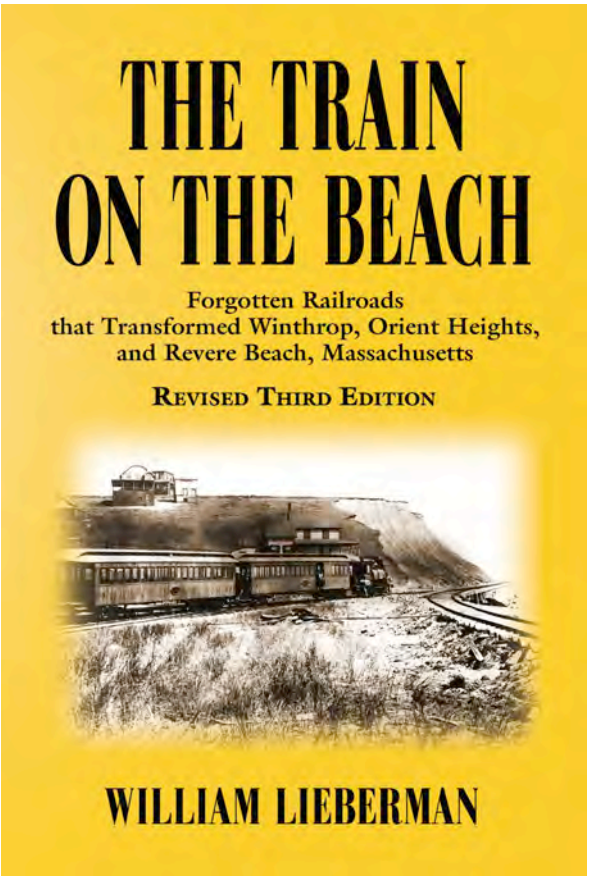

The history of railroads in the Town of Winthrop, Massachusetts and its neighboring communities is recounted. Details are provided about the railroads' routes, equipment, service, and corporate structures. Included is a description of how these railroads fostered the development of Boston's Inner North Shore.

THE TRAIN ON THE BEACH:
Forgotten Railroads that Transformed Winthrop, Orient Heights, and Revere Beach, Massachusetts

By William Lieberman

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Revised Third Edition

WILLIAM LIEBERMAN

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Third Edition
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Dedicated
To
Donald Simonini

Boston, Winthrop & Point Shirley Narrow Gauge Train, c. 1882
The train crew poses at the end of the line, probably at Short Beach (today's Yirrell Beach) in Winthrop. The view is apparently looking southwest, with Boston Harbor to the right. Shirley Street is visible just beyond the front of the locomotive and a small bit of Point Shirley barely perceptible behind the rear of the train. Plainly evident are the sand and beach grass that provided a none-too-stable support for the trackway. The Short Beach terminal was used for only two years (1882-1883) until the line could be extended all the way to Point Shirley Pier. From there, passengers could transfer to a steamboat to Boston. *Photo courtesy of the Winthrop Public Library and Museum*

The Train on the Beach

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> and consequently enjoys almost a complete immunity from pauperism and crime.[10]

In contrast, there were others in Winthrop who saw population growth as an opportunity. Growth meant profits for land owners, customers for local businesses, and work opportunities for young people. But, good transportation was essential for growth, and Winthrop didn't have it.

Attempts had been made as early as 1848 to better connect Winthrop with the communities beyond its borders. In that year, Albert Richardson established a stage coach service between Winthrop and East Boston. Starting at Taft's Hotel in Point Shirley, the coach circulated through town, then followed Saratoga Street in East Boston to Maverick Square, where passengers could transfer to a ferry. At one point in time, the coaches were driven right onto the ferry to provide direct service to Scollay Square in Downtown Boston. The coach service allowed those with a little disposable income to take advantage of the wide variety of goods available in the city or to conduct business there.

In 1873, Winthrop's access improved with the inauguration of a horsecar line. The Winthrop Railroad was designed to serve a similar route as the stage coach but with a mode of transportation that was more comfortable and somewhat faster. Though reasonably well patronized, the line was overcapitalized and constantly in debt. Besides, horsecars and stage coaches seemed to pale in comparison with steam railroads like the BRB&L. In 1876, within its first year of operation, the speed, comfort, and frequency of the Narrow Gauge were obvious to everyone. It was in that same year that a group of investors decided to establish their own steam railroad to connect the BRB&L to Winthrop. Their efforts, and the subsequent development of related small railroad lines along the area's beaches and marshlands, are the subjects of the remainder of this book. Before getting into that story, however, we should finish our overview of the development of the inner North Shore.

