



Little Maryland

*"I've been working on the railroad,
all the live long day,
I've been working on the railroad,
just to pass the time away."*

Written by **Dan Whetzel**
New Photography by **Lance C. Bell**

Everyone knows the lyrics to the nineteenth century American folk song, but very few can say they have actually worked on a railroad just for fun. A Western Maryland family is the exception to the rule because one of their own not only worked on a nineteenth century railroad but also actually designed and manufactured one. Stephen Lafayette Pagenhardt, a gifted 16 year old from Westernport, Maryland, built an operating scale model steam engine that was featured at the Chicago World's Fair in 1893.

Little Maryland at its current home at the Garrett County Historical Museum, 107 South Second Street, Oakland, MD.

The scale model was based on a Cumberland & Pennsylvania Railroad locomotive that was probably familiar to the young Pagenhardt because the C&P, an Allegany County, Maryland, short line railroad, operated a passenger and freight station in nearby Piedmont, West Virginia. The C&P locomotive he selected to model, dubbed the Maryland, was originally built in 1865 at Norris, Pennsylvania, and later rebuilt in 1898 and 1902 at the Mount Savage, Maryland, C&P shops.

Stephen Pagenhardt's steam locomotive took three years to design and build, and according to a report published in 1892 was created as a hobby. The scale model's design was based on the C&P prototype's 4-4-0 wheel arrangement and built to operate on a 7-1/4 inch scale track. Intricate machine work and engineering skills were required to manufacture the locomotive's many moving parts and 23 one-half inch tubes. Two brass cylinders

powered a boiler that was supplied water from a three gallon tender. *Little Maryland* had a wheel base of 26 inches, a total length of 64 inches, and a weight of 190 pounds—an impressive machine by all accounts.

After the engine's completion, cast iron track and ties were installed behind the Pagenhardts' gunsmith shop in Westernport so that it could be operated and enjoyed. The locomotive was accompanied by several custom built cars that accommodated passengers, thereby making it the first operating model steam locomotive in Western Maryland. But the crowning achievement for the young engineer was a trip to the 1893 Chicago World's Fair where *Little Maryland* proudly represented Western Maryland and the Pagenhardt family.

Reports indicate that sometime after 1910 *Little Maryland* ceased to operate and was moved to a showcase at Hammond Street School in Westernport. A fire at the school nearly destroyed the locomotive after it fell from a stair landing to the floor below. The blaze melted the tender (except for the trucks and

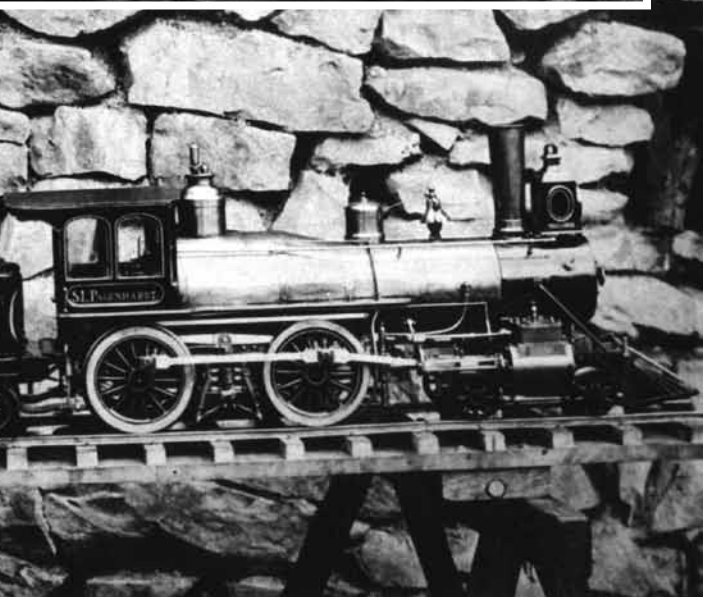
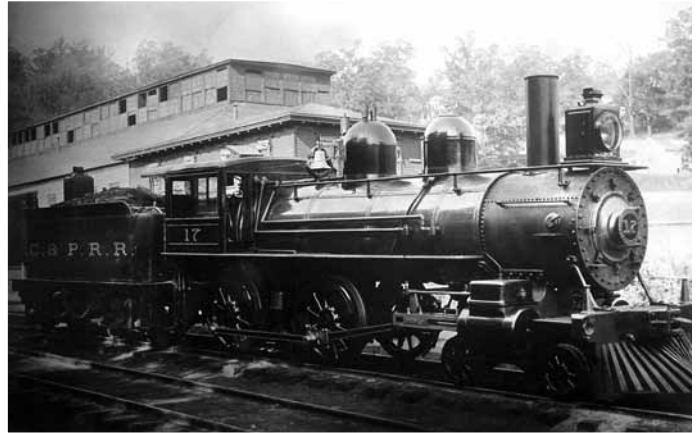


Stephen Lafayette Pagenhardt with the fully operating scale model *Little Maryland* steam engine he designed and built in the late nineteenth century.

a few other pieces), and the engine was made inoperable. There is no record of what happened to the passenger cars.

A coal shed hosted the engine for a number of years before Stephen's son, Richard Pagenhardt, undertook the job of cleaning and making minor repairs so it could be displayed at his law office in downtown Oakland. Ironically, Richard Pagenhardt's office was located immediately adjacent to the current home of *Little Maryland* at the Garrett County Historical Museum.

While *Little Maryland* remained a source of pride for the Pagenhardt family, the fire had obviously taken a toll. Monty Pagenhardt, son of Richard and grandson of Stephen, remembered, "My father decided to have it restored, so he and Mr. Richard Arnold met to look at the engine and discuss what it needed. Mr. Arnold agreed to complete the restoration."



