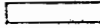
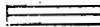



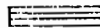
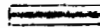


-  90 lb. Rail
-  100 lb. Rail
-  112, 115 lb. Rail
-  130, 131, 132 lb Rail

-  Cinders
-  Slag
-  Stone

BALLA

RAIL

ALINEMENT

TRACK

GRA
LIN

WESTERN MARYLAND
RAILWAY CO.

TRACK CHART

HAGERSTOWN

TO

LURGAN

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

OFFICE OF CHIEF ENGINEER
BALTIMORE, MD.

1935

AS OF JANUARY 1 1954

0

1

2

SEC 38



Tool Hn

STONE

STONE

131Lb. - 1944

131Lb. RAIL - 1945

131Lb. 1944

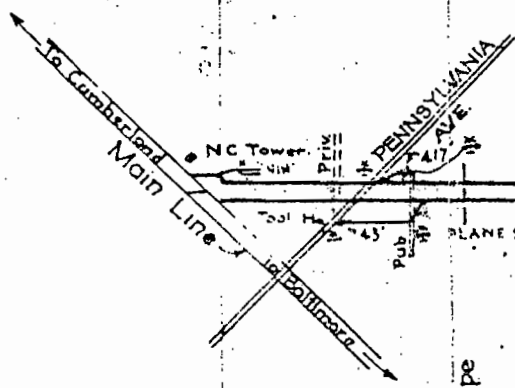
131Lb. 1944

131Lb. - 1944

3274'

1°00' L

1602'



NORTH JUNCTION
HAGERSTOWN

18" C.I. Pipe

12" C.I. Pipe

18" C.I. Pipe

36x36" D.S. Box

12" T.C. Pipe

18" C.I. Pipe

Br. No. 10 - S. X. I. Beam.

589.76

587.36

585.70

-0.70

559.80

559.80

+0.70

584.41

586.01

+0.10

587.30

0+00

11+75

15+75

ELEV. 400

57+25

60+75

95+00

99+00

100+00

112+00

3

4

5

38 SEC 39

131 LB. RAIL - 1947

131 LB. - 1946

131-43

131-43

131 LB. 1943

131-43

131 LB. 1943

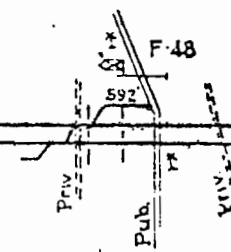
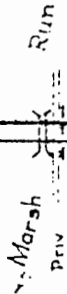
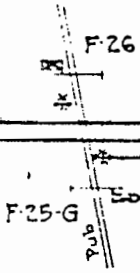
17,030'

0°30'R
1610'

6939'

MARYLAND

P
MASON'S



24" R.C. Pipe

36" C.I. Pipe
16" C.I. Pipe

12" C.I. Pipe

12" C.I. Pipe

12" C.I. Pipe

18" C.I. Pipe
16" C.I. Pipe
2-12" C.I. Pipes
12" C.I. Pipe
12" C.I. Pipe

36" R.I. Pipe
12" C.I. Pipe

18" C.I. Pipe
24" C.I. Pipe
12" C.I. Pipe

Mount

Reid

Br No 32 S.F. I Beam

Br No 39 Conc. S.F. I B.

116+00
588.30

132+00
597.00

141+00
596.60

148+00
592.40

150+00
-0.45
591.50

168+00
586.10

170+00
585.95

200+00
590.63

201+00
592.53

205+00
597.23

227+50
607.95

235+50
609.55

263+00
601.20

265+00
601.11

+0.50

V.C.

+0.30

+0.15

V.C.