Development of the Beaches

The new rail lines along the beaches now made it practical for city dwellers, particularly the working poor, to reach the area's pristine shoreline cheaply

and in less than an hour. In turn, amusements, cafés, and hotels sprang up to harvest the pennies, nickels, and dimes of these new beach-goers.

It's difficult for us today to appreciate how important a trip to the beach would have been back then, whether for just a day or an extended vacation. Air conditioning was many decades away, and the streets and buildings of the city could be oppressive on hot, muggy days. Apartments were tiny by modern standards, and families were large. For the working class, these conditions were especially onerous, as waves of immigration continually added population to poor neighborhoods.

In addition to access now provided by the railroads, the newfound attractiveness of the beach was the result of several social changes in American life. One was the rising popularity of ocean swimming. Up to the early nineteenth century, people went to the beach primarily to enjoy the view and cool breezes. Swimming was largely a private activity occurring in local lakes and ponds. Salt water bathing was first undertaken for health purposes. In the late eighteenth century, European seaside spas for the wealthy started acquiring "bathing machines," essentially little huts on wheels that would be pushed into the water. The bather would change from street clothes to bathing suit in the bathing machine, then discretely descend for a dip in the sea from a door in the ocean end of the contraption. By the post-Civil War years, however, attitudes had changed, and it became acceptable for both sexes to be seen in bathing attire on the beach itself. Bathing machines were replaced by bath houses, where bathing suits could be rented and bathers could change their clothing.

Coincidently, school systems around the country were trying to standardize their academic years. Urban schools were customarily in session almost year round, while rural schools closed down for spring planting and fall harvesting. During the summers, many families took their children from the sweltering schools to cooler environments, since school attendance was often not mandatory. The imperfect compromise that began to emerge late in the nineteenth century was the summer vacation, with both urban and rural schools closed from June to September. This new summer holiday played right into the desire of urban residents to escape the city's heat and the railroads' desire to take them to the seashore.

The earliest large resort along the inner North Shore was at Point of Pines at the north end of Revere Beach. In 1881, a group of investors[d] spent half a million dollars to transform an unpretentious hotel called the Ocean House into a first-class establishment renamed The Goodwood. Nearby, they built an even larger, five-story edifice called The Pines.[11] Walkways were established through wooded grounds, featuring arches illuminated by jets of gas and electric lights. Various amusements, including a horseracing track, were developed nearby. Access was afforded from Boston via steamboat, as well as by railroad. In fact, round trip train tickets were valid for daily admission to the grounds. The Point of Pines resort at first targeted the same upper-class elite as the hotels being established in towns farther north, but the middle and working classes soon predominated. Perhaps this was an inevitable consequence of cheap and easy access by train, as day visitors of more modest means flocked to the pleasure gardens.

Farther south along Revere Beach, less pretentious hotels were springing up, like the Neptune House, the Pavilion, and the Narrow Gauge Hotel. Some were developed by the railroads themselves. Sprinkled among them were cafés, dance halls, and roller skating rinks. The earliest amusements were here, too, but those most remembered by later generations were yet to come. Many of these early establishments lined the tracks of the BRB&L, which ran along the crest of the beach, just above the high-water mark. This juxtaposition of activities created a hazardous mix of pedestrians, amusements, trains, and—during storms—surf.

By the early 1880s, it was not unusual for Revere Beach to attract 15 to 20 thousand people on a summer's day.[12] In contrast to the exclusive vacationland in the far North Shore, Revere Beach was becoming a tawdry place. The late Joseph Garland, in his history of the North Shore, quoted a guidebook of the mid-1890s describing Revere Beach as "a queer colony…a place of low-browed, cheap, unlovely structures, in a crowded row on each side of the tracks" where "prices ruled at the lowest."[13]

[d] These included the ancestors of U.S. Senators Leverett Saltonstall and Henry Cabot Lodge, Jr.

