

ENGINEERING DEPARTMENT

TRACK CHART
SHOWING
ALIGNMENT
AND PROFILE

12

C&P BRANCH
CUMBERLAND
AND
WESTERNPORT

TRAIN ACCIDENT PREVENTION LIBRARY
Casualty Prevention Department
Chessie System — Baltimore

WESTERN MARYLAND
DIVISION

WESTERN MARYLAND
RAILWAY CO.
TRACK CHART

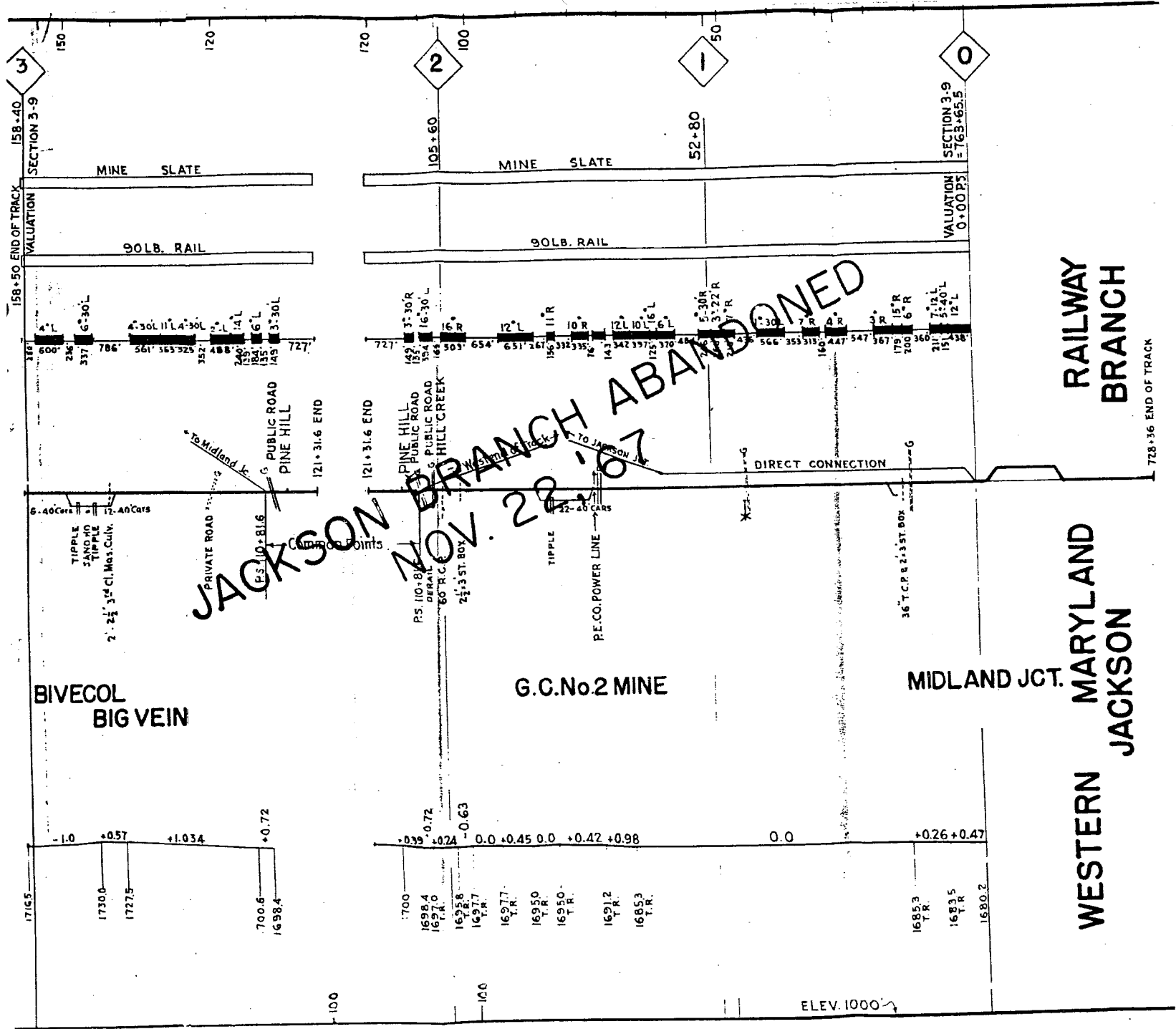
C. & P. BRANCH
WESTERNPORT
&
CUMBERLAND

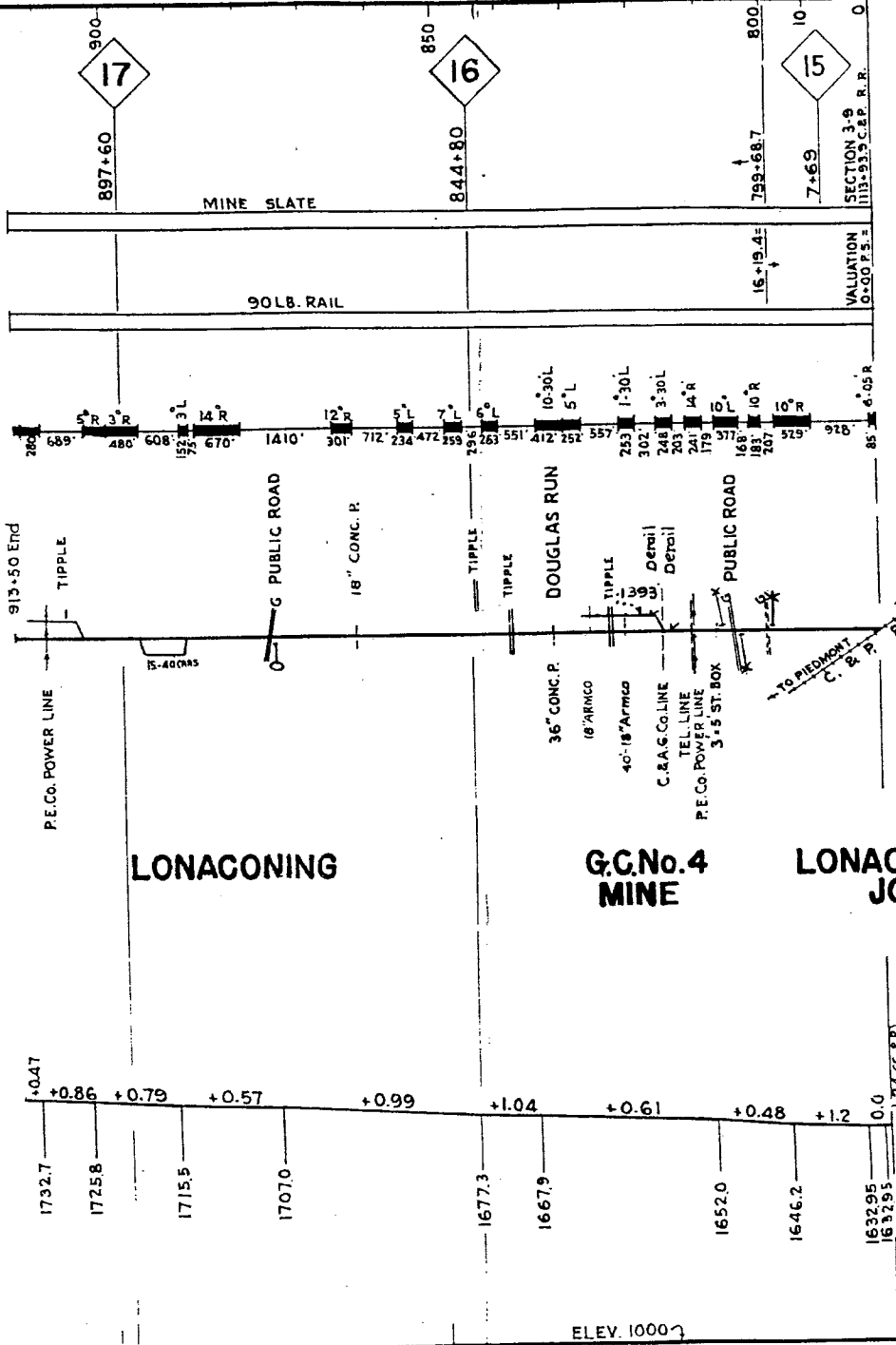
SCALE: 1IN.= 200FT. HORIZ.
1IN.= 40FT. VERT.

OFFICE OF CHIEF ENGINEER
BALTIMORE, MD.

MARCH 18, 1946.