+0.70

+0.70

+0.20

+0.20

-0.30

+0.22

6

7

8

STONE

STONE

131 LB. RAIL - 1945

131-1945

131-1944

C-131-RE-41

31-39

32-48

132-49

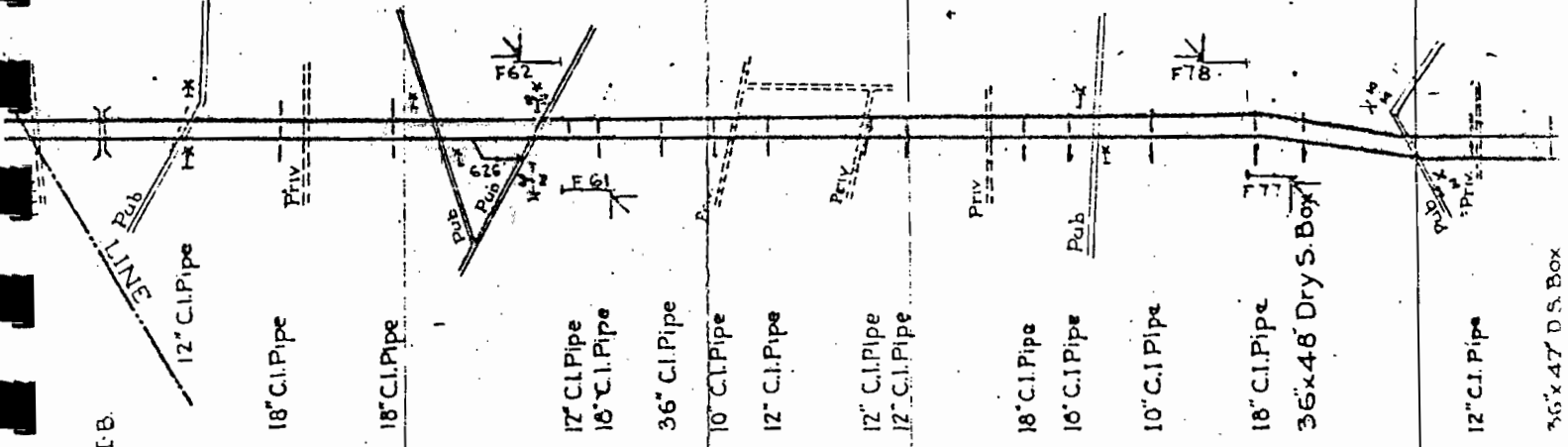
131 LB.

0°30' L
1050'

9023'

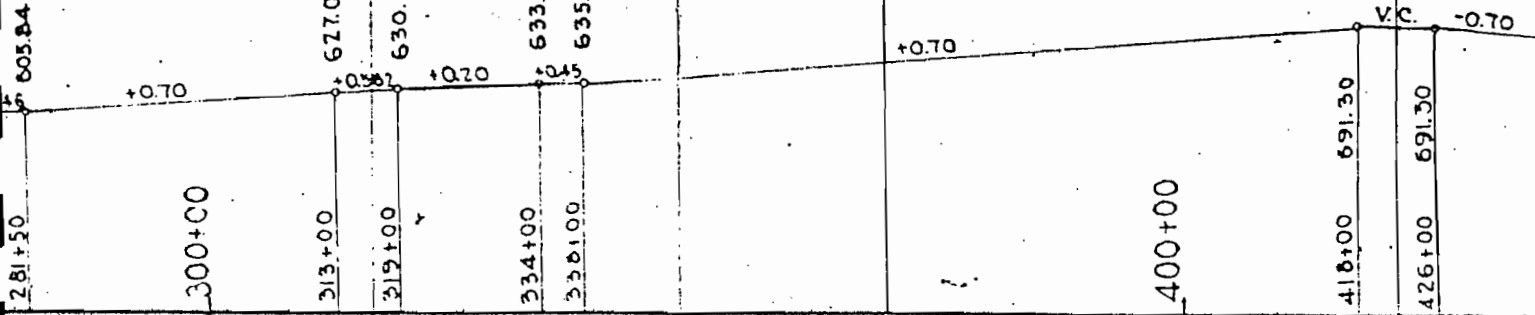
0°30' L
1633'

PENNSYLVANIA



Br. No. 54 - S.F.I.B.

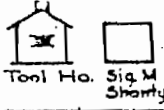
Wingerton



9

10

11



STONE

B-131-RE 1939

32-48-N.S.

