

PHOTOS FROM BENJAMIN F. ROBERTS COLLECTION

NEW SETS 7, 8 & 9 AVAILABLE; DESCRIPTION IN LIST

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Set 1 of Benjamin F. Roberts Collection

- Photograph 1 of 8: 4-4-0 Engine No. 4 is receiving coal as she faces south at the Baltimore coal dock on January 30, 1934. This engine was built by the American Locomotive Company in November 1901 (Builder No. 3287), and was retired by the Ma & Pa in March 1947.
- Photograph 2 of 8: This view from beside the Baltimore roundhouse storage track, taken between late 1932 and June 1936, shows 4-4-0 Engine No. 5 nearly intact except for drive rods, light and bell. The tender of Engine No. 25 sits ahead of it, and the front of Engine No. 24 sits behind it. Engine No. 5 was built by the American Locomotive Company (Builder No. 3288) for the Ma & P who retired the engine in June 1936.
- Photograph 3 of 8: In April 1934 4-4-0 Engine No. 6 is in full sunshine and ready to leave Baltimore at the north end of the roundhouse. Behind the tender first baggage-mail car No. 35 is still being used. Engine No. 6 was built for the Ma & Pa in November 1901 (Builder No. 3289) by the American Locomotive Company until retired by the M&P in April 1952 as one of the last remaining 4-4-0 engines in the USA.
- Photograph 4 of 8: The first fan trip, sponsored by Baltimore Society of Model Engineers on November 10, 1935, stops northbound near Oakleigh on the Wash House Viaduct No. 92 for a lovely portrait. The B&O excursion flat car, equipped with benches and railings, cannot be seen behind the two coaches. Cromwell Bridge Road is visible below.
- Photograph 5 of 8: In 1935 light 2-8-0 Engine No. 23 is looking northbound, but at rest, near the Baltimore sand and oil house while another engine behind it is at work. At this time she still has her wooden cab, and her whole left side is in the sun. Engine 23 was built for the M&P by Baldwin Locomotive Works in January 1902 (Builder No. 20003) who retired her in March 1947.
- Photograph 6 of 8: On September 10, 1932 2-8-0 Engine No. 25 is facing north near the Baltimore sand and oil house while being used as a switcher for baggage car No. 44. Engine 25 was built for the M&PA by Baldwin Locomotive Works in April 1905 (Builder No. 25426) who retired her in 1939.
- Photograph 7 of 8: December 22, 1933 0-6-0 Engine No. 29 switches first baggage-mail No. 35 in the York B Yard. Engine 29 was built in March 1913 for the M&P by Baldwin Locomotive Works (Builder No. 39429) and retired by the Ma & Pa in December 1956.
- Photograph 8 of 8: About 1935 a Reading six-axle depressed flat car No. 99045 loaded with a large steam shovel came to the Ma & Pa. Only one flat car truck at a time could be on the Baltimore Scale. Perhaps it was going to some construction or a quarry south of Ma & Pa's sharp curves. A 1000 series MPA boxcar is coupled to the south of it.

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- Photograph 1 of 8: About 4:30 PM Sunday, September 24, 1933, 4-4-0 Engine No. 6 heads north with the B&O Belt Line overpass of Baltimore left behind. Only a baggage car and coach will be the consist of Train No. 57, the Delta Accommodation.
- Photograph 2 of 8: It's about 1933 and light 2-8-0 Engine No. 23 is switching a cut of several cars on the steep incline of the B&O interchange track. The engine's wooden cab will be replaced with a steel cab in the late 1930's. For now the scale is not enclosed in a building but simply sheltered with a roof.
- Photograph 3 of 8: On January 30, 1934, 2-8-0 Engine No. 24 is at the end of the Baltimore roundhouse storage track, and the headlight and whistle have already been removed. The tender of Engine No. 5 sits in front of it. Engine 24 was retired in June 1936 by the M&P after having her built in January 1902 by Baldwin Locomotive Works (Builder No. 20004).
- Photograph 4 of 8: It's a warm morning in 1935 and 2-8-0 Engine No. 26 is sitting northbound between Falls Road and the B&O interchange track. The Baltimore roundhouse is behind the photographer. Engine 26 was built for the Ma & Pa November 1912 by Baldwin Locomotive Works (Builder No. 38697). M&P retired her March 1947.
- Photograph 5 of 8: A man walks the tracks in the morning sun of spring or summer 1935 as light 2-8-0 Engine No. 26 is northbound with a two car passenger train under the B&O Belt Line overpass. An early period gondola sits on a spur toward the location of the former narrow-gauge roundhouse and turntable.
- Photograph 6 of 8: The front of heavy consolidation Engine No. 43 pokes out of Stall No. 2 in the northern portion of the Baltimore roundhouse, and the bright sun greets her in 1934. This 2-8-0 was built for the M&PA in June 1925 by Baldwin Locomotive Works (Builder No. 58491), and retired by the M&P December 1956.
- Photograph 7 of 8: This view on February 18, 1934 is from the west bank of the Jones Falls. It overlooks several coal hoppers, as well as M&P caboose, flat, and box cars, on the Pennsylvania Railroad interchange tracks. A tank car and three coal hoppers along with engines 25, 5 and 24 are stretched out before the Baltimore roundhouse in the background.
- Photograph 8 of 8: About 10:15 AM Sunday, November 10, 1935, 4-4-0 Engine No. 4 with the Baltimore Accommodation No. 52 waits in front of the Baltimore roundhouse for the first fan trip pulled by 4-4-0 Engine No. 6. By this time some passengers from that fan trip have already seen this consist after previously being discharged there.

