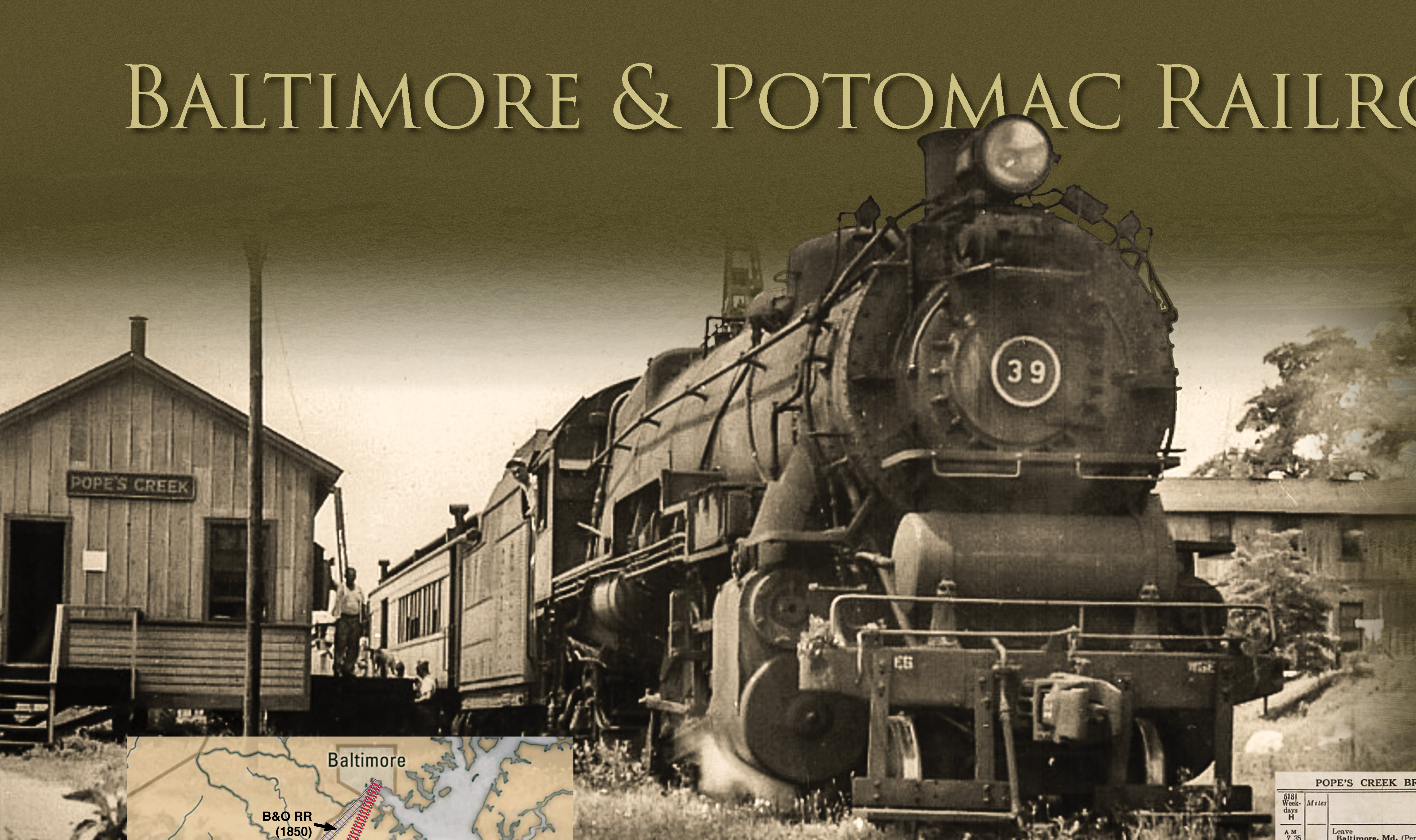


# BALTIMORE & POTOMAC RAILROAD AT POPES CREEK



Until after the Civil War, Southern Marylanders were largely dependent on boats and ships for transportation. However, weather conditions often made travel by water unreliable and the few existing roads impassable. Thus, in 1853 local planters and merchants chartered the Baltimore & Potomac Railroad (B&P) to rapidly connect Southern Maryland to Baltimore and Washington, DC. But there was a problem; the competing Baltimore & Ohio Railroad (B&O) had exclusive rights to run a main rail line into Washington. The B&P found a clever solution, however. By invoking a clause in its charter permitting branch lines of less than 20-miles, the main line from Popes Creek to Baltimore would be routed through Bowie, MD, from which a branch line of only 18-miles could reach Washington! With access to Washington now secured the B&P Railroad became feasible. Construction began in 1859 but the Civil War slowed progress. Shortly after the war, the Pennsylvania Railroad (PRR) gained control of the B&P, and by 1873 both the 73-mile Popes Creek-to-Baltimore main line and the 18-mile branch line connecting Bowie to Washington were complete.

