

THE MODERATOR

B REACTOR MUSEUM ASSOCIATION

July—September

<http://www.b-reactor.org>

Summer 2011

From The Control Room

by Maynard Plahuta, BRMA President

WOW! Summer is really flying by at top speed. And the tourist interest in B Reactor has not let up. The tours are going great; there is clear evidence that they are enjoyed by many from near and far away. Bob Horgos has more detail in his write-up elsewhere in this issue.

During the last quarter BRMA and DOE were pleased to host members of the National Park Conservation Association (NPCA) for a tour of B. They are advocates of making B Reactor part of the proposed Manhattan Project National Historic Museum. We welcome their support---we have a copy of a letter by a number of their

members sent to Rep. Doc Hastings encouraging his support of the proposed museum.

BRMA is still working with Colleen French of DOE toward finalizing the transfer of the "old reactor" (B, D, F) graphite to BRMA. Hopefully that can occur soon. As soon as we can clear some administrative details with DOE-RL, Gene Woodruff and his team will be able to get on site to sort and stack the graphite.

The graphite will be used for a model and for making souvenirs for sale to tourists.

NPCA Staff Visit B Reactor

BRMA was pleased to welcome staff from the National Parks Conservation Association to the Hanford Site earlier this year on April 29.

BRMA president Maynard Plahuta accompanied the group on a tour of B Reactor. He told the visitors that BRMA welcomed NPCA's support for establishing the Manhattan National Historic Park. Sean Smith, NPCA's policy director, replied that the NPCA team is very excited about the possibility of adding the Hanford B Reactor to the national park system.

The NPCA was formed in 1919. It represents more than

600,000 members and supporters through its Washington, DC, headquarters and 23 regional and field offices. It works tirelessly to ensure our national parks get vital care and support, and that these magnificent lands and landmarks are protected in perpetuity: Their efforts include

- educating decision makers and the public about the importance of preserving the parks;

- convincing members of Congress to uphold the laws that protect the parks and to support new legislation to address



NPCA visitors to B Reactor were, from left, Matt Rudolf, Jim Stratton, Bethany Van Etten, Peter Jackson, David Graves, Glen Bruels, Clarence Morawaki, Sean Smith, Amy Rudolf, and Dave Patton. BRMA's Maynard Plahuta is on far right.

(Continued on page 3)

(Continued on page 2)

The B Reactor Museum Assn. meets on the 2nd Monday of each month at 7 p.m. in the CREHST Museum Auditorium, 95 Lee Blvd., Richland

Future meeting dates for the remainder of the Summer Quarter are: August 8 and September 12

Dupus Boomer



NPCA Staff Visit

(Continued from page 1)

- threats to the parks;
- fighting attempts to weaken these laws in the courts; and assessing the health of the parks and park management to better inform our advocacy work.

This visit followed publication of an article on the Manhattan Project that appeared in the Spring 2010 issue of "National Parks", the magazine of the NPCA. The article was reprinted in the Winter 09-10 issue of *The Moderator*.

Membership Report By Burt Pierard, Membership Chair

2011 BRMA MEMBERSHIP DUES ARE NOW DUE. Anyone who has paid and has not received a 2011 Membership Card should receive it with a hard copy of this issue of *The Moderator*. To send in your renewal,

clip or print the form below and send it to the address listed.

Our paid membership to this point is 87 people (just 7 more to go to reach last year's total).

2011 Renewal and New Member Application

Name: _____ Date: _____

Address: _____ City: _____ State: ____ Zip: _____

Phone: (h): (____) _____ (w): (____) _____ MSIN address: _____
(current Hanford employees)

E-mail: _____

Individual (\$20) or Senior (age 65+) or Student (\$10) and New or Renewal
 Group (\$25 up to 100 members; please add \$10 for each additional 100 members)

For Group Membership, Official Representative: _____

Additional tax deductible contribution: \$ _____
(Tax ID # 94-3142387)

Total Enclosed: \$ _____
(Please make check out to BRMA)

Thank you; please mail this application with payment to:

B Reactor Museum Association
PO Box 1531
Richland, WA 99352

From The Control Room (cont'd)

(Continued from page 1)

Hank Florence of the Seattle Office of the National Parks Service (NPS) is expected to tour B again and to discuss matters relative to displays and the transitioning of reactor tours to the NPS. We look forward to his advice on a number of items. Some members of BRMA will be invited to meet with him and Colleen French.

