

PORT COVINGTON TO WALBROOK JCT.

1st Main Track	5.8 Mi.
2nd Main Track	3.1 Mi.
Total	8.9 Mi.

115lb. Rail	6.4 Mi.
90lb. Rail	2.5 Mi.
Total	8.9 Mi.

**WESTERN MARYLAND
RAILWAY CO.
TRACK CHART
PORT COVINGTON
TO
HAGERSTOWN**

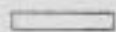






**SCALE: 1IN. = 2000FT. HORIZ.
1IN. = 200FT. VERT.**

**OFFICE OF CHIEF ENGINEER,
BALTIMORE, MD.
FEB. 1936.**

AS OF JANUARY 1, 1955

5

6

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

BALLAST

RAIL

ALINEMENT

TRACK



4262'

1" L
300

4670'

BRANCH

MIDDLE

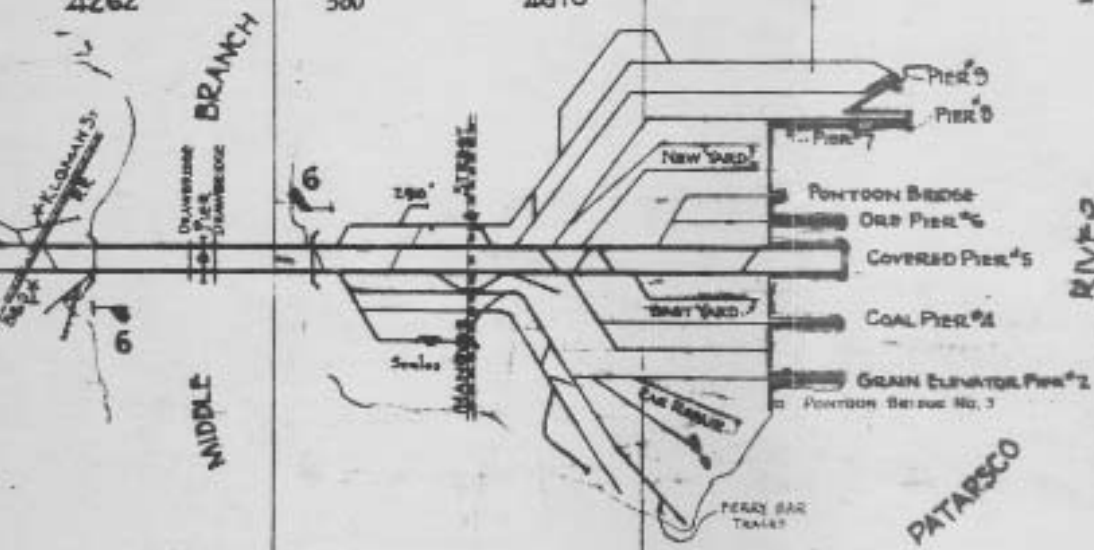
BRIDGE

port

PORT COVINGTON

RIVER

PATAPSCO



14.5815	0.00	13.8145	18.4	16.4	10.40	18.5	-1.59	4.0	0.0
245165.3	Base of Rail	267175	Subgrade	282100	289100	311100	319175	4.0	End of Track
LEV. = -100.00									

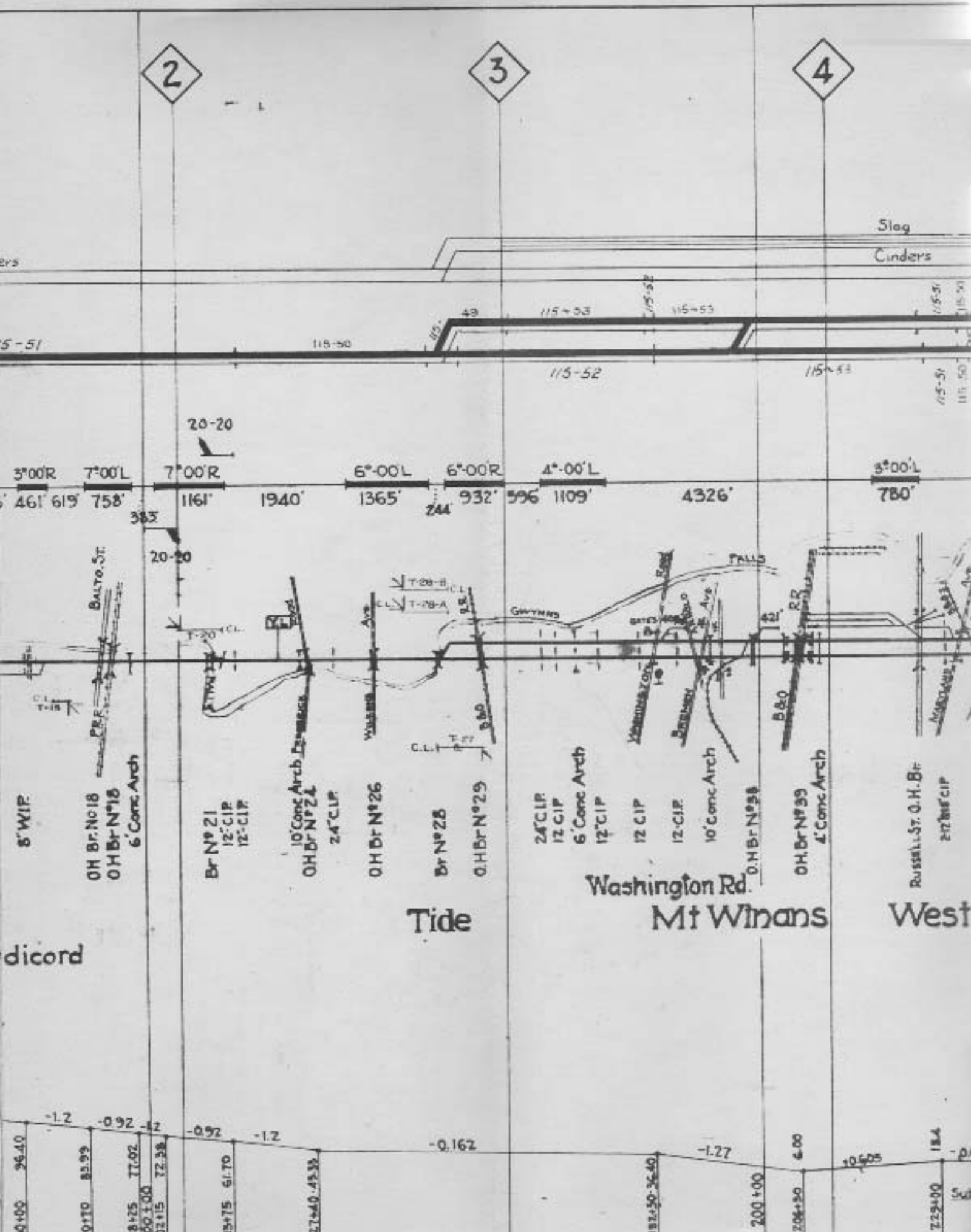
GRADE LINE

ELEVATIONS - TO WALBROOK - AS NOTED.
 ELEVATIONS - FULTON TO EMORY GROVE - TOP OF
 ELEVATIONS - EMORY GROVE TO HAGERSTOW - BASE

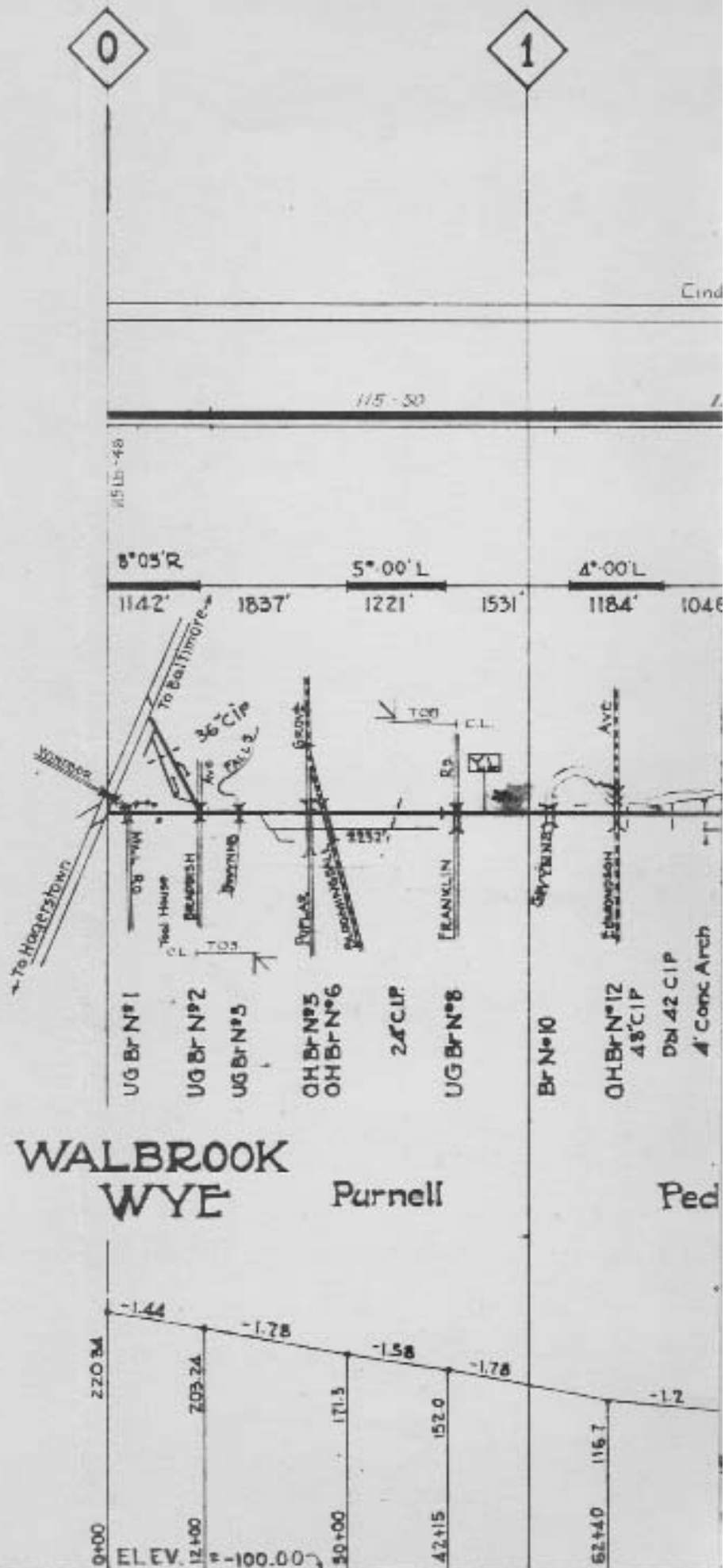
2

3

4



BALLAST
RAIL
ALIGNMENT
TRACK



FULTON TO HAGERSTOWN PSGR. STA.

1st Main Track.....	84.0 Mi.
2nd Main Track.....	14.6 Mi.
Total.....	98.6 Mi.
131,132 lb. Rail.....	1.3 Mi.
112,115 lb. Rail.....	91.3 Mi.
100 lb. Rail.....	3.4 Mi.
90 lb. Rail.....	2.6 Mi.
Total.....	98.6 Mi.

