

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

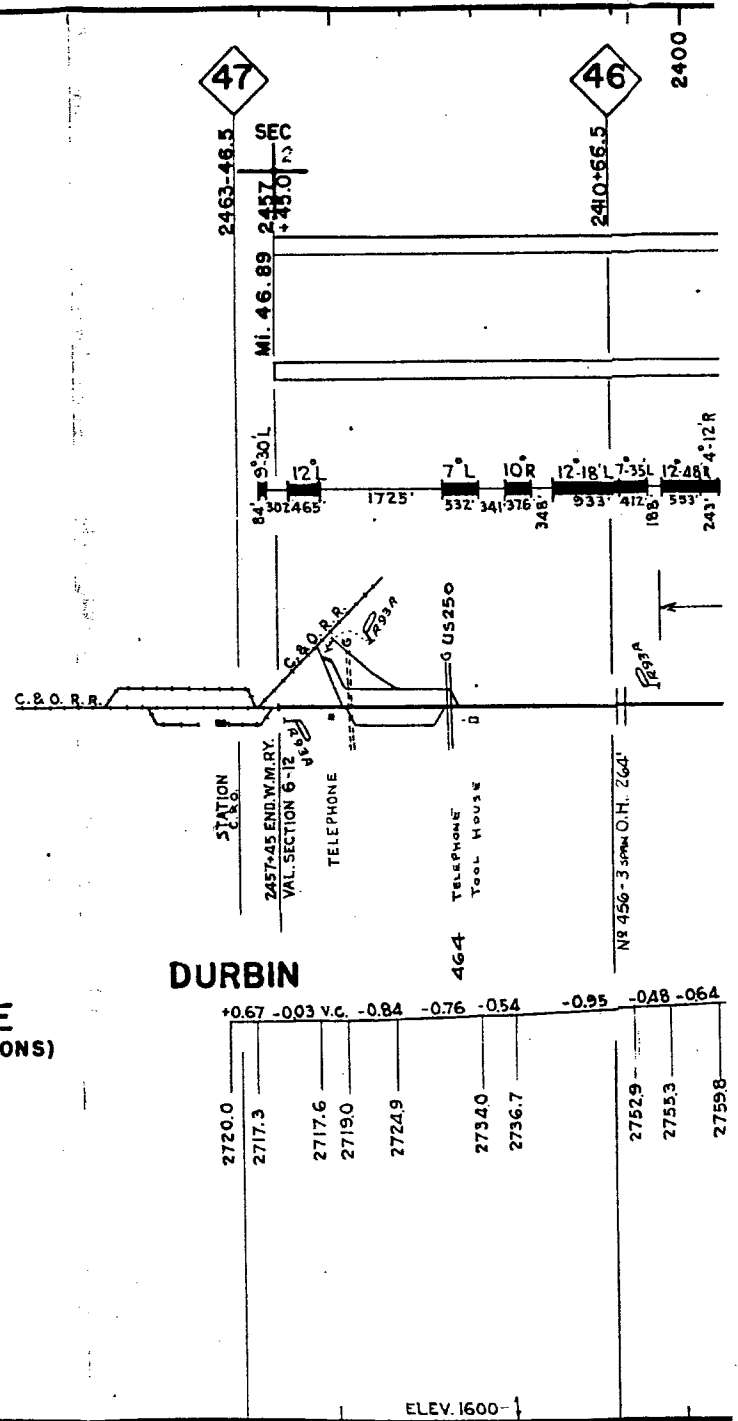
BALLAST

RAIL

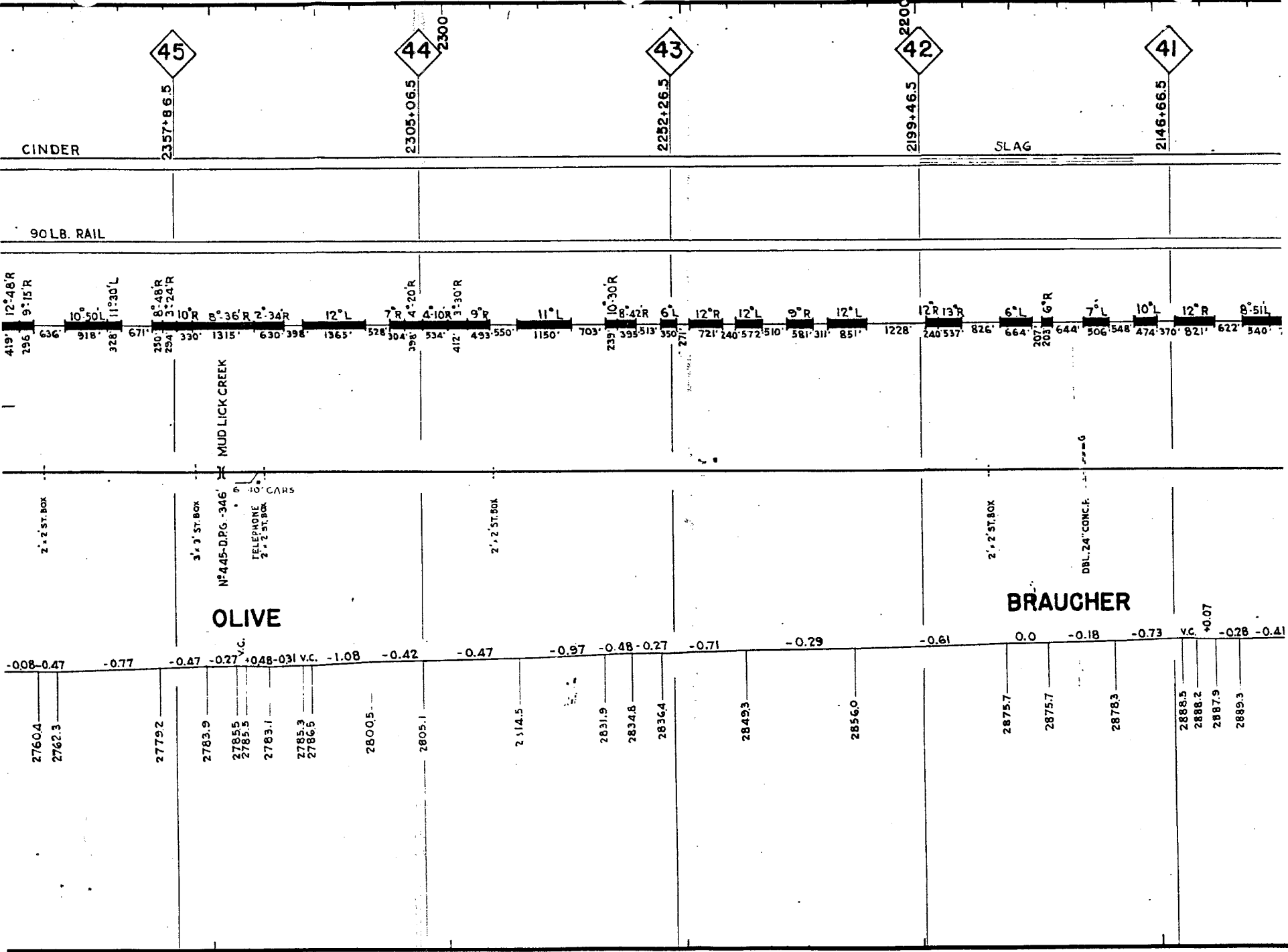
ALINEMENT

TRACK

GRADE LINE  
(BASE OF RAIL ELEVATIONS)