Winthrop, a staunchly dry town, remained a middle-class retreat, mostly for vacationers staying for a substantial portion of the summer. A local newspaper commented piously, as follows:

> Thus far there has been no cheap public resort to draw riotous pleasure-seekers to the shores of Winthrop, and it is the generally expressed intention of the holders of real estate to discourage any scheme, no matter how promising in a money point of view, which shall depend for its patronage on the dissolute and turbulent members of society.[14]

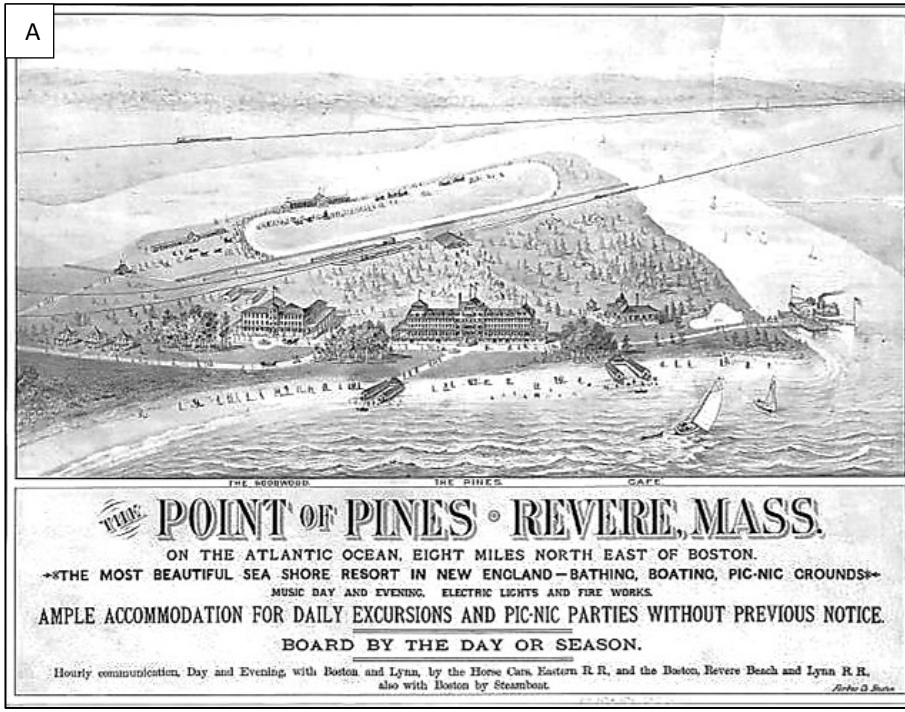
With proper decorum as their guide, some 50 buildings in town were used over the years as hotels, bed-and-breakfasts, or boarding houses, the majority of them fronting the ocean along Winthrop Beach.[15] Most were small, but some substantial structures prospered, as well. Among these was Hotel St. Leonards, a four-story behemoth that was the largest structure on Winthrop Beach.[e] Other major hotels of the day included Young's Hotel and The Shirley, both at Winthrop Beach, and what would become the Cottage Park Hotel complex closer to Winthrop Center. These establishments would provide a steady base of customers for summer railroad operations.

This, then, is a sketch of the circumstances in which the beach and marsh railroads of Winthrop and Revere Beach emerged. These transportation enterprises of the 1870s and '80s—the Boston, Winthrop & Shore Railroad and its predecessor companies—are elaborated upon in the chapters that follow.

[e] Hotel St. Leonards, built around 1879, was renamed the Great Head Hotel in 1883 and, by 1896, the New Winthrop Hotel. It struggled financially for many years, due partly to poor management and partly to its setback from the shoreline, since views of the beach soon became blocked by other buildings. The St. Leonards may also have been too expensive for the local market. A receipt from this hotel dated July 14, 1881 in the collection of Historic New England indicates a charge of $24 for room and board for a week. In contrast, a contemporary guidebook of northern New England quotes weekly rates of just $5 to $14 for room and board at many hotels in the White Mountains [Boston & Lowell Railroad, *Summer Saunterings by the B. and L.* (Boston: Rand Avery Supply Co., 1886)].

Figure 3. Summer by the Seashore

By the 1880s, when these images appeared, beaches in Revere and Winthrop were crowded with hotels, restaurants, and other diversions: (A) Sketch of Ocean Spray from *King's Handbook of Boston Harbor* (1882); (B) The Putnam House, a small inn in Revere; (C) The Pines, Revere's largest hotel; (D) Hotel St. Leonards in Winthrop; (E) Roller skating at Ocean Spray. Not everyone was welcome; a cartoon (F) from a Winthrop newspaper of 1885 ridiculed a hapless visitor unable to find a place to stay. It makes reference to Joseph Seligman, a wealthy Jewish financier denied entry to a hotel in Saratoga Springs, New York eight years earlier. *All images from the collection of the Author except D-courtesy of the Winthrop Public Library and Museum*