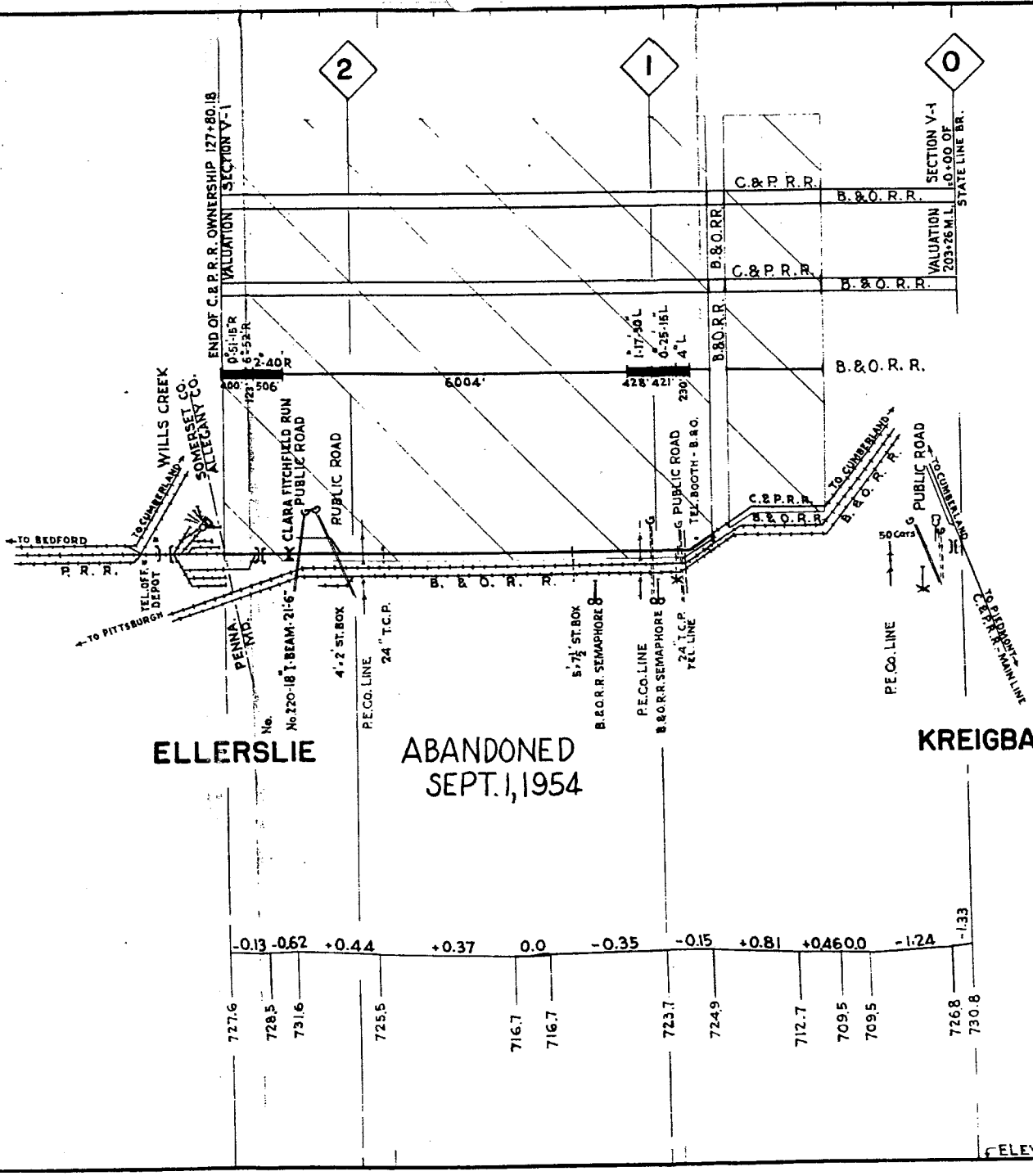
112





WESTERN MARYLAND RAILWAY KINGSLAND BRANCH

ELEV. 1000'



ELLERSLIE

ABANDONED
SEPT. 1, 1954

KREIGBAUM

C. & P. R. R.
ELLERSLIE BRANCH

727.6	-0.13	-0.62	+0.44	+0.37	0.0	-0.35	-0.15	+0.81	+0.46	0.0	-1.24	-1.33
728.5												
731.6												
725.5												
716.7												
716.7												
723.7												
724.9												
712.7												
709.5												
709.5												
726.8												
730.8												

ELEV. 0.0

116

HOFFMAN BRANCH ABANDONED DECEMBER, 1948

SEC

11

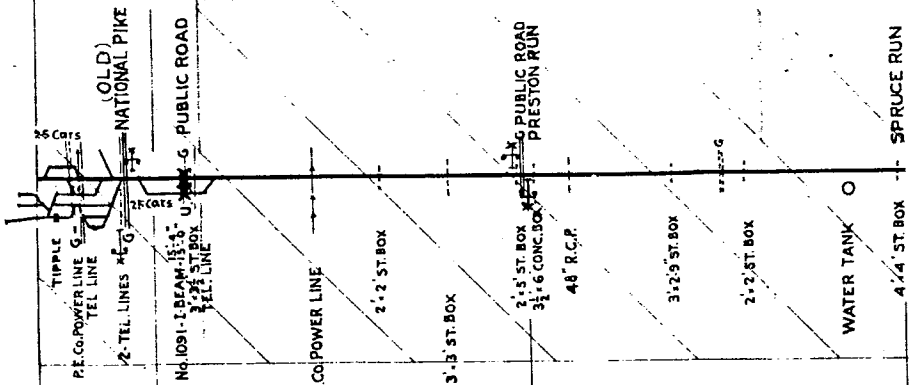
462-40.7-477-23.5
OF HOFFMAN BR.
VALUATION SECTION V-3

10

400

450

333 7:22:35L
 195 11:08:30L
 190 11:40:0L
 164
 337 8:50 R
 260 8:05:20L
 292 5:20:0L
 192 4:45:10R
 133 4:45:10R
 132 10:0R
 104
 274 1:26:30L
 251 2:47:40L
 247 8:56:55L
 273 9:25:10L
 209 9:40L
 216 11:21:40R
 156 8:30 R
 300
 561
 224 13:51:40R
 243 18:55 R
 60 14:50:40R
 171 8:40 R
 243 8:50 L
 179 8:50 L
 249 9:07:25L
 219 8:50 L
 1147
 231 3:59:20L
 249 5:05:07L
 833 0:15:41L
 450 2:40L
 143 9:10L
 456 9:40R
 814 9:40R