131-45

132LB. S.S.-48

946

131LB. 1948

10319

2°00'R
2254'

613'

2°00'L
1658'

MARSH RUN

1. Pipe
36'x60" D.S. Box

10" C.I. Pipe

Power Lin. & Block Office
18" C.I. Pipe

36'x40" D.S. Box
B.S. State Highway Rt. 224
Solid Floor 1st. Bear.

708'
Tool House & S.W. Shanty

Priv

S.F.I.B. - Br. No. 95
18" C.I. Pipe
Bir. No. 96 Dou. 36'x60" D.S. Box

Priv

Dou. 18" T.C. Pipe

12" C.I. Pipe
36'x48" D.S. Box

Pub
Br. No. 104 - S.F.I.B.

Br. No. 105 - Conc. Box Culvert

36'x36" D.S. Box
18" C.I. Pipe

Priv

Wayne castle

V.C.

+0.25

V.C.

+0.70

V.C.

4.41
61.3

4.47+00 - 679.49

4.87+00 - 689.50

4.91+00 - 691.40

5.00+00

5.93+00 - 762.80

6.00+00

12

39 SEC 40

13

14

STONE



B-131 RE-1947

C-131 LB-1947

G.R.I.L.D
1319

C-131 RE-1947

S-131 RE-1947

15,329

0°30' R
1474'

3° L
1221' 1253'

4° R 2'5
619

12" C.I. Pipe

12" C.I. Pipe

12" C.I. Pipe
18" C.I. Pipe

Pub
Br. No. 123-S.F.I.B.
Br. No. 123-A Conc. Box Culvert

2-12" C.I. Pipe

Priv.

Priv.
Priv.
Priv.

Pub
Br. No. 133-24" S.F.I.B.
Conc. Box Culvert

F-137

16" C.I. Pipe
18" C.I. Pipe
12" C.I. Pipe

Pub. Rd.
Tool No.

12" C.I. Pipe
15" C.I. Pipe

70 WAYNESBORO
5 ft.
18"

Greendale

Conboy

-0.70

V.C.

