

ENGINEERING DEPARTMENT

TRACK CHART
SHOWING
ALIGNMENT
AND PROFILE

(1)

HAGERSTOWN
TO
PORT COVINGTON

TRAIN ACCIDENT PREVENTION LIBRARY
Casualty Prevention Department
Chessie System — Baltimore

WESTERN MARYLAND
DIVISION

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

BALLAST

RAIL

ALIGNMENT

TRACK

WESTERN MARYLAND
RAILWAY CO.

TRACK CHART
HAGERSTOWN
TO
PORT COVINGTON

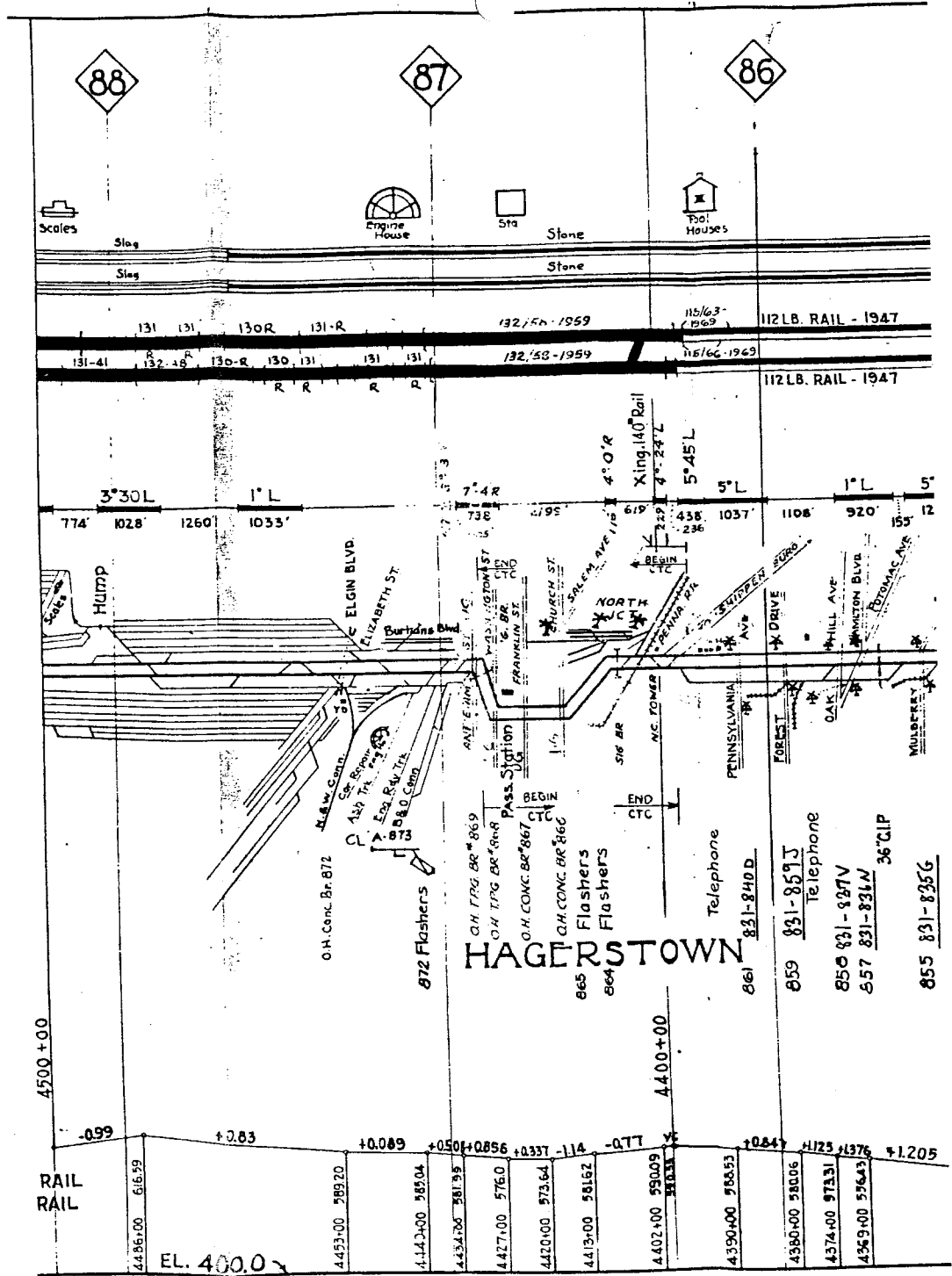
SCALE: 1 IN. = 2000 FT. HORIZ.
1 IN. = 20 FT. VERT.

OFFICE OF CHIEF ENGINEER
BALTIMORE, MD.

JAN 6, 1935.