AST

MENT

K

D
oad
Road
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Buck Xing Sign
ight

ard Rail

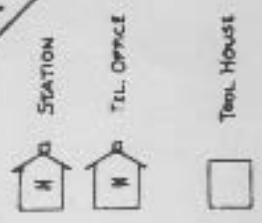
E

ROVE - TOP OF RAIL
AGERSTOWN - BASE OF RAIL

TRACK CHART
TIDE LINE
WALBROOK WYE TO PORT COVINGTON

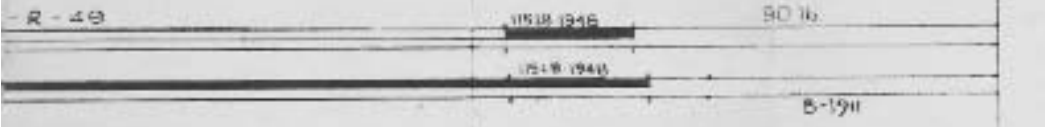
4

3

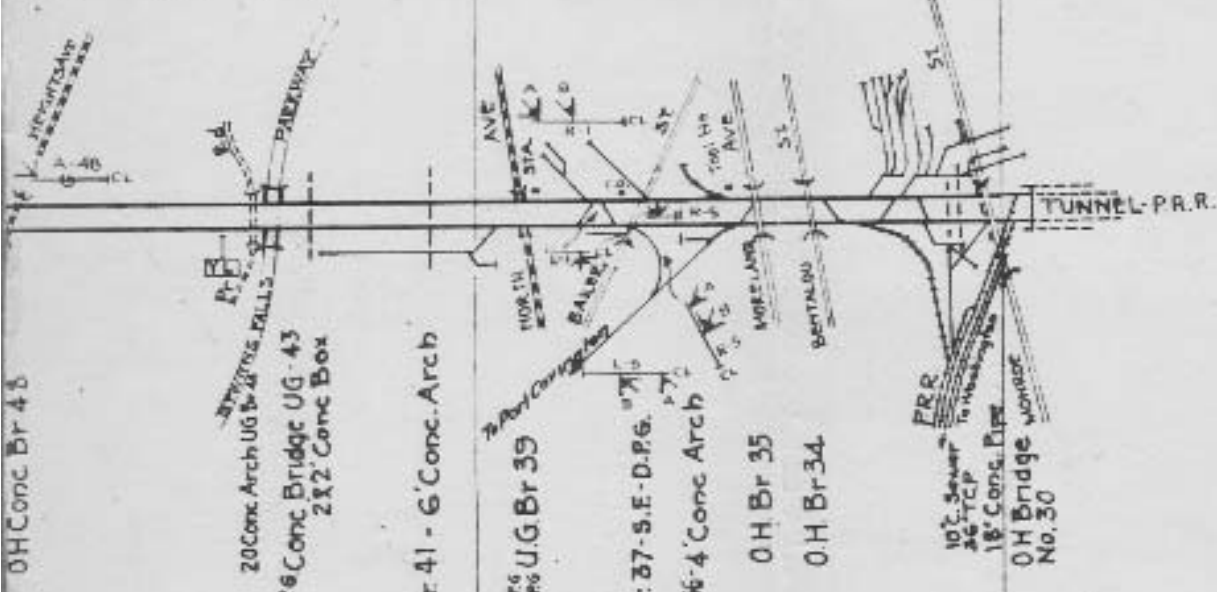


- 90 lb. Rail
- 100 lb. Rail
- 112, 115 lb. Rail
- 130, 131, 132 lb. Rail
- Cinders
- Slag
- Stone

BALLA
RAIL



ALINEM

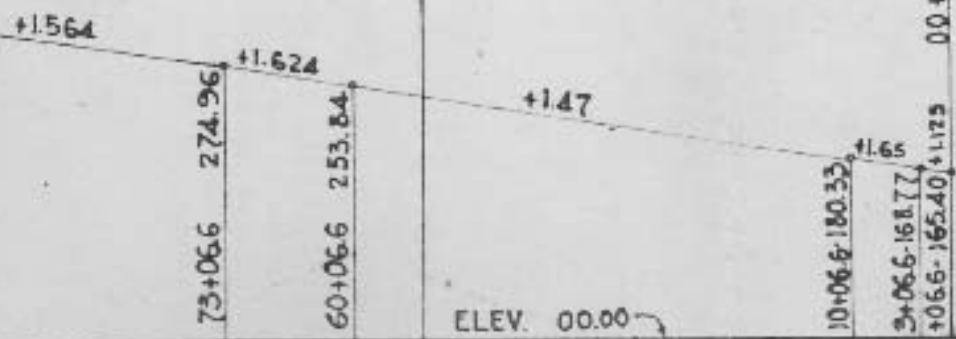


TRAC

LEGEN

- Public Road
- Private Road
- Shield Cross
- Std Cross
- Flashing
- Bell
- Maney Gate

Walbrook Fulton



GRAI
LINE

ELEVATIONS - FULTON TO EMORY
ELEVATIONS - EMORY GROVE TO

10

9

8

SECTION
3 2

Slag

115-51

115-50

115LB 1949

5520'

3°L
434'

2100'

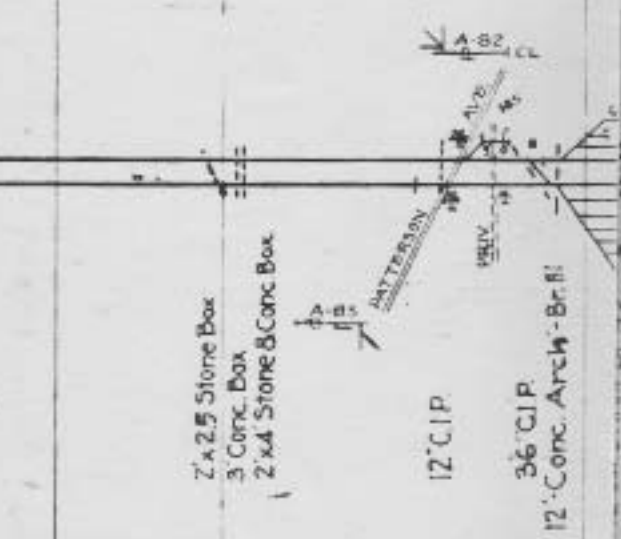
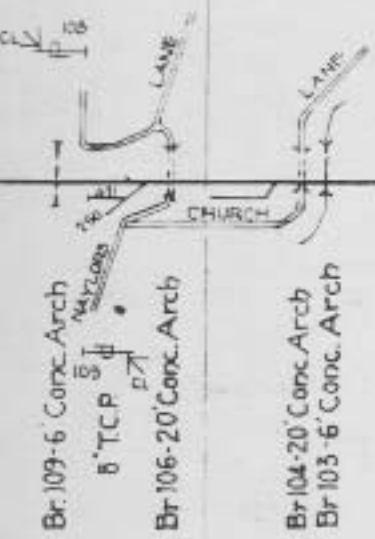
3°L
1081'

1030'

5°R
1177'

3244'

2°L
745'



Pikesville

Sudbrook

Howardville

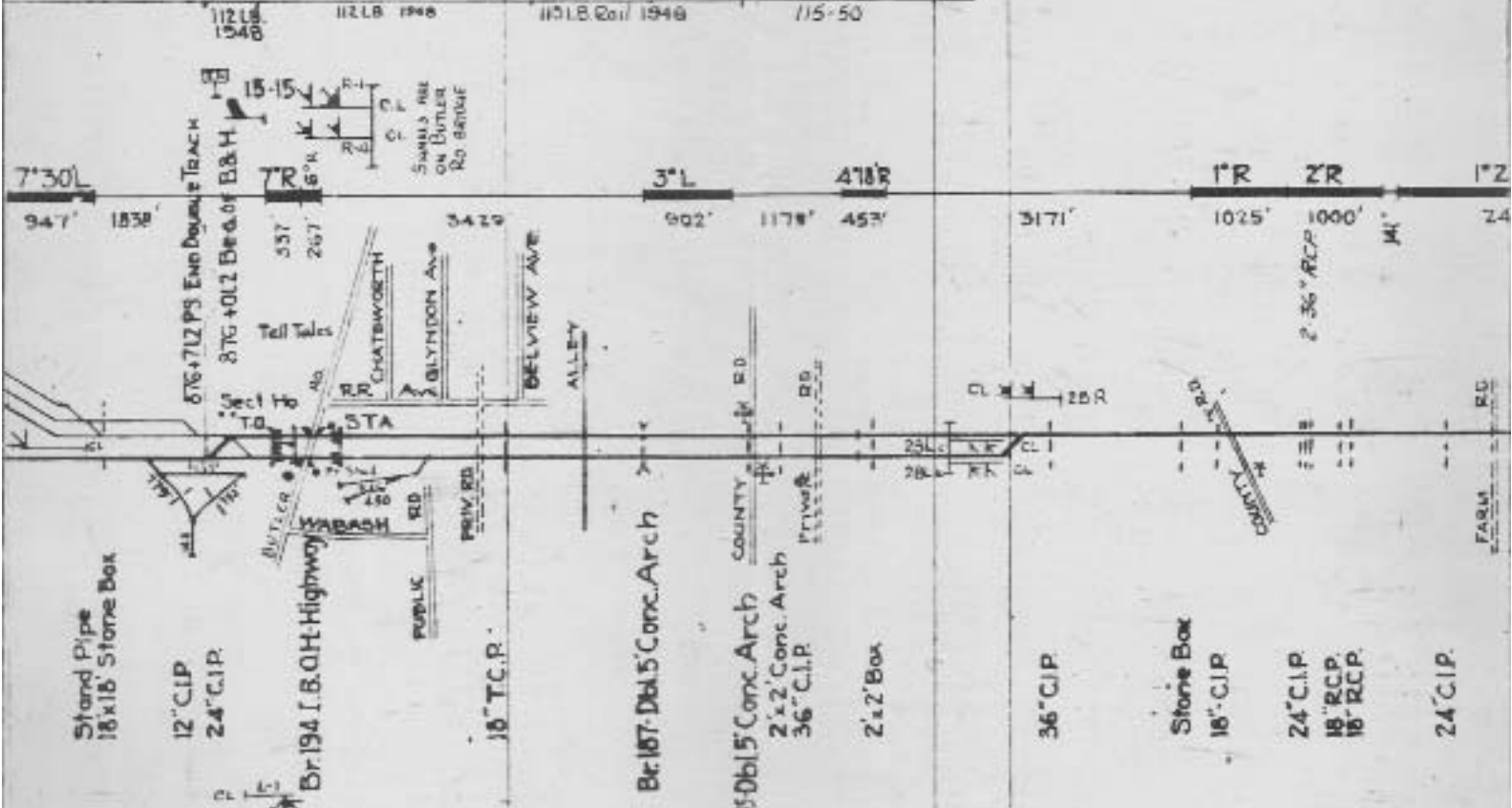
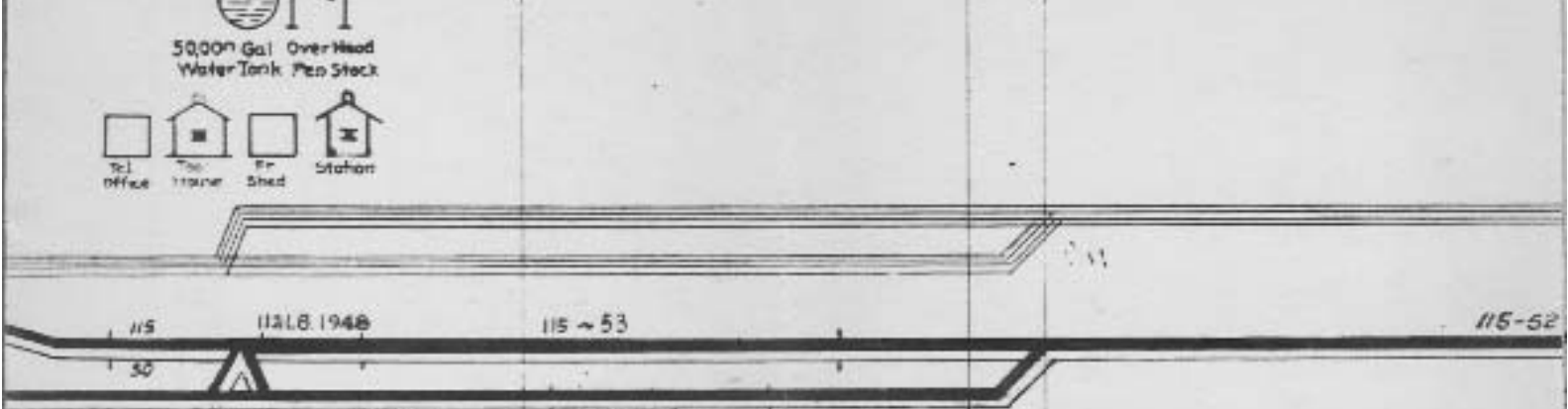
Mt. Hope

-0.17 -0.053 -0.4075 -0.296 VC +0.273 +0.103 +0.379 +0.165 -0.172 +0.505

414+08.6	457.14	Top Rail Elev.	353+08.6	462.49
410+08.6	439.26		347+08.6	461.24
400+00			343+08.6	464.14
			337+08.6	459.74
			331+08.6	459.12
			320+08.6	454.95
			300+00	
			289+08.6	451.52
			286+08.6	453.39



+0.8266	+0.7268	+0.3716	+0.293	+0.4772	-0.05	-0.3987	-0.24	-0.425	-0.309	-0.44
567+08.6	537+08.6	500+08.6	405+08.6	474+08.6	468+08.6	451+08.6	445+08.6	437+08.6	426+08.6	430+08.6
462.74	440.94	427.19	422.79	417.54	417.84	424.61	426.04	429.44	432.84	432.84



DRY GROVE - GLYNDON

St. Georges

892+43.4	653.51	Top Rail
885+43.4	658.13	
882+43.4	-0.213	
877+08.6	659.28	
872+08.6	662.46	
865+08.6	663.20	
+0.785		
800+00		
773+08.6	591.00	
+0.6834		

