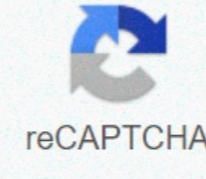




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Csx train schedule harpers ferry

The picturesque town of Harpers Ferry is located in the power of the Potomac and Shenandoah rivers. In this picturesque spot, the tracks from the CSX Cumberland and Shenandoah (Winchester branch) subdivisions cross the Potomac on separate bridges forming the edges of the V. The main line crosses the river at an angle to the new B&O; This revised river crossing was completed in 1931. The Winchester branch crosses the river on an older bridge dating back to 1894 and passes through the city to wooden gates. This bridge includes a footpath on one side that allows the Appalachian Trail to cross the river. It is possible to walk along the bridge in any direction, which makes for a pleasant hike. There are only occasional trains to the Winchester branch, but it's quite pastoral as it gets inland behind Harpers Ferry and climbs away from the Shenandoah River. Both lines stem from the Maryland Heights tunnel on the Maryland side of the Potomac just before the bridge crossings. The tunnel was built to reduce the curvature of the bridge access on the Maryland side, and its western mouth was extended when the new B&O was built. Harpers Ferry has been the site of important bridge crossings since building a B&O railway, and the remnants of the current railway bridges and old bridges create a dramatic setting. In fact, the crossings of the bridge are themselves located in the National Register of Historic Places. Historically, B O had difficulty getting the necessary right route to the Maryland side of the Potomac on its route to the west. This led to the decision to build a line on the West Virginia (then Virginia) side and bridge the river Harpers Ferry. Although it solved the road to the right, it made the railway vulnerable during the Civil War, and it experienced frequent raids by an accomplice. Harpers Ferry is the site of the cancellation of John Brown's raid on the Federal Arsenal in 1859. The raid inflamed tensions between north and south and brought the nation closer to civil war. Part of the city has been designated as Harpers Ferry National Historical Park. The city has considerable charm because of the large number of 19th century buildings in the Lower Town, its very picturesque location along the river front and on the top side of the precipice, and its steep roads and roads. Its strategic location led to several major civil war battles. At one time a major production and transportation center, Harpers Ferry today is mainly focused on tourism marketing. The area also offers notable recreational activities, canoeing, rafting and snorkeling, and the Appalachian Trail. its headquarters here. St. Peter's Roman Catholic Church is located in the Register of Historical Places of the State. Built in 1833 and changing its current look in 1896, it provides a good view of its important position in the bluffs overlooking the area. Together, the historical environment, river fishing, steep cliffs and bridge crossings unite to create a uniquely picturesque and picturesque view of trains. Access to Harpers Ferry is located on U.S. Route 340 several miles west of the Potomac River crossing and about a mile west of the bridge over the Shenandoah River. There are two ways to get to the station (112 Potomac Terrace) and the historic Lower Town: (1) park at the National Park Visitor Center (fare) and take a round trip bus to Lower Town (a good solution for busy times) or (2) turn to Union Street and then turn right off Washington Street. Follow Washington Street down the hill through the city to the depot and lower town trade area. Limited parking is available in this area, but parking can be a challenge in busy times. There are places to eat, ice cream shops, etc. in the general vicinity of the station. The station and railroad at Harpers Ferry hug the river front. The station, another surviving Baldwin design, is a wooden frame, Victorian-style structure that was built in 1896. It is located directly at the end of the new Potomatic Bridge, and part of the platform actually extends to the bridge. The station recently received extensive renovations and a signal tower at the end overlooking the Potomac, which was removed sometime earlier, was renovated. The station was moved significantly far to its current location, when the main line was rearranged over the new bridge in 1931 and is located on the buried foundation of the ruined armoured building. Both Amtrak Capitol Limited and MARC commuter trains stop here. The station is a popular place for photography, especially on the western border coming across the bridge. Several pictures of the station and the surrounding area can be found by clicking here. The Maryland side of the Potomac opposite of Harpers Ferry is well worth a visit. One option, as mentioned, is to walk across the bridge from Harpers Ferry. To get there by car, after crossing the Potomatic Bridge, first turn off route 340 of the United States to Route 180 (Trust Rd.). Go a short distance and turn right on Sandy Hook Road. After squeezing through a small community of Sandy Hook between rails and homes, the road crosses the track on a narrow bridge at the eastern entrance to the Maryland Heights tunnel and then passes under the railroad bridge ends where the tracks pass the tunnel. This C&O; The towpath part of the O channel is very picturesque with great views of the river and there are some small parking spaces along the way. It's possible to park here and walk across the bridge to Harpers Ferry. Thanks member Hank Anderson for promoting this page. Harpers Ferry, WV 25425 (population, 290 [2013]) Page 2 Harper Ferry Bridges: