

As a Historical Society /Museum Board, we have discussed the need for the information at Beerbower Park to be historically accurate and as complete as possible. We feel there could be more about our city for the public to read while visiting our park and we could do that on the current tourism information sign, using both sides and incorporating the general area information.

We held a meeting to which we invited any and everyone to join us in discussing, recommending and implementing improvements to BeerBower Park. We had the mayor and a council member, a representative of the McCleary City Renewal Council along with several of our own board members in attendance. We discussed possible projects at the park, how to fund them and what committees we might need to accomplish such improvements.

Disappointed in the amount of interest shown, it was determined to share the information gathered with the City Council in the hope that they can seek grants and funding to accomplish some or all of these suggestions.

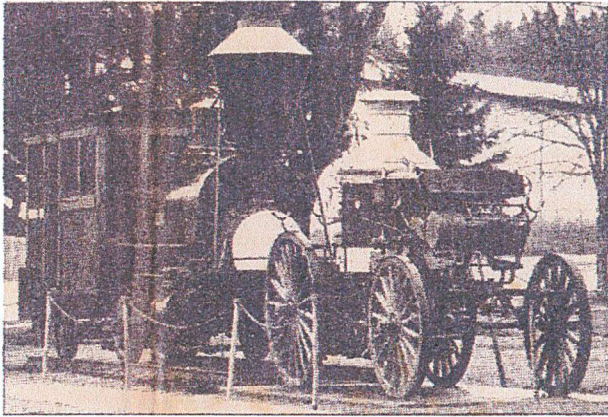
Things that were mentioned as needed improvements to the park are as follows:

1. Improvements and repairs to the Train enclosure, with Glass instead of Chain Link or at least nicer looking fence, and new siding or cedar shingles on the lower skirt.
 - a. Replace wood and maybe different style of metal Fence (apx cost \$5000)
 - b. Repair wood and install glass fence (APX cost \$40,000)
 - c. Remove chain Link fence and install Cameras and Warning Signs (Less for sure)
2. Repairs to the train itself (Cost depends on extent of repair)
3. Signage for the train area improved (Apx Cost \$500-\$8000)
4. Lighting in the train enclosure improved (led spotlights or overhead lights) Apx \$300
5. Better local info on the INFORMATION BOARD? And use the back for more info. (Sign is 57 x 81open area.) (Apx cost \$500)
6. Maybe a Visitor Information pamphlet area?
7. An arch sign with the name of the park to be made by the Artist who created the bears. (He is working on a bid for this project and knows it would need grant money and is also willing to donate some of his time.)
8. Tree Shaped Picnic table to be more Unique and attract more guests (ask MCRC)
9. Bathrooms or PortaPotty near the playground (Porta Potty Cost: \$5000 plus \$200 mo)
10. Dog Park (It was suggested that this be built at the community center.)
11. Christmas Lights on the remaining big tree (no cost?)
12. Community Bulletin board or Reader board sign to announce events in our area (maybe with a clock?) or to hang signs like Volunteer firefighters needed... so they don't block seeing the train. (Cost Apx: 3K-9K for non digital... 50 K for Digital?)

The Museum Board members are willing to help in the following ways;

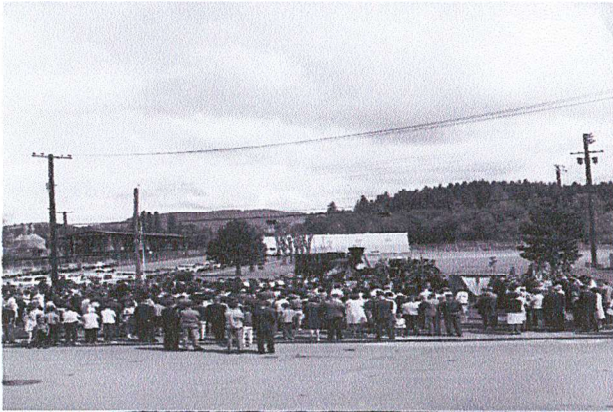
1. Research and design for improved signage in the Train Enclosure area.
2. Research and design for historical information to be added to the Info Sign.
3. Provide knowledge and help with any historical projects done in the future in the park or anywhere in the city (like at the community center, cemetery).

4. Be supportive in helping with grant applications, any necessary Historical research, and participation in specific projects done by community volunteers.