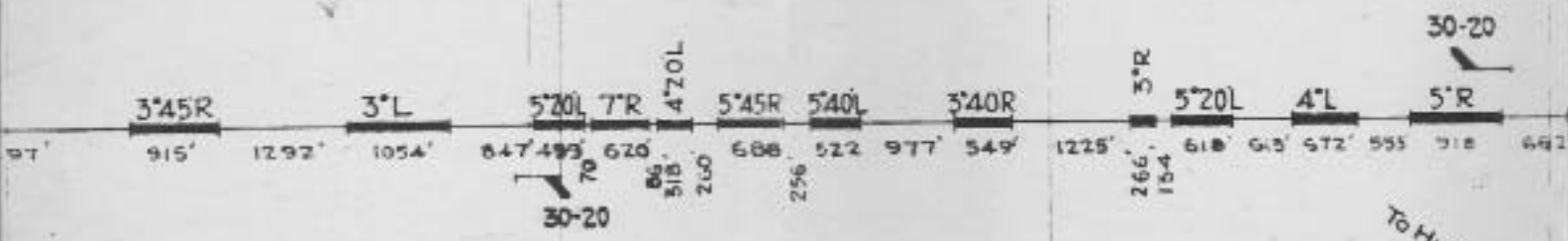
3 22 21 2

SECTION
5 — 4

112 LB. RAIL- 1947

Slag

115
51



To Highfield



Falls

Br. 223 - 20' Conc. Arch

3x6' Stone Box

2'x2' Stone Box

2'x2' Stone Box

2'x2' Stone Box

Br. 209-7' Conc. Arch

2'x3' Stone Box

2'x2' Stone Box

Br. 203-Conc. O.H. Highway

Glen Morris

EMC

-1.611

← Base Rail

1054+43.4-423.14
0.00
1035+43.4-423.14

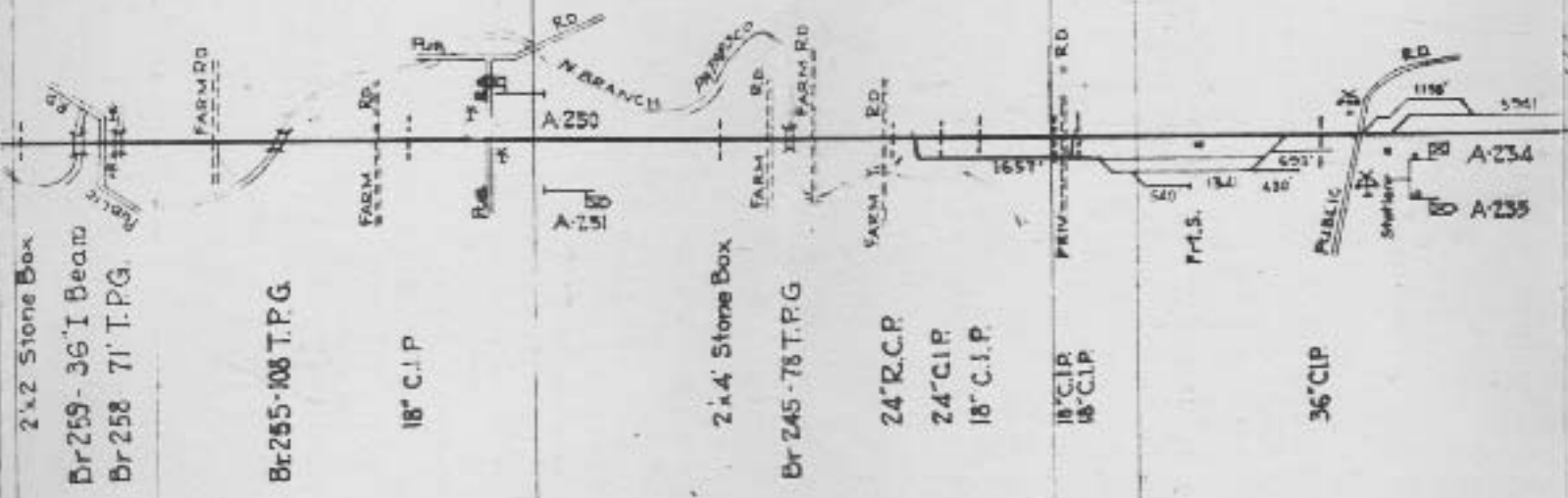
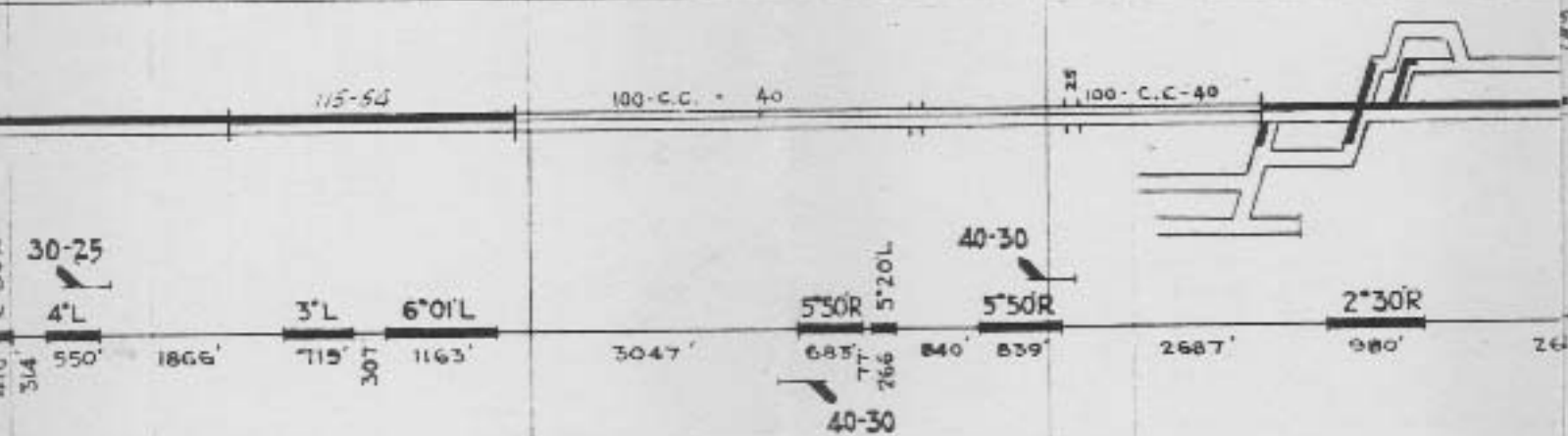
1000+00

900+00

26 25 24 23

□ FRT. SHED

□ STATION



Lawndale

Cedarhurst

1212+43.4	475.77	+0.60
1200+00		
1191+43.4	463.17	-0.37
1186+43.4	465.02	+0.25
1172+43.4	461.52	+0.56
1152+43.4	450.32	+0.27
1132+43.4	444.92	+0.65
1122+43.4	438.42	+0.28
1100+00		
1092+43.4	430.02	0.00
1083+43.4	430.02	-0.40
1078+43.4	432.02	+0.37

29

28

27

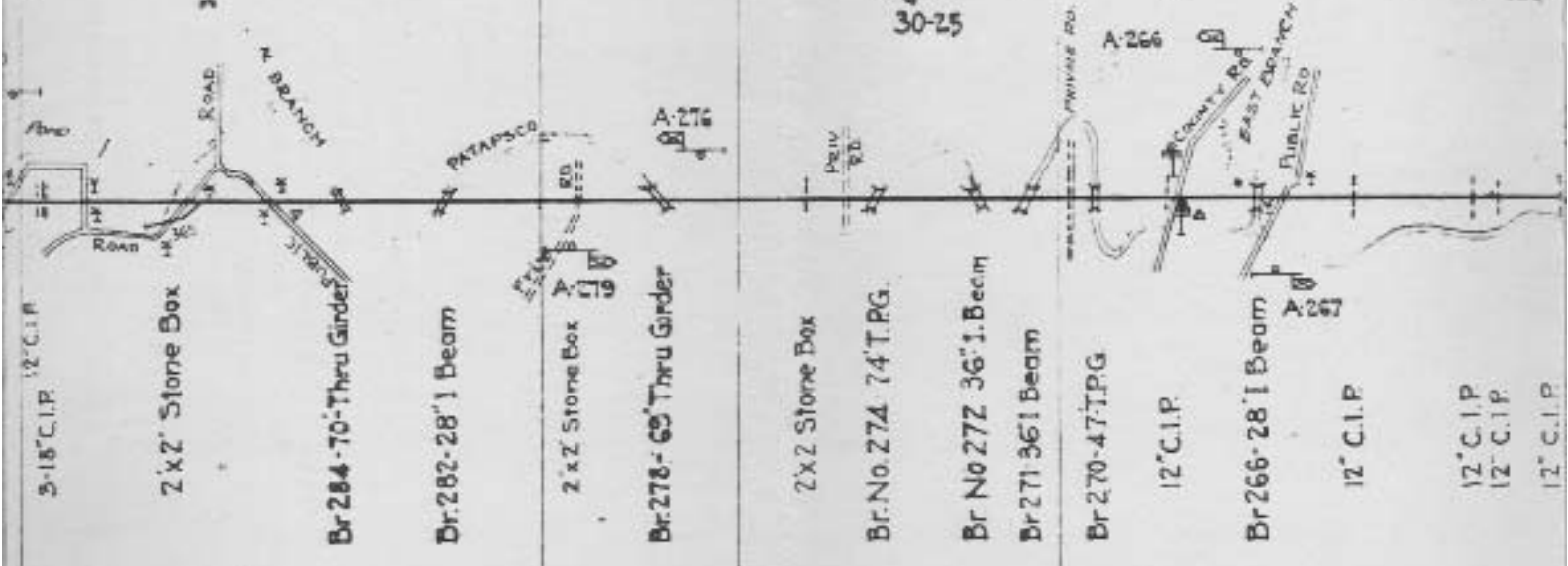
110N
5

Tool House

115-31

115-50

4'50 L
 5'R 5'15L 2'35R 7'10L 5'R 4'R 10'L 8'30R 9'49L 8'35R 4'L 2'L 7'50R 6'50R 8'40L
 740 775 585 928 825 970 772 461 802 505 494 656 534 386 571 704 558 549 948 265 380 455 113 1279 133



Carrollton

Patapsco

1368+43.4	585.96	+0.96
1354+43.4	572.52	+0.53
1332+43.4	560.86	+0.84
1322+43.4	552.46	+0.30
1306+43.4	547.67	+1.23
1300+43.4	540.29	+0.47
1272+43.4	527.13	+1.06
1248+43.4	501.69	+0.727

32 31 30

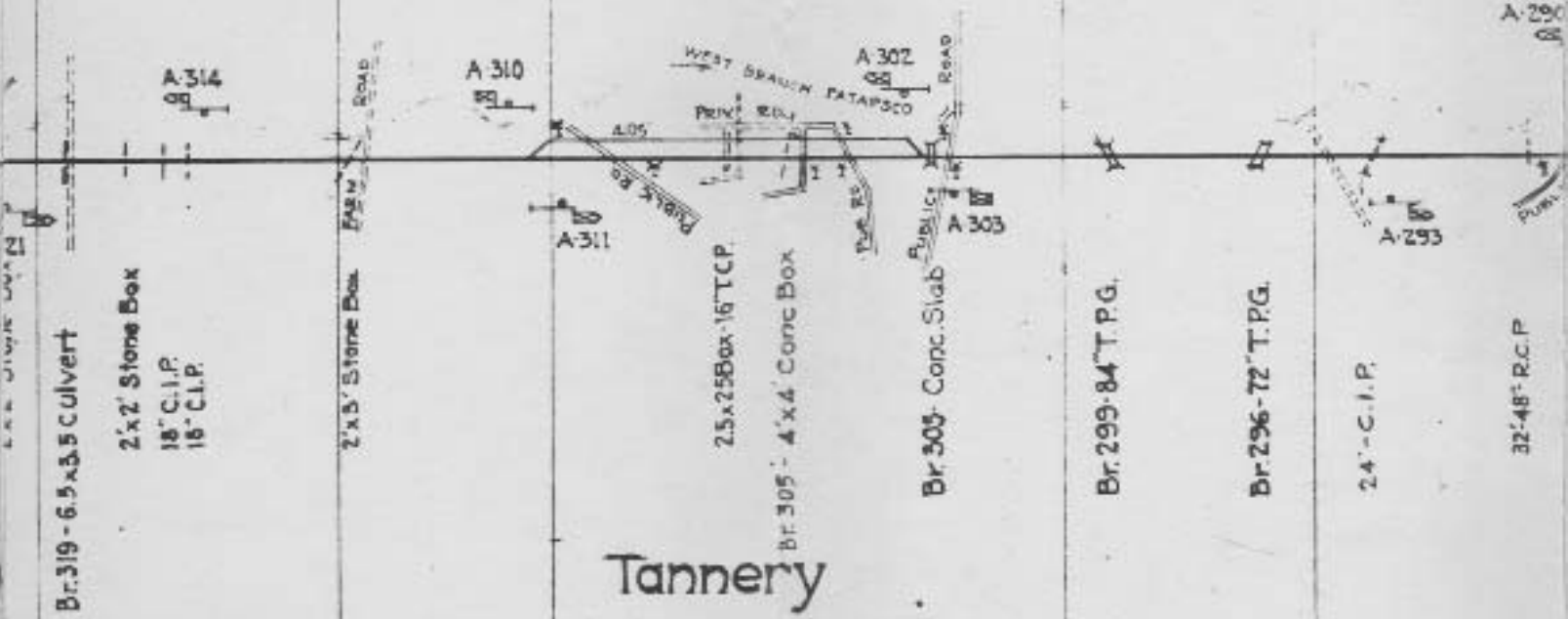
SEC 6

Slag

115-54

115-53

30' 2'30" L
 4175' 5'50R 1'L 2100' 6298' 1'A0R 1280' 814'