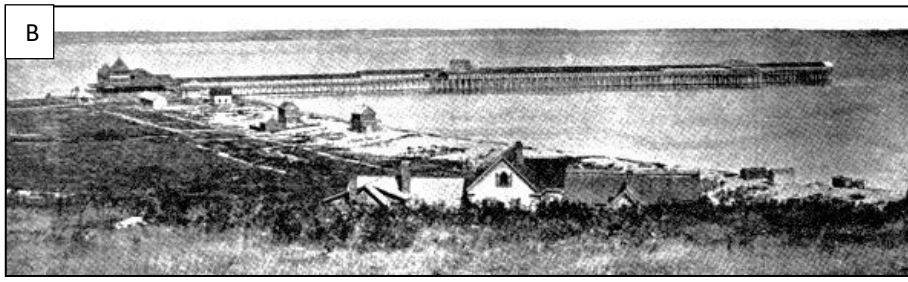


Figure 4. From Point to Pier

Major attractions anchored each end of Revere Beach during the 1880s: (A) To the north, the resort complex at Point of Pines consisted of hotels, dining halls, a race track, amusements, and an ornamental garden. View is looking northwest from Broad Sound, with the Pines River and Rumney Marsh in the background. Several railroads shared the alignment behind the hotels. (B) At Revere Beach's south end, the Great Ocean Pier, built by Alpheus Blake, was intended to attract riders to his railroad enterprises. In addition to the 1700-foot long pier, the complex included restaurants and cafés. View is looking northeast from the hill in Beachmont. Both the Pines resort and the Great Ocean Pier, about three miles apart, kept the railroads busy during summer months. *Images courtesy of: A-The Trustees of the Boston Public Library; B-Revere Public Library*

winning bidder was Irwin. Operating rights to the Winthrop Railroad passed to him on January 1, 1877 for the sum of $12.

Captain Samuel G. Irwin was a member of the 1873 committee that had warned the town not to loan the line any more money. In 1876, just after he bought the Winthrop Railroad's equipment, he started organizing investors in what he felt was a more realistic alternative: a steam railroad to be known as the Boston, Winthrop & Point Shirley. Acquiring the Winthrop Railroad, unprofitable as it might be, was the logical move for him to make. It would remove any possible competition for passengers and facilitate the transition from horsecar to steam train. Irwin ran the Winthrop Railroad as promised until the steam railroad was ready to operate in June of 1877. He then had the horsecar rails torn out of the streets and sold off the company's assets. Winthrop's experience with horse railways was over, while its adventures with steam-powered trains were about to begin. They would prove to be as much of a mixed blessing as the horsecars.

Meanwhile, the horsecar line did have one lasting legacy: it helped end the community's isolation. Winthrop was no longer just a farming town. The versatile Dr. Ingalls is said to have penned the following rhyme about its diversifying population:

> We've schooners and sloops and flat boats and scows,
> Fishermen, lobsters, chickens and cows,
> Men that kill snowbirds for the table at Taft's,
> And hunt for wild geese in dories and rafts.
> Some that raise cabbages, turnips and peas,
> Some live by their wits, some follow the seas,
> Judges and lawyers and clergymen too,
> And six hundred others, all good and true.[24]

The Boston, Winthrop & Point Shirley Railroad

Back in 1875 when the Boston, Revere Beach and Lynn Railroad was about to begin operation, there was talk of a possible branch line into Winthrop. A news article in May of that year alleged that the Town of Winthrop was planning to build a short spur from the BRB&L's mainline,[25] and a contemporary railroad map of the Boston region depicts such a proposed line

(see Figure 5A).[26] If true, any further efforts in this direction would have evaporated after the Town's disastrous experience financing the horsecar line. Winthrop was too skittish and too broke to reenter the railroad business.[h] Thus, it was up to local investors to gather enough supporters to promote their own steam railroad. Less than a year after the BRB&L opened, that's exactly what they did.

In addition to the aforementioned Captain Irwin, John L. Butman of Fitchburg, Massachusetts, was a major promoter of the branch railroad to Winthrop. Butman had bid unsuccessfully on Winthrop's horsecar line when it was put up for auction in 1876, but he had helped with interim operations when it faltered later that year. Irwin, Butman and others incorporated the Boston, Winthrop & Point Shirley Railroad Company (BW&PS) on July 3, 1876. While apparently a straightforward proposition, more may have been going on than meets the eye. John Butman was an old colleague of Alpheus Blake, dating back to their involvement in the new community of Fairmount at Hyde Park.[27] Blake evidently brought Butman with him into the BRB&L, as Butman's name appears as an official of that company on one of its earliest timetables. In 1877, it was revealed that Butman owned 87% of the stock of the new Boston, Winthrop & Point Shirley Railroad.[28] While not illegal, this fact does call into question whether Butman bought these shares on his own or if he was acting as an agent of the BRB&L. If the former, then Butman must have been a wealthy man, since his stock would have cost him $87,600 (well over $2 million at today's prices)--a lot of money to risk on a tiny and uncertain venture like the BW&PS. If the latter, then why didn't the BRB&L just openly develop a branch into Winthrop? We may never know what really transpired. While it seems likely that Alpheus Blake and his BRB&L were not the disinterested parties that they portrayed, it probably didn't matter in the end. Blake's (and likely Butman's) tenure at the BRB&L would be, as we'll see, very brief.

