

Come ride the rails of yesteryear & discover local railroading history at the B&A Railroad Museum. Located in a late 19th century general store, the museum features a timeline of this unique railroad as well as detailed scale models depicting various phases of the railroads past.

This project was made possible by the partnership of the Severna Park Model Railroad Club, the Friends of Anne Arundel County Trails, & the A.A. Co. Department of Recreation & Parks.

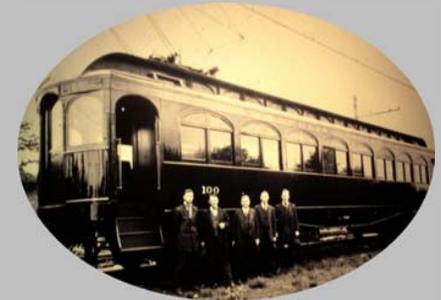


"Frost's Store" - Built in 1889 as a general store and later renamed "Earleigh Heights", now serves as the Park Ranger Station & Railroad Museum.



**Park open daily from
7am till sunset.
Closed Christmas &
Thanksgiving
Park Office: (410) 222-6244**

The B&A Railroad Museum



B&A Trail Park
51 West Earleigh Heights Rd.
Severna Park, MD. 21146
(410) 222-6244



The "Annapolis and Baltimore Short Line Railroad" was built to provide a direct rail link between the state capital in Annapolis and the City of Baltimore. Making its first passenger run on March 9th, 1887, the 26 mile A&B Short Line Railroad quickly became the preferred means of travel between the two cities.



Baldwin locomotive No. 2, known as the "Baltimore", was one of three steam engines first used on the line.

Originally serviced by steam engines, the A&B Short Line switched to an electric system in 1908. After World War I the railroad became the catalyst for the rapid growth of the communities along the Broadneck Peninsula. The lines freight service also facilitated the expansion of truck farming in northern Anne Arundel County.

In 1921 the A&B Short Line was merged with the WB&A Railroad to become the North Shore Division of that railroad. However, due to the Great Depression and the increasing use of automobiles, the WB&A was forced into bankruptcy in 1935. The railroad was then re-incorporated as the Baltimore & Annapolis Railroad.



Brill Co. electric motor No. 205 - May, 1947.



Marley Creek station - 1944.

Due to tire and gasoline rationing during the Second World War and the expansion of the cannery industry in the county, the B&A experienced a brief period of prosperity. After the war however, the demand for automobiles from returning GI's and competition from emerging bus lines spelled the end of passenger service for the B&A in 1950.



Glen Burnie Station - May, 1941.

The B&A continued its freight service into Annapolis until 1968 when the Naval Academy switched from coal to oil to fire its boilers. Deprived of its largest customer the B&A abandoned all service south of Ferndale. The line did haul occasional freight on its last remaining 6 miles of track until May 1992 when all service ceased. The last portion of the old B&A line is now part of the MTA Light Rail ending at Cromwell Station.

The Severn River trestle bridge with the U.S. Naval Academy in the distance - circa 1905.



The Bladen Street Station near the state capital - 1947.



The last of the B&A engines, diesel No. 50 was used to haul freight.