Tannery

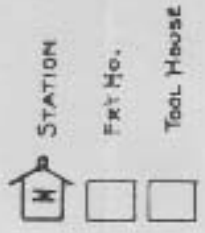
	+0.32	+0.51	+0.47	+0.64	+0.70	-0.0
1517+43.4	645.48					
1500+00						
1492+43.4	637.48					
1452+43.4		617.08				
			Base Rail			
1402+43.4			593.38			
1400+00						
1392+43.4			586.98			
1382+43.4			584.98			

35

34

33

SECTION 6



115 -51

B-33

B-1905 B-1920

B-1905

B-1952

35-25

45-35

ADL 710R

145R

230L

230L

6L

371' 326' 874'

2145'

543'

2252'

845'

1490'

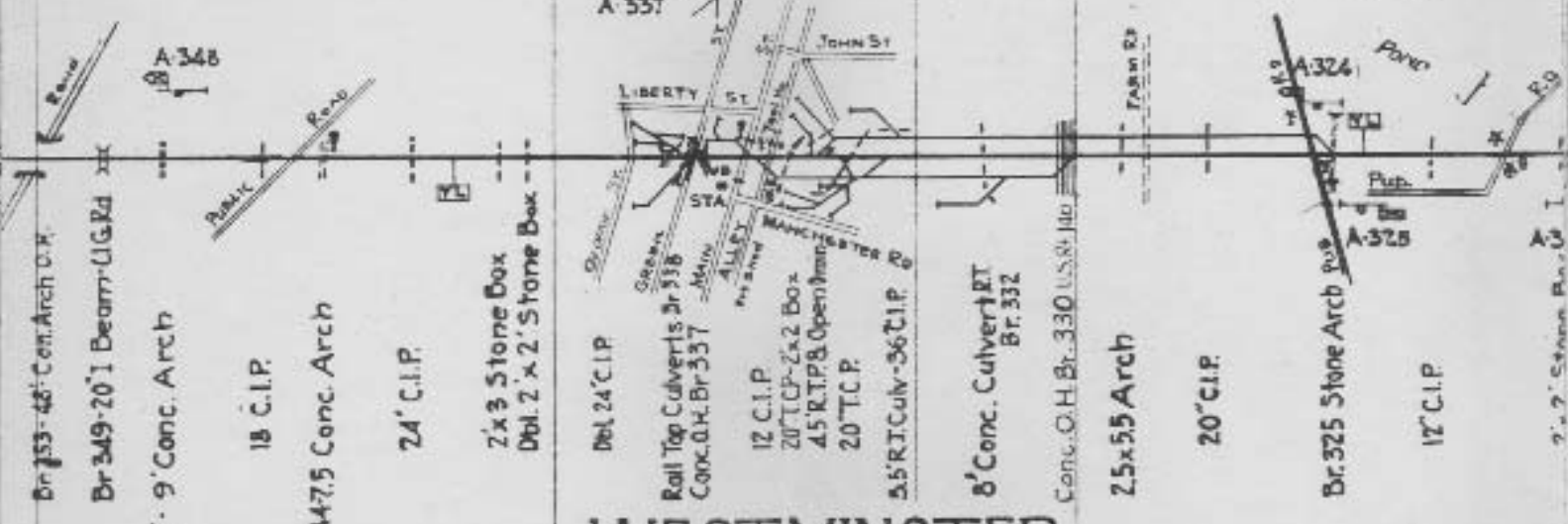
1005'

3542'

1006'

1296'

45-35



WESTMINSTER

Cranberry

-1.15 -1.32 -1.466 +0.80 +0.695 +0.75

1672+64.6 645.33

1632+64.6 698.13

1617+64.6 720.13

1600+00

1558+64.6 696.93

1552+43.4 671.73

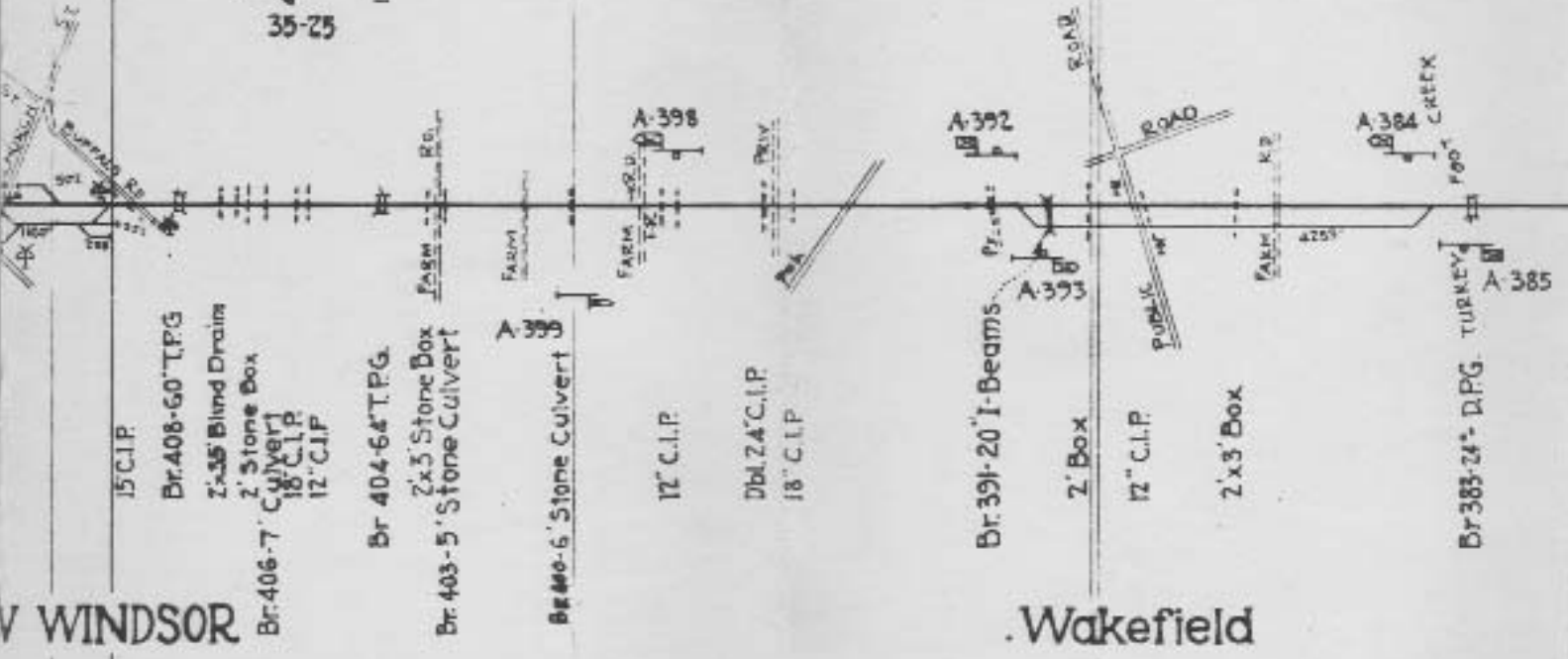
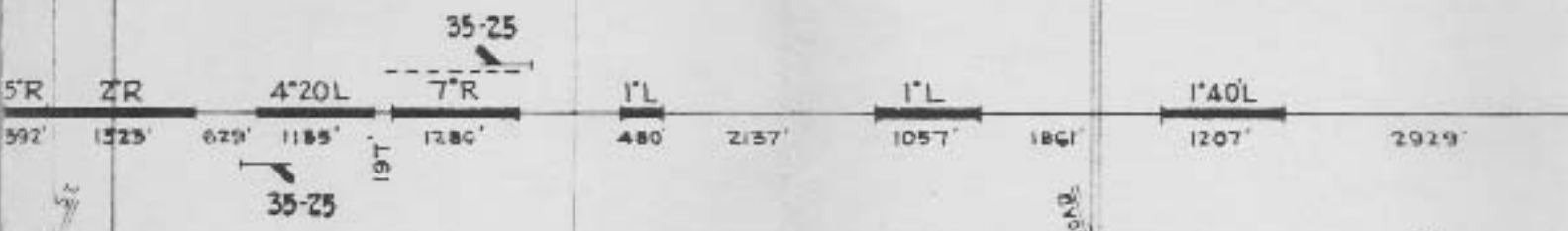
41

40

39

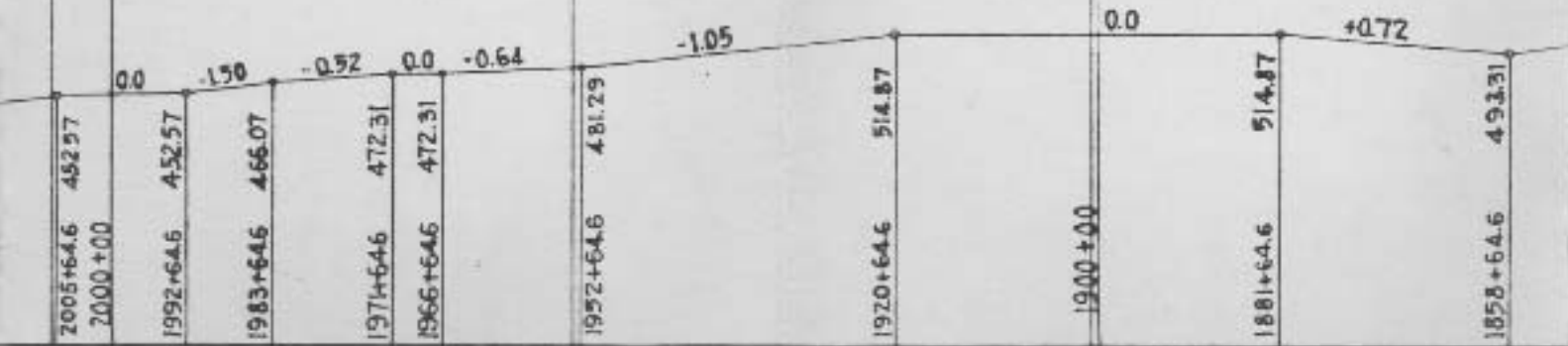
Slag

116-53



WINDSOR

Wakefield



44

43

42

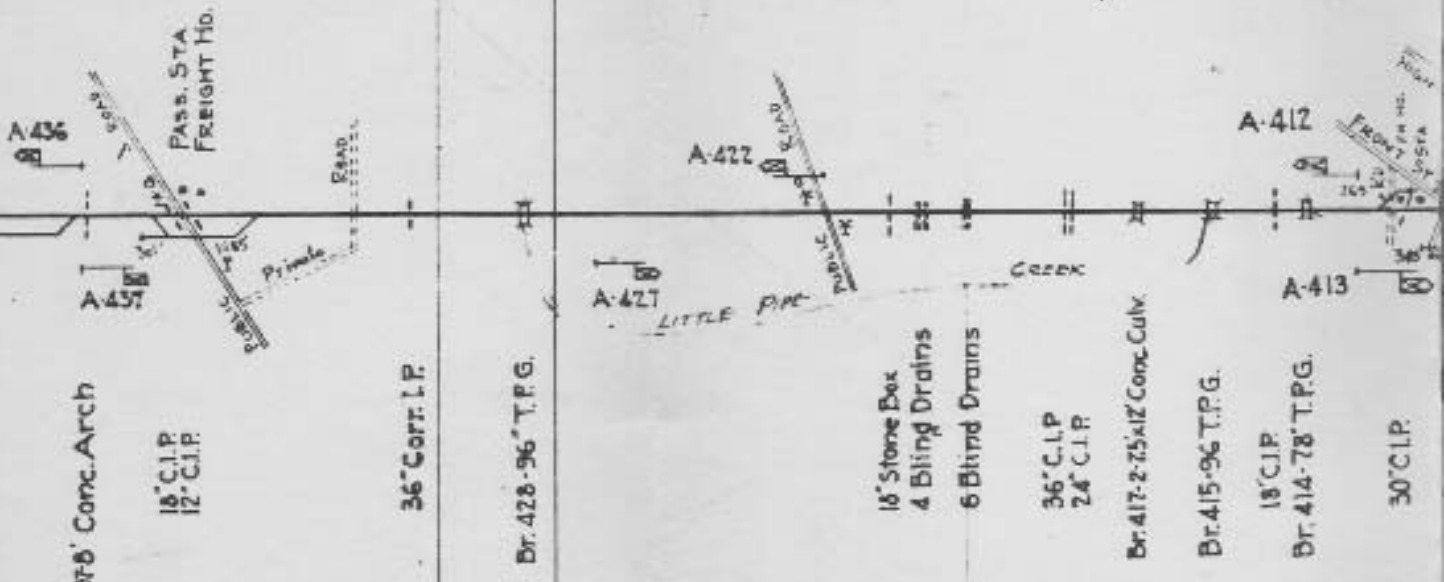
SECTION
8 7



115 53

2'R 5'L 1'20R 2'L 3'R 4'L

677' 608' 2698' 568' 5269' 1843' 1605' 308' 539' 200' 1295' 328' 1680'