The Boston, Winthrop & Point Shirley did share an important trait with the BRB&L: it used the same three-foot narrow gauge track dimension. This would, theoretically, allow the trains of each line to operate over the tracks

[h] It would take until 1905 for taxpayers to fully retire the debt caused by bailing out the Winthrop Railroad Company! [Channing Howard, "*Stage Coach and Early Railroad Days in Winthrop*,"1938, p. 11]

of the other. In fact, months before the line opened, the *Boston Daily Globe* reported that cars of the BW&PS were to be coupled onto BRB&L trains and run through to the BRB&L ferry.[29] This was a bit of wishful thinking, or perhaps a concept that was dismissed early on. The reality was that the two companies, for reasons never stated, would not comingle their cars. BW&PS passengers would have to transfer to BRB&L trains in order to continue their trips into Boston.

A survey and considerable construction occurred during 1876,[30] but corporate shenanigans were apparently still in play. John Butman, who served as the line's first president, was also the contractor in charge of the work! This obvious conflict of interest repeated the mistake made previously by the horsecar line, as the company's board of directors couldn't provide objective oversight of one of its own. Even the line's groundbreaking on May 29, 1876[31] was controversial. This date was fully five weeks before the company was officially incorporated, a violation that caught the attention of the State's railroad regulators. Regardless of all these corporate intrigues, the groundbreaking itself took place on the marsh close to the BRB&L's station in Orient Heights (which was named *Winthrop Junction*). It was attended by officers of the Boston, Winthrop & Point Shirley Railroad, of course, but also by curious onlookers. These included some members of Winthrop's old farm families, several of whom had actively opposed the coming of the railroad but now seemed to embrace it.[32]

From Winthrop Junction, construction proceeded east, parallel to Saratoga Street. The line crossed Belle Isle Inlet on a trestle, continued over what is today Morton Street, and veered south toward Winthrop Village near the intersection of Winthrop and Main Streets. The track continued its curve southward, skirting marshland and terminating for the time being at the foot of Buchanan Street. The first stations were *Pleasant Street*, *Winthrop* (at Magee's Corner), and *Buchanan Street*. A small engine house was constructed near *Winthrop* station, across the street from where the Winthrop Railroad's horsecar barn had been.

On June 7, 1877, the two-mile route was opened to the public. The diminutive size of its rolling stock soon earned it the epithet of "peanut line" and "pony line" to distinguish it from its larger narrow gauge neighbor, the Boston, Revere Beach & Lynn. The BW&PS had but one locomotive, leased from the

BRB&L, though others were leased and purchased later. The highest fare at the time was five cents,[33] and just five trips a day were operated initially. Trains eventually ran on an hourly schedule.

In 1878, the BW&PS was extended east from *Buchanan Street* across a salt marsh that is today the Winthrop Golf Club. A new terminal, *Shirley*, was built just east of Shirley Street. Construction continued the following year, veering south along Winthrop Beach toward Point Shirley. At the time of construction, this area was simply a strand of sand and gravel, with little to impede the railroad's progress. In short order, the railroad would stimulate a dense development of cottages…many built right next to the track, their inhabitants apparently indifferent to the noise and soot of locomotives periodically passing by. For now, however, the land was empty. Construction halted temporarily at Great Head, the high cliff that blocked passage farther south. A trestle skirting the ocean would be required in order to round the Head and continue to Point Shirley. Two stations were constructed along Winthrop Beach: *St. Leonard's* at the hotel of that name, just north of the present Sturgis Street; and *Great Head* at Tewksbury Street (see Figure 8).

In 1880, a change in route was proposed. The section between *Winthrop* and *Shirley* stations via *Buchanan Street* was to be abandoned; it would be replaced by a new alignment heading east from *Winthrop* station, then curving south along the edge of the marsh, meeting what is now Veterans Road to rejoin the original line at *Shirley* station. This change was very likely initiated by Dr. Ingalls, whose financial interest in both the former horsecar line and the Ocean Spray development have already been mentioned. The demise of the horse railway had left Ocean Spray high and dry without public transportation. Changing the BW&PS alignment would restore transit to Ingalls' real estate investment and afford the railroad more passenger potential than the original route. A new railroad (the Boston & Winthrop, described later in this chapter) was proposed to serve the area that would no longer be covered once *Buchanan* station was abandoned.