GRADE LINE

ELEVATIONS - HAGERSTOWN TO EMORY GROVE - BASE OF
ELEVATIONS - EMORY GROVE TO FULTON - TOP OF



Slag



Engine House



Stone



Post Houses

131 131 130R 131-R 132.50-1959 112 LB. RAIL - 1947
 131-41 132.48 130-R 130 131 131-R 132.50-1959 112 LB. RAIL - 1947

774' 1028' 1260' 1033' 738' 738' 279' 619' 438' 1037' 1108' 920' 155' 12'

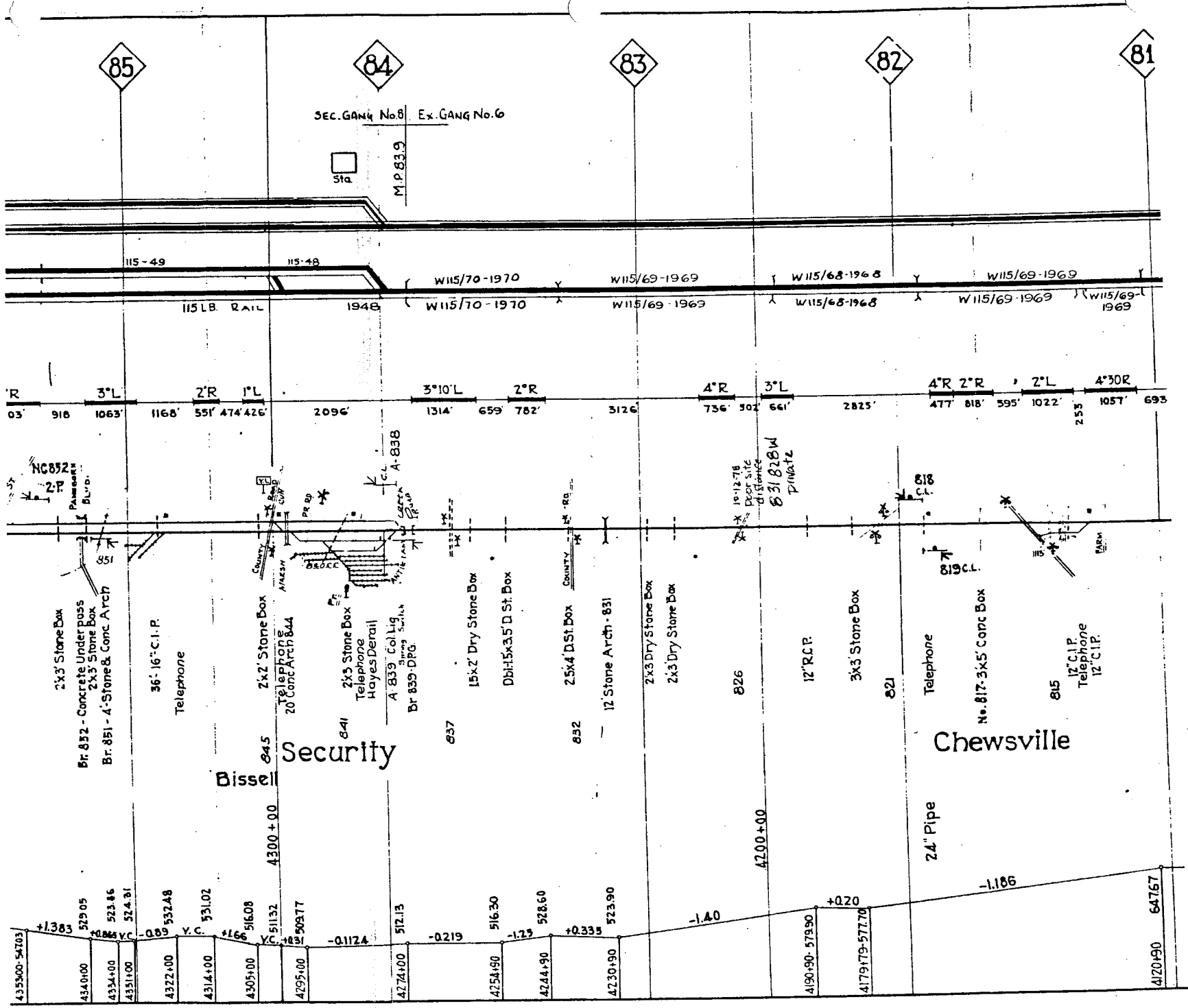
ELGIN BLVD
 ELIZABETH ST
 BURKINS BLVD
 ANGLEMAN ST
 WASHINGTON ST
 FRANKLIN ST
 CHURCH ST
 SALEM AVE
 PENNA. AVE
 HILL AVE
 WASHINGTON BLVD
 BROWN AVE
 MULBERRY