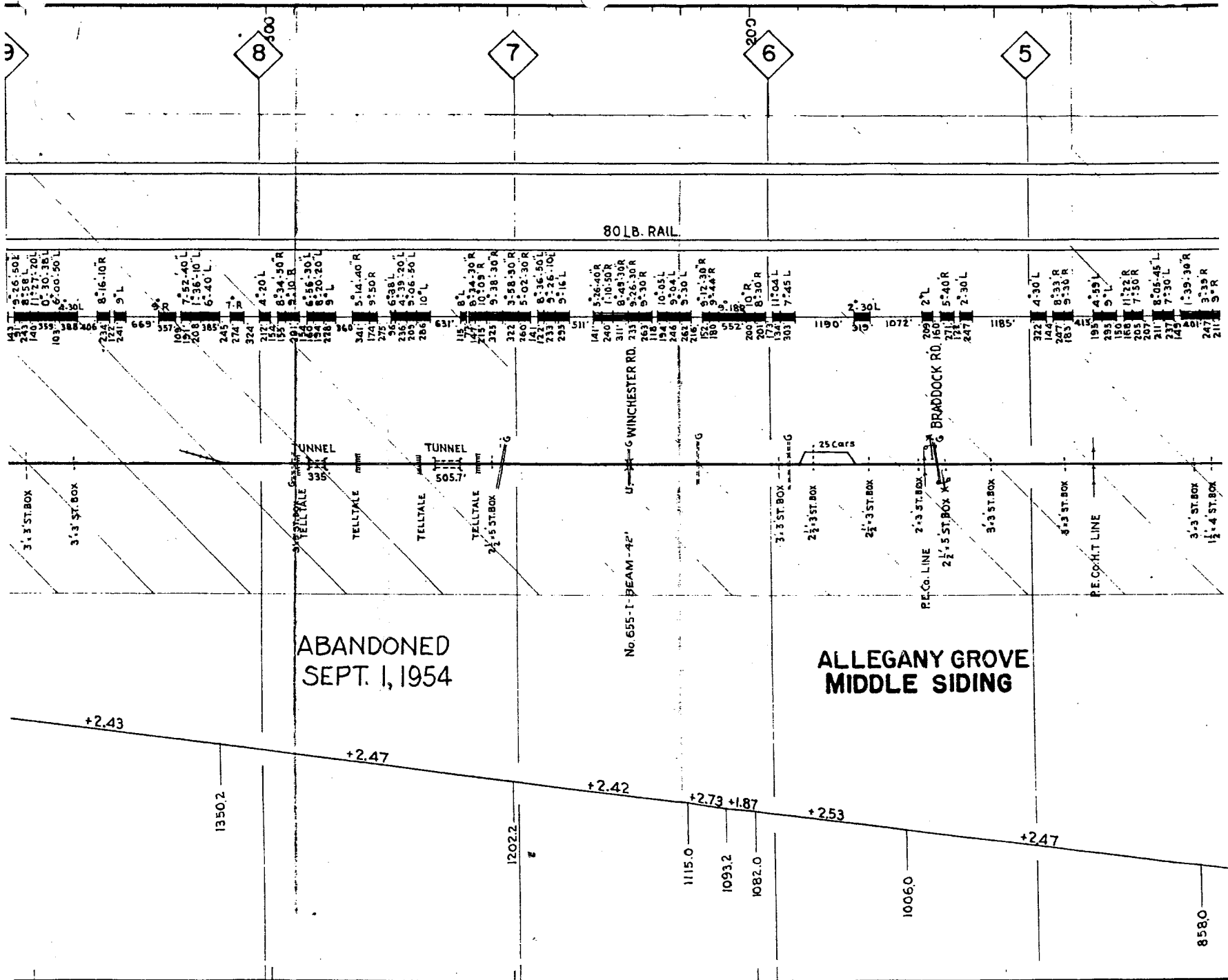
ECKHART

CLARYSVILLE

0.0 +1.5
 +2.47
 +2.71 +221
 +1.5 +2.35 +1.88
 +2.67

17235
 17235
 1713.0
 16290
 1610.0
 15790
 1564.0
 1540.5
 1518.0
 1471.8

ELEV. 400



ABANDONED
SEPT. 1, 1954

ALLEGANY GROVE
MIDDLE SIDING

80 LB. RAIL

No. 655-1- BEAM-42'

No. 655-1- BEAM-42'

BRADDOCK RD. 160'

TUNNEL
335'

TUNNEL
505.7'

