

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

LAST

RAIL

EMENT

ACK

RADE  
NE  
(RAIL ELEVATIONS)

WESTERN MARYLAND  
RAILWAY CO.  
TRACK CHART

YORK  
TO  
PORTERS

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

OFFICE OF CHIEF ENGINEER  
BALTIMORE, MD.

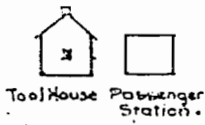
MAY, 1935.

AS OF JANUARY 1, 1954

15

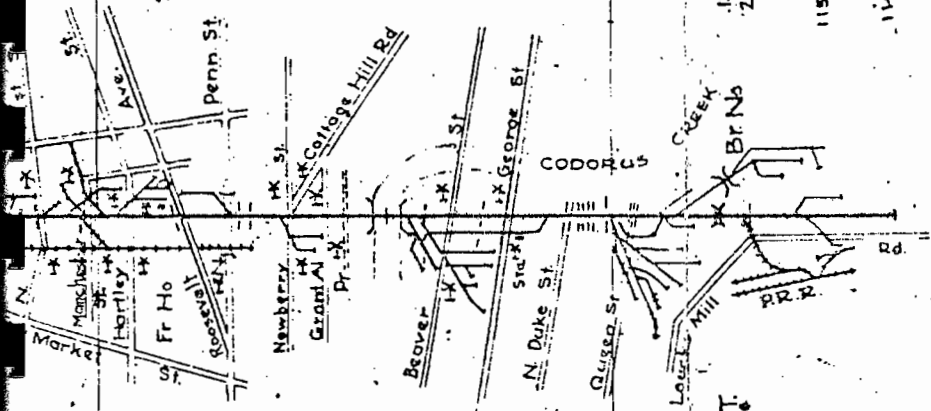
16

36 SEC



90 LB. RAIL

287' 0" 40' R  
 1056'  
 540'  
 576'  
 572'  
 532'  
 805'  
 369'  
 530'  
 120' x 9' 30" L  
 328'  
 178'  
 226'  
 510'  
 115' 114' x 2' R  
 115' 147' x 1' L  
 260'  
 114' 61' x 4' L



6" T.C.P.  
 24" C.I.P.  
 8" T.C.P.  
 O.H. Br No 152  
 2-10" C.I.P.  
 Br No 156 T.T.  
 Tool House  
 24" T.C.P.  
 10" T.C.P.  
 Station  
 4" Brick Sewer  
 24" T.C.P.  
 4" T.C.P.  
 24" T.C.P.  
 2-24" T.C.P.  
 10" T.C.P.  
 Br No 162 8x16 T.  
 30" C.I.P.

West York YORK

-0.89  
 799.75-387.18  
 800.00  
 803.75-333.13  
 -1.00  
 -0.45  
 827.75-372.35  
 -0.58  
 833.75-363.33  
 -0.17  
 852.75-362.35

ELEVATION 200.00

200+00

(BASE OFF

BA

ALIN

T

G

12

13

14

Diesel Eng. Ho

Sand Ho

Scales

1919 1927 1918 1913 1917  
1913 1916 1917

6135' 2°00'R 1077' 434.8 3°00'L 735' 2173' 1°30'L 796' 2717'

24'x24' St. Box  
18" T.C.P.

Br. 123-Con.S  
To Quarries  
Br. 123-A-Con.S.

Br. No. 124-24" I.B.

48" Armeo Arch Cul. Pipe

18" T.C.P.  
18" T.C.P.

Same House

Br. 132-60" R.C.P.-4" Arch  
Track Scales

12" C.I.P.  
O.H. Br. No. 140  
6" T.C.P.  
6" T.C.P.

6" Arch. Br. 142

18" T.C.P.

12" T.C.P.  
10" C.I.P.

8" T.C.P.  
8" 10" C.I.P.  
4" C.I.P.  
4" C.I.P.

Baker Jct.