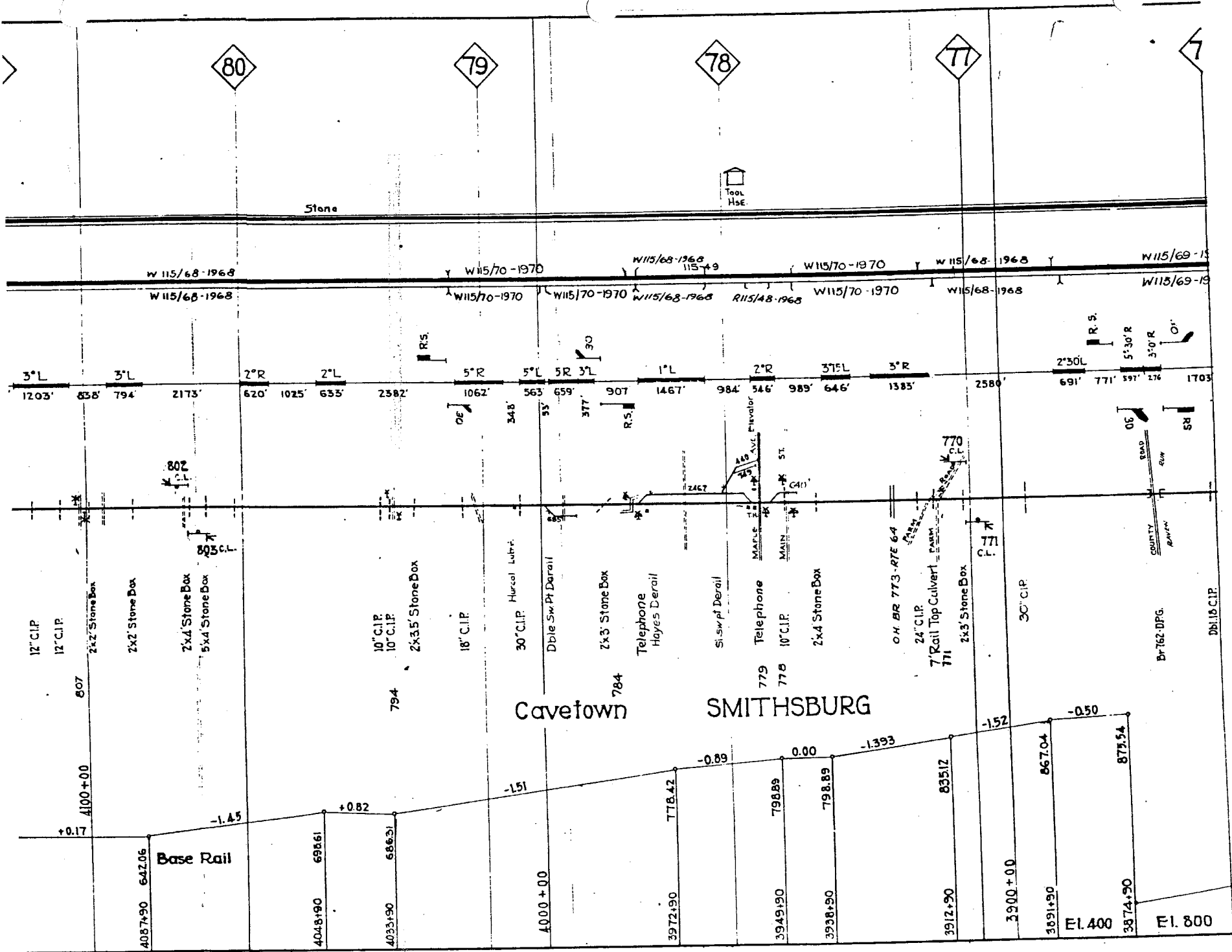
O.H. CONC. BR. 872
 O.H. CONC. BR. 873
 O.H. CONC. BR. 874
 O.H. CONC. BR. 875
 O.H. CONC. BR. 876
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 O.H. CONC. BR. 887
 O.H. CONC. BR. 888
 O.H. CONC. BR. 889
 O.H. CONC. BR. 890
 O.H. CONC. BR. 891
 O.H. CONC. BR. 892
 O.H. CONC. BR. 893
 O.H. CONC. BR. 894
 O.H. CONC. BR. 895
 O.H. CONC. BR. 896
 O.H. CONC. BR. 897
 O.H. CONC. BR. 898
 O.H. CONC. BR. 899

| | | | | | | | | | | | |
|-----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| RAIL RAIL | 4495+00 | 4453+00 | 4413+00 | 4374+00 | 4339+00 | 4290+00 | 4250+00 | 4210+00 | 4170+00 | 4130+00 | 4090+00 |
| | 616.99 | 589.20 | 585.04 | 581.99 | 576.0 | 573.64 | 561.62 | 550.09 | 543.31 | 537.6 | 526.43 |
| | -0.99 | +0.83 | +0.089 | +0.050 | +0.856 | +0.337 | -1.14 | -0.77 | +0.24 | +1.25 | +1.205 |