+0.70

V.C. -0.50

-0.25

0.00

+0.10

+0.20

V.C. +0.65

+0.307

601+00

628+00

636+00

682+00

688+00

700+00

702+00

716+00

722+00

726+00

743+00

749+00

743.90

743.90

776.10

776.10

769.70

766.20

766.20

766.60

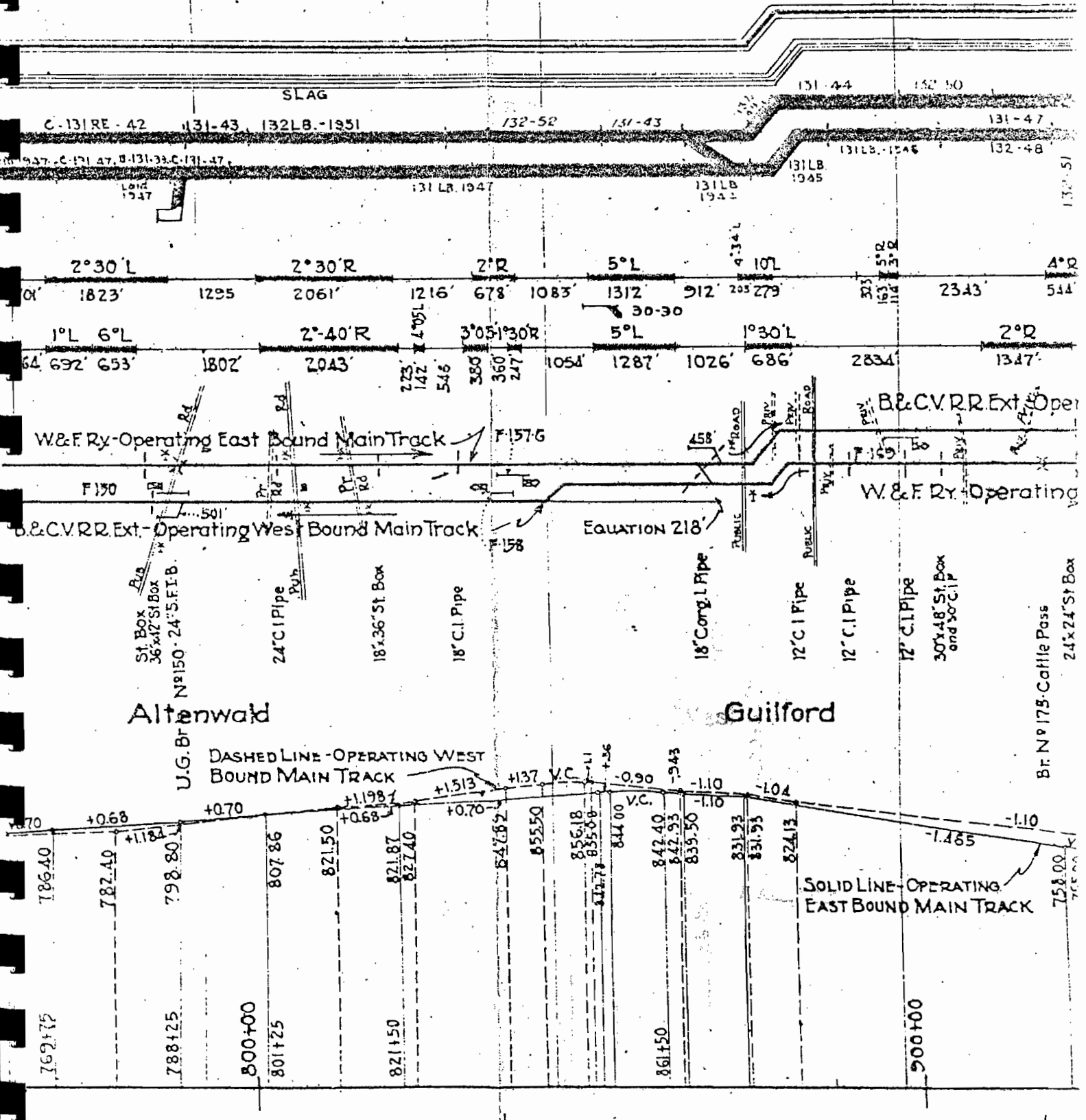
769.93

772.48

15

16

17





SEC

40 41



1015.8



CINDER

STONE

CINDER

131-44

131-43

131-43

131-42

132-52

131-47

47

48

131LB-1946 131.44

131LB-1946

131LB-1945

131LB-1945

30-30

212 3°R
161 4°R

2007

265

3666

0°30
620

1501

1°45L
236 754

2°R
795

2950

27
538

C-131-CC-42

LINEMENT OF WEST BOUND MAIN TRACK

3086'

Setting East Bound Main Track

West Bound Main Track

EQUATION 521

F-191

F-193

PRIV. 84

- Dbt. 12" C.I. Pipe
- 18" T.C. Pipe
- 24" R.C. Pipe
- 42x48" St. Box
- 36x48" St. Box

Stone Arch

- 24x24 St. Box
- 24x24 St. Box
- 12x15" St. Box

O.H. Br. No 187 - Conc.

1000+00 (W&F RY)

24x36 St. Box
End of W&F RY
B&C.V.R.R. Ext.

20" C.I. Pipe

20" C.I. Pipe
1000+00 (B&C.V.R.R. Ext)