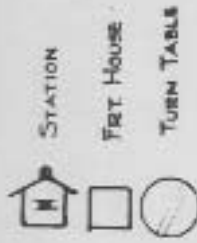


Linwood

NEW

00	407.26	-0.32	415.26	0.00	415.26	-0.30	419.76	0.22	418.20	-0.23	424.64	-0.117	425.81	-0.32	434.45	-0.16	436.37	-1.08
2161+646			2136+646		2118+646		2103+646	2100+00	2097+646		2069+646		2059+646		2032+646		2020+646	

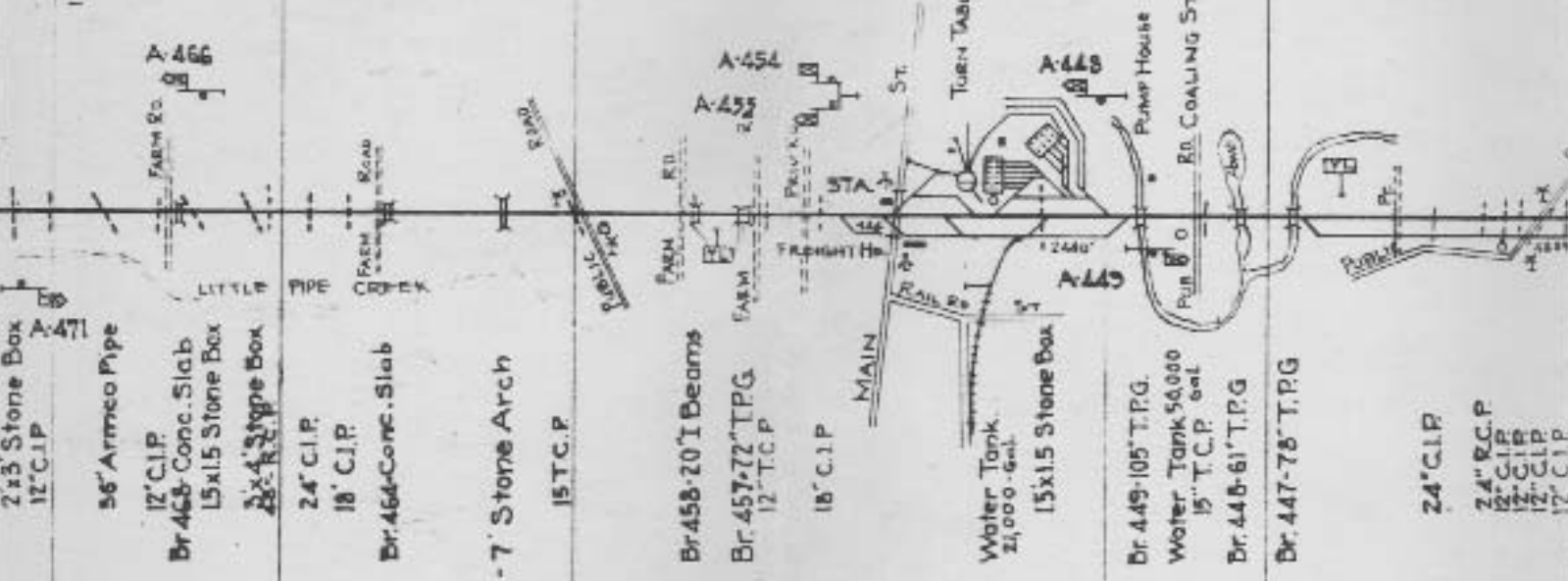
47 46 45



115-53

90-34

2'30R 2'30L 3'L 4'R 2'10R 3'45R 3'30L 1'30L 2'R 5'L
 619' 798' 1122' 493 695' 505 410' 811' 811' 2138' 343' 1885' 416' 934' 741' 2584' 645



UNION BRIDGE

2300+00	2296+64.6	2288+64.6	2272+64.6	2264+64.6	2249+64.6	2218+64.6	2212+64.6	2204+64.6	2200+00	2194+64.6	2188+64.6	2172+64.6								
	+0.112	584.36	-0.40	390.76	-0.65	396.0	+0.10	394.90	-0.32	404.42	+0.40	402.02	0.36	404.42	+0.22	402.22	0.0	402.22	-0.315	407.26

50

49

48

SECTION 8



115-52

115-51

2°R 721' 5°L 675'

3°R 499' 2971'

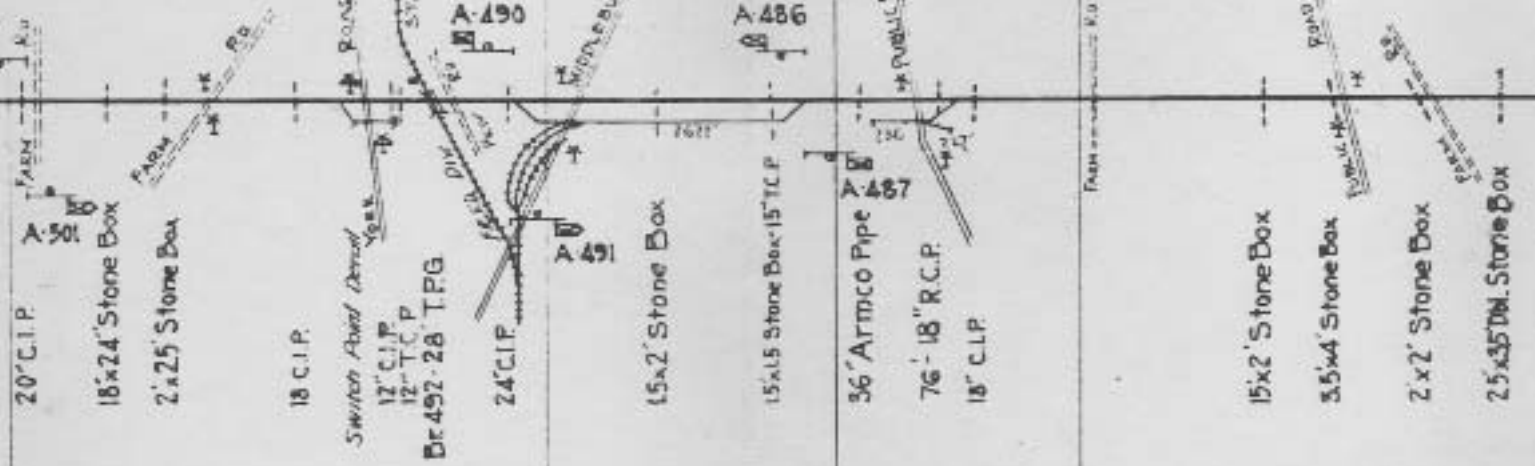
2354'

1229'

7560

40.30

10-30



Keymar

Middleburg

2476+90	41522	-1.14	0.00	+0.42	-1.12	+1.15
	Base Rail					
2444+90	45170					
2424+90	45170					
2406+90	44414					
2400+00						
2376+90	47774					
2330+90	44484					

53

52

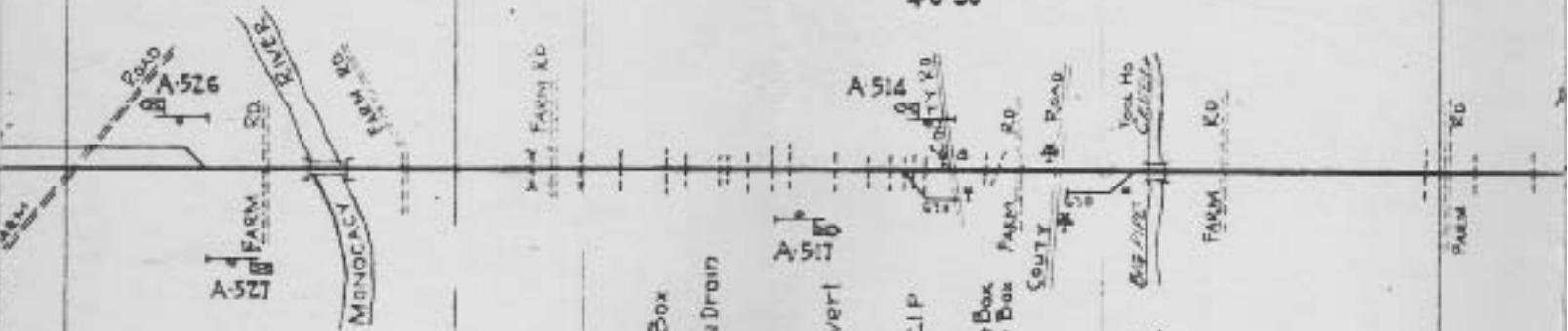
51

Tool House

115-49 115-50 115-51

120R 2118' 1288' 1249' 422' 339' 254' 1208' 577' 326' 578' 966' 465' 651' 290' 1276' 104' 1505' 430L
 3'L 5'R 2*50L 3*40R 3*45L 5*10L 6'R 5*10R 4*50R 2*40L

4-0-30



Br. 521-7 Stone Arch

- 18" C.I.P.
- 18" C.I.P.
- 2x3 Stone Box 18" C.I.P.
- 1x1 Wooden Drain 12" C.I.P.
- 18" C.I.P.
- 30" C.I.P.
- 30" C.I.P.

Stone Box Culvert

- 18" C.I.P.
- 18" C.I.P.
- 18" C.I.P. 18" C.I.P.
- 18" C.I.P.

15x25 Stone Box 15x25 Stone Box

Br 509-105 D.P.G.

- 24" R.C.P.
- 18" C.I.P.
- 24" R.C.P.

Detour

ocacy

Br. 525 - 3-T. Tr. - 119'

2635+90	360.14	2606+90	322.44	2582+90	330.12	2547+90	337.82	2522+90	362.32	2500+00	-1.15
	+1.30										
			-0.32		-0.22		-0.98				

56

55

54

□ Tool House

SECTION 10 9



FRT. & PASS STA

115-52

NORTH RAIL 115-52

115-50

132-52 SOUTH RAIL

1°20' 1°R 3°L 4°R 4°L 1425 2142 1846 864 1930 931 4877 905 2176

Br. 561 - Concrete Slab

15x2' Stone Box
2x4' Stone Box

2x2.5' Stone Box Tool Hs
3x4' Stone Box 42' C.P.
15x2' Stone Box
15x2' Stone Box
15x3' Stone Box

1.5x2' Stone Box

Br 551-7' Stone Arch

2x2' Stone Box
Br 550-102' D.P.G.

Br 549-Timber 0H County Rd

Br 546-8' 52' D.P.G.

6' C.I.P.

2x5' Stone Box

20' T.C.P.
12' C.I.P.

Br. 540-0H Timber

2x2.5' Stone Box

3x4' Dbl. St. Box

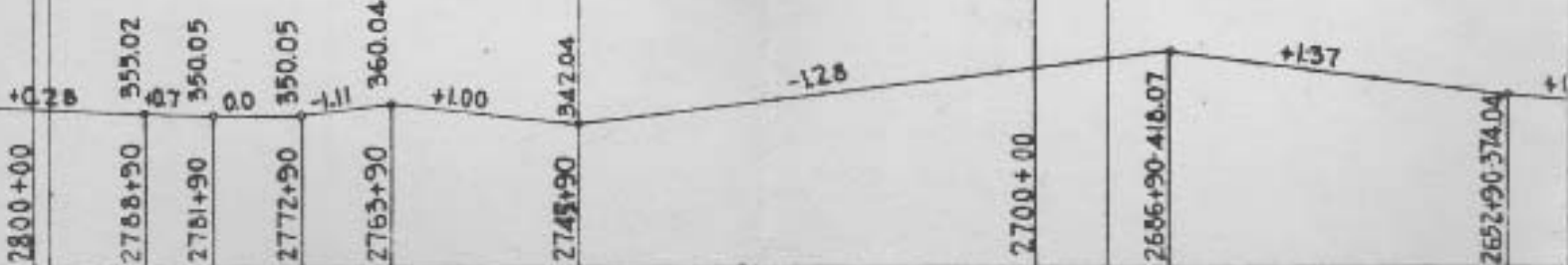
3x2' Stone Box

24' R.C.P.