25 Cars

P.E. CO. H.T. LINE

+2.43

+2.47

+2.42

+2.73 +1.87

+2.53

+2.47

1350.2

1202.2

1115.0

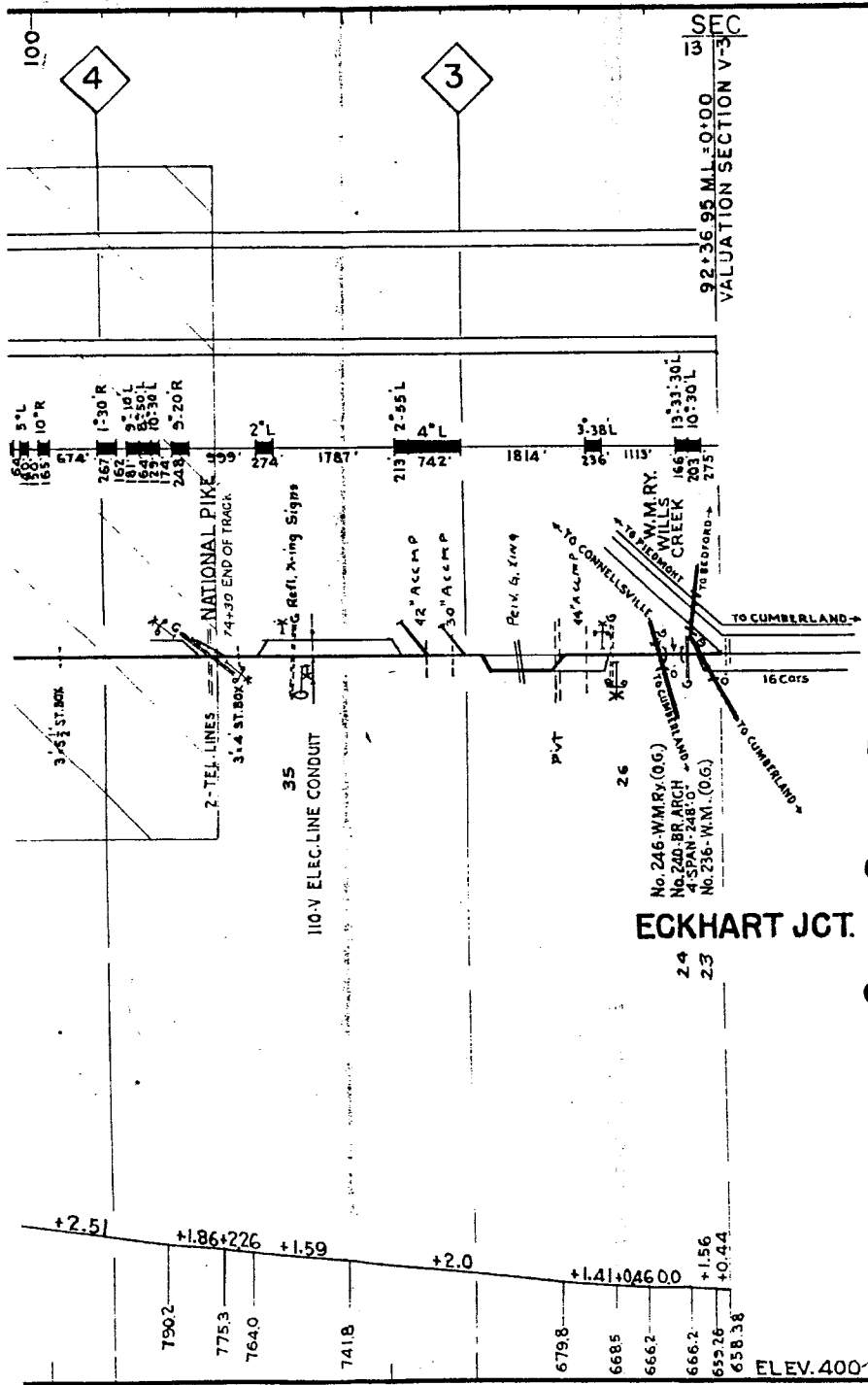
1093.2

1082.0

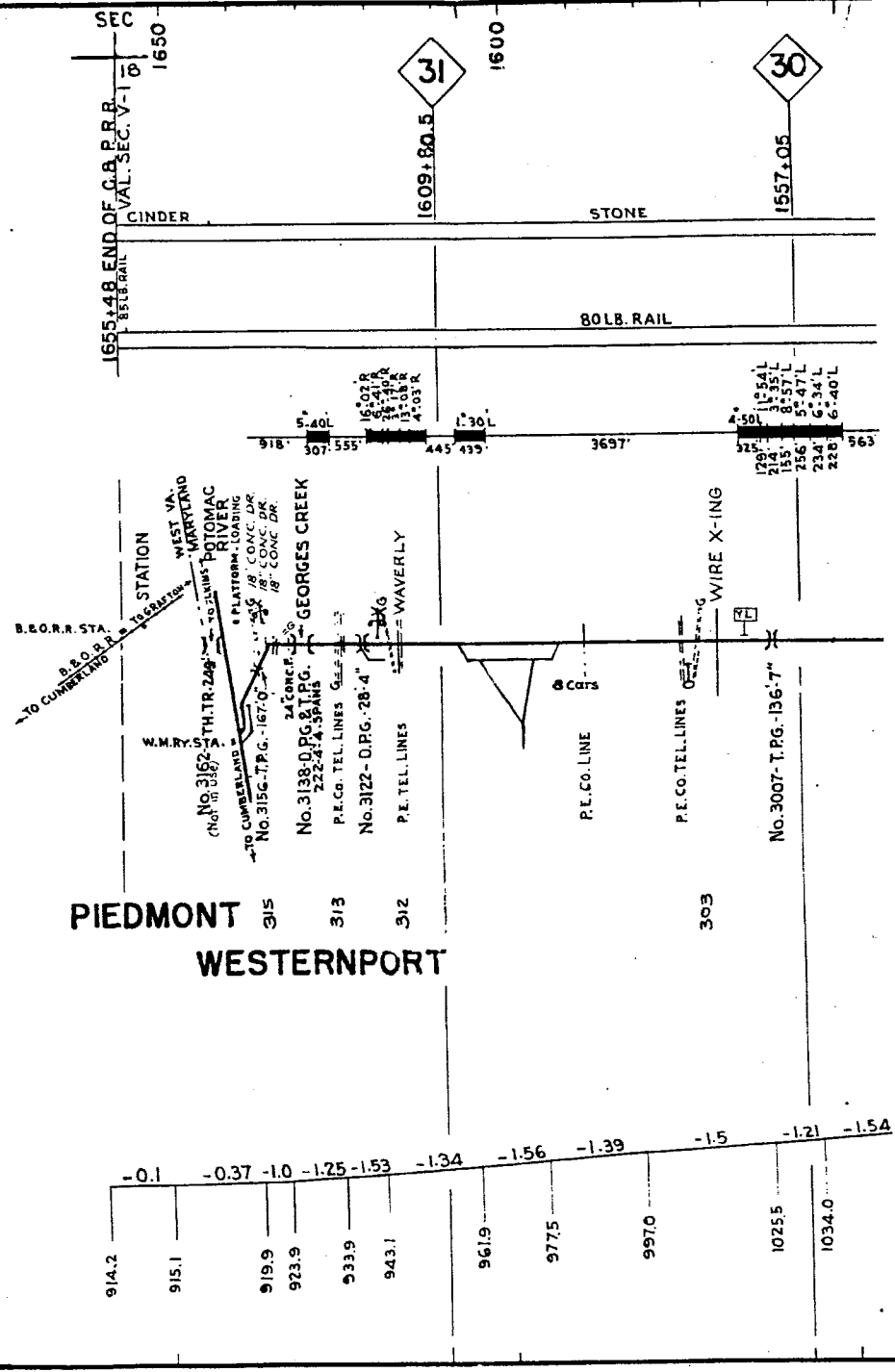
1006.0

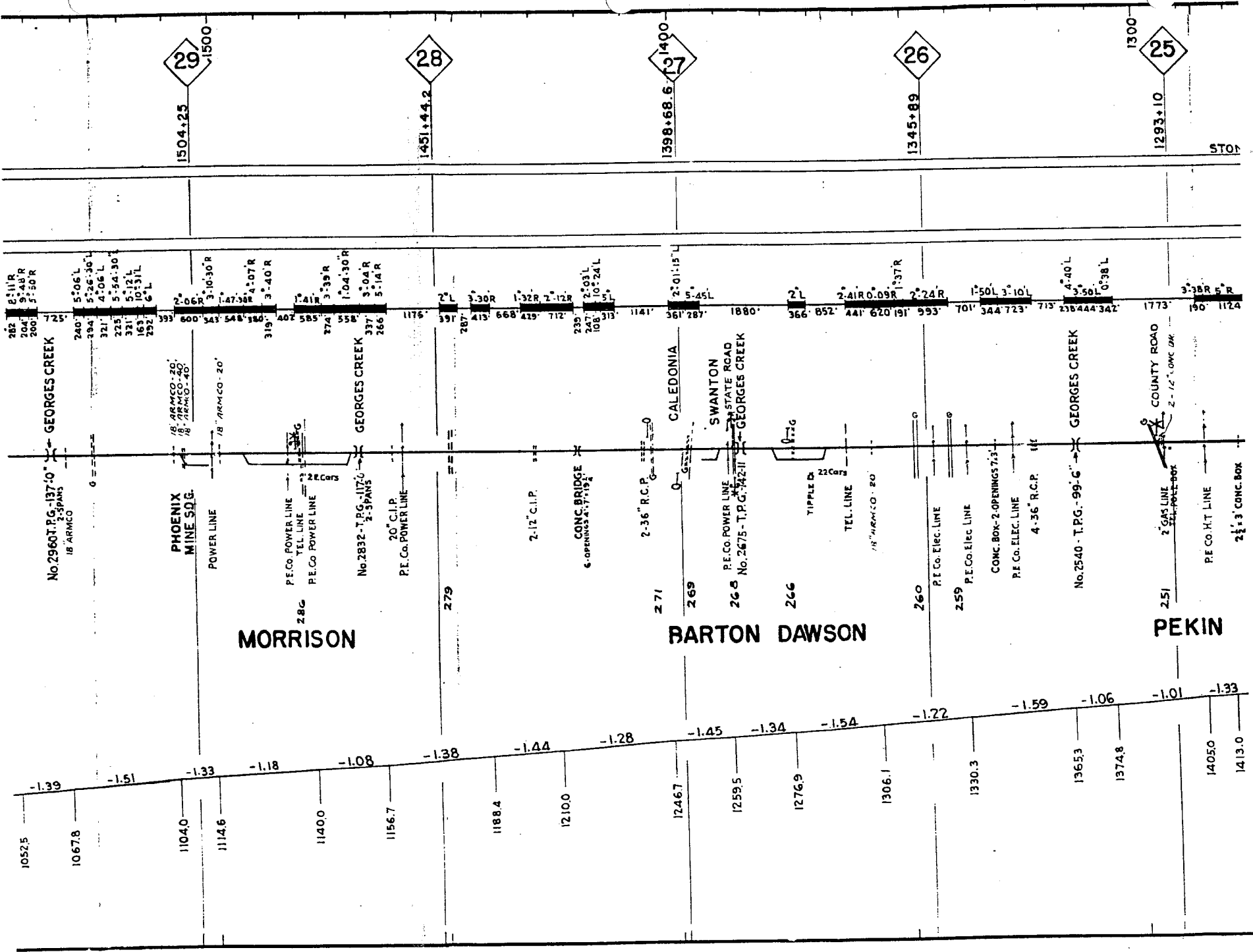
858.0

143 10:56:50 L
 233 9:26:10 L
 140 11:27:20 L
 103 10:30:38 L
 103 10:00:50 L
 233 8:16:10 R
 241 9:15 L
 66 9:15 L
 357 7:52:40 L
 109 11:36:10 L
 208 6:40 L
 245 7:20 L
 274 7:20 L
 324 4:20 L
 192 8:34:50 R
 192 8:10:10 R
 192 8:10:10 R
 194 6:56:30 L
 238 9:15 L
 341 5:14:40 R
 174 9:50 R
 275 6:38 L
 235 6:39:20 L
 285 5:06:50 L
 285 10 L
 63 8 L
 141 5:26:40 R
 240 11:10:50 R
 311 8:48:30 R
 233 9:26:30 R
 263 9:30 R
 118 10:05 L
 194 10:05 L
 246 9:04 L
 262 9:30 L
 216 9:12:30 R
 180 9:48 R
 52 9:15 R
 200 10 R
 201 8:30 R
 173 11:04 L
 303 7:45 L
 1190 2:36 L
 1072 2:36 L
 209 2 L
 271 5:40 R
 247 2:30 L
 1185 4:30 L
 322 4:30 L
 144 8:33 R
 247 9:30 R
 183 9:30 R
 41 4:59 L
 195 4:59 L
 150 9 L
 168 11:22 R
 205 7:50 R
 207 8:05:45 L
 211 7:30 L
 237 7:30 L
 145 1:39:30 R
 247 9:35 R
 211 9:35 R



C. & P. R. R. ECKHART BRANCH





29 1504+25 1500

28 1451+44.2

27 1398+68.6 1400

26 1345+89

25 1293+10 1300

STOP

MORRISON

BARTON DAWSON

PEKIN

No. 2960 T.P.G. 137+0' 18' ARMCO

PHOENIX MINE S.S.G.

P.E. Co. POWER LINE

No. 2832 - T.P.G. 117+0' 2-SPANS

2-12" C.I.P.

CONC. BRIDGE

2-36" R.C.P.

CALEDONIA

SWANTON

P.E. Co. POWER LINE STATE ROAD

TIPPLER

TEL. LINE

P.E. Co. Elec. LINE

P.E. Co. Elec. LINE

CONC. BOX - 2 OPENINGS 7'3"