O.H. Bridge No 193

18x23 Mortar Box

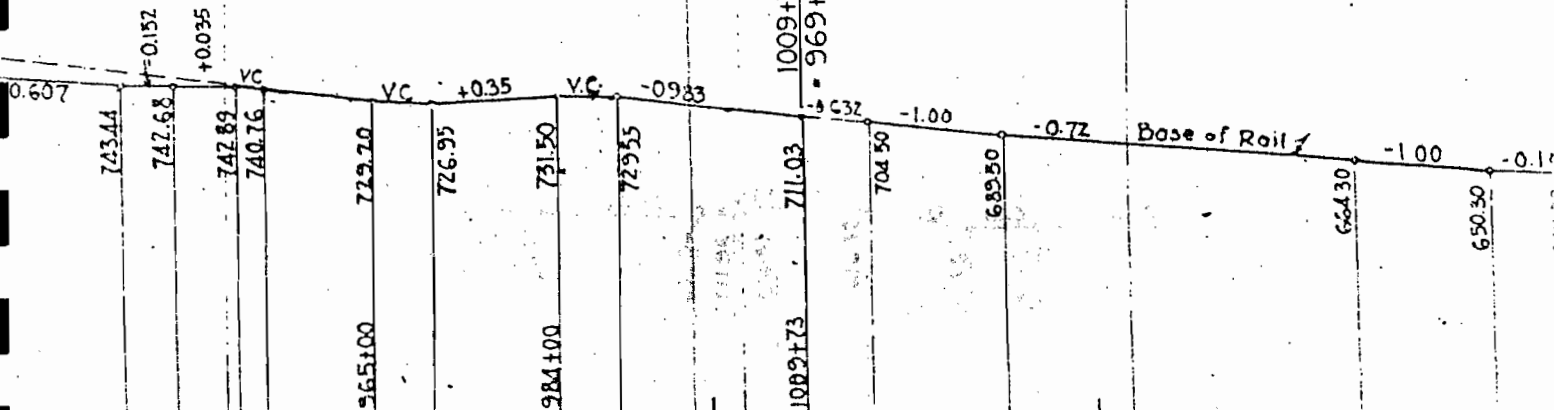
New Franklin

West Brandon

No 183

1000+00

1009+73 P.S.
- 969+57.2



20

21

22

41 SEC 42

STONE



c-131-cc-41
132-52
132-49

132-47

132-52

132-51

132-453

132-50

132-453

132-49

132-53

131 L.B. 196

90 LB.

4°R

205' 4" L

235' 7" 30" R

30' 25" 4" L

670'

310'

4° 20" R

5° 00" R

1400'

1° 30" R

1588'

6927'

1048'

3352'

PUBLIC

Penstock

Spring Switch
Mech. Facing Pt. Lock

N° 205A Ugr. S.F.
N° 205 T.R.G.
36" R.C. Pipe

Brandon

Bridge
Bridge

PENNA. R.R.

GREENCASTLE

P.R.R.

504

427

708

ALLEY

SOUTH IV ST

ALLEY

CATHERINE J.K. ST

LIBERTY ST

WASHINGTON J.K. ST

ALLEY

QUEEN ST

LINCOLN J.K. WAY WEST

KING

CONOCOCHEAUSE

443

923

168

140

1222

140

1720

570

1720

1720

1720

1720

1720

1720

BR N° 217 D.R.G.

12" T.C.P.
58'-24" R.C.P.
8" T.C.P.

18x24" D. St. Box

1'x2' Wood Box
10" C.I.P.

Br. N° 223 - Con. Slab

Br. 217A Fr. Tr.