ELEV. 1600

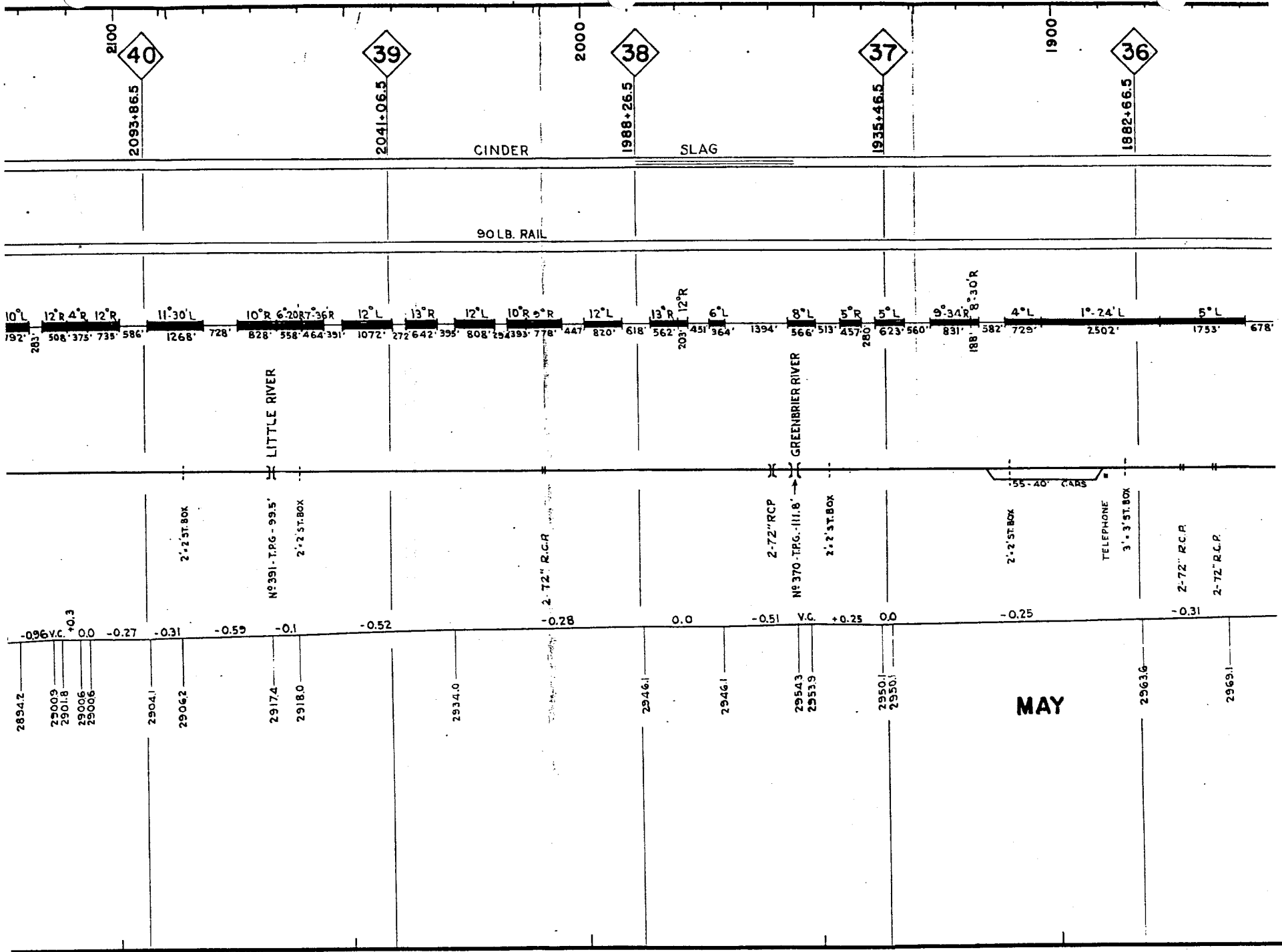


OLIVE

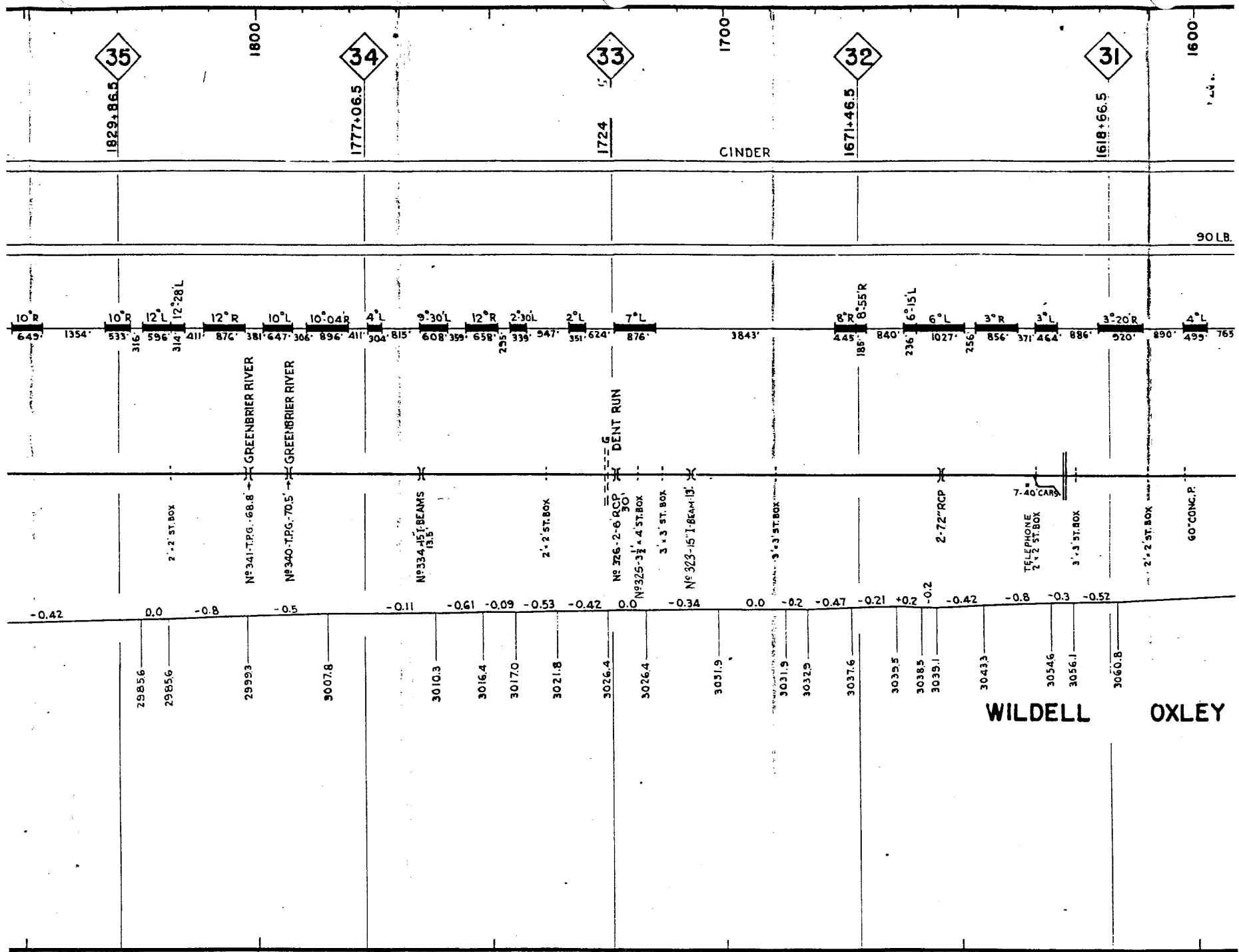
BRAUCHER

-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

196

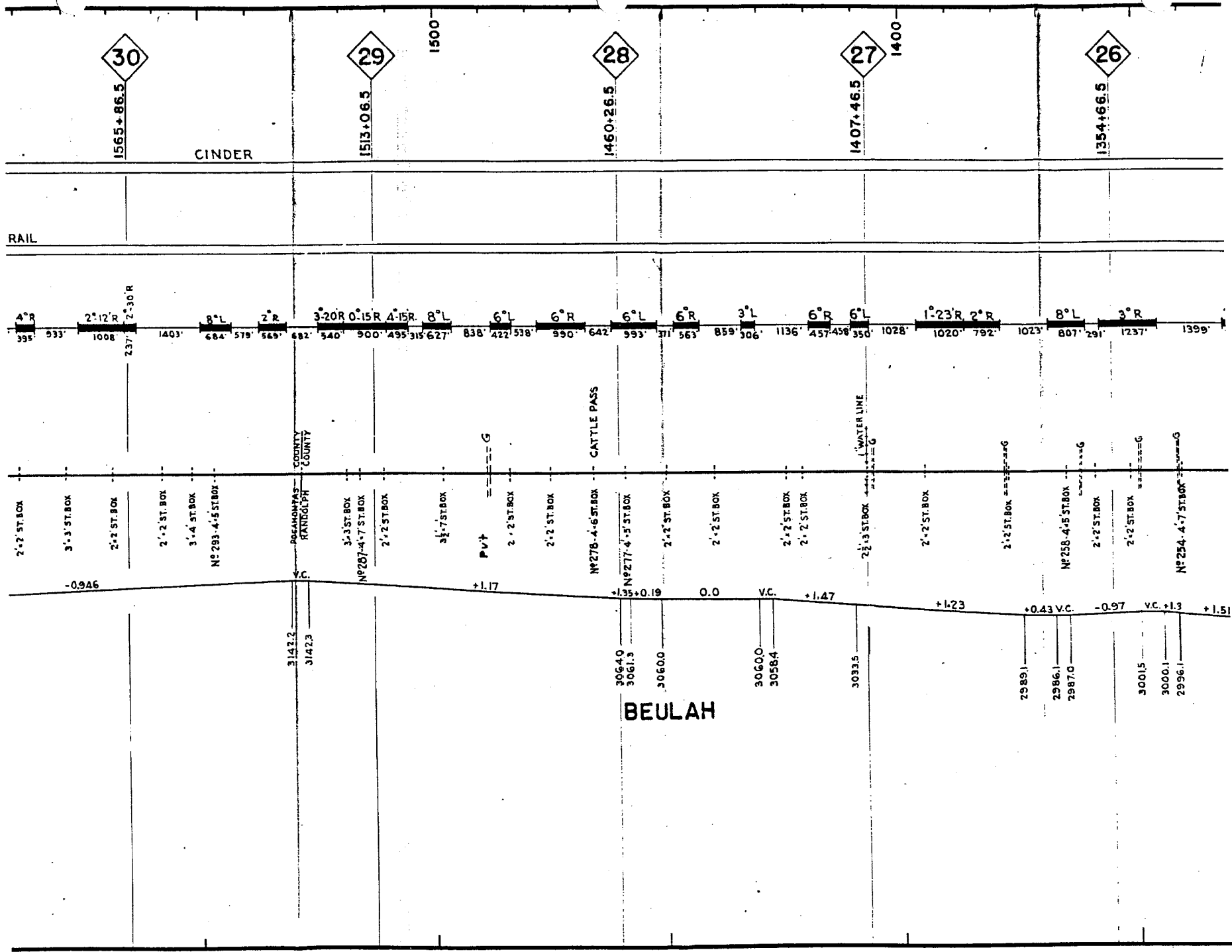