P.E. Co. ELEC. LINE

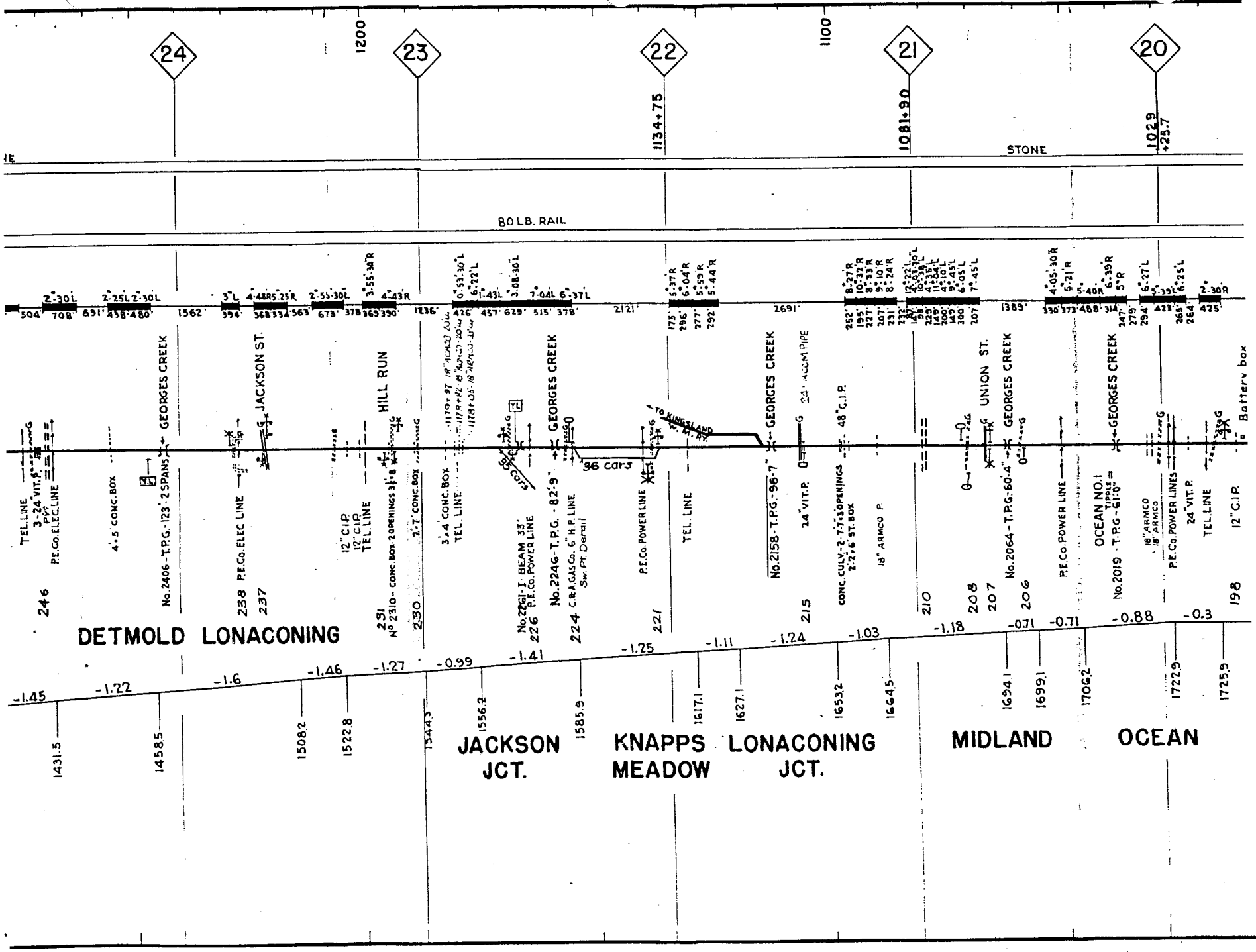
No. 2540 - T.P.G. 99+6' GEORGES CREEK

2 GAS LINE

P.E. Co. HT. LINE

2 1/2' x 3' CONC. BOX

120



24

23

22

21

20

1134+75

1081+90

1029+25.7

STONE

80 LB. RAIL

DETMOLD LONACONING

JACKSON JCT.

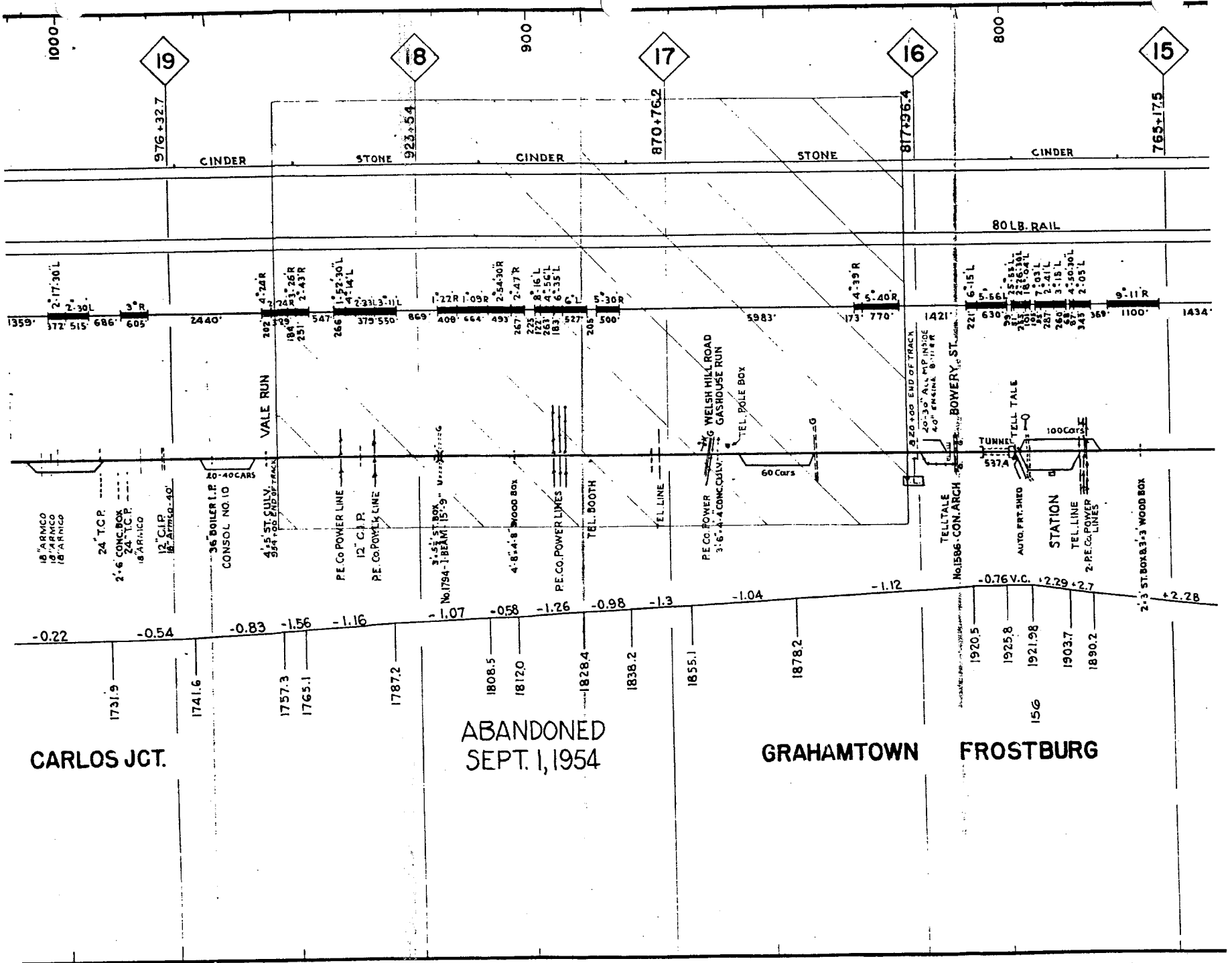
KNAPPS MEADOW

LONACONING JCT.

MIDLAND

OCEAN

121



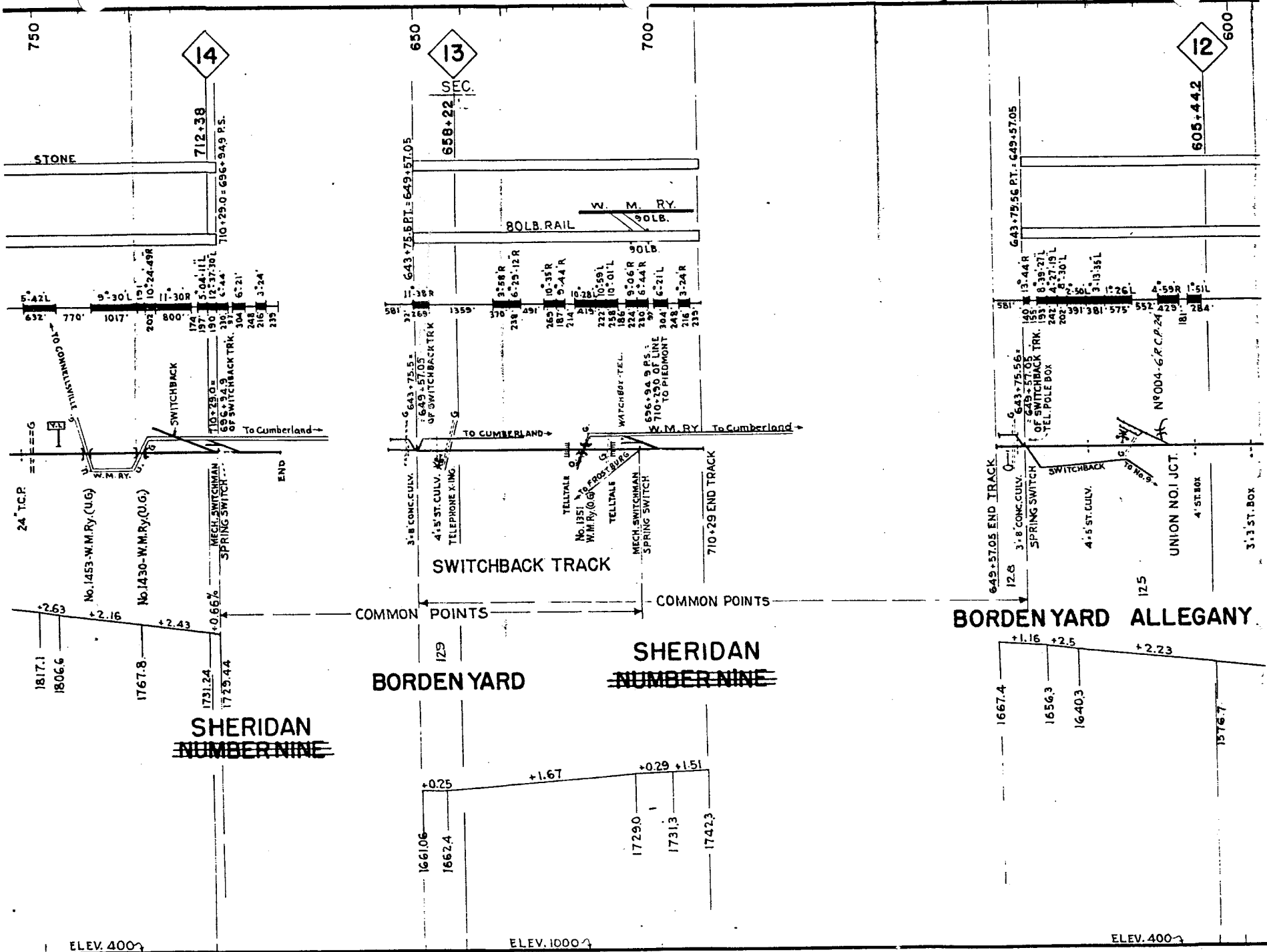
CARLOS JCT.