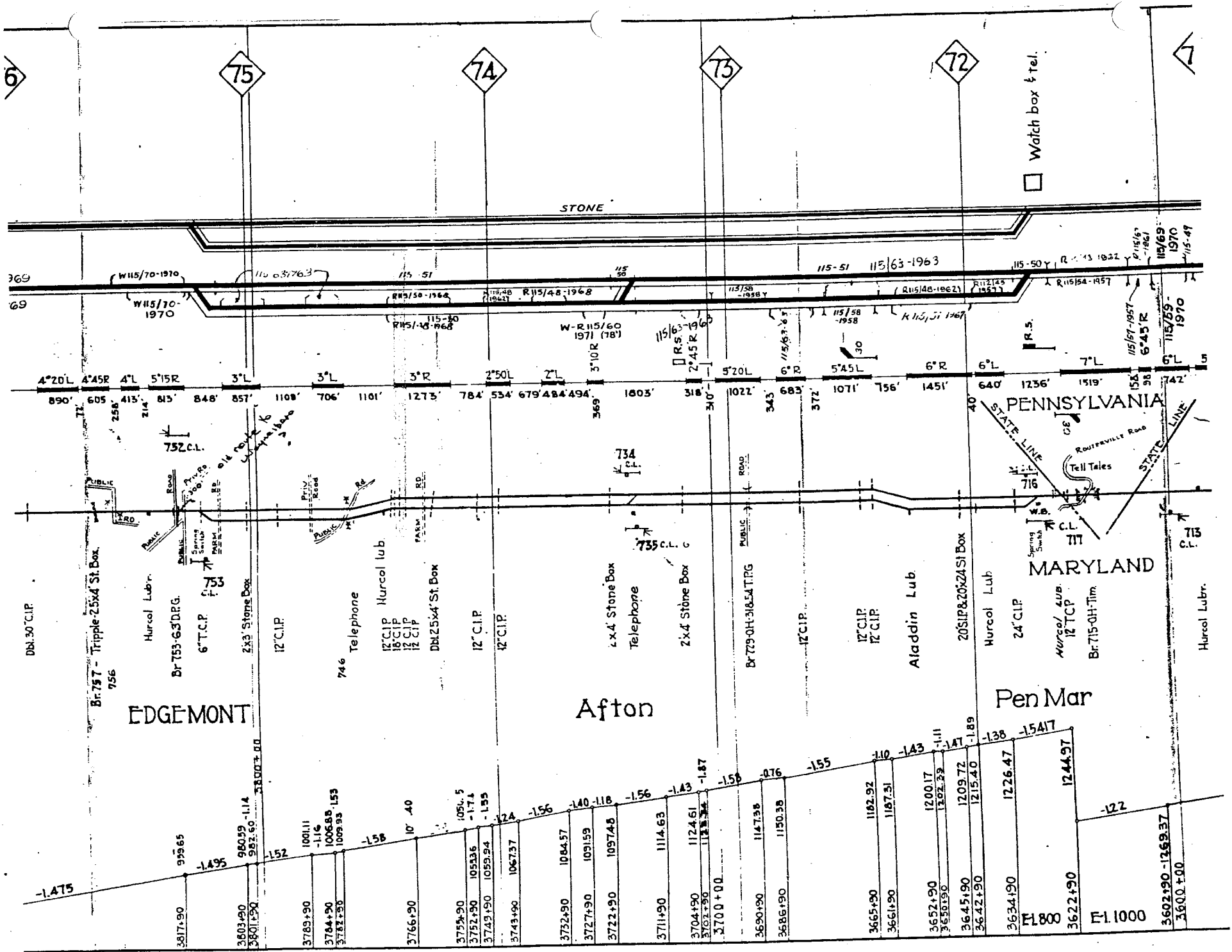
HAGERSTOWN

Telephone
 861 831-8400
 Telephone
 859 831-8891
 Telephone
 850 831-937V
 857 831-834W
 36° CLIP
 855 831-835G





S



-1.475

999.65

-1.495

3603.90

3801.90

980.89

982.60

1.14

313.00

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3789.90

1001.11

-1.16

3784.90

1006.88

1.53

3783.90

1009.93

3766.90

107.40

3758.90

1050.5

-1.74

3752.90

1053.36

-1.95

3749.90

1059.94

3743.90

1067.37

3722.90

1084.57

-1.40

3727.90

1091.59

-1.18

3722.90

1097.48

3711.90

1114.63

-1.56

3704.90

1124.61

-1.43

3702.90

1128.34

-1.87

3700.00

3690.90

1147.98

-1.58

3686.90

1150.38

-1.76

3665.90

1182.92

-1.43

3661.90

1187.31

-1.11

3652.90

1200.17

-1.47

3650.90

1202.29

-1.89

3645.90

1209.72

-1.38

3642.90

1215.40

-1.547

3634.90

1226.47

-1.22

F1800

3622.90

1244.97

F1.1000

3602.90

1349.37

3600.00

Watch box & Tel.

EDGEMONT

Afton

Pen Mar

PENNSYLVANIA

MARYLAND

STONE

Br 757 - Triple-25x4 St. Box. 756

Br 753-65 DFG.

2x3 Stone Box

12" C.I.P.

Telephone

Hurcol lub

Dbl 25x4 St. Box

12" C.I.P.

12" C.I.P.

2x4 Stone Box

Telephone

2x4 Stone Box

Br 729-0H-31&54 TRG

12" C.I.P.

12" C.I.P.

Aladdin Lub.

20x18 & 20x24 SI Box

Hurcol Lub

24" C.I.P.

Hurcol Lub.

Br 715-QH Tim

Hurcol Lub.