Here is some history and more is available.

Train Picture from 1983. No fence no Roof...



This is the ceremony for the sign that dedicates the park to Beerbower. 1966?

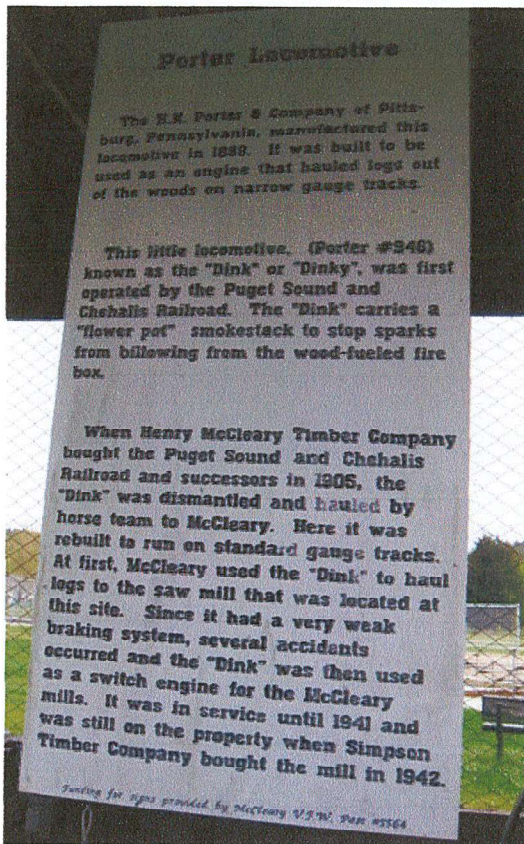
The train sat in the yard at the Simpson Door plant from the time Simpson bought the plant in 1940's until it was given to the city. (sometime before this picture which was taken in 1966?)



“Dinky” and Firecart pictures taken by visitor in 2012. It has gotten much worse in the last 12 years. After a paragraph about Steven and Helen Lake this photographer said this in the comments:

“We walked across the street to the city park which had a steam engine and a horse drawn fire engine on display (behind a fence). Never seen one so well protected before in all the places that we have seen engines on display. Kind of sad, as it was really hard to see them very well, and of course, the photos aren’t the best.” (<https://www.mytripjournal.com/travel-675536>)

Picture of Sign when it was still hanging up.



PORTER LOCOMOTIVE:

The H.K. Porter and Company of Pittsburgh, Pennsylvania, manufactured this locomotive in 1888. It was built to be used as an engine that hauled logs out of the woods on narrow gauge tracks.

This little locomotive. (Porter #946) Known as the "Dink" or "Dinky" was first operated by Puget Sound and Chehalis Railroad. The "Dink" carries a "flower pot" smokestack to stop sparks from billowing from the wood-fueled fire box.

When Henry McCleary Timber company bought the Puget Sound and Chehalis Railroad and successors in 1905, the "Dink" was dismantled and hauled by horse team to McCleary. Here it was rebuilt to run on standard gauge tracks. At first, McCleary used "dink" to haul logs to the saw mill that was located at this site. Since it had a very weak braking system, several accidents occurred, and the "dink" was then used as a switch engine for the McCleary Mills. It was in service until 1941 and was still on the property when Simpson Timber Company bought the mill in 1942.

Sign funded by McCleary VFW 5564 (eagle project?)

BOTH signs are worn and need replaced or at least repainted and

hung back up.

Words from Fire Pump Sign:

Powered Fire Pump (sign.... Can't read whole thing)

Fire fighting equipment has changed ??? As Early as 1678 in Boston ??? powered pumps were used to spray ??? Fires. By the mid 18?? ??? had powered pumps would??? More than a dozen men to operate. ??? American steam-driven fire pumps ??? in 1852 by the ????? and ????? ?? of Cincinnati Ohio. A??rens turbine company purchased the company and produced 500 steam ?? fire pumps between ??60 and this engine #112 was named ?????????

The fire alarm was sounded. Firefighters hurried to hitch ??? this fire pump and ??art and fire box underneath the boiler. A ?? raced toward the fire steam ?? generated in the boiler which ??? the engine that pumped??L of the hose.