Br N° 226 Rail Top Culvert

Br N° 228 Rail Top Culvert

-0.67 VC+57.00 -2.00 VC+100+00 0.082 VC+103.00 -1.60 +0.13 0.00 +0.74 -0.25

630.76

633.42

642.92

642.92

617.50

611.25

603.96

611.96

616.82

616.82

598.67

601.68

601.68

615.74

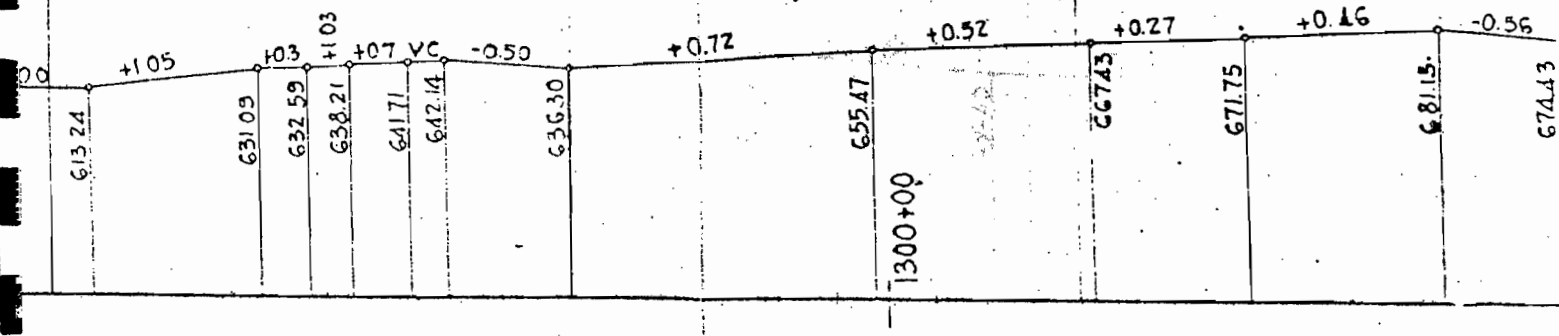
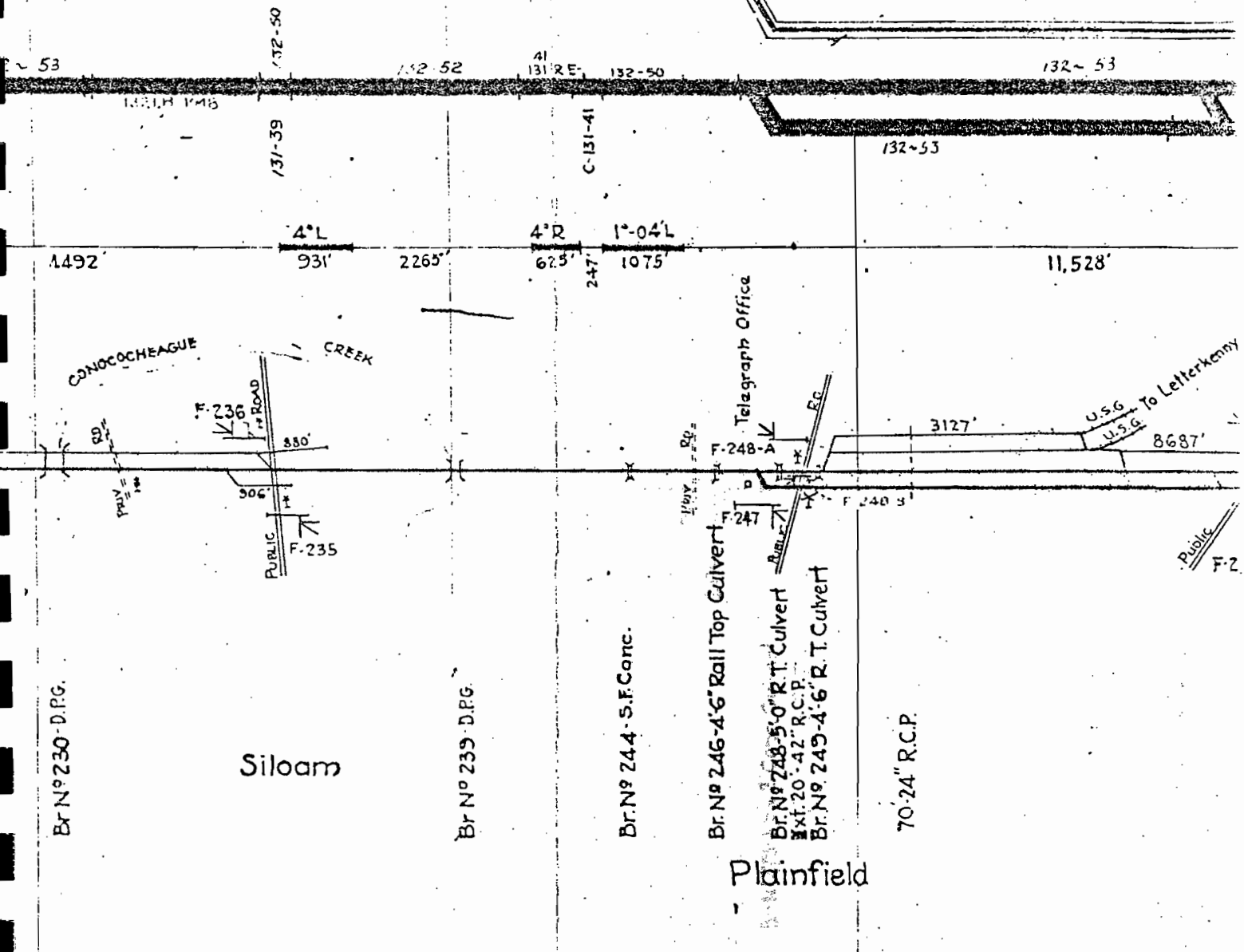
1200+00

