



The historic ex-B&O station at Point of Rocks, Maryland. Just track 2 had been plowed. As I looked through my telephoto lens something on the platform did not look right. See next image to see what the problem was.



The old wooden cover over the platform adjacent to track 1 had fallen onto the platform from the weight of three feet of snow. This is on the south side of the station.



View of the Point of Rocks station looking east, showing the fallen platform cover.



View from the Point of Rocks station platform looking west. Track 2 on left had been plowed, track 1 in the foreground had not been plowed. The Old Main Line is to the right, which also had not been plowed.



View of the Old Main Line looking to the east. The connection to the Metropolitan Sub, which MARC trains to Frederick use, is on the right. None of the tracks had been plowed.



Four-unit diesel set running as a plow extra passing by the historic ex-B&O station at Point of Rocks, MD on February 11th. On the lead is ex-Conrail GP40-2 No. 3339, now CSX No. 4424 and repainted into CSX colors.



First train of the morning was an east bound coal train, passing by the historic ex-B&O station at Point of Rocks, MD on track 2. Track 1 on the right had not been plowed.



Another view of same train in previous image.





Route 464, which runs between Point of Rocks and Brunswick, looking east. Portions of this road were single lane, with five foot snow banks on each side of the roadway.



Two loaded CSX coal trains parked on the main lines in the Brunswick, MD yard on February 11th. Tracks in front of the trains had not been plowed.



MARC trainsets in CSX's yard in Brunswick, MD on Thursday, February 11th. MARC canceled all service on February 11th, and operated on a limited schedule February 12th. Tracks ahead of the trainsets have not yet been plowed. In the middle is new MPI MP36PH-3C No. 11.



Another view of MARC trainsets in the Brunswick yard.



Another MARC trainset in the Brunswick yard. New MPI MP36PH-3C No. 12 is coupled to four ex-CNW Gallery cars and a single level car.



The Brunswick MARC station.



After finishing shooting in Brunswick I headed west to Cumberland, MD. Trains were running over Sand Patch following the major coal train derailment on February 6th. This is CSX train Q394 east bound at Corriganville, MD, five miles west of Cumberland. On the lead is SD40-2 No. 8421, which was Western Maryland No. 7570.



CSX train Q277, a west bound auto rack train, passing by Viaduct Junction in downtown Cumberland as it heads for Sand Patch grade. The line on the right is CSX's Mountain Sub, which goes to Grafton, WV and points west.





Another view of Q277 at Viaduct Junction

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