ABANDONED SEPT. 1, 1954

GRAHAMTOWN

FROSTBURG

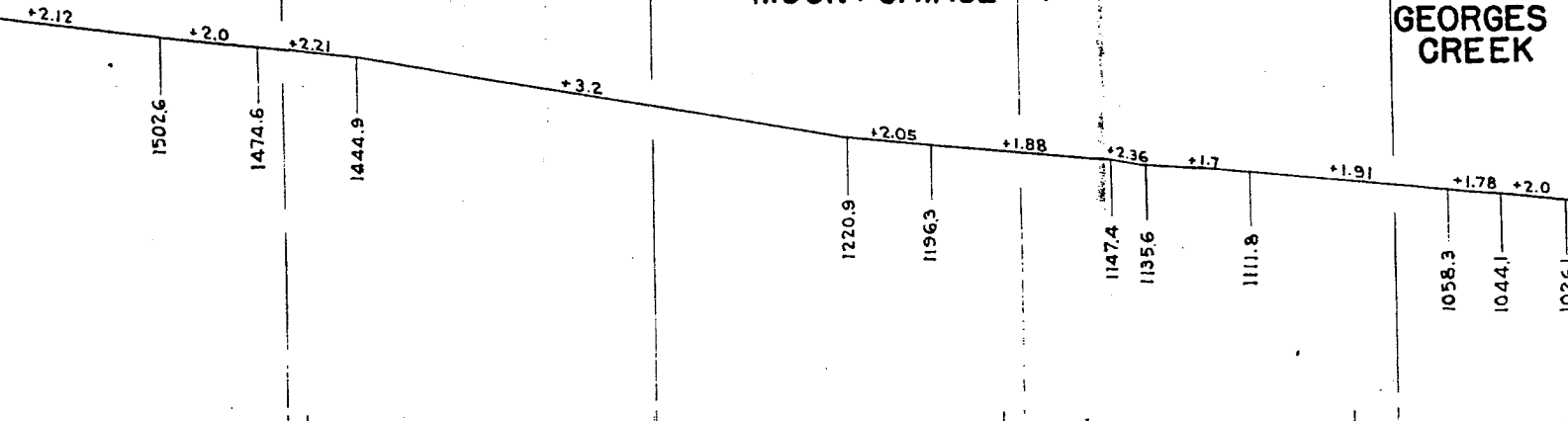
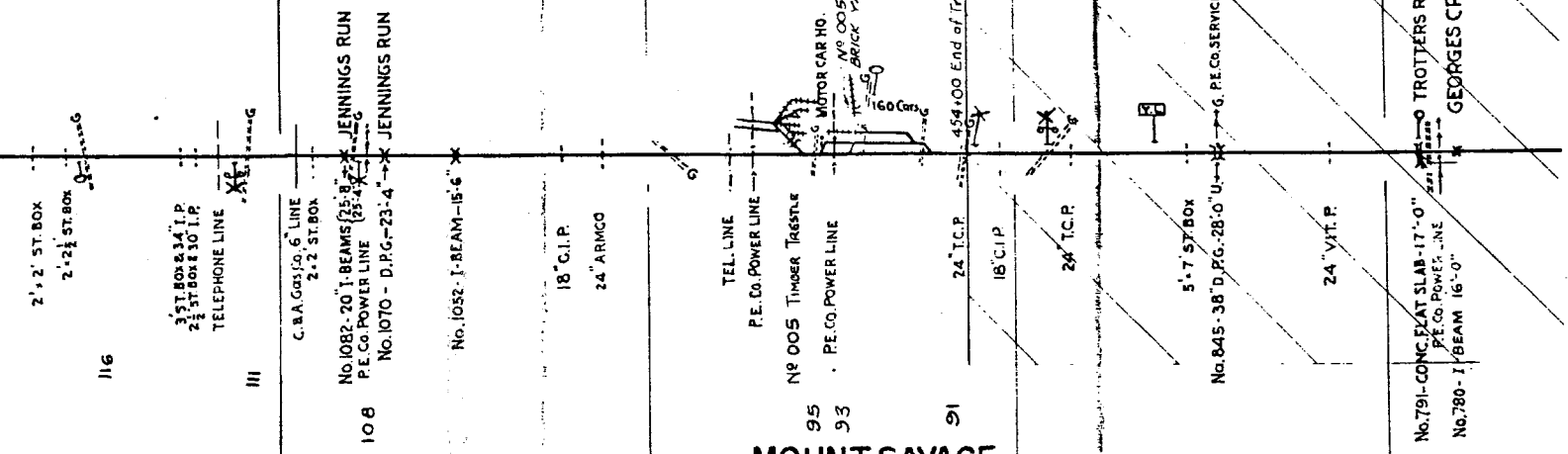
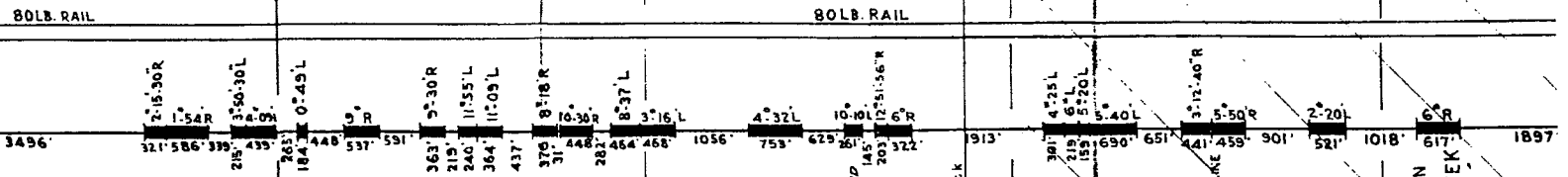
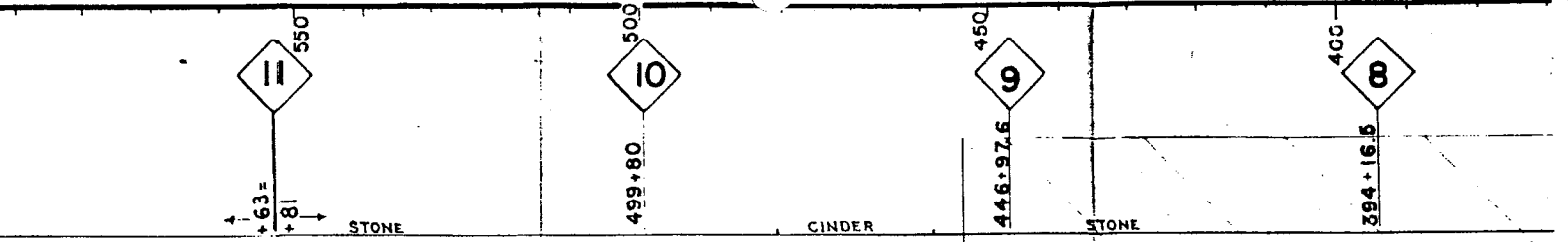
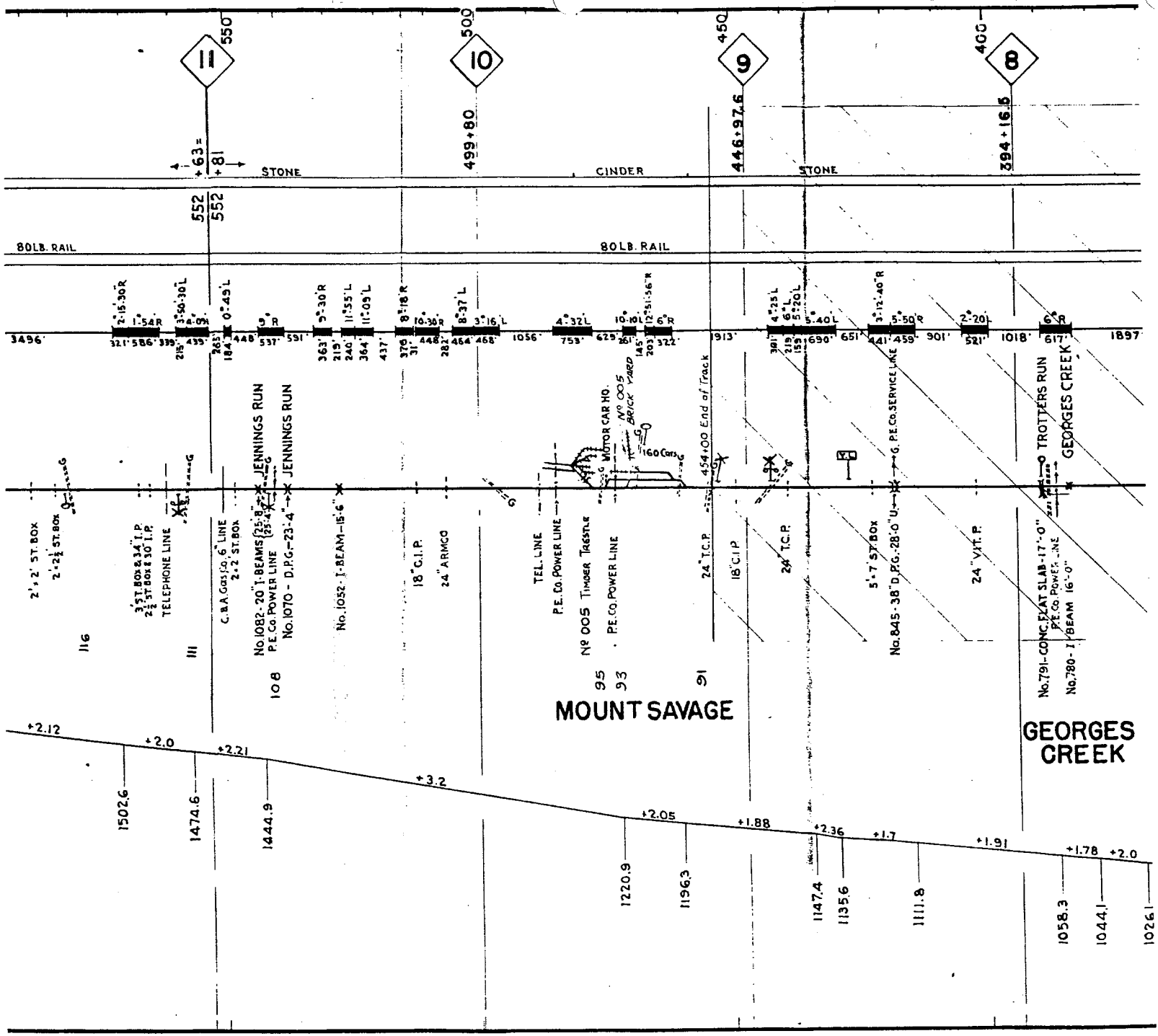
122