Loys

Rocky Ridge

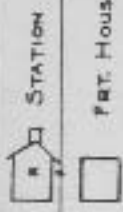
Mor



59

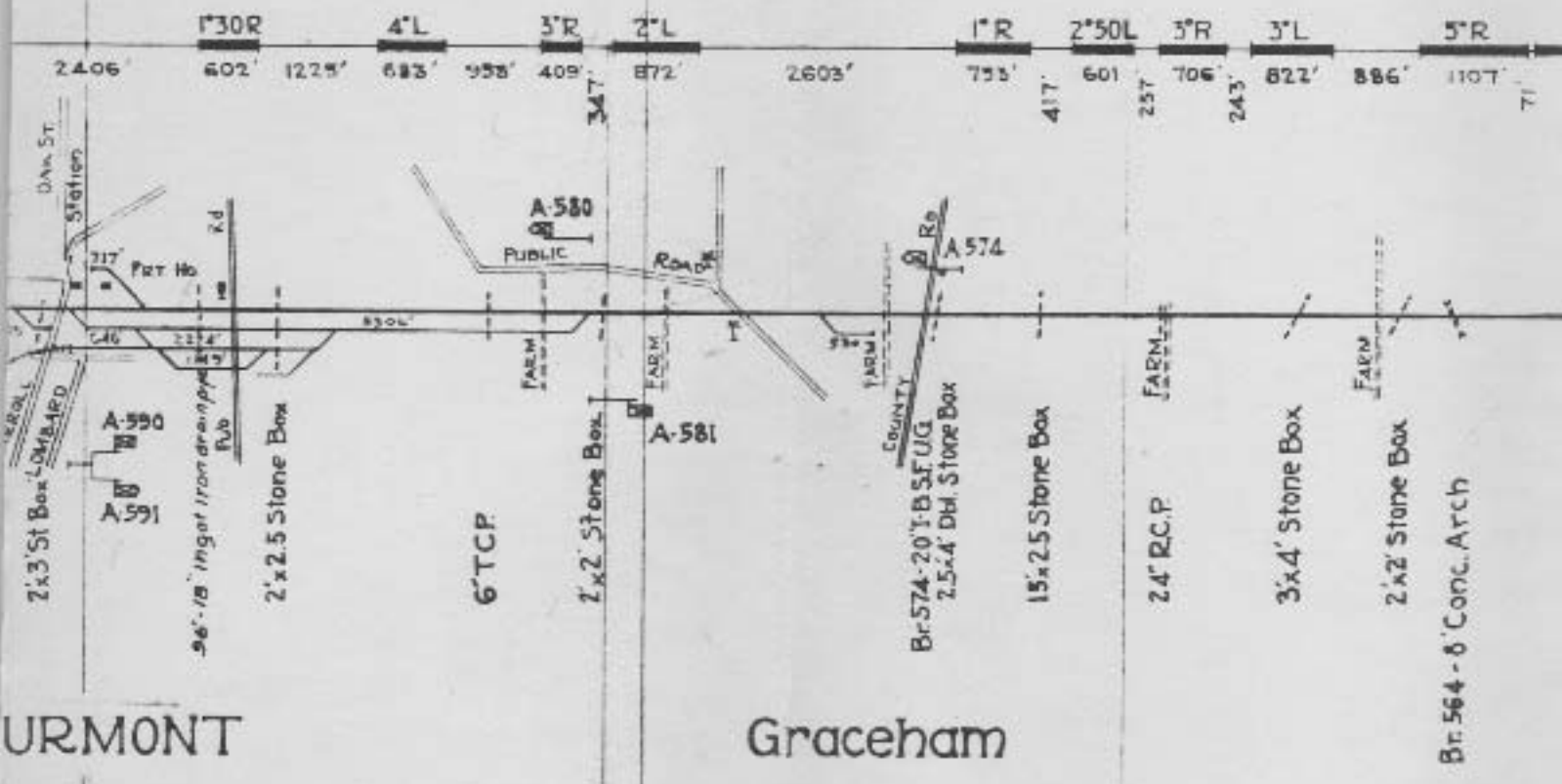
58

57



54

1/5-53



URMONT

Graceham

Br. 564 - 8' Conc. Arch

2962+90	520.81	+0.57							
2926+90	501.43	+1.09							
2912+90	483.99	+0.95							
2900+00		+1.01							
2890+90	463.05								
2872+90	444.57								
								+1.27	
2805+90	359.76								

62

61

60

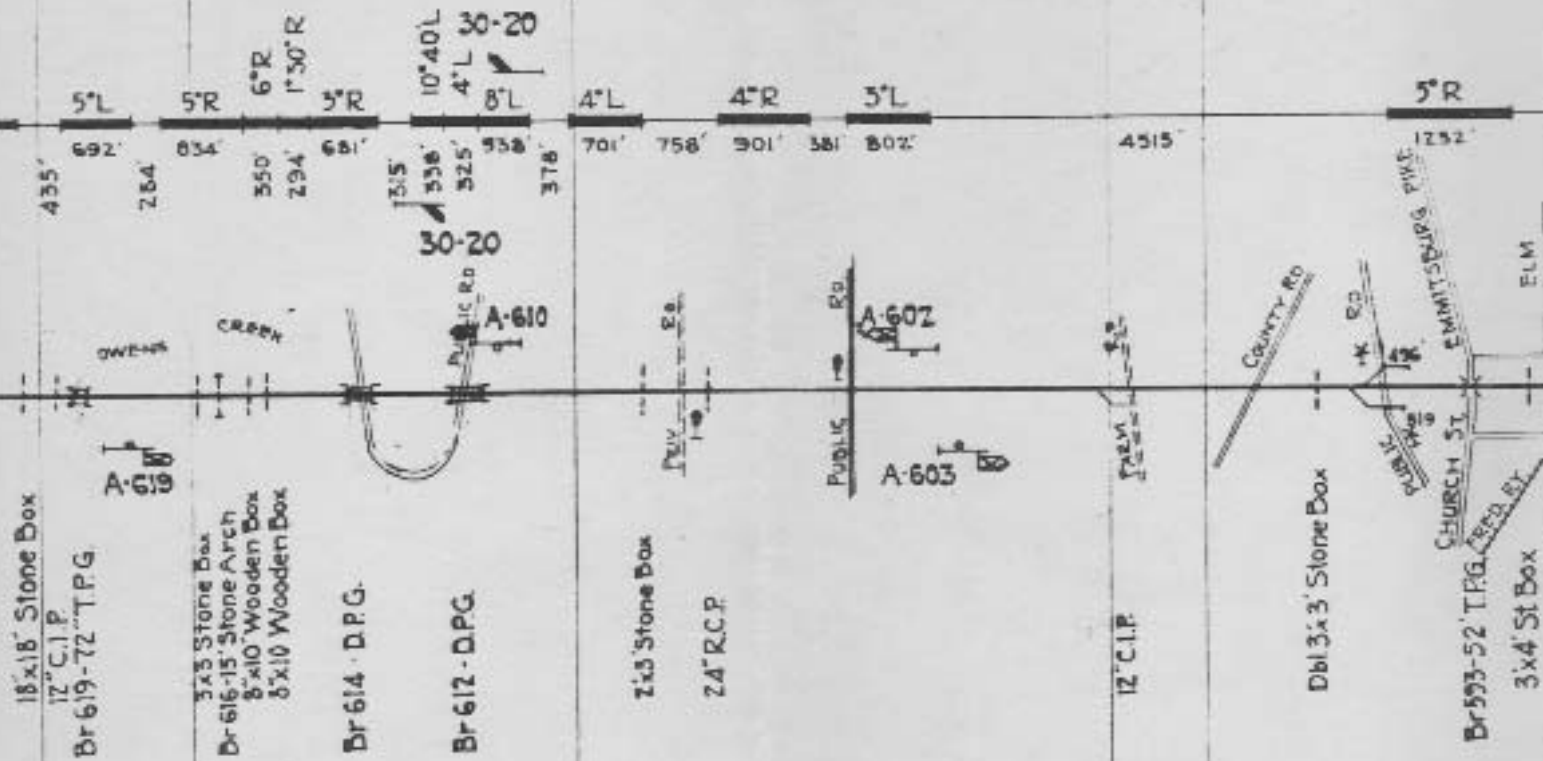
SECTION
11 — 10

Slag

115-50

115-53

115



18'x18' Stone Box
12" C.I.P.
Br 619-72 T.P.G.

3'x3' Stone Box
Br 616-15' Stone Arch
8'x10' Wooden Box
3'x10' Wooden Box

Br 614 - D.P.G.

Br 612 - D.P.G.

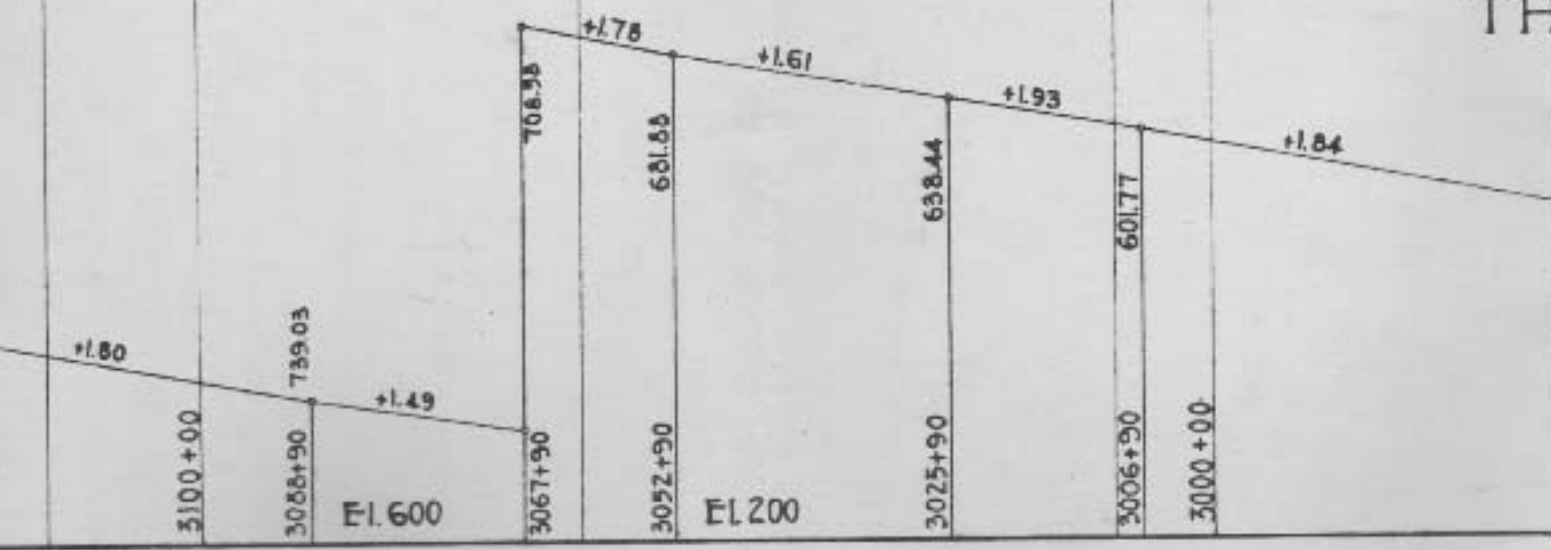
1'x3' Stone Box

24" R.C.P.

12" C.I.P.