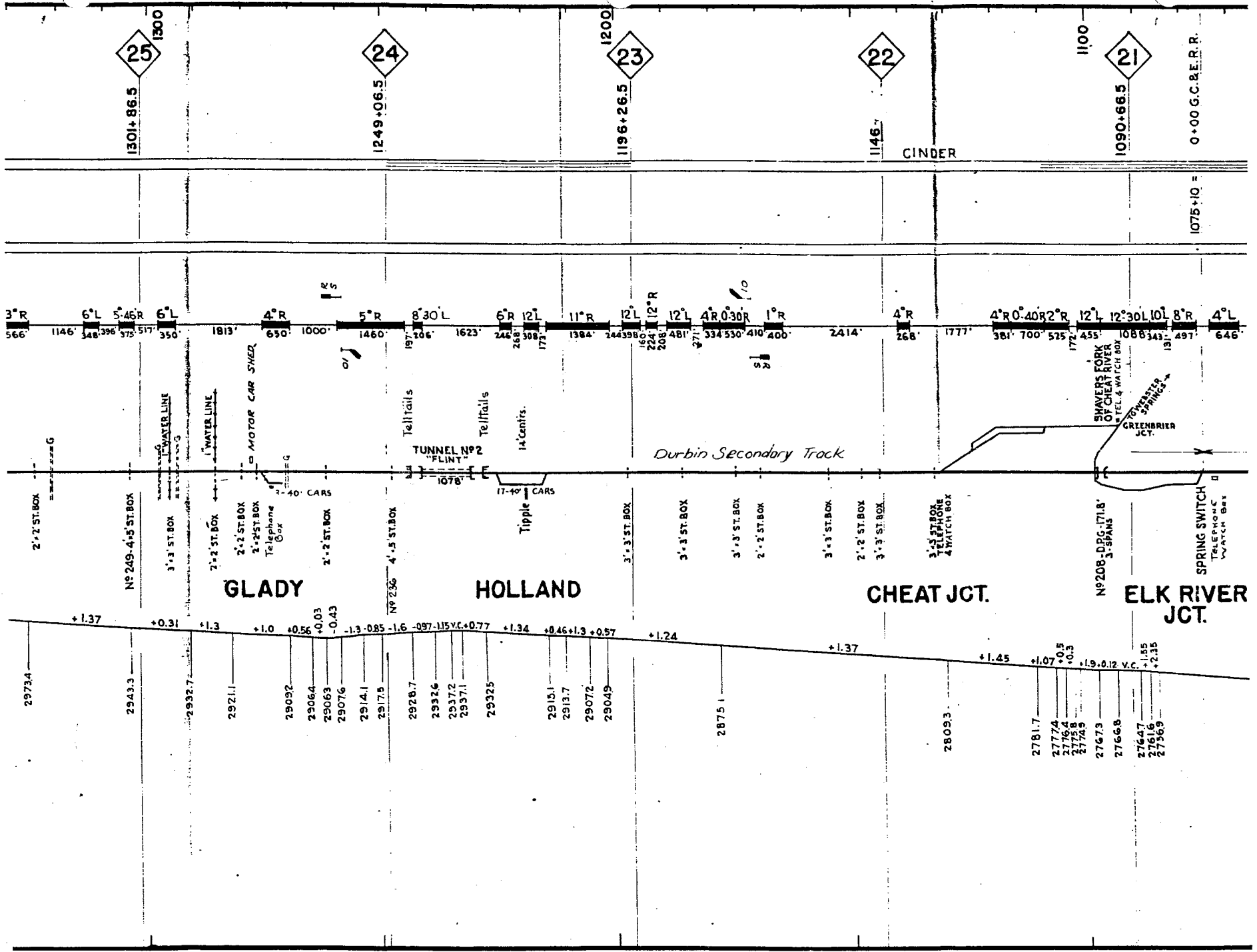
197



WILDELL

OXLEY





3°R 566' 6°L 1146' 5°45R 348' 396' 517' 6°L 350' 1813' 4°R 650' 1000' 5°R 1460' 8°30L 197' 206' 1623' 6°R 12L 246' 268' 308' 173' 11°R 1384' 12L 244' 398' 160' 12°R 224' 208' 481' 12L 271' 4R 334' 530' 410' 1°R 400' 2414' 4°R 268' 1777' 4°R 0.40R 2°R 381' 700' 525' 12L 172' 455' 1088' 10L 101' 8°R 13' 497' 4°L 646'