6137.4

23

24

25



6

27

28

2

SEC

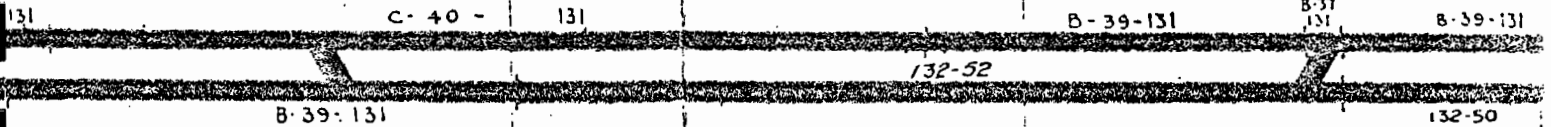
42 44

Fr. Sta.



STONE

STONE



2°R
843'

5047'

3°L
407'

4010'

3°20R
271'
3°4R
274'

1656'

Freight Depot

F-260 A
Dist. No.
810'

F-268

F-286

F-260 B

F-285

PRIV. RD.

PUBLIC ROAD

PRIV. RD.

PRIV. RD.

PRIV. RD.

PRIV. RD.

PRIV. RD.

PRIV. RD.

Culbertson

Br. No 274-5-0' R.T. Culvert

12x12 Stone Box

Br. No 279-3.5x8' Conc. Culvert

3-0" Rail Top Culv

Br. No 283-4-0' R.T. Culvert

Kobeen

+0.36 -0.28 -0.057 -0.057 -0.50 -0.25 Base of Rail -0.393

678.03

675.23

673.52

656.42

636.40

627.15

1400+00

1500+00

Elev. 100.00

30

31

32

GN
ENGINEERING
OFFICE

B-39- 131-GC.

131-40

131-

132-52

132-53

132-49

132-53

166' 0°52'R
342' 2°15'R

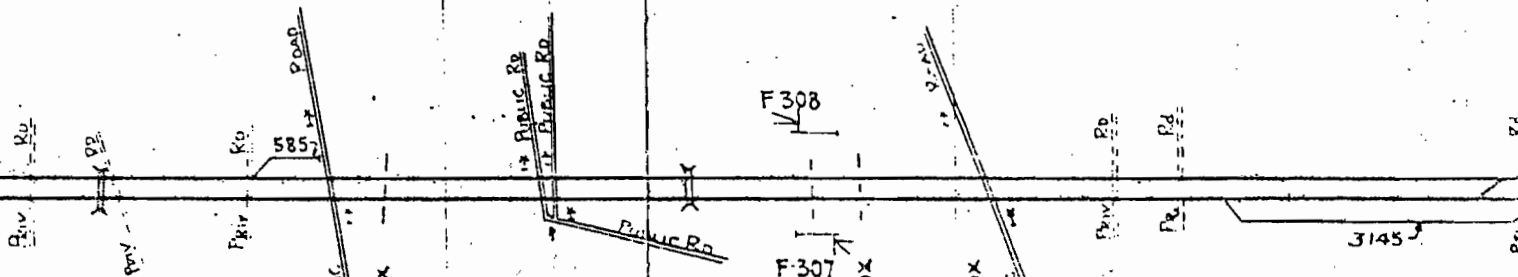
5459'