Dbl 3'x3' Stone Box

Br 593-52 TRG. Feed. BY
3'x4' St Box



TH

65

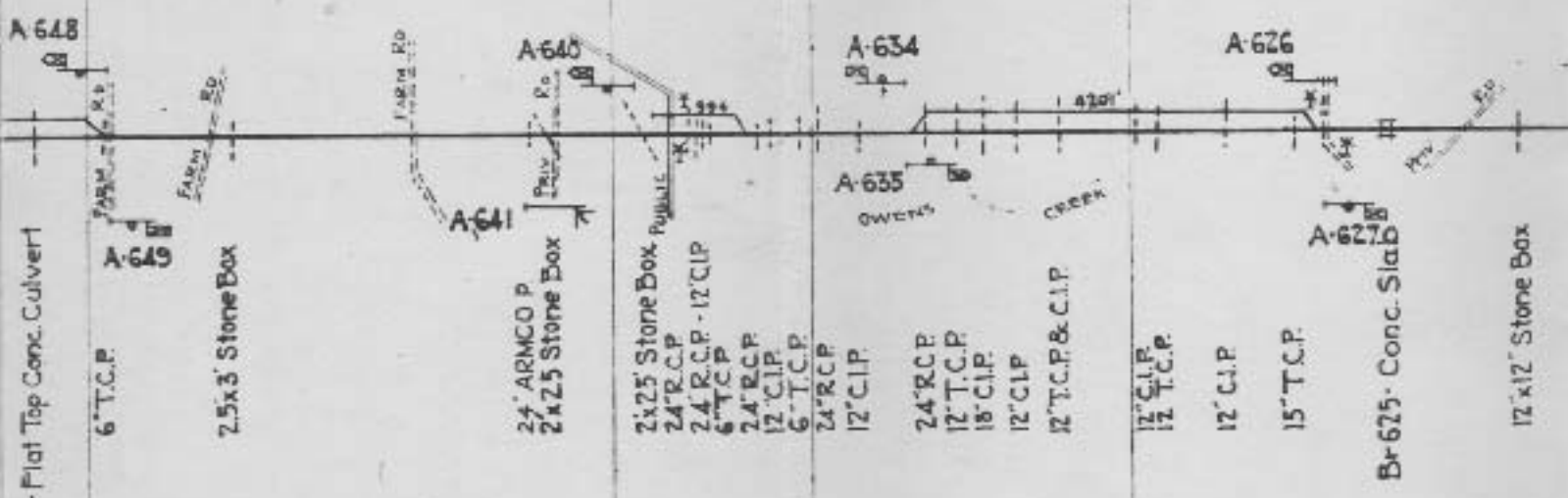
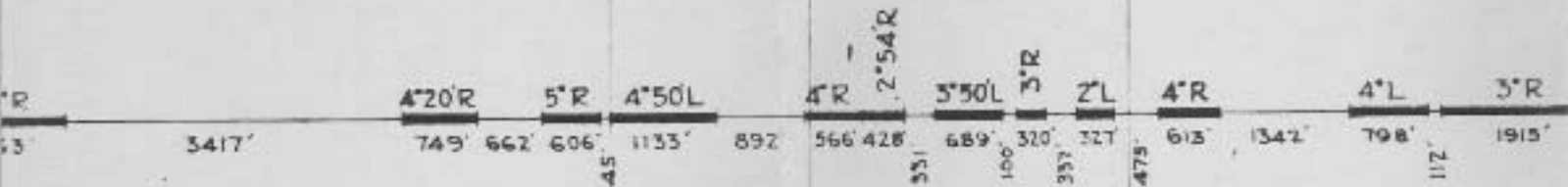
64

63

115-51

116-52

115-53



Deerfield

Flint

Base Rail

500

32.49+90

1023.17

3200 + 00

3198+90

931.37

3182+90

902.05

3144+90 - 834.79

+1.77

3152+90 - 818.29

+1.33

68

67

66

SECTION
12 — 11



115-52

115-50

30-20

30-20

5°15'L

5°R

8°L

3°L

8°R

3°L

5°30'L

2393'

967'

785'

1535'

710'

366'

2363'

1438'

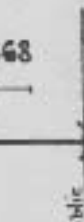
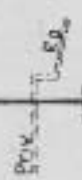
1424'

900'

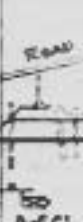
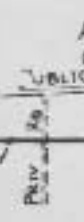
896'

816'

116'



FRIENDS CREEK



2 x 3.5 Stone Box

12 x 12 Stone Box

18 x 24 St Box

3 x 5 Dbl Stone Box

Br 664-10 Conc Arch

18 x 24 Stone Box

2 x 3 Stone Box

8 T.C.P.

2 x 2.5 Stone Box

15 x 41 S.F. Con. Br 666 - U.P.

A-660

A-661

A-662

A-663

A-664

A-665

A-666

A-667

A-668

A-669

A-670

A-671

A-672

A-673

A-674

A-675

Sabillasville

+1.82

3400+00

3382+90 - 12.11

+1.76

3350+90 1156.79

0.00

3339+90 1156.79

+1.26

3318+90 1190.35

+1.88

3300+00

El. 1000

3292+90

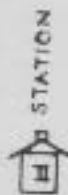
El. 1000

1062.25

71

70

69



STATION



50,000-GAL WATER TANK

Station

Fat Shed

Toon House

STATION

Fat House



STATION

Slay

115-50

30-20

6°L 5°30R 5°L 5°R 5°L 5°L 5°L 6°R 6°L

742' 947' 694' 255' 2229' 2888' 180' 1696' 1276' 706' 64' 1748' 75' 681'

PENNSYLVANIA

MARYLAND



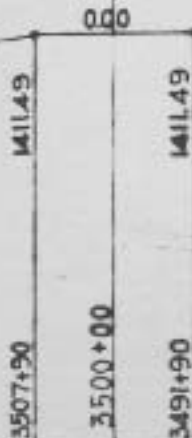
~~Buena Vista~~

~~Camp Ritchie~~
~~Fort Ritchie~~

-1.496

HIGHFIELD - Blue Ridge Summit - Sanatorium

Cullen





115-30

NORTH RAIL
112-R-49
132' 49"
SOUTH RAIL

115-50

115-51

2580' 691' 771' 591' 216' 1705' 890' 72' 605' 258' 415' 214' 815' 848' 857' 1108' 706' 1101' 1275'

2'30L 5'30'R 3'0'R 4'20L 4'45R 4'L 5'15R 3'L 3'L 3'R

A-770

A-762

A-752

A-771

A-763

A-753

7' Rail Top Culvert
2x3' Stone Box

Br-762-D.P.G.

Dbl. 16" C.I.P.

Dbl. 30" C.I.P.

Br-757 - Tripple-2.5x4' St. Box.

Br-753-6.5'D.P.G.

6" T.C.P.

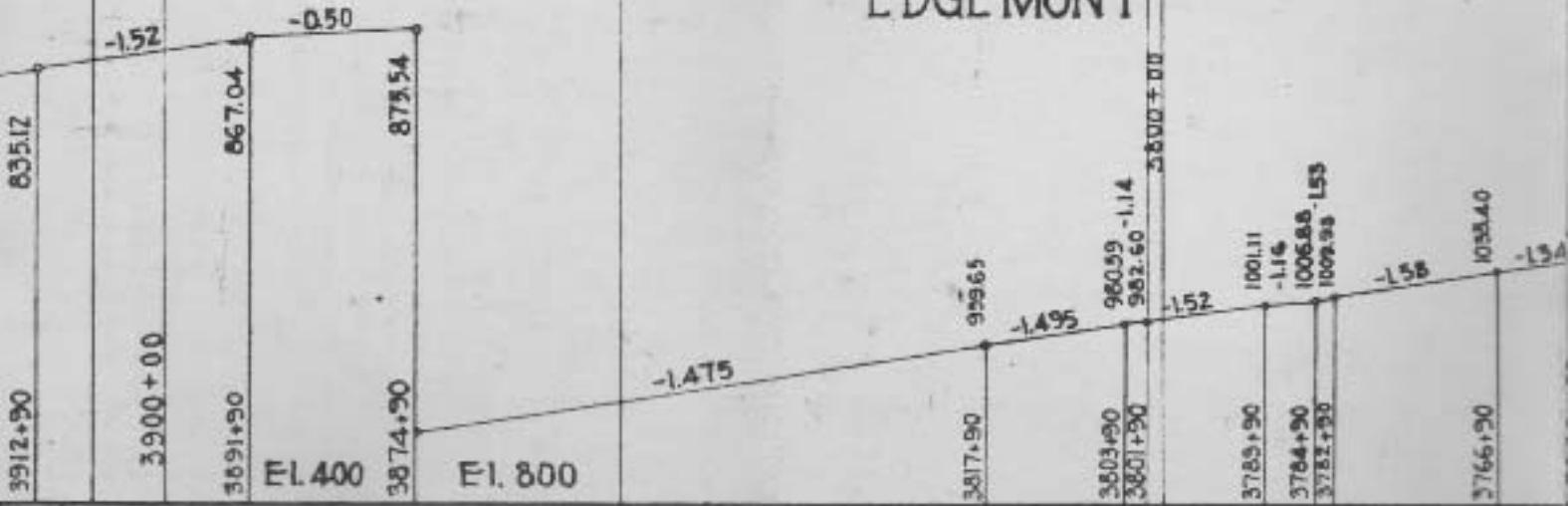
2x3' Stone Box

12" C.I.P.

12" C.I.P.
16" C.I.P.
12" C.I.P.
12" C.I.P.

Dbl. 25x4' St. Box

EDGE-MONT



80

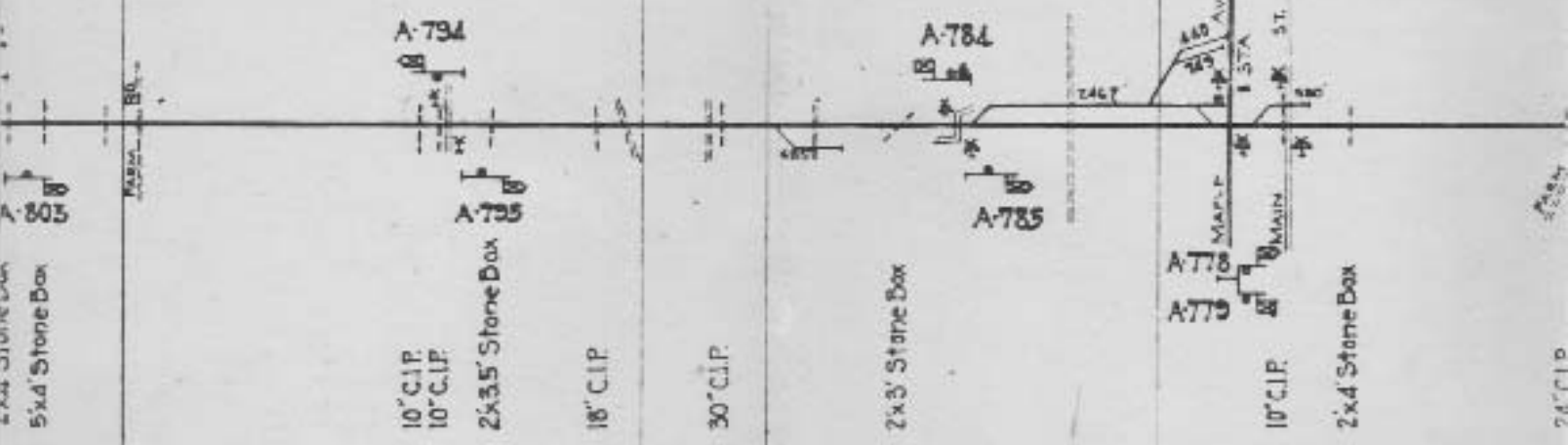
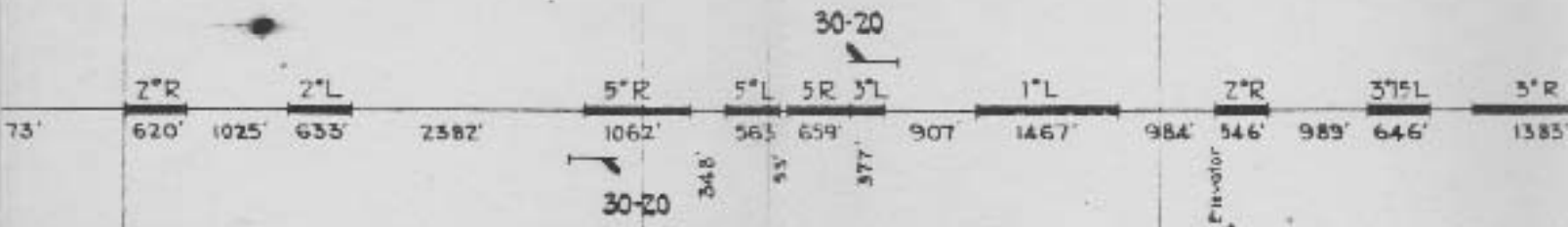
79