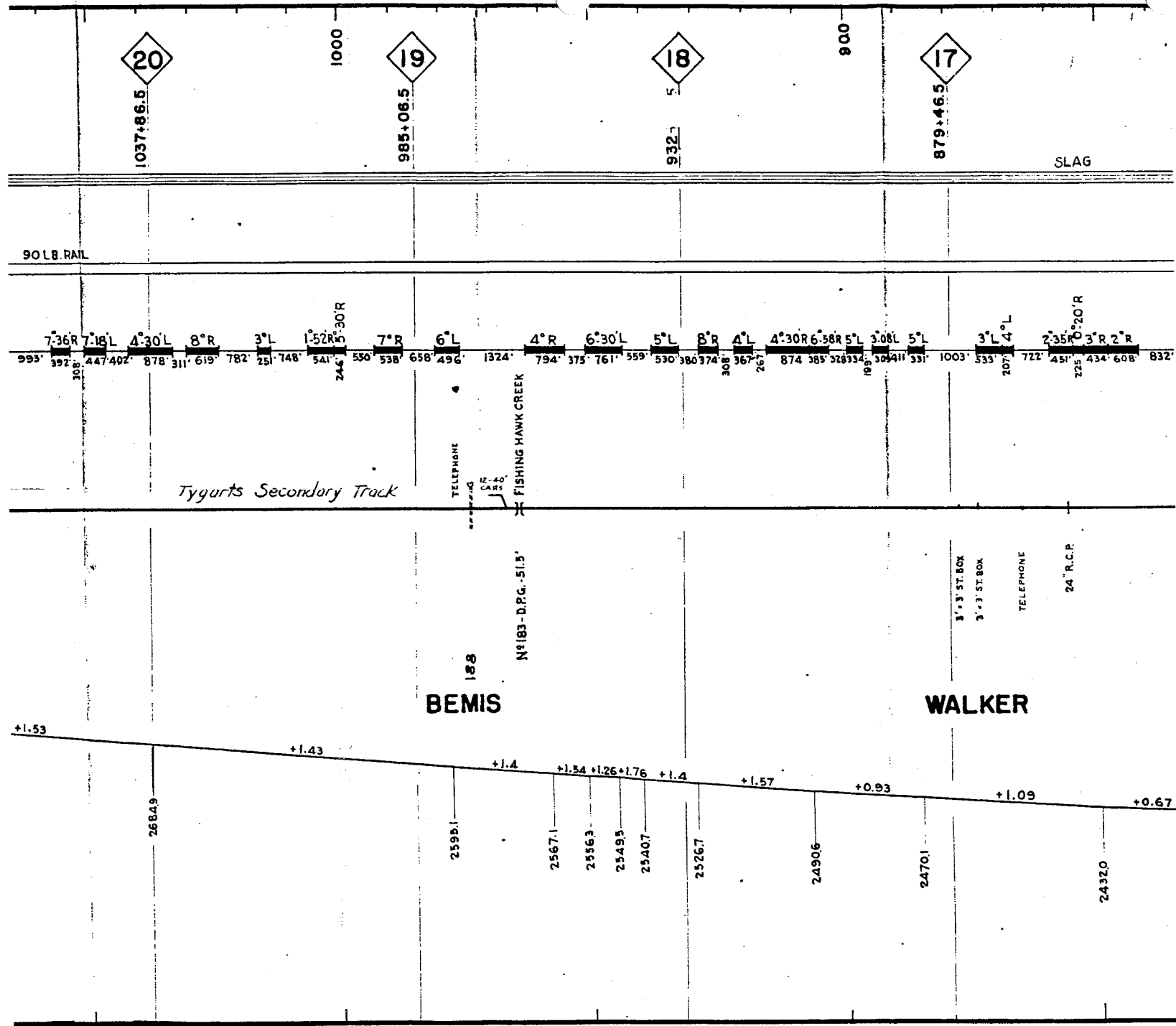
2'x2 ST. BOX  
 No 249-4'x5 ST. BOX  
 3'x3 ST. BOX  
 2'x2 ST. BOX  
 2'x2 ST. BOX  
 2'x2 ST. BOX Telephone Box  
 2'x2 ST. BOX  
 No 256 4'x5 ST. BOX  
 TUNNEL No 2 "FLINT"  
 1078' 17-40' CARS  
 Tipple  
 14' Centris.  
 Durbin Secondary Track  
 3'x3 ST. BOX  
 3'x3 ST. BOX  
 2'x2 ST. BOX  
 3'x3 ST. BOX  
 3'x3 ST. BOX TELEPHONE WATCH BOX  
 No 208-D.F.G.-171.8' 3-SPANS  
 GREENBRIER JCT.  
 SHAWERS FORK OF CHEAT RIVER TEL. & WATCH BOX  
 SPRING SWITCH TELEPHONE WATCH BOX

GLADY HOLLAND CHEAT JCT. ELK RIVER JCT.

+1.37 +0.31 +1.3 +1.0 +0.56 +0.03 -0.43 -1.3 -0.85 -1.6 -0.97 -1.15 v.c. +0.77 +1.34 +0.46 +1.3 +0.57 +1.24 +1.37 +1.45 +1.07 +0.5 +0.3 +1.9 0.12 v.c. +1.55 +2.35

29734 2943.3 2932.7 2921.1 29092 29064 29063 29076 2914.1 2917.5 2928.7 29326 29372 29371 29325 2915.1 2913.7 29072 29049 2875.1 2809.3 2781.7 2774 2766 2764 2773 2767.3 2766.8 2762.7 2761.6 2756.9

200



Tygarts Secondary Track

BEMIS

WALKER

FISHING HAWK CREEK

TELEPHONE

12-40  
12-15

N°183-D.P.G.-51.5'

