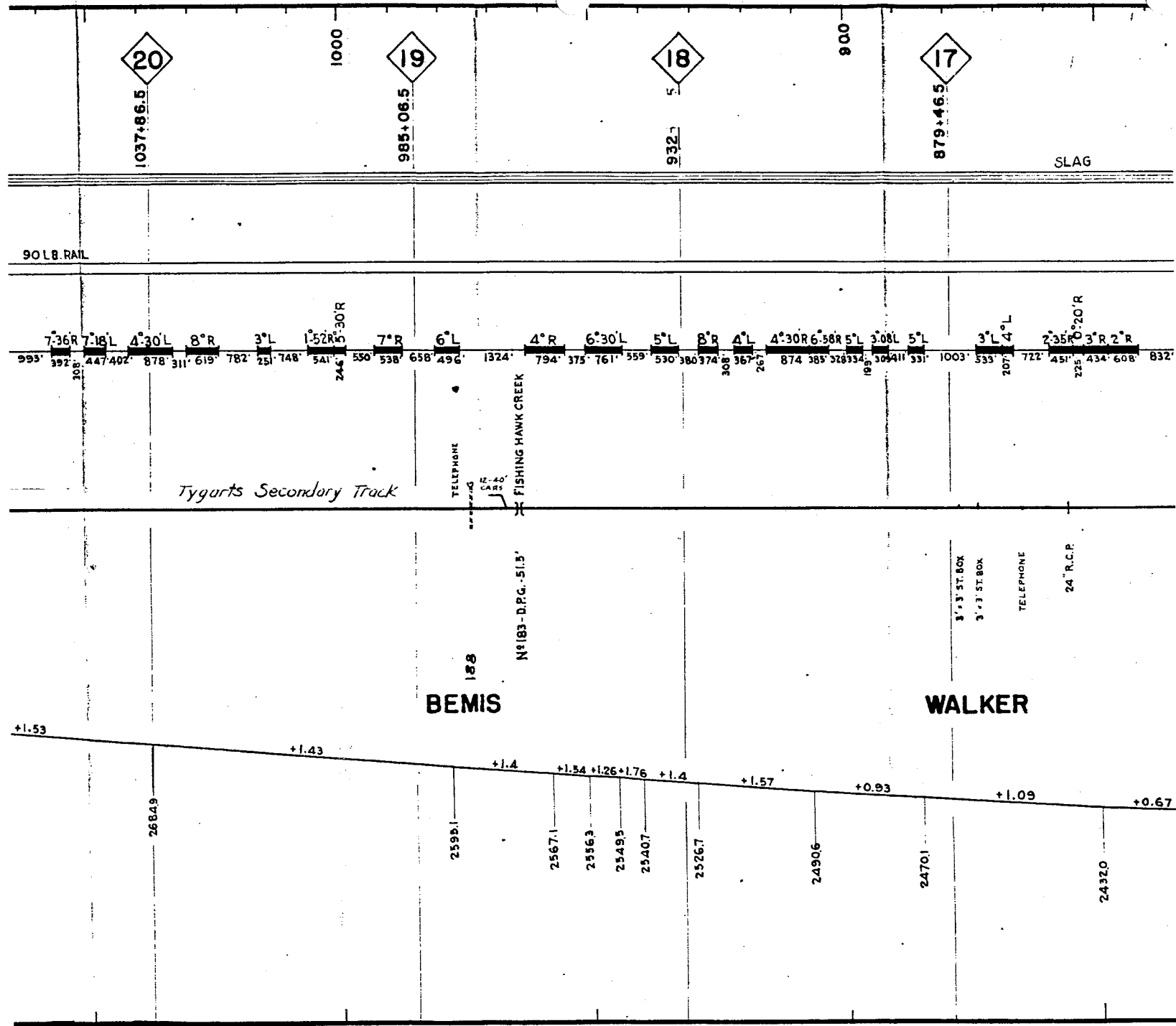
3060.0
3058.4

3033.5

2989.1
2986.1
2987.0

3001.5
3000.1
2996.1

200



Tygarts Secondary Track

BEMIS

WALKER

FISHING HAWK CREEK

TELEPHONE

12-40' CASE

N^o 183-D.P.G.-51.5'

183

3'x3' ST. BOX

3'x3' ST. BOX

TELEPHONE

24" R.C.P.