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- Photograph 1 of 8: April 5, 1934, is just another day at the Baltimore roundhouse for the hostler to prepare 4-4-0 Engine No. 6 for another northbound journey. Baggage car No. 44, with a milk can inside, is coupled behind Engine 6. The hostler is likely Charles John Hall.
- Photograph 2 of 8: Ma & Pa's first fan trip train is positioned on Gross Trestle No. 316 in Harford County, November 10, 1935, and the folks on the B&O excursion flat car are enjoying the view. The photographer waits for the northbound run-by to Sharon.
- Photograph 3 of 8: Engine No. 24 sits on the south end of Baltimore roundhouse storage track on January 30, 1934. With headlight and whistle removed, the cab is all boarded up, and thrown stones litter its running board. The tender of Engine No. 5 sits before it. Caboose No. 2002, however, is still in service. Engine 24 built for M&P by Baldwin Locomotive Works (Builder No. 20004) in January 1902; retired by M&P June 1936.
- Photograph 4 of 8: In May 1934, the hostler, likely Charles John Hall, positions 2-8-0 light consolidation Engine No. 26 northbound above the roundhouse in the Baltimore North Yard. The sizzling steam embraces the subject for this personal snap shot memory. Engine 26 built by Baldwin Locomotive Works November 1912 (Builder No. 38697) for the M&P which retired her March 1947.
- Photograph 5 of 8: It's about Winter 1934 as 4-6-0 ten-wheeler Engine No. 27 sits northbound above the Baltimore roundhouse with Baggage No. 44 and a coach trailing behind. Engine 27 is ready to go, but in December 1955 she will be retired by the M&P who had her built by Baldwin Locomotive Works (Builder No. 29760) in December 1906.
- Photograph 6 of 8: The 0-6-0 switcher Engine No. 30 is just north of the Glen Edwards Avenue tunnel and grade crossing that was between the Baltimore Station and Freight Warehouse. A B&O freight train is above the switcher on the Belt Line. Engine 30 was retired in April 1956 by the M&PA after having her built (Builder No. 40913) in November 1913.
- Photograph 7 of 8: May 18, 1935, heavy consolidation Engine No. 41 sits southbound in the late afternoon sun over the Baltimore ash pit. This engine was built for the M&P in June 1914 by the Baldwin Locomotive Works (Builder No. 41504). Engine 41 was the last steam engine to be retired in May 1957.
- Photograph 8 of 8: Southbound Engine No. 43 is loaded with coal by two hard-working railroaders at the Baltimore coal dock. No. 42 was built by Baldwin Locomotive Works (Builder No. 58491) for the Ma & Pa June 1925; retired by M&P in December 1956.