Inset: The actual C&P locomotive *Maryland* Stephen selected as his model. It was built in 1865 in Norris, Pennsylvania and rebuilt in 1898 and 1902 at Mount Savage, Maryland.



Monty Pagenhardt, grandson of Stephen, shown with the *Little Maryland*.

Allegany County resident and master machinist Richard “Dick” Arnold had extensive experience in building and repairing live steam locomotives, including ones at his residence. He initially concluded that the restoration “would take me and my father four to six months to complete. Problems we encountered included bent rear drivers and axles, frozen cylinders, and missing parts. A new headlight and smokestack had to be made and the ring rivets around the boiler needed repairs so that it would hold steam.”

Mr. Arnold discovered the scale model suffered from the same deficiencies as the 4-4-0 prototype, thereby making it an amazingly accurate representation. In both cases, the cylinders were too large for the amount of steam that could be supplied. According to Dick Arnold, “That was a common problem in the 4-4-0s; there was too much cylinder and too little steam. The firebox couldn’t heat the water fast enough to keep the engine going. Sometimes the engineer would have to wait until the steam built up before he could continue the run.”

A display tender was built as a replacement for the original one destroyed at Hammond Street School. A



Inset photo: Scale model of a train lantern.

Above photo: The boiler of the *Little Maryland*.

Facing page: Dick Arnold, master machinist and restorer of *Little Maryland*, at home among his train memorabilia.

wooden frame covered with copper sheathing formed the basic tender outline. Rivet holes were drilled through the copper into the wooden frame where pins were inserted to simulate rivets. A galvanized metal tank was inserted in the wooden frame to hold the water supply. The original trucks were mounted to a custom built metal frame, thereby completing the project.

As work on the project progressed, Mr. Arnold came to understand that the skills required to build *Little Maryland* would have challenged a master machinist, but to realize





Photo by Gordon Roth

On *Little Maryland's* 90th birthday, Dick Arnold, restorer, fired up the boiler at a live steam event in New Jersey, June 1982.

the locomotive was crafted by a teenager makes it an even more remarkable achievement. According to Dick Arnold, the 1892 model was built “to specs so close to modern technology standards that it is uncanny.”

What originally was to be a four to six month project actually required one year. Finally, on *Little Maryland's*

90th birthday, Mr. Arnold fired up the boiler at a live steam event in New Jersey. Using a hand pump injection system, the locomotive powered down the track under its own steam as it had nine decades earlier with Stephen Pagenhardt at the throttle. The little engine that could was back on the track!

The significance of *Little Maryland* became apparent at the New Jersey steam event when enthusiasts learned of its origins. A British publication called *7-1/4 News*, subsequently published an article in the Summer 1982 issue suggesting that Mr. Pagenhardt's locomotive was the first 7-1/4 inch gauge locomotive produced in the United States and that it antedated the British 7-1/2 inch scale by more than one decade.

The newly outfitted *Little Maryland* made its way back to Garrett County and was presented to Richard Pagenhardt during the first day of the 1983 Autumn Glory Festival.

Following the passing of his father, Monty Pagenhardt stated, “The family thought the steam engine would be

continued on page 60

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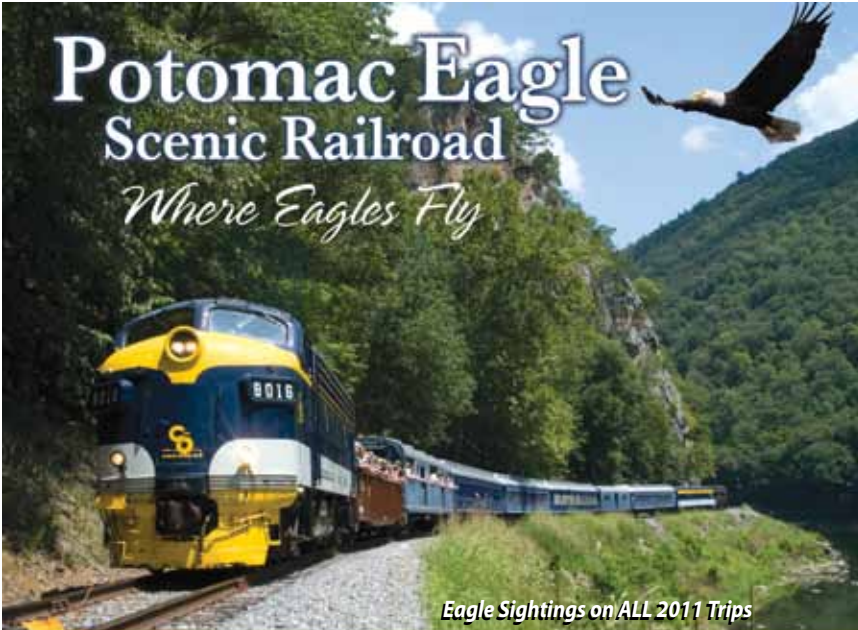
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Little Maryland...

continued from page 16

best served if displayed at the Garrett County Historical Museum. We asked Robert Boal if the museum would be interested in acquiring the engine. He indicated it would be a great artifact and was really excited about having it on display. Our family made the donation, and it now has a special display case in the railroad room of the museum.”

The original Cumberland & Pennsylvania *Maryland* disappeared from the area in 1907 after it was sold to the Missouri Mining and Lumber Company. The Pagenhardts’ *Little Maryland* has fared much better and is currently on display at the Garrett County Historical Museum located at 107 South Second Street in downtown Oakland, Maryland.

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