+1.53

+1.43

+1.4

+1.34

+1.26

+1.76

+1.4

+1.57

+0.93

+1.09

+0.67

2684.9

2598.1

2567.1

2556.3

2549.5

2540.7

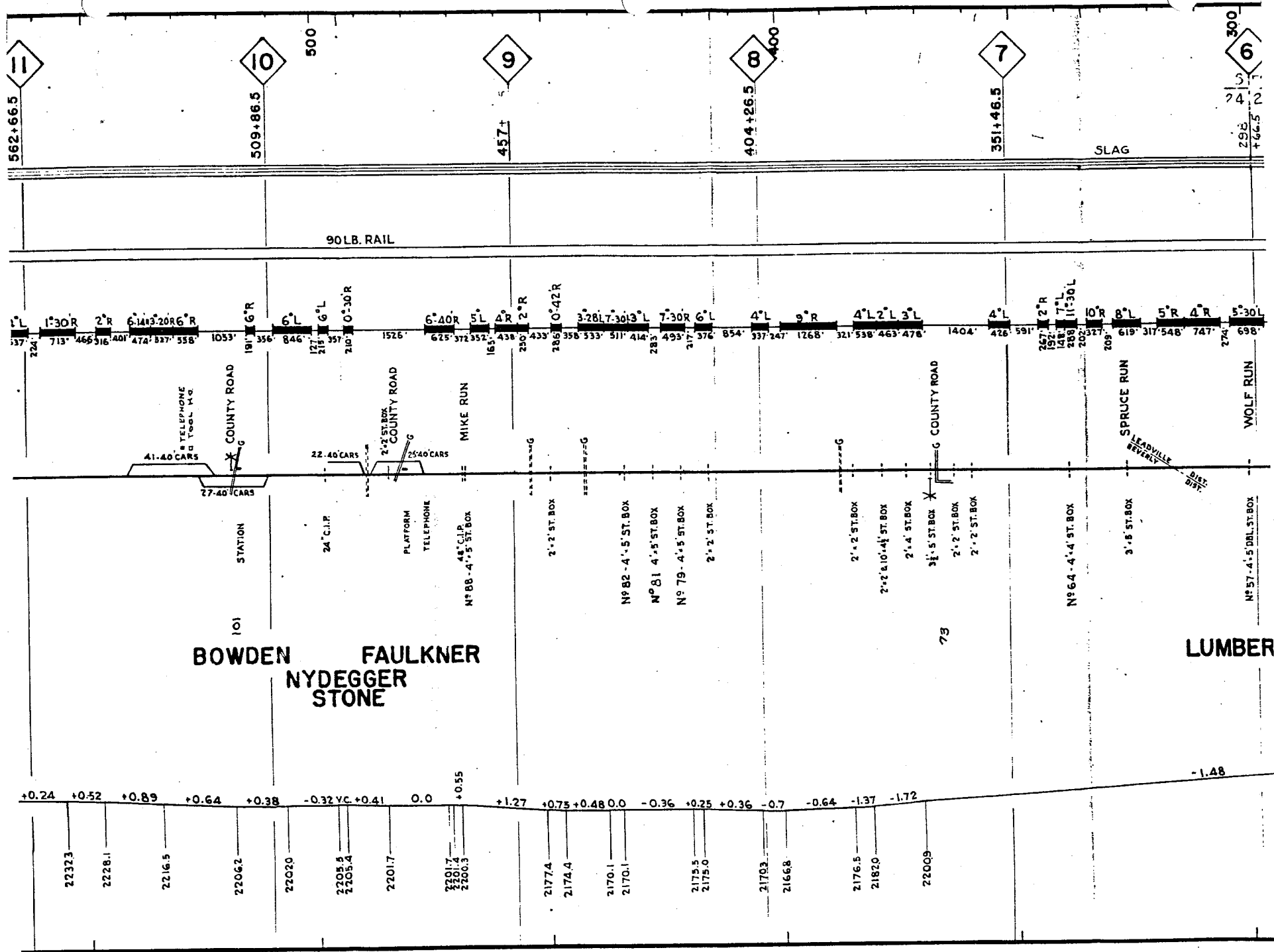
2526.7

2490.6

2470.1

2432.0

SLAG



BOWDEN
 NYDEGGER
 FAULKNER
 STONE

LUMBER

SLAG

90 LB. RAIL

STATION

73

SPRUCE RUN
 LEADVILLE BEVERLY
 DIST.

WOLF RUN

TELEPHONE
 TOOL HO

24' C.I.P.