N 39.32460, W 77.73127 Google mapScanner: CSX 160230 [8], 160320 [14], 161100 [66], 161520 [94] Railway: CSX Baltimore Division, Cumberland Sub; CSX Baltimore Division, Shenandoah SubDescription: Harpers Ferry is located at the confluence of the Potomac and Shenandoah rivers, where the U.S. states of Maryland, Virginia and West Virginia meet. It is served by Amtrak and MARC, there is a footpath on the south side of the Southern CSX RR Bridge (N 39.32322, W 77.72977), part of the Appalachian Trail. Approximate # trains within 24 hours: Amtrak provides traffic to Harpers Ferry twice a day (once in each direction). It is also served by MARC's call-in rail service, its Brunswick Line. The city's passenger train station is located in Western Virginia at the end of the historic rail bridge across the Potomac River. In addition, approximately 20 - 25 CSX freight trains pass through Harpers Ferry every day and across the bridge covering the Potomac River. Be warned that while there are many times when train traffic is very heavy, there are also many lulls lasting for hours long. When I was there in 2008 for about 5 hours, I hit it and saw the total ZERO trains. Other interesting or fun stuff: the Appalachian Trail Conservancy (ATC) is headquartered at Harpers Ferry and the city is one of only a few through which the Appalachian Trail goes directly. Harpers Ferry is also an outdoor holiday destination. Popular activities include white water rafting, fishing, mountain biking, pipes, canoeing, hiking, zip lining, and rock climbing. Photo options: RR bridges and tunnels across the Potomac River provide great photo ops. gregariousness quotient: local fast food: most places are touristy, more optional Charlestown 5 km westLocal Pub and dig: Secret Six Tavern, 186 High St. (View from deck tracks, I'm told) N 39.32386, W 77.73166Lodging: Bed and Breakfasts or a better choice at reasonable prices in Charlestown, 5 km west. Visitor Info: Harpers Ferry-Bollivar Historic Town Foundation Other information Good photo times: All day long. An interesting note is the Appalachian Trail crossing the Potomac River on a walkway built on the CSX Winchester branch bridge. Although the chain link fence separates trains and people it is quite a feeling to be on the bridge by train just feet away. Amtrak Schedule #30/#29 Capitol Limited: 2/day; EB 12:10WB 4:21pm (schedule effective 27OCT2002) Shed link MARC schedule (weekday service only schedule valid from 28OCT2002): EB: 5:56am, 7:01 Schedule link WB: 6:12 pm, 7:00 pm, 8:10 Pm Schedule Note: rail property trespass. A large number of tourists, especially on weekends, are forcing not only the railway, but also the park and the city police to keep an eye open. Note: Parking here can be a real test of patience. If you railfan here the motto is coming early. On weekends from spring to fall it usually means 8 or earlier. The only public parking lot in the city near the tracks is located on the street next to the station. The small workers' party station is only intended for workers and forced. I got lucky that the CSX train came to Harpers Ferry as Amtrak was leaving, not as it was arriving. As any railfan knows, traffic lulls are part of a hobby. You create somewhere to wait for the train and minutes and even hours to go with nothing moving. Such was the case with me during a recent visit to Harpers Ferry, West Virginia. I arrived at the former Baltimore &O; Ohio passenger station, which is now owned by the National Park Service, just before 4 .m. I sat down on the bench, got my scanner, and waited. And waited and waited. Amtrak's westbound Capitol Limited is scheduled for Harpers Ferry at 5:16 p.m. the .m.M. MARC commuter train from Washington to Martinsburg, West Virginia, is scheduled to arrive just after 6 a.m. .m. Perhaps CSX, which owns the tracks here, could put something through before or immediately after these trains. Instead, I heard nothing more than radio silence. A call to Amtrak Julie confirmed that No. 29 had departed Washington at 4:48 .m, which was 43 minutes late. However, she insisted that the Capitol would arrive on time, but to resign two minutes late. yes, that's right. No way that will happen. Later, Julia amended her estimate to arrive at 6:01 p.m, which would put No. 29 just before the MARC train. A sign at the station said the MARC train was on time. Amtrak No 29 would have to go marc train somehow or otherwise it would be lagging behind it. Around 5:30 .m, the signal eastbound track No. 2 turned from stop to clear. CSX was eastbound coming. The question was whether it would come at the wrong time. I wanted to use my telephoto lens to get Amtrak and MARC coming out of an iconic tunnel on the Maryland side of the Potomac River and then crossing the river on the bridge. That shot would work best when made from an eastbound platform. There is a tunnel under the tracks so I can get to the westbound platform if necessary. Just before 6pm, a flashlight appeared in the tunnel. A scratched radio transmission indicated that a CSX train was nearby. The MARC train was travelling a little earlier, allowed by the schedule. Amtrak was a few minutes behind it. As it turned out, the CSX eastbound truck didn't arrive until Amtrak was gone. I had waited two hours and then gotten three trains in a 15 minute span. Or, you might say, it was just another day with After two hours of waiting, here comes the MARC train. Approaching the platform and not getting locked with CSX eastbound cargo. Commuters have fallen off the pages of the MARC train in Martinsburg. A few minutes behind MARC here comes Amtrak's Capitol Limited minus the luggage car today. The platform is coming. Platform.

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