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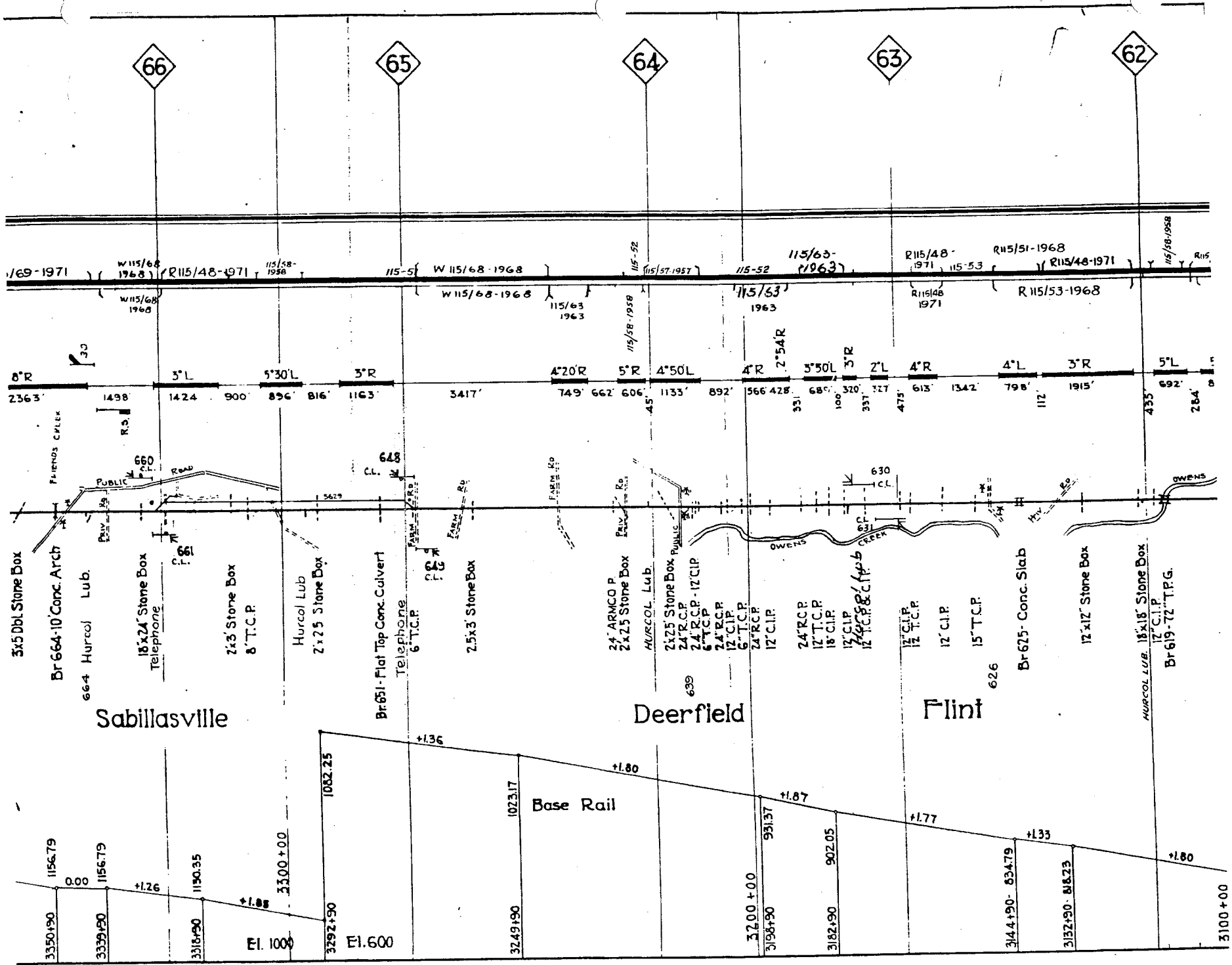
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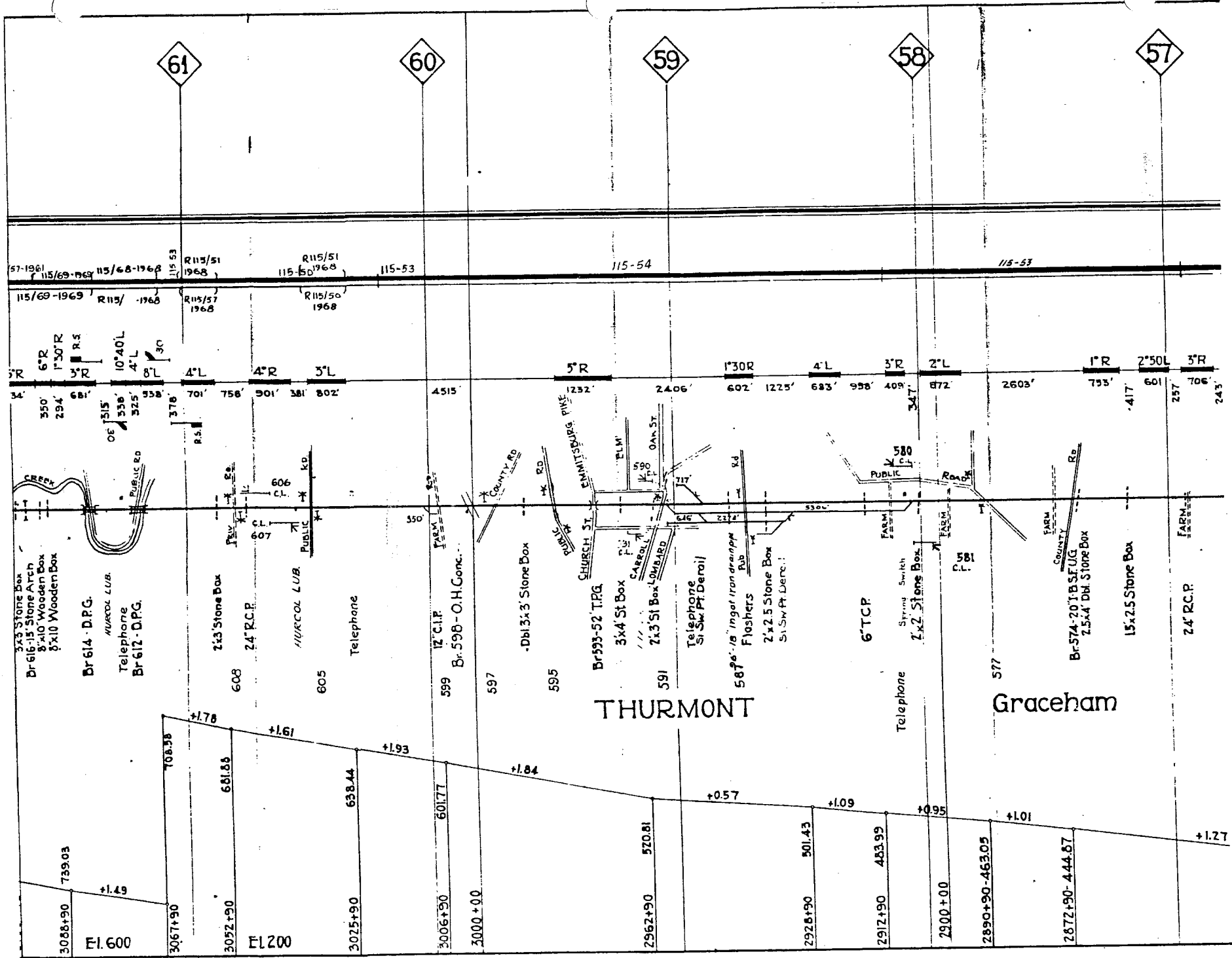