PLATFORM
 TELEPHONE

48' C.I.P.
 NO 88-4'-5' ST. BOX

2'-2' ST. BOX

NO 82-4'-5' ST. BOX

NO 81-4'-5' ST. BOX

NO 79-4'-5' ST. BOX

2'-2' ST. BOX

2'-2' ST. BOX

2'-2' & 10'-4' ST. BOX

2'-4' ST. BOX

3'-5' ST. BOX

2'-2' ST. BOX

2'-2' ST. BOX

NO 64-4'-4' ST. BOX

3'-6' ST. BOX

NO 57-4'-5' DBL. ST. BOX

+0.24 +0.52 +0.89 +0.64 +0.38 -0.32 VC +0.41 0.0 +0.55 +1.27 +0.75 +0.48 0.0 -0.36 +0.25 +0.36 -0.7 -0.64 -1.37 -1.72

-1.48

22373

2228.1

2216.5

2206.2

22020

2205.5
 2205.4

2201.7

2201.7
 2200.3

2177.4

2174.4

2170.1

2170.1

2175.5

2175.0

2170.3

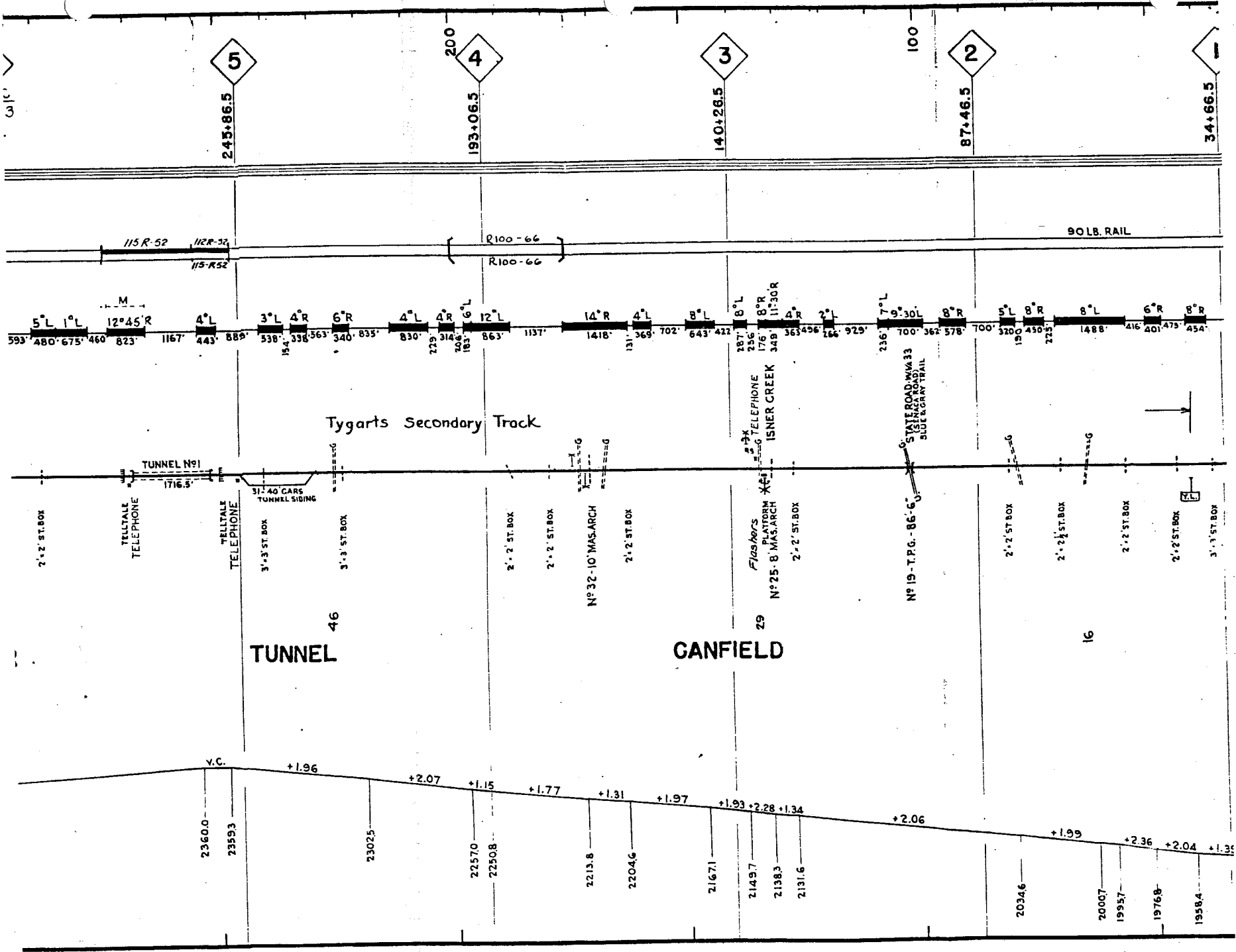
2166.8

2176.5

21820

2200.9

300
 298
 +66.5

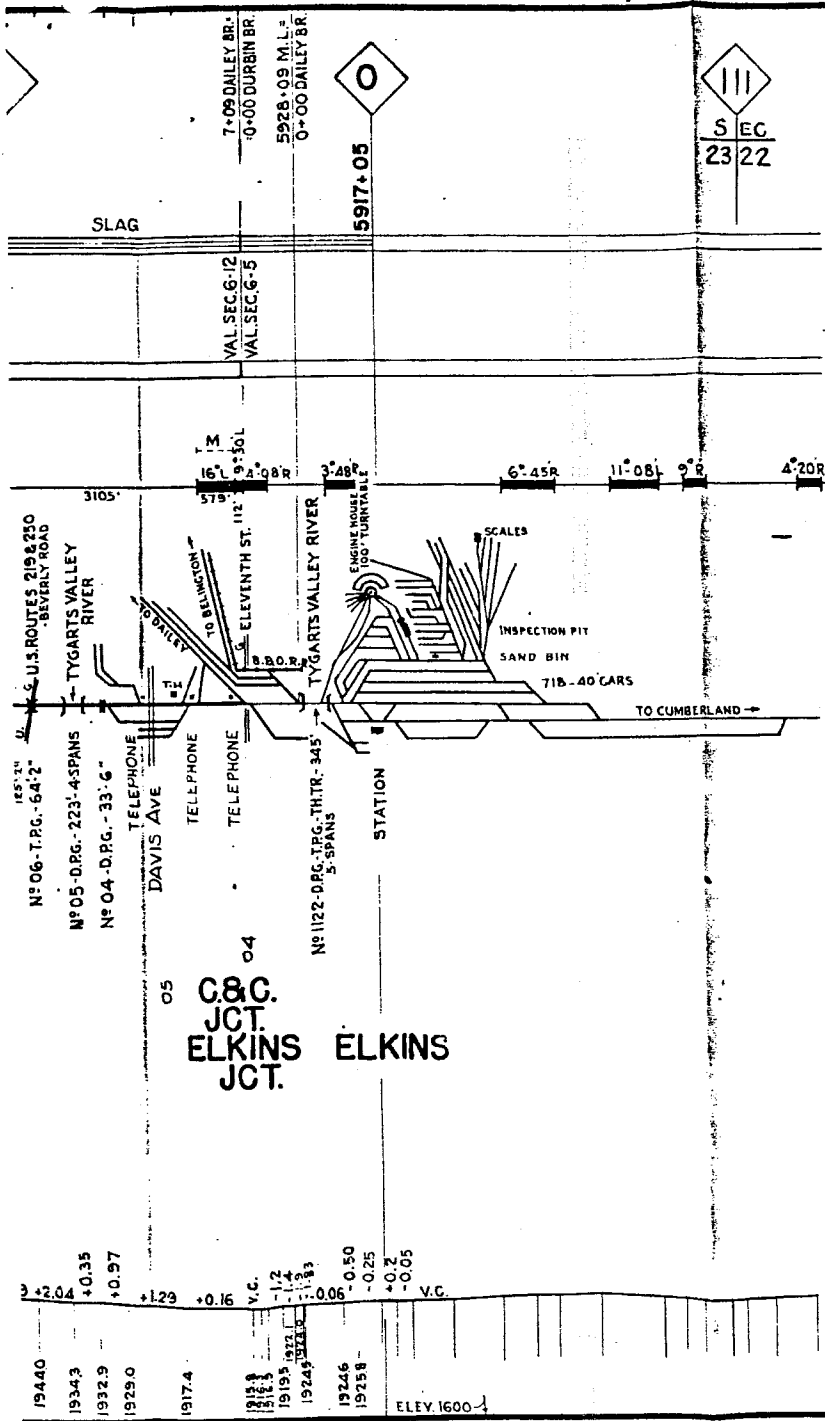


TUNNEL 46

CANFIELD 29

16

204-END



- 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 ELEVATIONS)

WESTERN MARYLAND RAILWAY CO. TRACK CHART

ELKINS TO DURBIN

SCALE 1 IN. = 2000 FT. HORIZ.
1 IN. = 400 FT. VERT.

OFFICE OF CHIEF ENGINEER
BALTIMORE, MD.

FEB. 1, 1946.