188

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

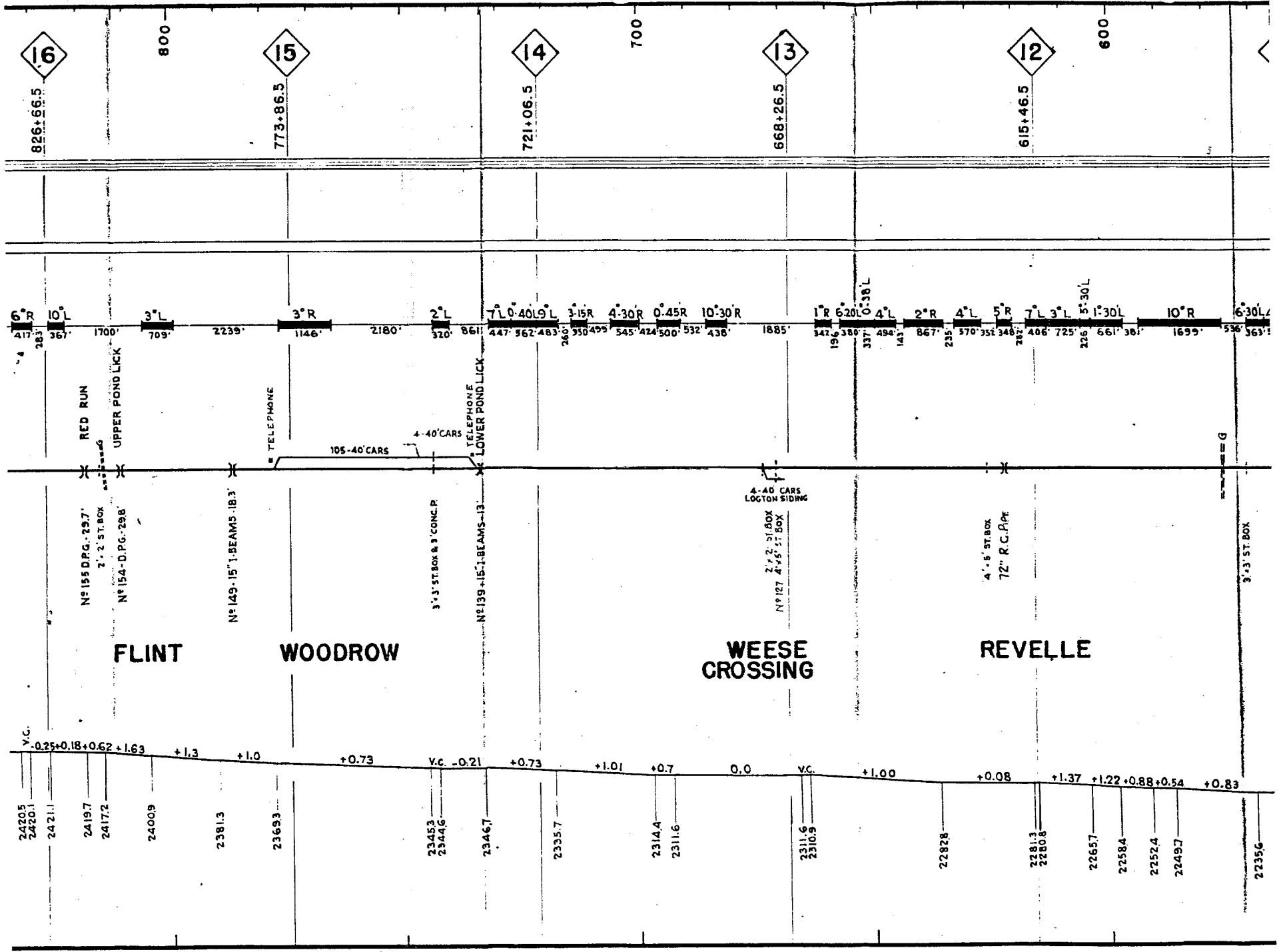
2470.1

2432.0

SLAG

90 LB RAIL

201



RED RUN  
UPPER POND LICK  
N° 155 D.P.G. 297'  
2'x2' ST. BOX  
N° 154-D.P.G. 298'

N° 149-15" I-BEAMS-18.3'

3'x3' ST. BOX & 3' CONGR.

TELEPHONE  
105-40' CARS  
4-40' CARS  
TELEPHONE  
LOWER POND LICK  
N° 199 +15" I-BEAMS-13'

4-40' CARS  
LOGTON SIDING  
2'x2' ST. BOX  
N° 127 4'x5' ST. BOX

4'x5' ST. BOX  
72" R.C.P.P.F.