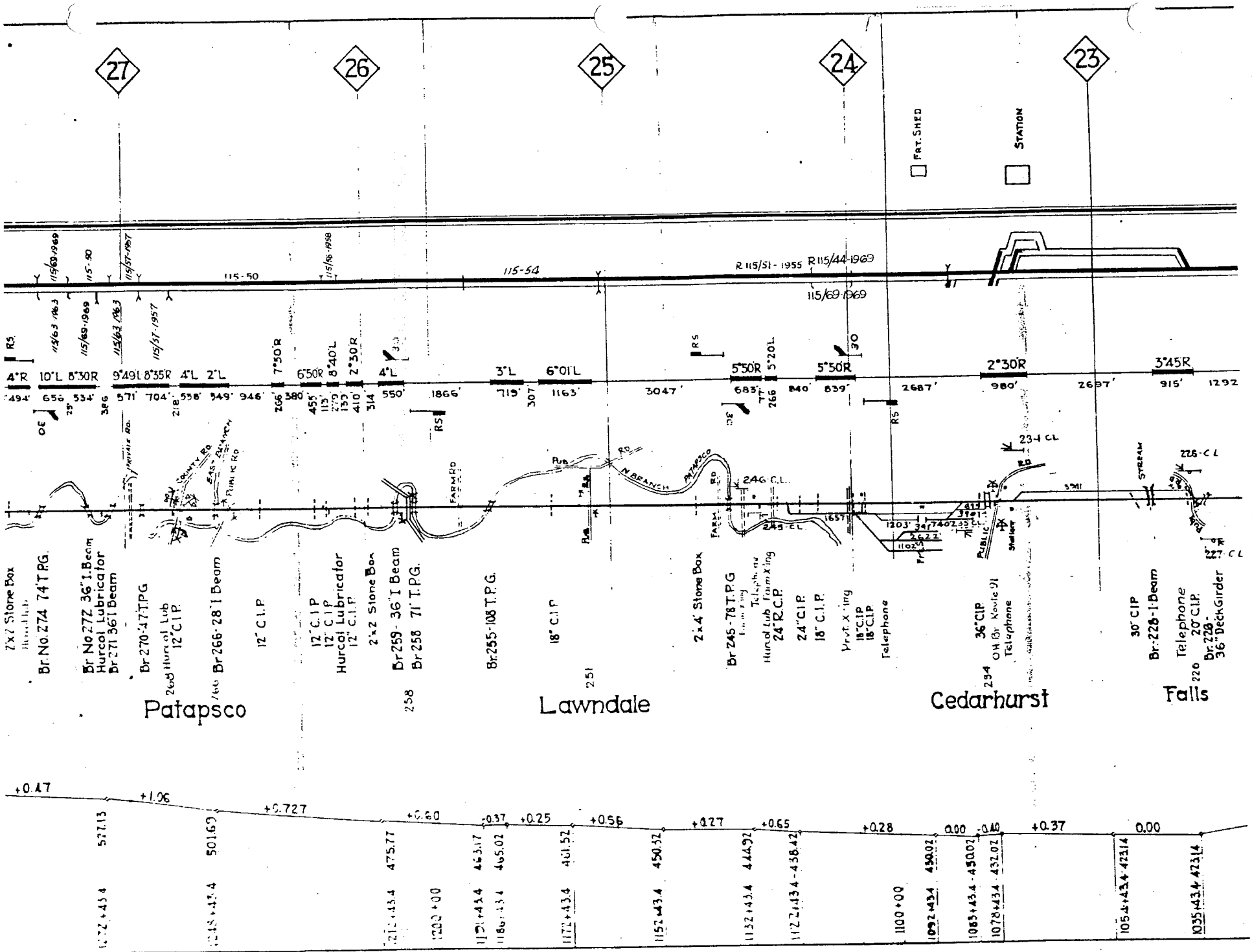
Sabillasville

Deerfield

Flint

Base Rail



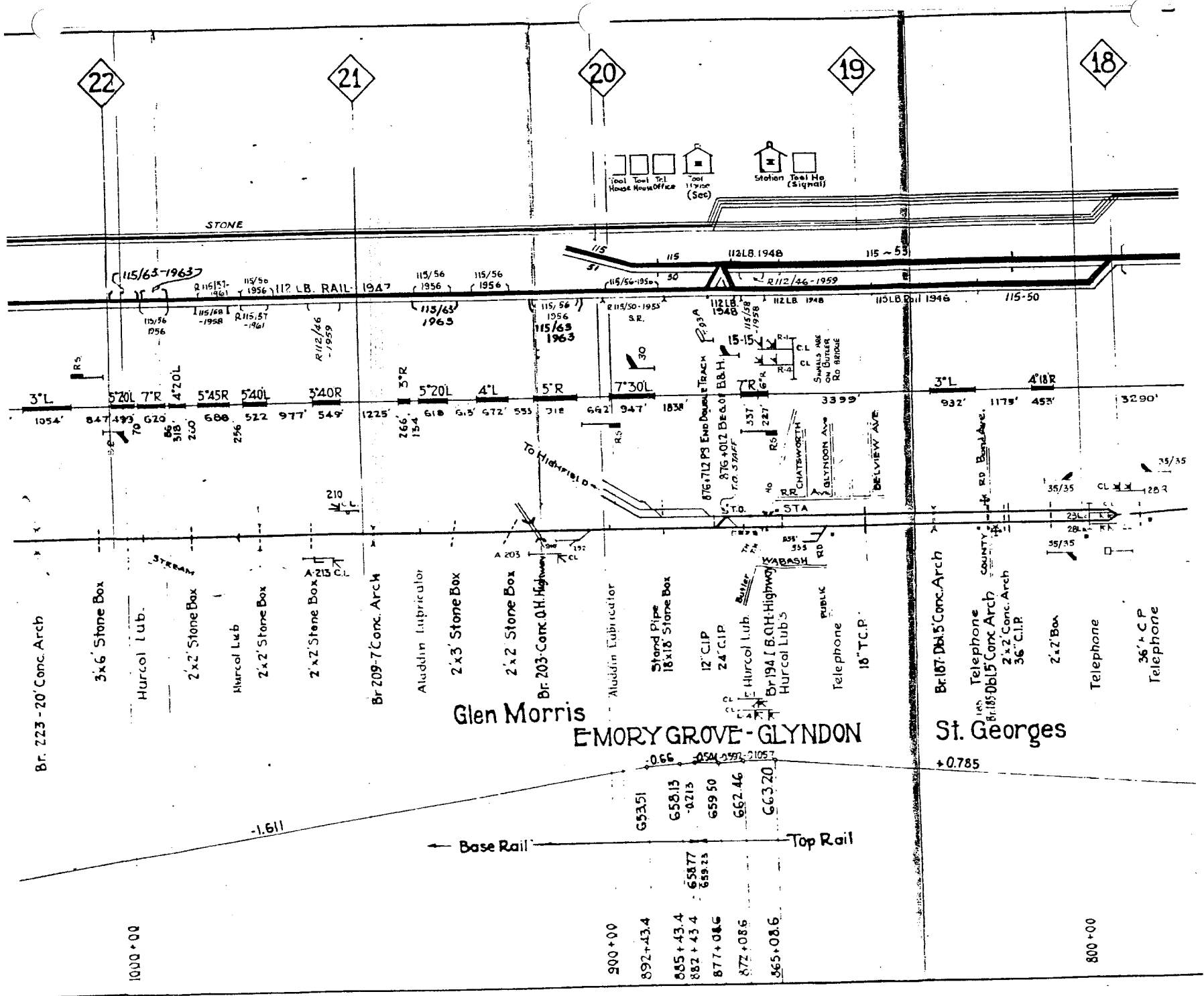


Patapsco

Lawndale

Cedarhurst

Falls



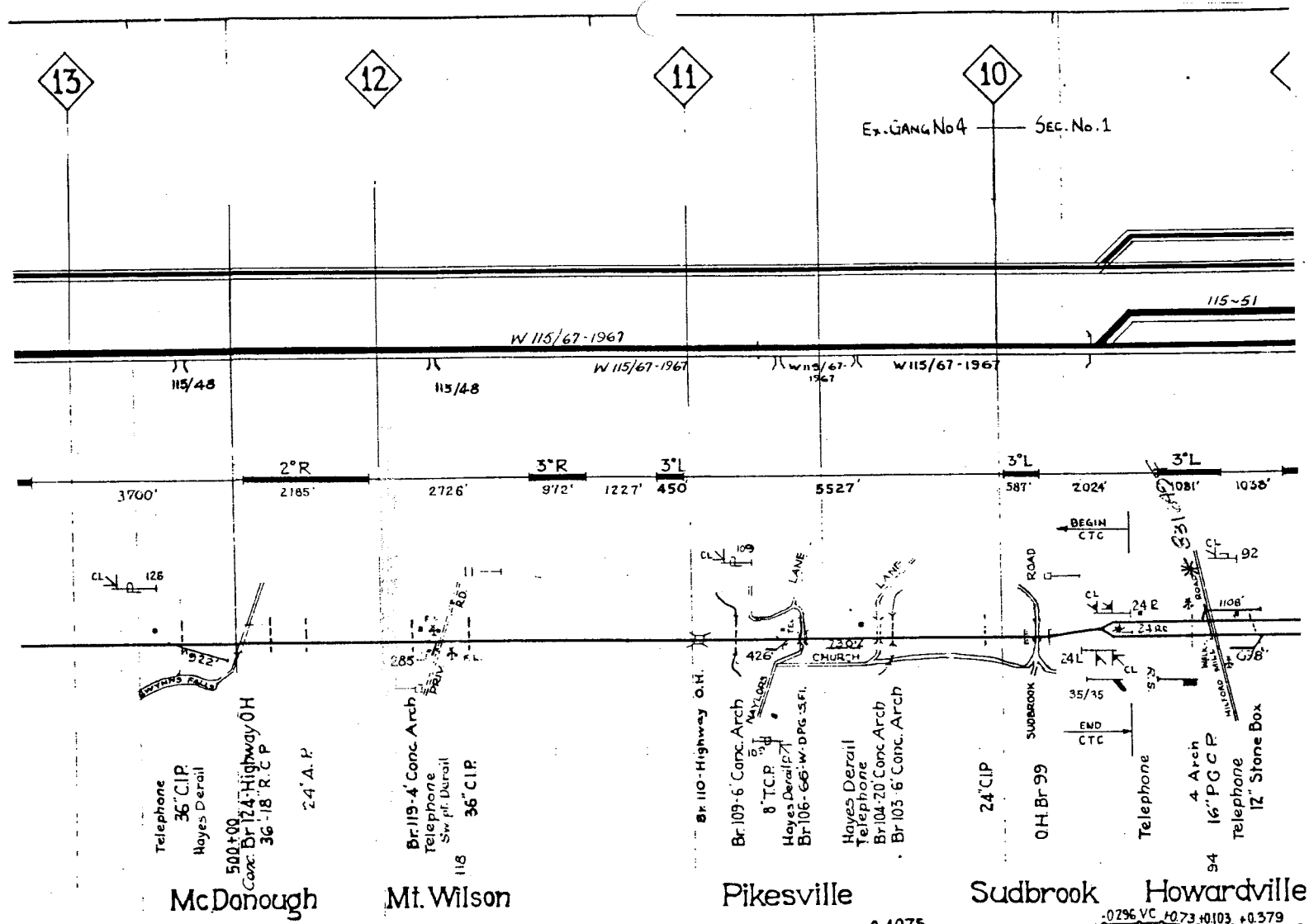
Glen Morris

EMORY GROVE - GLYNDON

St. Georges

| | |
|----------|--------|
| 1000+00 | |
| 892+43.4 | 653.51 |
| 865+43.4 | 658.13 |
| 882+43.4 | 658.77 |
| 877+08.6 | 659.50 |
| 872+08.6 | 662.46 |
| 865+08.6 | 663.20 |
| 800+00 | |

+0.785



| | | | | | | | | | | | | | | | | | | | |
|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------|----------------|----------|-----------|----------|----------|----------|----------|
| | +0.3716 | +0.293 | +0.4772 | -0.005 | -0.3987 | -0.24 | -0.425 | -0.309 | -0.44 | -0.27 | -0.53 | | -0.4075 | | -0.296 VC | +0.73 | +0.103 | +0.379 | |
| | 500+08.6 | 485+08.6 | 474+08.6 | 468+08.6 | 451+08.6 | 445+08.6 | 437+08.6 | 426+08.6 | 420+08.6 | 414+08.6 | 410+08.6 | 400+00 | Top Rail Elev. | 353+08.6 | 347+08.6 | 343+08.6 | 337+08.6 | 331+08.6 | 320+08.6 |
| | 427.19 | 422.79 | 417.54 | 417.84 | 424.61 | 426.04 | 429.44 | 432.84 | 435.52 | 437.14 | 439.26 | | | 462.49 | 464.24 | 464.14 | 459.74 | 459.12 | 454.95 |