ELEV. 400

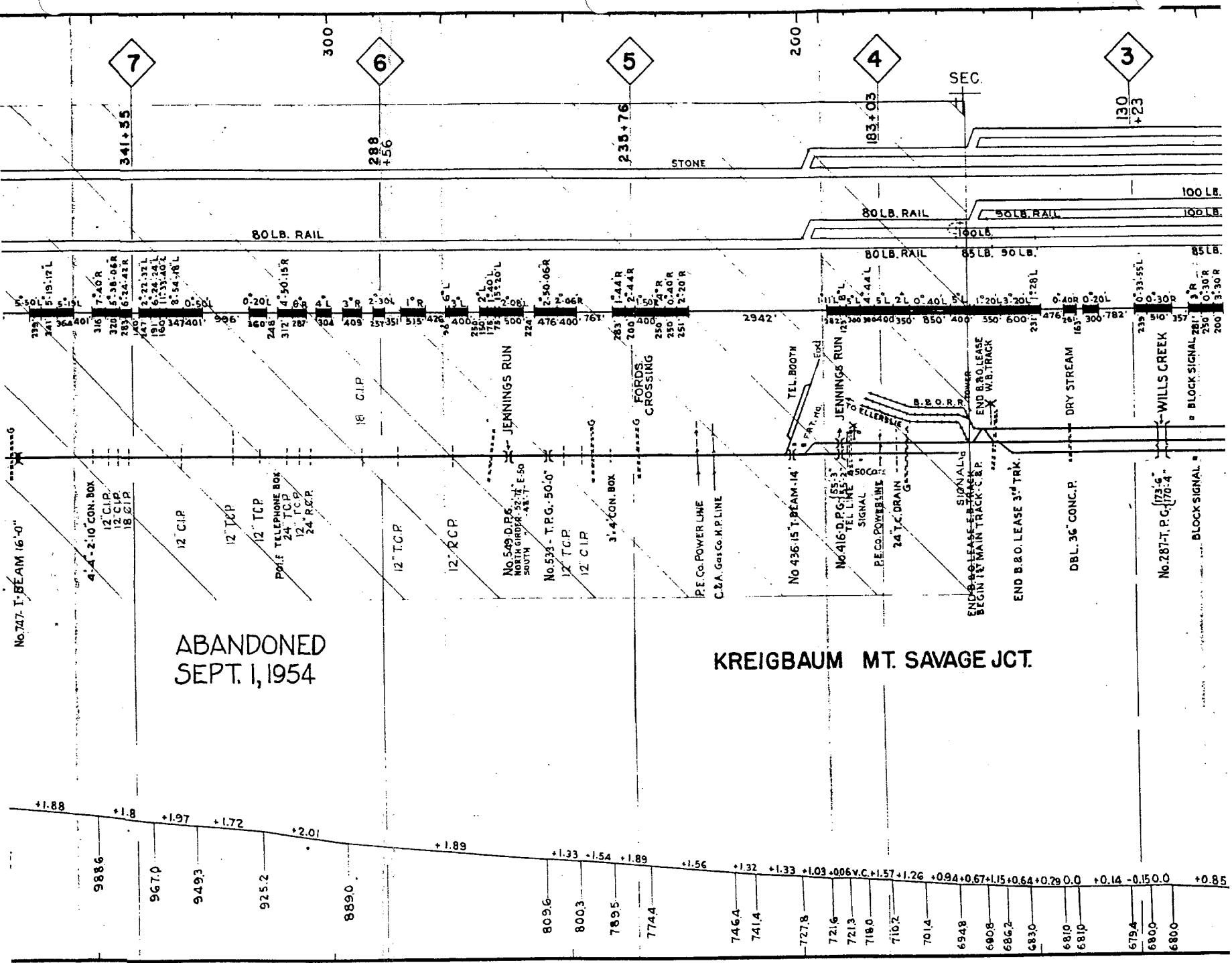
ELEV. 1000

ELEV. 400



MOUNT SAVAGE

GEORGES CREEK



No. 747. I-BEAM 16'-0"

4'-4" x 2'-10" CON. BOX
12 C.I.P.
12 C.I.P.
18 C.I.P.

ABANDONED
SEPT. 1, 1954

PMIF TELEPHONE BOX
24 T.C.P.
12 T.C.P.
24 R.Z.P.

No. 509 D.P.S.
NORTH CROSSING 52'-7" E 50'
SOUTH 41'-7"

No. 533 - T.P.G. 50'-0"
12 T.C.P.
12 C.I.P.

3'-4" CON. BOX

P.E. Co. POWER LINE
C.Z.A. Gas Co. M.P. LINE

No. 436-15 T-BEAM-14
TEL. BOOTH
F.M.T. No.

No. 416 D.P.G. 15'-3"
TEL. LINE
SIGNAL

RECO. POWER LINE
24 T.C. DRAIN

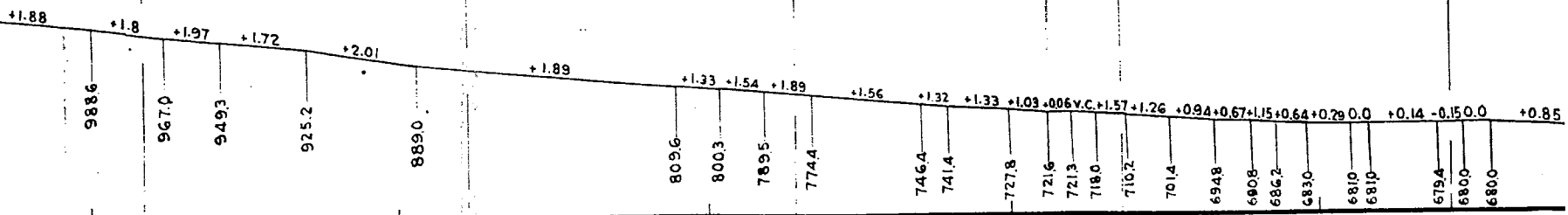
END B. 80. LEASE 3rd TRK.
BEGIN 12' MAIN TRACK S.E.P.
W.B. TRACK

END B. 80. LEASE 3rd TRK.