3'x3' ST. BOX

FLINT

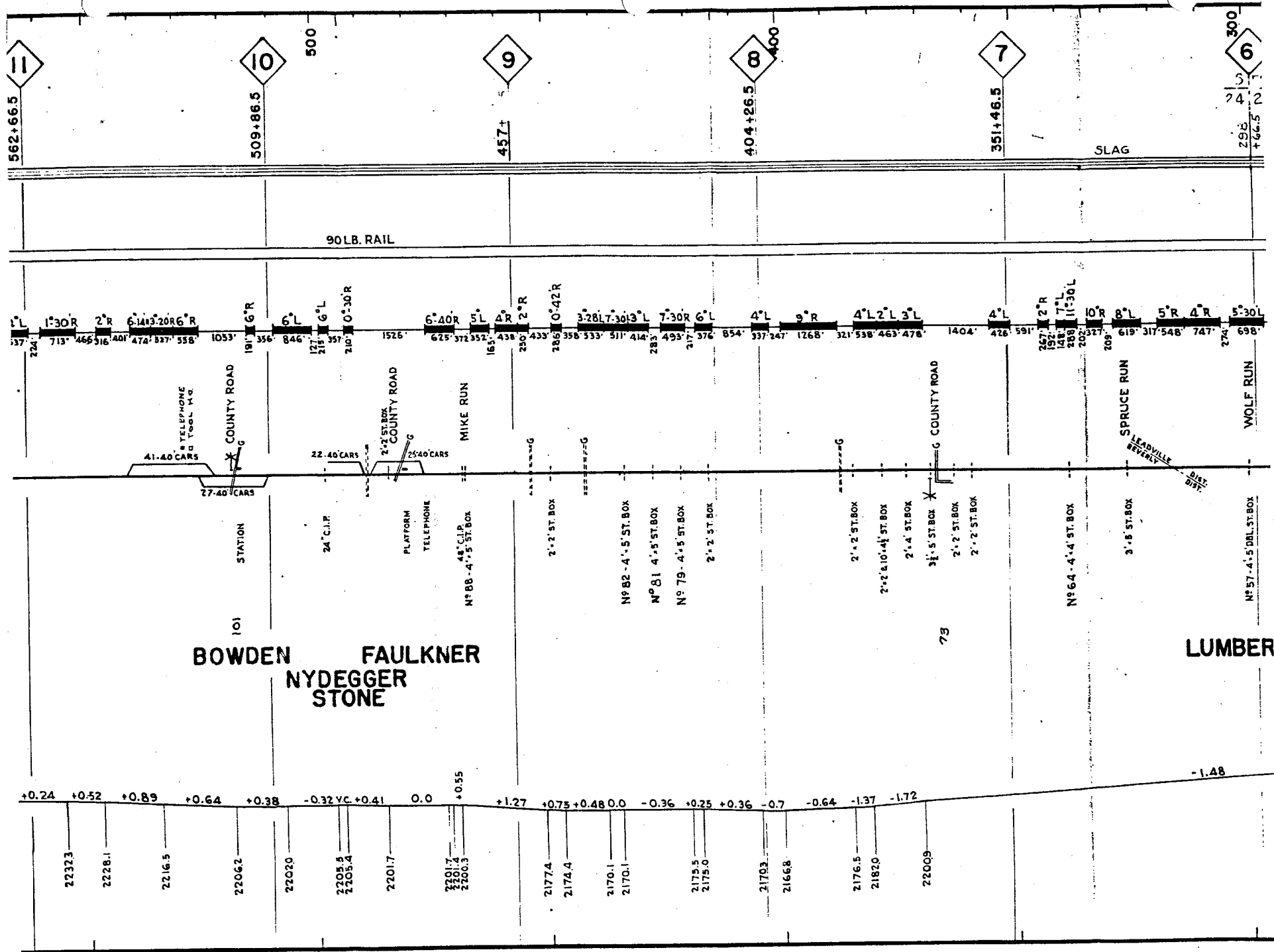
WOODROW

WEESE CROSSING

REVELLE

V.C. -0.25+0.18+0.62+1.63 +1.3 +1.0 +0.73 V.C. -0.21 +0.73 +1.01 +0.7 0.0 V.C. +1.00 +0.08 +1.37 +1.22+0.88+0.54 +0.83

24205  
24201  
24211  
24197  
24172  
24009  
23813  
23693  
23453  
23446  
23467  
23357  
23144  
23116  
23116  
23109  
23109  
22828  
22813  
22808  
22657  
22584  
22524  
22497  
22356



**BOWDEN**  
**FAULKNER**  
**NYDEGGER**  
**STONE**

**LUMBER**

SLAG

90 LB. RAIL

41.40 CARS

27.40 CARS

22.40 CARS

25.40 CARS

STATION

PLATFORM  
TELEPHONE

4.8" CLIP  
N° 88-4'-5" ST. BOX

2'-2" ST. BOX

N° 82-4'-5" ST. BOX

N° 81-4'-5" ST. BOX

N° 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

N° 64-4'-4" ST. BOX

3'-8" ST. BOX

N° 57-4'-5" DBL. ST. BOX

SPRUCE RUN  
LEADVILLE BEVERLY  
DIST. DIST.

WOLF RUN

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

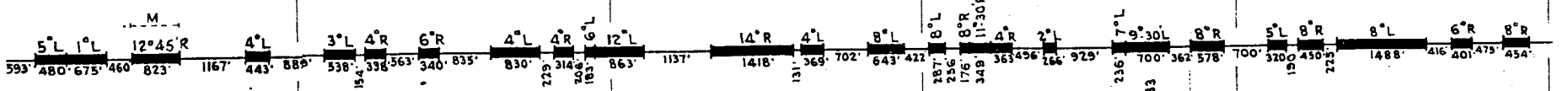
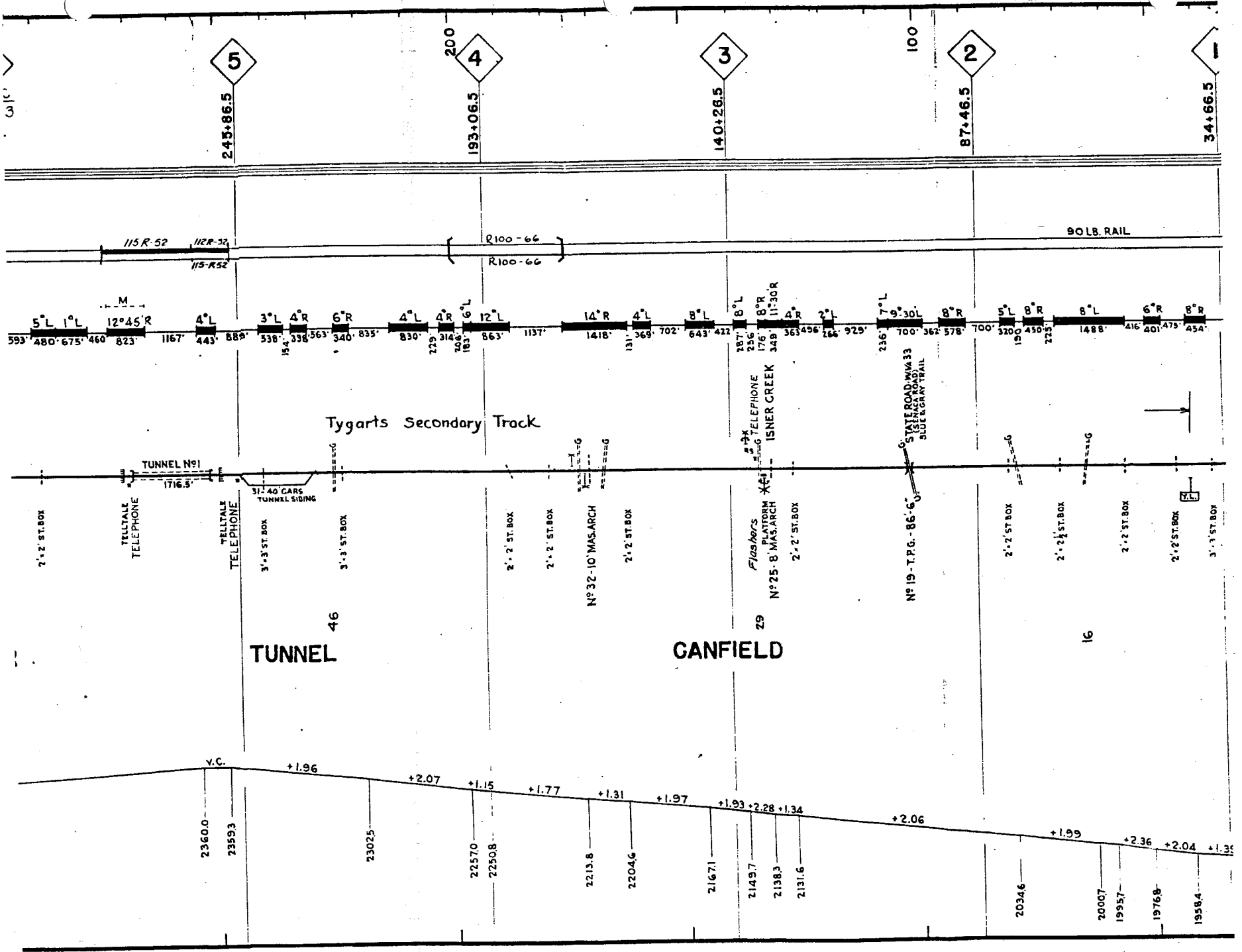
2166.8