Lincoln

-0.47 VC +0.30 +0.60 VC -0.813 VC +0.90 VC 0.928

675+75 395.47  
678+75 395.03

700+00

710+75 405.00

728+75 415.00

732+75 414+50

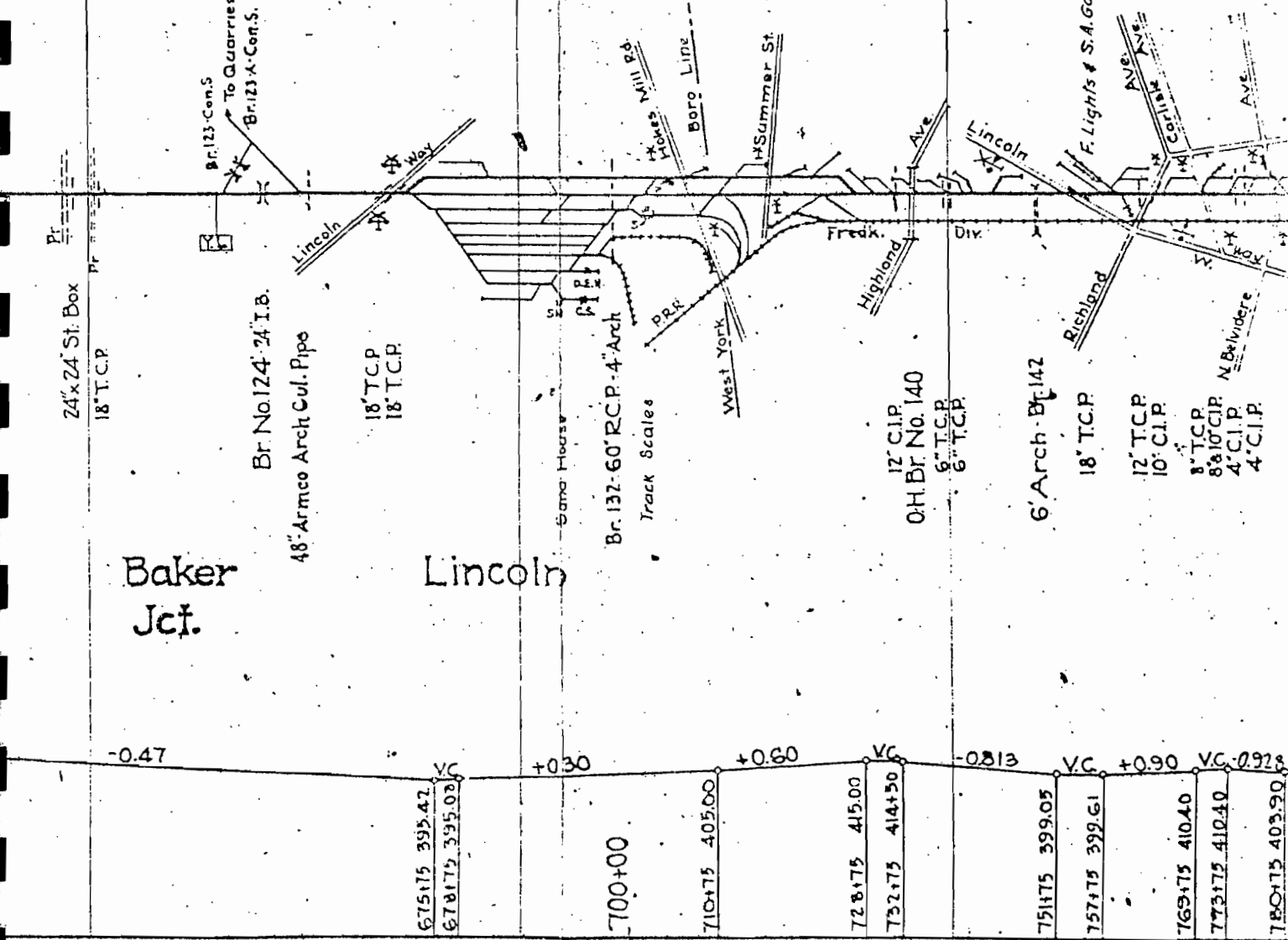
751+75 399.05

757+75 399.61

769+75 410.40

773+75 410.40

780+75 403.90



9

10

11

Station

CINDERS

1916

90 LB. RAIL

1927

1924

1916

1920

1916

1915

1921

1926

20

00'R

015'

1°00'L

1898'

Station  
509  
286

YL

Pub

Pr

Pr

Pr

Pub

Pr

Pr

12" T.C.P.

12" T.C.P.

12" T.C.P.

60" R.C.P.

6" T.C.P.

18" C.I.P.

18" T.C.P.