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- Photograph 1 of 8: About 1934, 4-4-0 Engine No. 4 pulls out just above the last North Baltimore Yard switch for another northbound journey with a passenger train. Just ahead is the 29th and Sisson Streets underpass tunnel.
- Photograph 2 of 8: On September 10, 1932, 4-4-0 Engine No. 6 backs on to the Baltimore turntable for a spin. The sun accents the white tires, running board edge, and tender stripe. The number 6 and lettering, however, are less than glowing.
- Photograph 3 of 8: On April 5, 1934, the afternoon sun shines upon Engine No. 6 at the north end of the Baltimore roundhouse. All appears to be ready for another northbound run with Baggage No. 44 and a coach.
- Photograph 4 of 8: The light consolidation 2-8-0 Engine 23 sits northbound in front of the Baltimore sand and oil house in the afternoon sunshine of 1935. The left side of the engine and its wooden cab is clearly seen, as well as sand and oil house rooftop spotlight.
- Photograph 5 of 8: In November or December 1935 2-8-0 light consolidation Engine No. 26 takes in the afternoon sun of the North Baltimore Yard. B. F. Roberts has captured one of the first wooden cabs replaced with a newly installed steel cab as she sits southbound just north of the roundhouse.
- Photograph 6 of 8: Air dump car No. 302 sits in the snow of the Baltimore North Yard in about 1934. Two coaches and the buildings on the upper eastern bank are behind it. No. 302 was built in 1914, placed in service November 1917 on M&P, which retired it in October 1970. It was sold to the Strasburg Railroad on January 5, 1971.
- Photograph 7 of 8: On August 23, 1934, heavy consolidation 2-8-0 Engine No. 42 sits southbound in the late afternoon sun over the Baltimore ash pit. The hostler, likely Charles John Hall, straddles between engine and tender while another, possibly his son John Allen Hall, is in the cab.
- Photograph 8 of 8: The morning sun of 1935 shines upon an engineer and fireman in the cab of northbound heavy consolidation 2-8-0 Engine No. 43 as they wait to leave Baltimore with freight train No. 31.

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- Photograph 1 of 8: On November 10, 1935, at Fallston northbound 4-4-0 Engine No. 6 prepares for a photo run-by for the passengers of the first fan trip. The Fallston Road overpass is behind Engine 6.
- Photograph 2 of 8: The tender of 2-8-0 Engine No. 25 on the left, and 2-8-0 Engine No. 24 on the right, frames 4-4-0 Engine No. 5 in the middle of the south Baltimore roundhouse storage track on January 30, 1934. The afternoon sun shines upon them as all face north, but all have missing parts. Engine 5 has no drive rods, headlight, or bell.
- Photograph 3 of 8: Late in 1935, the Baltimore turntable is in position. Only clean public water has been used, and the afternoon sun shines upon Engine No. 26 sitting in steam on the lead track with the hostler in her shiny new steel cab. The stand pipe, as well as the sand and oil house rooftop spotlight, are almost like silhouettes to the engine.
- Photograph 4 of 8: On February 5, 1936, is steaming as she sits northbound in the afternoon sunshine with a Reading hopper just north of the Baltimore sand and oil house. Almost every detail of her left side is in clear view.
- Photograph 5 of 8: The ten-wheeler 4-6-0 Engine No. 28 requires a little attention at the Baltimore ash pit from the hostler on August 27, 1934. However, probably a railfan wants to talk, and the hostler gladly accommodates him. Nevertheless, he knows that ash pan will still need a steam cleaning as the smoke continues to rise into the sky.

- Photograph 6 of 8: On August 23, 1934, came break-time in Baltimore. The 0-6-0 switcher Engine No. 30 was facing north, but had brakes fully applied at the sand and oil house. Maybe the afternoon sun called for a drink from the water barrel on the tender, and the crew member gratefully obliged nature's demand from the company supply.
- Photograph 7 of 8: Southbound heavy consolidation 2-8-0 Engine No. 41 is seen near the North Baltimore Yard from across Falls Road on June 24, 1933. In the foreground is the switch to the north Falls Road crossing, and the crossbars on the other side give their warning. Two vintage gondolas among several boxcars share in the afternoon sun.
- Photograph 8 of 8: Motor Car No. 61 sits northbound between the Baltimore roundhouse and the B&O interchange track on December 21, 1932. A coach is directly behind it, as well as three engines in storage on this track. The cooling grill of No. 61 is covered, and its left side reflects the sun as it sits motionless on this winter day.