There may also have been an additional motivation for ripping out a section of track that was only four years old: Another railroad company, to be described shortly, was proposing to enter Winthrop from Revere and was searching for an alignment along Winthrop Beach. The BW&PS may have been induced to cooperate with this new line and share its right-of-way, a

detail elaborated upon in Chapter 4. Whatever the reasons, work on this rerouting was not completed until the summer of 1881.[34] A new station, *Ocean Spray*, was installed near Ingalls' development, and a stop was added at the foot of Sea Foam Avenue (spelled Seafoam today).

By the spring of 1882, a trestle was completed around the eastern side of Great Head. Some timetables that year listed Point Shirley as the terminal and others continued to show it as Great Head station. In reality, the train probably terminated at Short Beach (today's Yirrell Beach), just south of Great Head, where a station and turnout had just been constructed (see Figure 27A in Chapter 4). A stagecoach completed the short trip from there to Taft's in Point Shirley. By now, the railroad had cultivated a steady market of weekday commuters, so hourly service was supplemented by a few extra trips during periods of peak travel. An 1883 timetable listed the fares to Winthrop Junction as 10¢ from Winthrop station and 20¢ from Point Shirley (via the coach connection). Through fares to Boston via the BRB&L were available, as were multi-ride tickets and monthly passes.[35]

John Butman's presidency of the BW&PS was followed by that of Samuel Irwin and then Clarence Parks. Parks also served as general manager and superintendent for the next four years. As in many small railroads, this was a family affair; Parks' son, Edwin, was a conductor. The company had a total of just five or six employees.

Because the railroad did not serve all parts of Winthrop, a number of independent coach lines flourished, these coaches often being referred to as "barges." As mentioned, one ran from Taft's Hotel in Point Shirley to the closest connecting BW&PS railroad station; through fares on the BW&PS were available on this line. Another operated along Pleasant Street and connected otherwise unserved Winthrop Center with BRB&L trains at Winthrop Junction. Significantly, the railroad did not run during the winter. The independent coach lines correspondingly expanded their service during those months, but this was small comfort to year-round residents who desired year-round trains.