18" T.C.P.

18" T.C.P.

15" T.C.P.

18" T.C.P.

24" C.I.P.<sup>10"</sup>C.I.P.

12" T.C.P.

6" T.C.P.

15" T.C.P.

SVILLE

3.90

VC

-0.94

VC

+0.96

VC

-0.77

-0.175

+0.40

VC

-1.10

472+75 494.42

476+75 494.42

500+00

510+75 462.46

514+75 452+50

525+75 473.06

529+75 473.46

541+75 464.48

543+75 465.13

566+75 473.33

570+75 471.93

600+00

613+75 424.63

6

7

8



SLAG

STONE



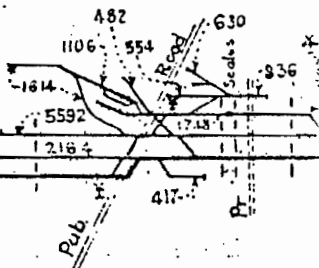
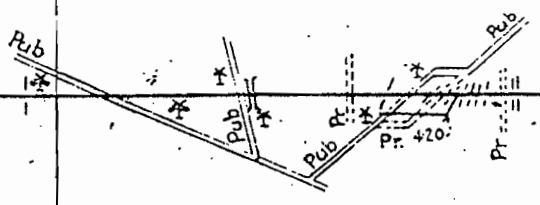
1916 90LB. RAIL 1926 1916 1926 1916 1918 1920

1916 -1925 1920 1927

0°00'L 4°00'R 4°00'R 4°00'L 3°00'L 6°07'R 2

1369' 234' 1121' 3201' 1098' 413' 729' 1802' 1406' 1498' 709' 1231'

20-20



18" T.C.P.

Br. No. 64

36x36 St. Box  
 8" T.C.P.  
 10" T.C.P.  
 12" T.C.P.  
 15" T.C.P.  
 2-12" C.I.P.

24x42" St. Box

10" T.C.P.

24x24" St. Box

24x36" St. Box

24x30" St. Box

16" C.I.P.

18" T.C.P.

18" T.C.P.

Nashville

THOMAS

+0.68 V.C. +1.08 V.C. -1.08 V.C. -0.84 P.O. +0.75

300+00  
 302+75 502.58  
 308+75 502.58

334+75 482.38  
 339+75 482.38

379+75 525.82  
 387+75 525.90

400+00

432+75 476.68  
 434+75 475.00

450+75 475.00  
 452+75 476.50

3

4

5

STONE

Fr  
Stone

1913 1917 1917 1913 1917 1927 1922 C. 1930 1926 1916 192

1927 1917 1916 1927

5387'

1966'

236'

616'

3° R. 1-18 R.  
316' 1-18 R.  
155' 6° R.  
150' 6° 00' L.

240' 3° R.  
209' 10° 00' L.  
293' 10° 00' L.  
209' 5° 00' L.

3° 00' L.  
352' 1579'

Br. No. 27 - Tirab.

74.24' St. Box

18" T.C.P. 9" T.C.P.  
Pub.

18" T.C.P.  
Cattle Pass - Br. 38 - R.T.C.

Br. No. 39 - D.P.G.

60" Dbl. R.C.P.  
48" Dbl. R.C.P.

24" T.C.P. Standpipe  
18" T.C.P.

24" C.I.P.

Br. No. 47  
D.P. and T.P.G. 36" R.C.P.

Dble 30"x48" St. Box

18" T.C.P.  
O.H. Br. No. 54  
Pub.

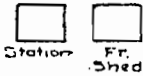
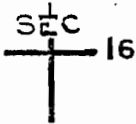
Dam

Codorus  
Creek

MAIN ST.