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- Photograph 1 of 8: About 1933 the late afternoon sun shines upon 4-4-0 Engine No. 4 hissing steam as it sits northbound over the Baltimore ash pit. The hostler washes off the tender as part of cleaning the engine ash pan. The rooftop spotlight on the sand and oil house will still be present until 1938. No. 4 will be retired March 1947.
- Photograph 2 of 8: Smoke rises near the north end of the Baltimore roundhouse on April 5, 1934. The "American" 4-4-0 Engine No. 6 faces north, ready with Baggage No. 42, and the sun is shining upon the super-clean locomotion. The tender number and lettering of Engine No. 6 is pristine! What will be her appearance at the end of her run?
- Photograph 3 of 8: A classic scene is captured as white flag Engine No. 6 pierces the 125 foot truss opening of Deer Creek Trestle No. 344 on November 10, 1935. This first fan trip train for the Ma & Pa is heading north in the "American" style of this now famous 4-4-0 leading the way. Two coaches and a B&O excursion flatcar will follow.
- Photograph 4 of 8: It's about 1933 as light consolidation 2-8-0 Engine No. 23 sits by the Baltimore sand and oil house. Her wooden cab will be replaced with a steel cab between 1937 and 1940. The rooftop spotlight on the sand and oil house will last for about a five year period which ended in 1938. Engine 23 built for the M&P in January 1902 was retired by the company in March 1947, and later scrapped.
- Photograph 5 of 8: A baggage car needs to be moved and the ten-wheeler 4-6-0 Engine No. 27 is doing the switching in 1934 near the Baltimore sand and oil house. Engine 27 was built for the M&PA in December 1906 and the company retired her in December 1955 and later scrapped her.
- Photograph 6 of 8: Switching was the primary duty of 0-6-0 Engine 30 which is seen in 1934 in front of the Baltimore sand and oil house. This northbound engine was built in November 1913 for the M&P by the Baldwin Locomotive Works (Builder No. 40913) and served the company until retirement in April 1956, and scrapped.
- Photograph 7 of 8: Northbound heavy consolidation 2-8-0 Engine No. 41 is blasting smoke in 1935 as the sun shines upon the inner arc of freight car sides that are leaving the North Baltimore Yard. Engine 41 is approaching a stiff 2.8 percent grade (compensated for curvature) that ends over three miles later at Homeland. A string of freight cars could have been already been taken to Homeland as additional cars for the train.
- Photograph 8 of 8: The sun is shining upon the left side rivets of Motor Car No. 62 which is facing northbound on the main line at the Baltimore roundhouse on September 10, 1933. Built for the M&P in 1928, it is uncertain if she was sold or scrapped after the Ma & Pa retired her in December 1955.

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- Photograph 1 of 8: 1932, at Baltimore, 4-4-0 Engine No. 6 is facing north by the sand and oil house just north of the roundhouse. Entire left sides of engine and tender are well lit by afternoon sun.
- Photograph 2 of 8: November 10, 1935, first fan trip with 4-4-0 Engine No. 6 northbound on Wash House Viaduct No. 92 (389 feet long and 69 feet high). View from north abutment includes entire viaduct as well as the two M&P coaches and B&O excursion flat car with benches and railings.
- Photograph 3 of 8: September 25, 1933, 2-8-0 light consolidation Engine No. 23 faces north at the Baltimore sand and oil house while coupled to a Reading Railroad hopper. Profile of rooftop spotlight can be seen. Left side of engine and tender are well lit by afternoon sun.
- Photograph 4 of 8: December 22, 1933, York B Yard. 0-6-0 Engine No. 29 faces east beside the water tank with 1st baggage-mail No. 35 and its B End and entire side in view. An open door provides a partial view inside the engine cab.
- Photograph 5 of 8: Circa 1934 at Baltimore, hostler cleans ash pan and grate of 0-6-0 switcher Engine No. 30 while positioned southbound over the ash pit just north of the sand and oil house. The right side of engine with tender, and house with spotlight, are well lit in afternoon sun.
- Photograph 6 of 8: August 30, 1934, hostler looks southbound in cab of 2-8-0 heavy consolidation Engine No. 43 while in the North Yard above the Baltimore roundhouse. The engine with tender is well lit on the right side by the afternoon sun.
- Photograph 7 of 8: June 24, 1933, finds Motor Car No. 61 sitting northbound by the water stand pipe on the Baltimore turntable lead track. Sand and oil house with rooftop spotlight provides the background above the west end of the roundhouse. All is lit by sun.
- Photograph 8 of 8: September 10, 1933, Motor Car No. 62 is on the main line track near the west end of the Baltimore roundhouse. Roberts captures both a close view of her face, as well as an illuminated left side for the rivet counters.