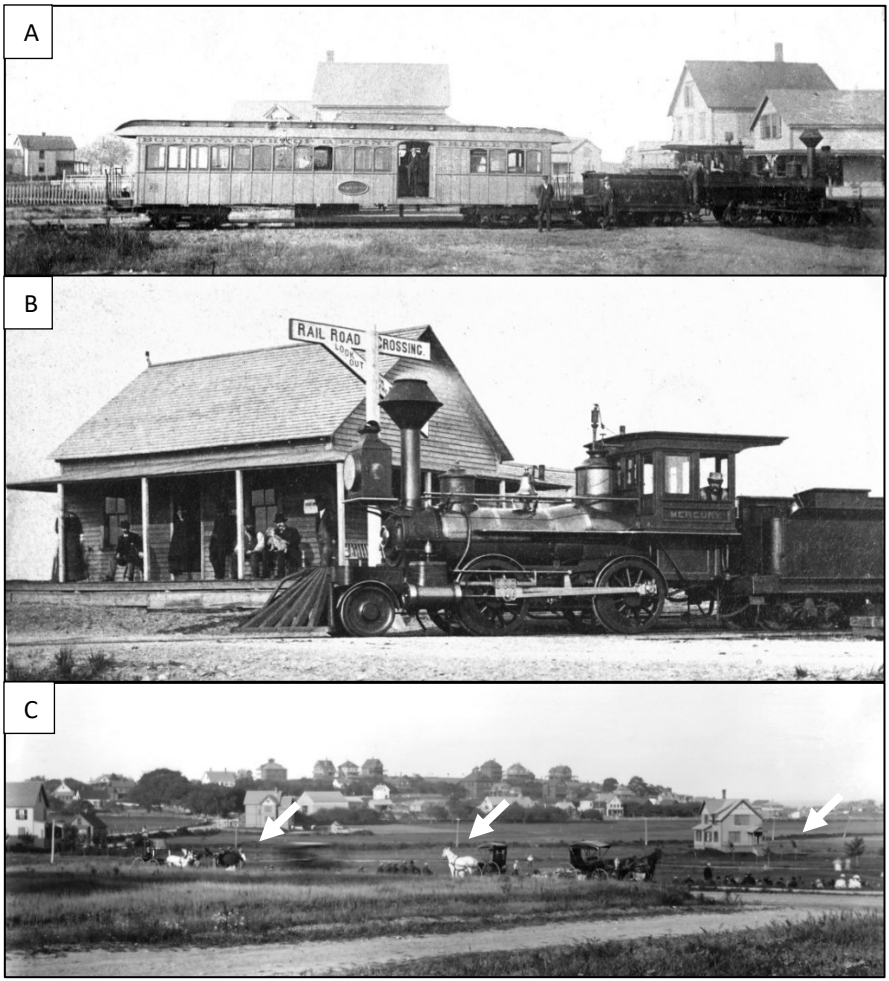


Figure 7. Boston, Winthrop & Point Shirley Railroad
Early scenes of the BW&PS in Winthrop, probably dating from the late 1870s: (A) Engine *Mercury* with combine *Ocean Spray* looking west at the line's terminal near Tewksbury Street. (B) *Mercury* at Bill Morgan's store at Shirley and Nevada Streets; (historian Channing Howard claimed that the photo actually shows the track crossing Revere Street near Magee's Corner). (C) Looking northeast from the corner of Atlantic and Winthrop Streets; houses on the top of the hill are on Summit Avenue. White arrows point to a barely visible roadbed and telegraph poles that delineate the original route of the BW&PS before its 1881 relocation to Ocean Spray. *All photos courtesy of the Winthrop Public Library and Museum*

Chapter 5
Rolling Stock

The cars and locomotives of a railroad—its "rolling stock"—seem to be what make trains interesting to the general public and fascinating to railroad enthusiasts. Railroad books often concentrate on this aspect of the subject at the expense of other elements. Oddly, in the case of the early railroads of Winthrop, Orient Heights, and Revere Beach, few details are to be found on rolling stock. Twelve known photographs of the pre-BRB&L engines and passenger cars are our main source, along with some newspaper accounts and recently unearthed manufacturer's records. This chapter tries to make sense of these sometimes conflicting bits of information.

Railroad Locomotives

Steam locomotives, or "engines," operate on a very straightforward principle, though their mechanical intricacies are often complex. That principle can be simplified as follows: Fuel (coal was the preferred fuel for U.S. railroads after the Civil War) is burned in a furnace called a *firebox*. The combustion of the fuel heats water in a boiler, creating steam. Pressure from this steam pushes pistons. The pistons connect through a series of rods to the drive wheels of the locomotive, giving the engine its motive power. That's basically all there is to it. The fuel and water needed for this process are generally hauled in a car immediately behind the locomotive called a *tender.* In the case of small engines, fuel and water can sometimes be carried on the locomotive itself, and no tender is required.

Locomotives are frequently classified by their wheel arrangements according to the *Whyte notation.* For most engines, a three-figure format is used: the first figure refers to the number of leading wheels, the second to the number of driving wheels, and the third to the number of trailing wheels. For example, the Boston, Revere Beach & Lynn Railroad settled early on to a locomotive design known as the Mason Bogie. Most of these engines had a 2-4-4 wheel arrangement, with two leading wheels (on one axle), four driving wheels (on two axles), and four trailing wheels (on two axles).

Narrow Gauge Locomotives. The Boston, Winthrop & Point Shirley Railroad began service with few financial resources and therefore leased its first locomotive. That locomotive was likely a BRB&L engine that had been named *Mercury* (the first six of the BRB&L's locomotives were named after planets and constellations) and carried the number "4." The BW&PS kept the name but dropped the number.

Mercury was built in 1876 by Porter, Bell & Company, a Pittsburgh firm specializing at that time in light-duty locomotives. According to company records, the locomotive was originally to be named *A.P. Blake.*[113] Since Mr. Blake was still on good terms with the other BRB&L directors, the name change to *Mercury* may simply have reflected a desire to stick with an astronomical theme. *Mercury* featured a 2-4-0 wheel configuration, according to the Whyte notation. With its prominent pilot (or "cowcatcher"), headlight, and extra-long diamond-top smoke stack, it looked like a disproportional version of the steam locomotives we associate with the Old West. The lease of this engine to the BW&PS was advantageous to both companies. Not only was the BW&PS spared the expense of purchasing a new locomotive, but the BRB&L could "monetize" the *Mercury*. It didn't match the more robust Mason Bogie locomotives in its fleet, so leasing it to the BW&PS was a good way of getting rid of it while still making money from it.