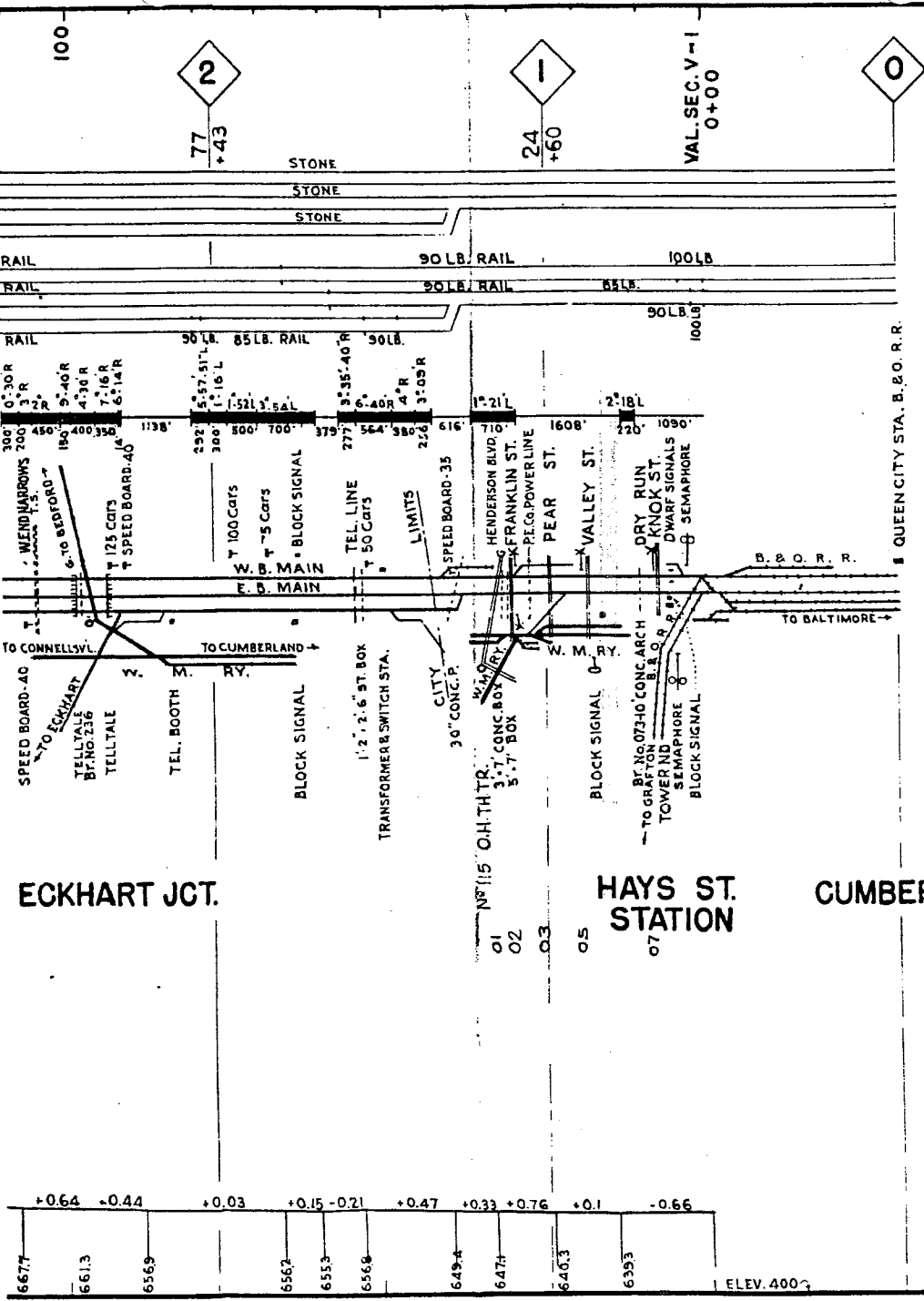
DBL. 36" CONC. P.

No. 287-T.P.G. 173'-5"
176'-4"
BLOCK SIGNAL

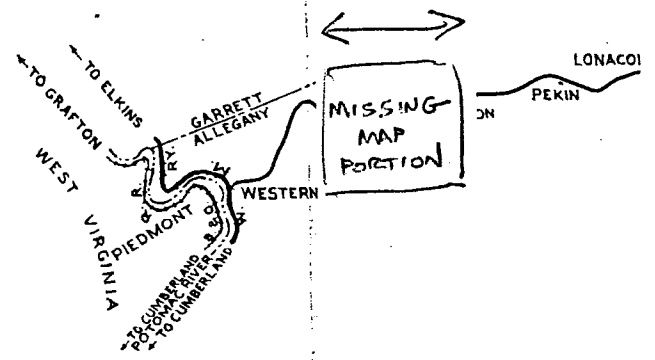
BLOCK SIGNAL



125

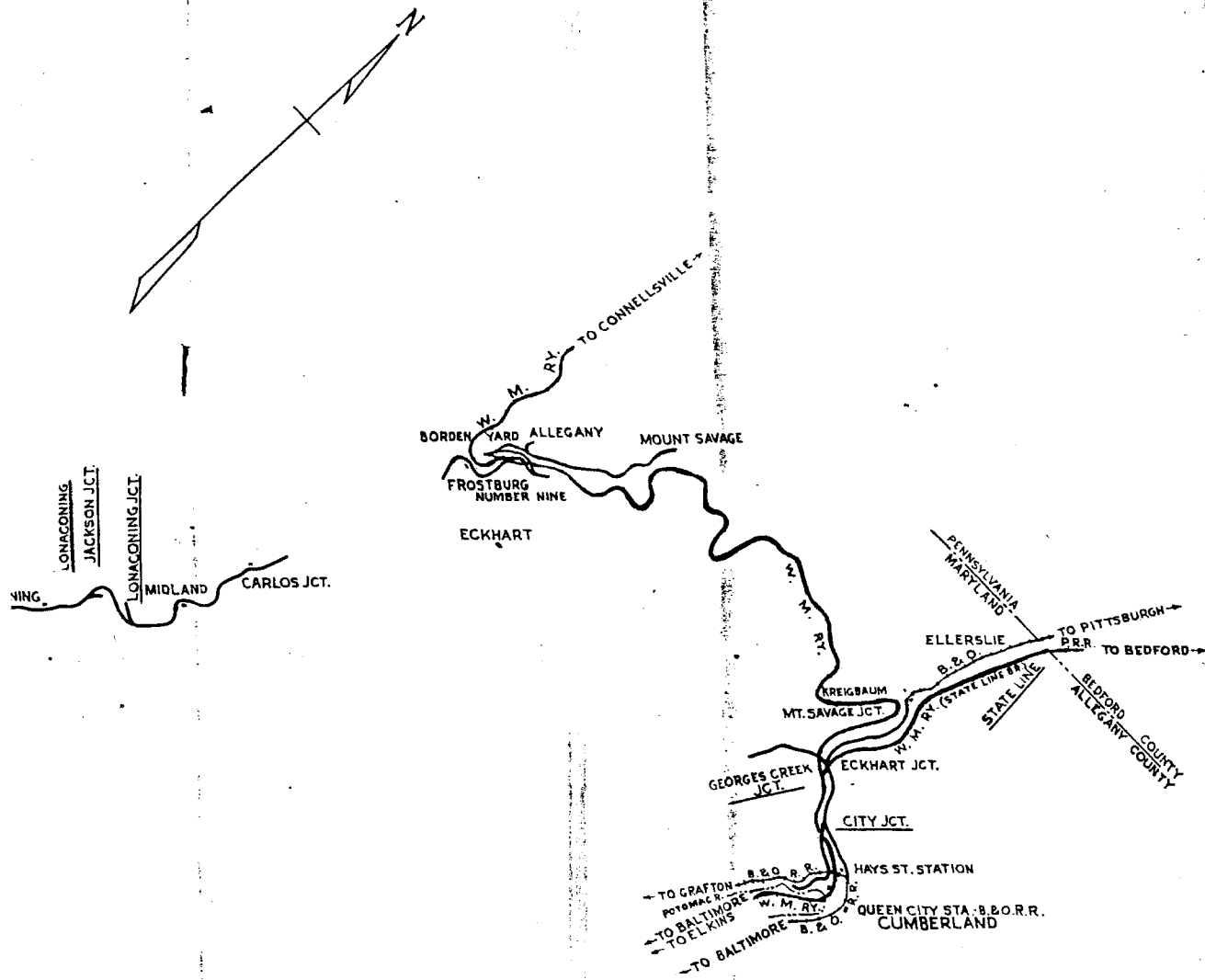


BALLAST
RAIL
ALINEMENT
TRACK



GRADE LINE
(BASE OF RAIL ELEVATIONS - W.M. DATA)
C. & P. SUBGRADE ELEVATIONS ADJUSTED TO W.M. BASE OF RAIL ELEVATIONS BY DEDUCTING ONE FOOT FROM C&P. ELEVATIONS.

126



WESTERN MARYLAND
RAILWAY CO.
TRACK CHART

C. & P. BRANCH
CUMBERLAND
&
WESTERNPORT

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

OFFICE OF CHIEF ENGINEER
BALTIMORE. MD.

MARCH 18. 1946.

CUMBERLAND & PENNSYLVANIA BRANCH

WESTERN MARYLAND RY. -
CUMBERLAND - WESTERNPORT

SCALE: 1 INCH = 2 MILES

A-1230-16