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- Photograph 1 of 8: January 30, 1932, at the Baltimore coal dock, 4-4-0 Engine No. 4 is under steam and facing south, enjoying some refreshments to her tender. Her boiler, smokebox cover, pilot, and most of her right side catches rays from the afternoon sun.

- Photograph 2 of 8: It's circa 1933 and 2-8-0 light consolidation Engine No. 23 is hard at work on the incline of the Baltimore B&O interchange track. The open-sided scale shelter below the train near Falls Road was frequently visited by such interchange traffic.
- Photograph 3 of 8: It's about 1934 and 2-8-0 light consolidation Engine No. 24 faces north in her last days on the Baltimore roundhouse storage track. In the right foreground the tender of Engine No. 5 remains among the parts soon used on Engines No. 4 and 6.
- Photograph 4 of 8: March 1934, 4-6-0 ten-wheeler Engine No. 27 sits in the North Yard northbound on the Baltimore roundhouse thru track. The afternoon sun warms her whole left side. She is at rest, but she will not retire until 1955.
- Photograph 5 of 8: On September 10, 1932, switcher is busy on the main line in front of the Baltimore roundhouse. From the west side of Falls Road she is caught posing a northbound view under steam while the afternoon sun lights up her left side.
- Photograph 6 of 8: The hostler on the ground in August 23, 1934, shows just how big of an engine was that heavy consolidation No. 42. The afternoon sun shines upon her right side in this southbound view at the north end of the Baltimore sand and oil house.
- Photograph 7 of 8: On September 10, 1933, some passengers are enjoying the air as it rushes into the left side windows of Motor Car 62. You can guess where this might be along the Ma & Pa. It could be heading north just south of the 29th and Sisson Streets underpass.
- Photograph 8 of 8: This interior Baltimore roundhouse view into an unknown cab in 1935 shows the backhead of an engine boiler during inspection and servicing. It is not often that you can see the rear of an engine without an attached tender obstructing your view. Taking a guess from its size this engine might be a light consolidation or a switcher.

Set 9 of Benjamin F. Roberts Collection

- Photograph 1 of 8: It is Sunday morning about 10:15, November 10, 1935, at the Baltimore roundhouse. Southbound 4-4-0 Engine No. 4 with Train No. 52, the Baltimore Accommodation, has just arrived. The riders from the first M&P Fan Trip had gotten off to photograph it. Their Engine No. 6 and train is now behind the photographer.
- Photograph 2 of 8: About 12:30 PM Sunday, April 1, 1934, 4-4-0 Engine 6 is south of the Baltimore roundhouse heading north along Falls Road with the Bel Air Accommodation, Train No. 53. Falls Road is out of the camera's view on the right.
- Photograph 3 of 8: On September 10, 1932 this rare view of 2-8-0 light consolidation Engine No. 25 was taken while under steam. Operating as a switcher the engine faces north at the Baltimore sand and oil house. The engine was retired in 1939.
- Photograph 4 of 8: January 30, 1934, 2-8-0 light consolidation Engine No. 25 sits northbound with its headlight removed on the Baltimore roundhouse storage track. Engine No. 5 also sits northbound to the south of it near the southwestern end of the roundhouse.
- Photograph 5 of 8: In 1935, 4-6-0 ten-wheeler Engine No. 28 is under steam and facing north beside the north end of the Baltimore roundhouse. In this moment it is coupled to baggage No. 42. It was common for this type of engine to be used in passenger service.
- Photograph 6 of 8: 0-6-0 Engine No. 30 is pointing northbound and putting out some smoke as it switches near the North Yard in Baltimore on June 24, 1933. The roundhouse is at its rear to the right side of the photo.
- Photograph 7 of 8: May 18, 1935, 2-8-0 heavy consolidation Engine No. 41 sizzles steam as it faces southbound, sitting over the ash pit near the Baltimore sand and oil house. It appears to be late afternoon sun that is still shining on her right side after a hard day of work. She was the first and the last heavy consolidation to operate on the Ma & Pa.
- Photograph 8 of 8: On August 23, 1934, Motor Car No. 61 is on the Baltimore turntable lead track. She needs no water from the nearby stand pipe, but a man appears to be above its cab giving attention to something on the roof. Although the Motor Cars saved the Ma & Pa money, they too were retired after the last passenger train on August 31, 1954.

ORDERING INFORMATION FOR B. F. ROBERTS COLLECTION

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