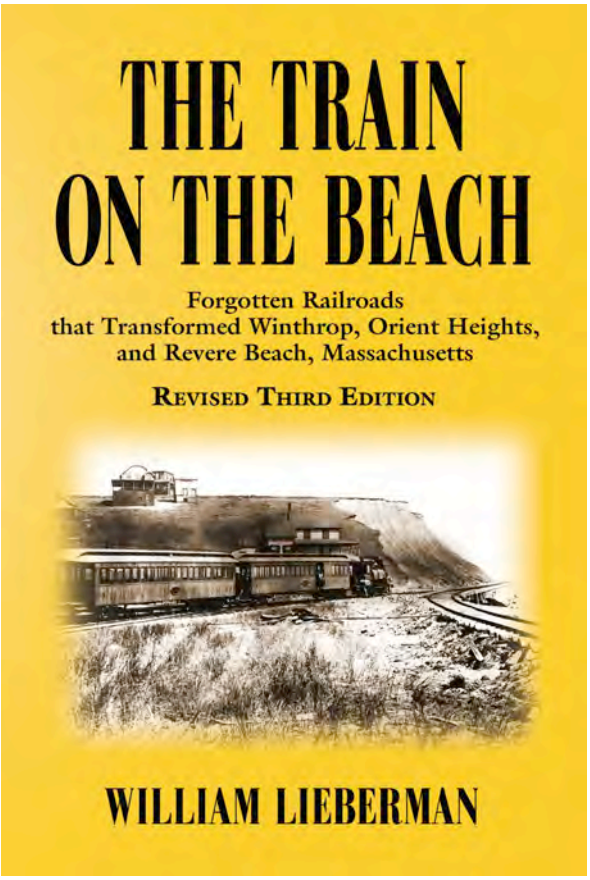
The BW&PS eventually acquired a locomotive of its own. An April 1882 news article mentioned that "engineer Davis went to Pittsburgh to get a new engine, which arrived the 28th."[114] The new engine was named *Winthrop* and given the number "1", probably because it was the first locomotive actually owned by the company.[bb] It likely became the line's primary locomotive, with *Mercury* relegated to serve as a spare. Though *Winthrop* was also built by

[bb] It should be mentioned that previous chroniclers of these railroads (the Author included) had assumed that *Winthrop* was the first engine acquired by the BW&PS in 1876 (probably because it was numbered "1") and that *Mercury* was leased from the BRB&L in 1878. This error may be traced to letters appearing in *Railroad Magazine* in 1942 [February, p. 49 and April, pp. 68-69]. The letter writers were trying to clarify the locomotive roster for the BW&PS from recollections of their visits 50 years earlier but apparently got some of the details wrong. Those mistakes were picked up by later authors. Subsequent documentation from the archives of Porter, Bell & Company revealed the probable course of events.

Porter (actually by H.K. Porter & Company, successor to Porter, Bell & Company), it had a very different configuration from *Mercury*. It was a squat type of engine known as a "saddle tanker" because its water supply was carried in a tank on the locomotive itself, not in a tender behind it. This tank had the shape of an inverted "U" resting like a saddle on top of the boiler. Since steam locomotives require about six times as much water (by weight) as coal, the little coal that was needed was carried in a small bunker behind the engineer's cab. No tender was necessary. This configuration was very practical for a small railroad with few heavy demands. *Winthrop* had an 0-4-2 wheel arrangement and was described in the manufacturer's record books as a "Muskegon" model.[115]

In 1883, the BW&PS leased yet another locomotive from the BRB&L. *Pegasus* (originally numbered "2" on the BRB&L roster) was an 0-4-6 engine built by the Mason Machine Works in 1875. It was unique for the BRB&L in having three trailing axles. Since the rest of its design was close to the norm that the BRB&L was using on its mainline, *Pegasus* likely handled Winthrop's traffic up till the last days of the BW&S. It's puzzling why the BW&PS needed this engine in 1883, since just one engine was required to operate the company's entire schedule. Perhaps *Mercury* wasn't working out as a spare.

All three locomotives passed into the hands of the Boston, Winthrop & Shore Railroad after the formation of that line late in 1883. When the BRB&L took control in 1886, it continued to use *Pegasus* but probably phased out *Mercury* and *Winthrop*, which were too light for its needs. *Mercury* and *Pegasus* were among four locomotives stored in a BRB&L engine house in Orient Heights that caught fire the evening of August 8, 1895. They were completely destroyed and scrapped soon afterwards. *Winthrop* met an earlier demise; it was scrapped in 1893 after the BRB&L could find no buyers for it.



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