78

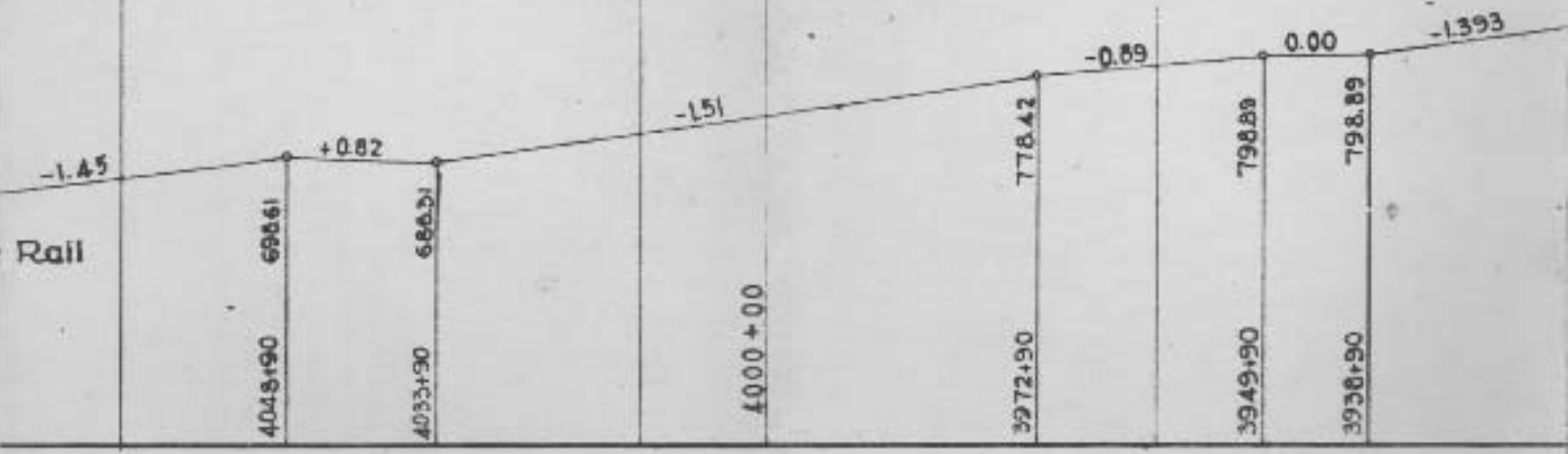


115-48

115-49



Cavetown SMITHSBURG

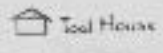


83

82

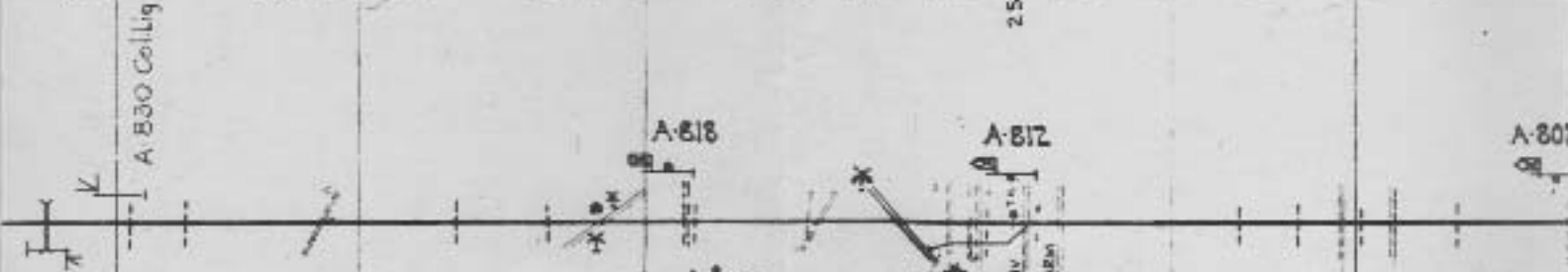
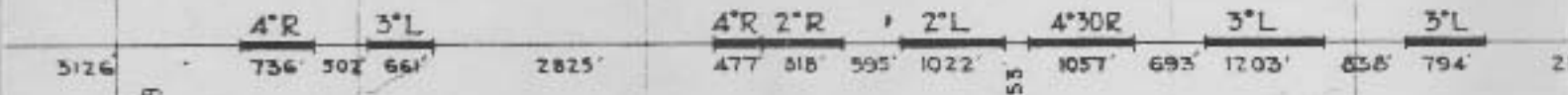
81

14 SEC 13



Slag

115 - 48



A-831 Col. Lig
12 Stone Arch - 831

2x3 Dry Stone Box

2x3 Dry Stone Box

12" R.C.P.

3x3 Stone Box

No. 817-3x5 Conc Box

12" C.I.P.

12" C.I.P.

12" C.I.P.

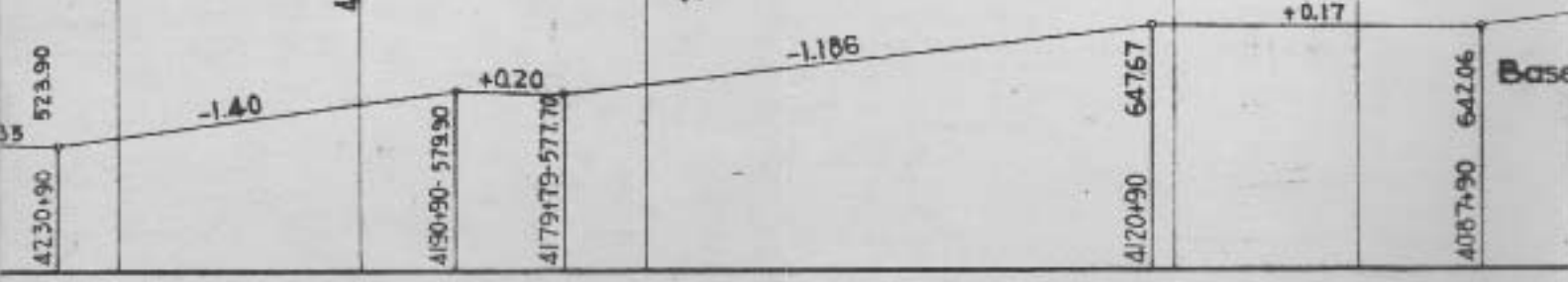
12" C.I.P.





2x2 Stone Box




2x2 Stone Box

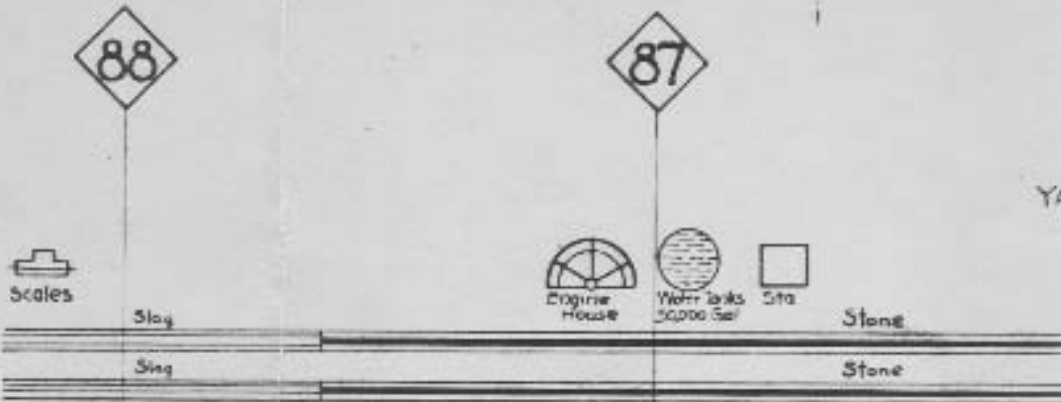
Chewsville

24" Pipe



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

-  Cinders
-  Slag
-  Stone

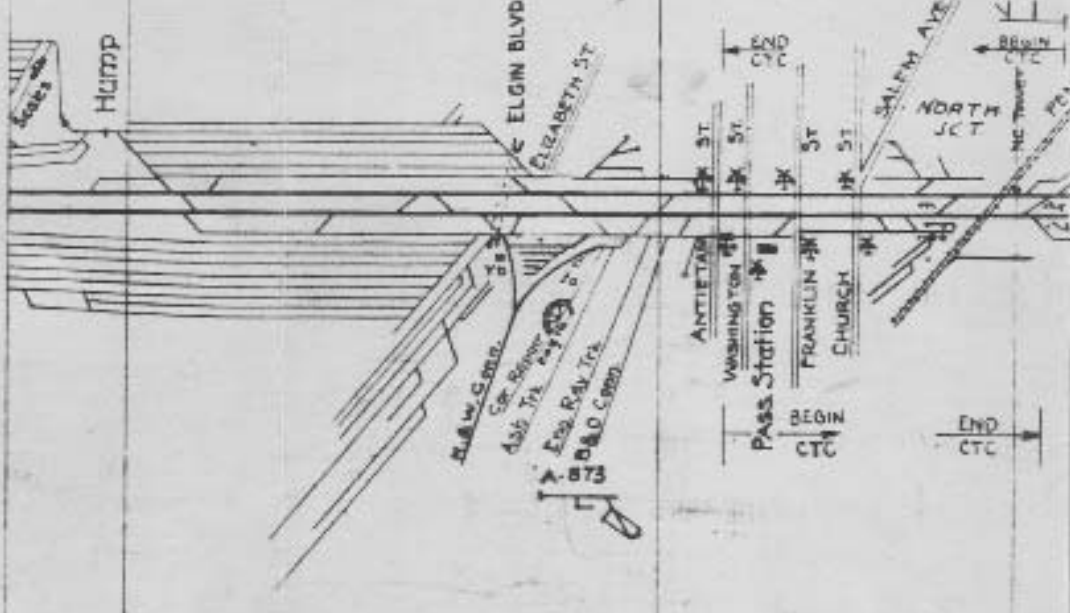
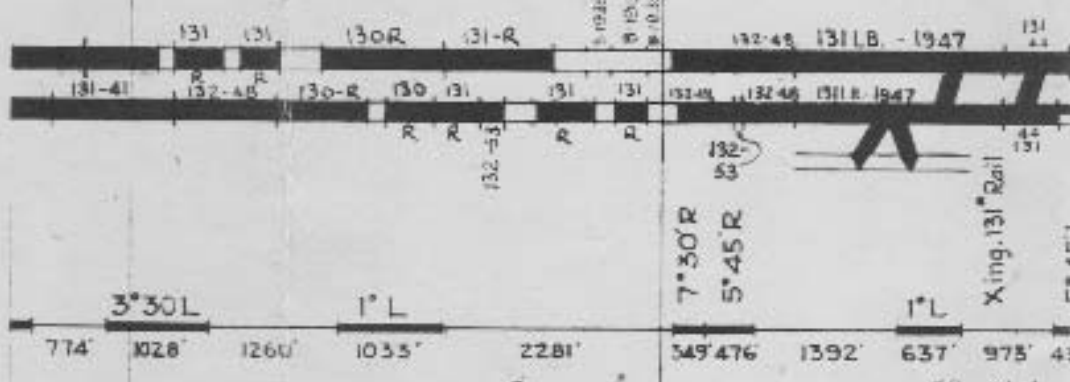


BALLAST

RAIL

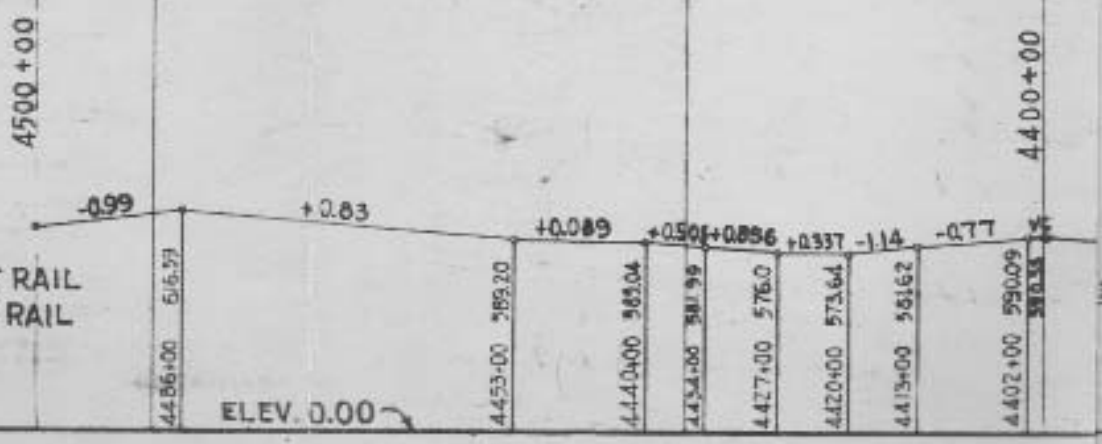
ALINEMENT

TRACK



HAGERSTOWN

GRADE LINE
 HAGERSTOWN TO EMORY GROVE - BASE OF RAIL
 EMORY GROVE TO FULTON - TOP OF RAIL



WESTERN MARYLAND
RAILWAY CO.
TRACK CHART
HAGERSTOWN
TO
PORT COVINGTON

SCALE: 1 IN. = 2000 FT. HORIZ.
1 IN. = 200 FT. VERT.

OFFICE OF CHIEF ENGINEER

BALTIMORE, MD.

JAN 6, 1935.

AS OF JANUARY 1, 1955

ELEVATIONS - HAGERSTOWN
ELEVATIONS - EMORY