1°40'L
256'

3060'

181' 3°30'R
389' 4°R

6376'



Br N° 293 Cattle Pass

Pinola

36"x36" D. St. Box

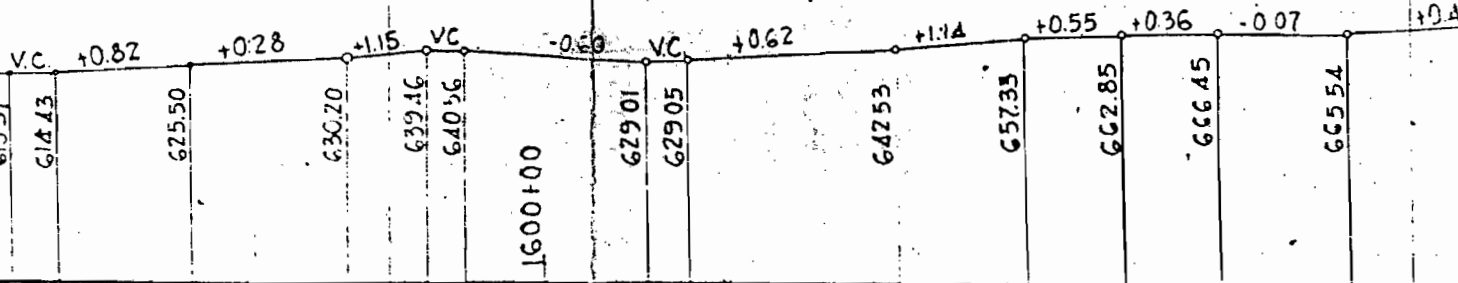
Br N° 305 R.T. Conc. Slab

24" C.I. Pipe

12" x 12" D. St. Box

36"x36" D. St. Box

3145'



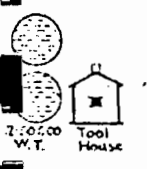
33

34

Baltimore & Cumberland Valley R.R.
Posts Shown Thus: (9) to (24)
Washington & Franklin Railway, N.
Thus: (1) to (4) Miles From:

SEC

44



CINDER

90LB RAIL

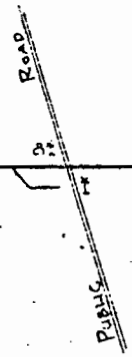
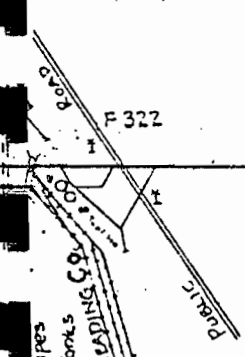
BALLAS
RAIL

ALINEMEN

2018 4°L 210 805 468 627 3°R 272' 1111' 13°R 792' 515' 11°40'L 462' 711' 151' 10°L

(W.M.RY CO)

TRACK



READING Co.

Br N° 322
2 Standpipes
2 Water Tanks
READING CO
PUBLIC

12x12" D St Box

24x36" D St Box

24x36" D St Box

Br N° 334 - 20" I.B.

Br N° 335 - Timb. Str.

Br N° 337 - Fr. Tres.

HIPPENBURG, PA

1795+80 End of B&C.V.R.R. EXT. CO.

+0.86 0.0 -0.125 -1.62








V.C. +0.84 0.00 +0.07 +0.30 V.C. +1.21

674.50 692.56 692.56 686.31 647.57 628.93 647.01 642.01 645.51 646.50 651.30 671.67 675.75

GRADE
LINE
(BASE OF RAIL ELE)

ELEV. 400

Extension, Mile
From Edgemont
Post Shown
Hagerstown

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

WESTERN MARYLAND
RAILWAY CO.
TRACK CHART
LURGAN
TO
HAGERSTOWN

SCALE, 1 IN. = 2000 FT. HOR.
1 IN. = 200 FT. VERT.

OFFICE OF CHIEF ENGINEER
BALTIMORE, MD.
1935.

AS OF JANUARY 1, 1954

(ELEVATIONS)