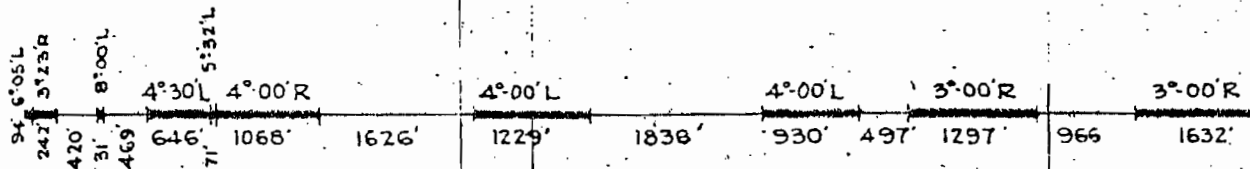
# Plank Spring Grove

147+25	470.90	+0.24
149+25	470.90	0.0
151+25	474.90	+0.25
153+25	474.26	-0.16
155+25	465.08	-0.51
157+25	478.90	-0.515
200+00	465.50	-0.5
202+00	465.50	0.0
204+00	465.50	-0.8
206+00	460.27	0.0
208+00	460.27	-0.6
210+00	455.87	-0.96
212+00	455.07	-0.56
214+00	451.00	+0.125
216+00	451.50	+1.10
218+00	500.67	
220+00	501.27	+0.25
222+00	400.00	-0.68

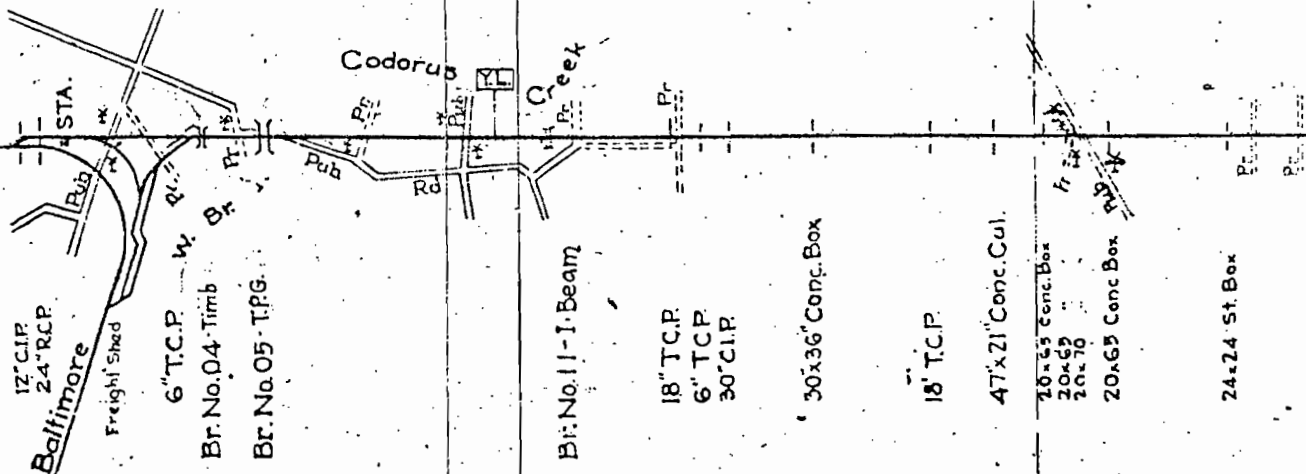


CINDERS

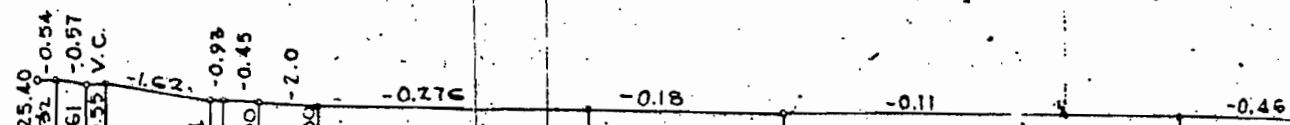
1916 1917 1921 1917 90 LB. RAIL 1920 1913 1919 1920  
1913 1917 1927 1927



Highfield



PORTERS



0C+00	525.40	502.74	490.54	486.94	100+00
2+00	524.32	501.81	490.54	486.94	
5+00	522.61	500.00			
7+00	520.55				
16+00					
23+00					
25+00					
117.25					482.50

Grade Line Shown Base Rail  
Profile Scale  
Hor. 1"=200' Vert. 1"=200'

ELEV. 200.00'

WESTERN MARYLAND  
RAILWAY CO.

TRACK CHART

PORTERS  
TO  
YORK

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

OFFICE OF CHIEF ENGINEER  
BALTIMORE, MD.

MAY, 1935.

AS OF JANUARY 1, 1954

BALLAST

RAIL

ALINEMENT

TRACK

GRADE  
LINE

(BASE OF RAIL ELEVATIONS)