2176.5

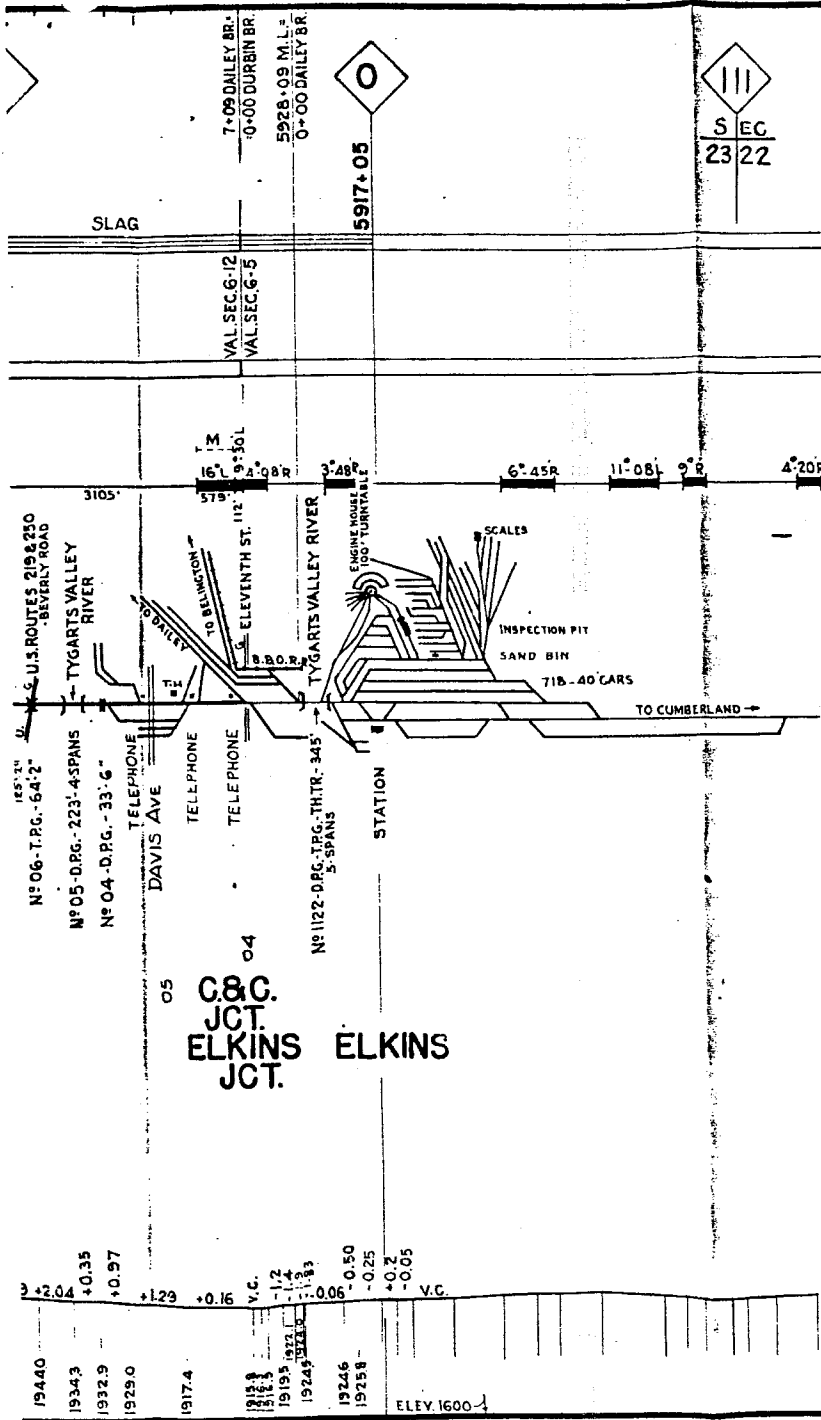
21820

2200.9

-1.48



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.