?? of 1906 the original saw mill ??? burned. To avoid further ??? Henry McCleary purchased ??? Powered fire pump from the??? In 1906. He also purchased?? Steam powered fire pump from ?? in 1914. Which is now on display in Aberdeen Museum.??



The train in Shelton isn't in a cage.

Info about Train found online:

Simpson Timber Co. 0-4-2T No. 1 McCleary, WA, United States		Location: Beerbauer Park Status: Display		Add Note		
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Wheels:	0-4-2T	Record Created:	Before June 10, 2017
Builder:	H.K. Porter	Record Updated:	Never
Build Date:	06/1888	Action:	None
Construction No.:	946	Change History:	Show
Empty Weight:	29,000	Views:	1482
WOD:	22,000	Photo Album:	No
Driver Diameter:	33	Video:	No
Tractive Effort:	4,550	Notes:	Show
Boiler Pressure:	140	Links:	Add
Cylinders:	9.5x14	Ownership:	Show
Fuel:	Wood	Date of Photo:	Unknown
Gauge:	56.5"		

Posted: May 12, 2013 @ 08:05:19 by John Taubeneck
 Puget Mill Co. Port Gamble for use at Puget Sound & Chehalis Valley #1 "Skookum" Olympia Mosher & McDonald Olympia 04-93 Puget Mill Co. Olympia 04-98 J. S. Jamison Log. Co. Olympia 1901 Henry McCleary Tbr. Co. #1(1st) McCleary 12-05 Simpson Tbr. Co. (never used) McCleary 12-31-41 City of McCleary display 1962

<https://www.steamlocomotive.info/vlocomotive.cfm?Display=1267>

Date: 01/11/18 11:53

McCleary Lumber Dinky locomotive

Author: [christopherhoage](#)

https://scontent-dft4-1.xx.fbcdn.net/v/t1.0-9/20604340_1632262716846511_3767628658770178760_n.jpg?oh=92e73fcd0bd0b882783c692e82804c9d&oe=5AF1A616

Here is a locomotive whose history has been a mystery to me ever since I saw her on a road trip in the summer of 2015...I have done as much research as possible on her and this is what I have been able to find out

This Porter 0-4-2T narrow gauge logging locomotive was built in 1888, and was apparently delivered to the Puget Sound & Chehalis Railroad (owned by the Puget Mill Co.) as PS&CV #1. The PS&CV was also known as the Mosher and McDonald Railroad and was the first logging road in the area. From here the record gets even more sketchy...according to the info plaque on display with the locomotive there were successors to the PS&CV, and I recently found a December 1905 newspaper article from the Olympia Daily Recorder mentioning the locomotive being used on the 'Old Jameson Road'. According to an article on Griffin area logging railroads, the Jameson Logging Company Railroad did indeed run in the area, but limited information was available other than it appeared to be built in 1905 and may have been an early part of the McCleary line. The 1905 newspaper story states that both the Mosher & McDonald and Jameson lines were owned by the Wolverine Co. of Seattle (information on which I was unable to find), who in turn was selling them to the Henry McCleary Timber Co. At this point we do now that the locomotive was sold in 1905/06 to McCleary Timber and was converted to run on standard gauge tracks. She was dismantled and hauled by horse to the main McCleary mill in McCleary WA and continued to be used for logging duties. At some point (either on the PS&CV or with McCleary) she acquired the nickname 'Dinky' or 'Dink' like many small tank engines of her type and she was operated at the mill until 1941. In 1943 McCleary sold the entire town and logging operation to the Simpson Logging Co. (now Simpson Timber) and the little Dinky was still there.

However, no records exist of the locomotive being operated by Simpson, so she was probably never relettered. At some point she was placed on display in Beerbower Park in McCleary, WA where she can be seen alongside a steam powered fire engine in a covered display shed. She is the second-oldest locomotive in Washington and can be seen on display in the park to this day.

Can anyone confirm any of this history and does anyone have any period photographs of the locomotive at any time during her career? Anything would help

<https://www.trainorders.com/discussion/read.php?11,4459002>

About Porter Company who built the train

Summary

Founded in 1866, the H.K. Porter Company of Pittsburgh, Pennsylvania, built light industrial locomotives. These smaller engines were used in mines, mills, factories, construction sites, agricultural operations, and other specialized applications. Porter manufactured more than 8,000 steam, gasoline, and diesel-powered locomotives before exiting the business in 1950.