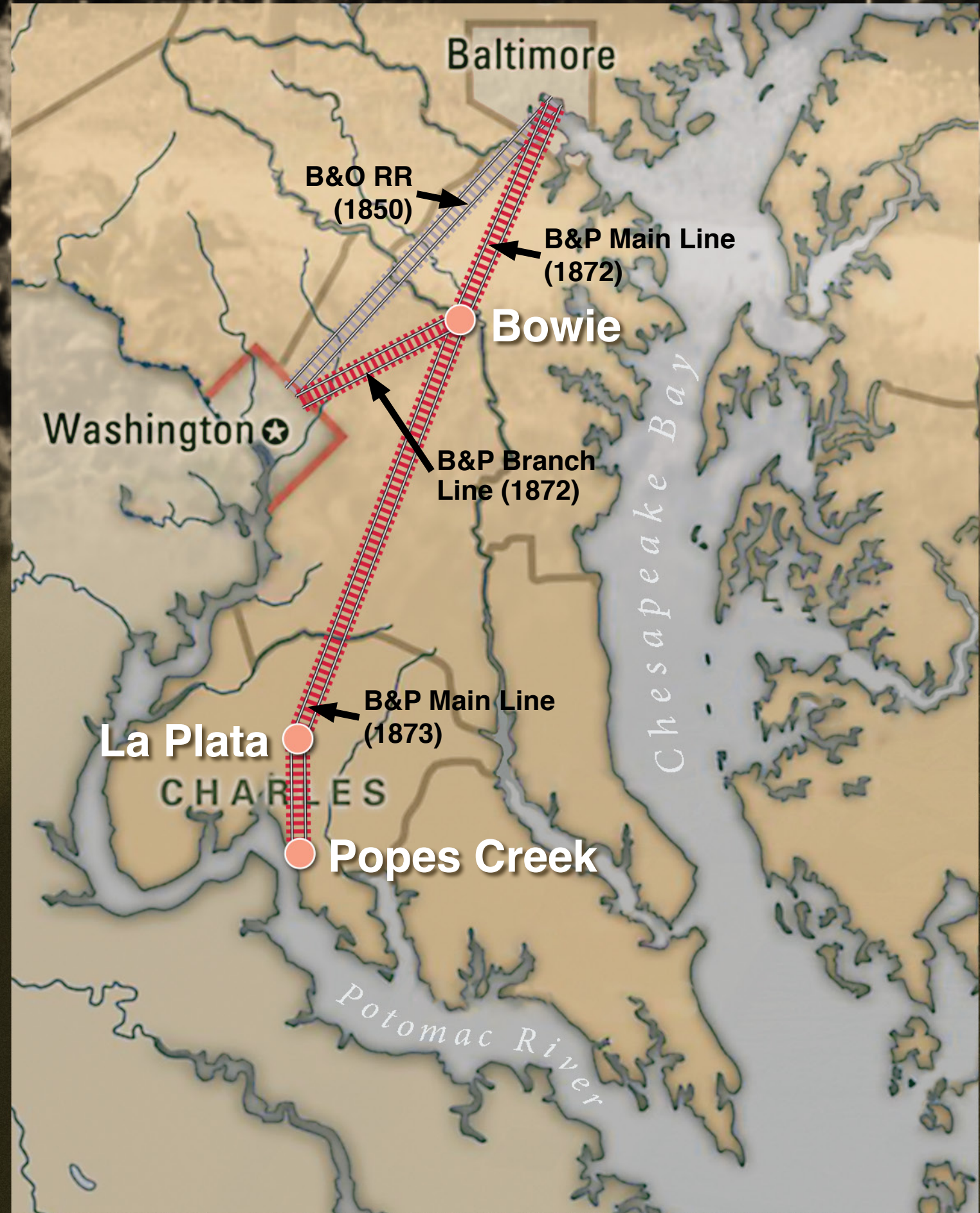


POPE'S CREEK BRANCH			
6181 Week-days H	Miles	6182 Week-days H	
A M	Leave	Arrive	P M
7 35	Baltimore, Md. (Penna. Sta.)	Lv.	5 10
8 10	Ar. Bowie, Md.	Lv.	4 34
7 45	Lv. Wash., D. C. (Un. Sta.)	Ar.	5 00
8 06	Ar. Bowie, Md.	Lv.	4 40
8 25	Lv. Bowie, Md.	Ar.	4 20
8 37	Collington, Md.	Lv.	4 10
8 48	Mulikin, Md.	Lv.	4 00
8 54	Hall, Md.	Lv.	3 50
9 01	Leeland, Md.	Lv.	3 45
...	...	...	...
9 25	Mariboro, Md.	Lv.	3 30
9 38	Croome, Md.	Lv.	3 01
9 48	Duley, Md.	Lv.	2 55
9 55	Cheltenham, Md.	Lv.	2 51
10 20	Brandywine, Md.	Lv.	2 45
10 26	Osborne, Md.	Lv.	2 25
10 45	Waldorf, Md.	Lv.	2 17
11 10	White Plain, Md.	Lv.	2 00
11 35	La Plata, Md.	Lv.	1 34
11 40	Port Tobacco, Md.	Lv.	1 03
11 54	Cox, Md.	Lv.	12 55
12 05	Lothar, Md.	Lv.	12 45
12 10	Pope's Creek, Md.	Lv.	12 30
P M	Arrive	Leave	P M

**Explanation of Characters.**  
e Stops week-days only.  
f Stops only on signal or notice to Agent or Conductor to receive or discharge passengers.  
H Will not run Nov. 24, Dec. 26, Jan. 2 or Feb. 22.  
k Stops Saturdays only.  
y Stops daily except Sundays and holidays.  
NB No Baggage Service.

The Pennsylvania Railroad is not responsible for errors in time tables, nor for inconvenience or damage resulting from delayed trains or failure to make connections. The schedules shown herein are subject to change without notice.

The time from 12.01 A. M. to 12 o'clock, noon, inclusive, is indicated by light-face type; from 12.01 P. M. to 12 o'clock, midnight, inclusive, by heavy-face type.



Last Scheduled Passenger Train, October 29, 1949



Popes Creek Depot Around 1932



Arriving at Popes Creek

Photos courtesy of the Maryland Historical Trust.



End of the Line at Popes Creek Wharf, 1944

The B&P Railroad vastly improved the economy of Southern Maryland. Tobacco, produce, and other goods could now be quickly shipped to Baltimore and Washington. New towns emerged along the rail line, including La Plata, presently the seat of Charles County. And Popes Creek became a destination for city dwellers who came to enjoy the bountiful local seafood available along the Potomac River waterfront.

Scheduled passenger train service to Popes Creek ended in 1949 and limited freight runs continued until the early 1960s. Although the golden age of rail travel in Southern Maryland has passed, pleasant memories of a time gone by remain.