The Board of Directors and staff of the Tri-Cities Visitor and Convention bureau toured B Reactor and the existing pre-1943 buildings including the White Bluffs Bank, Hanford High school, and the Bruggemann warehouse. Hopefully, someday we will be able to realize the Bruggemann facility as a B Reactor visitor's center. We will be exploring ways to make that happen.

I thank all those who helped set up and staff our display at the Health and Safety Expo at the TRAC Facility. I especially thank Colleen French for arranging to have a drawing at the Expo for six B Reactor tours on July 27th. It was an added attraction for our display.

BRMA has been invited to set up our display at the Tri-Cities Visitor and Convention Bureau annual meeting in November. This has been a very successful event in the past.

BRMA is also working with the Tri-Cities Americans hockey team on expanded activities at its "Nuclear Night" in January 2012. Stay tuned to learn more.

DOE and its contractor MSA are renewing efforts toward conducting and recording oral interviews with 1940's residents and employees of the Manhattan project at Hanford. If any of you have suggestions of names to be included please let me know via [e-mail-myplahuta@clearwire.net](mailto:myplahuta@clearwire.net) or phone at 946-1162.

Graphite Committee Report by Gene Woodruff

In short, graphite is on hold.

Our team of graphite block handlers still awaits a green light from DOE to proceed with recovery of B,D,F type blocks from the mixed pile of Hanford Reactor blocks near B Reactor (see photo in the Winter 2010-2011 *The Moderator*). Our mission to separate the B,D,F blocks will facilitate their utilization in models and other presentation roles. Until separation is achieved, the other programs are on hold.

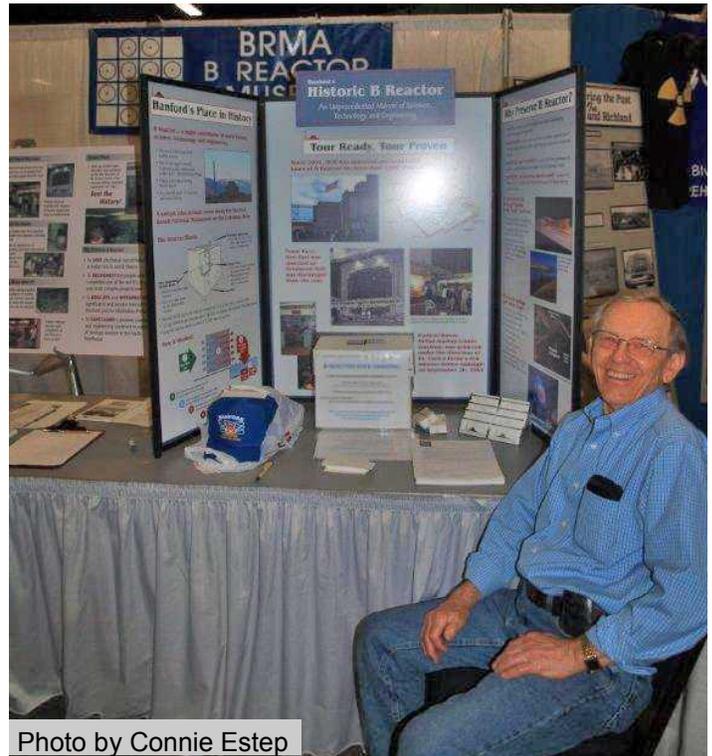


Photo by Connie Estep

BRMA Promotes B Reactor At TRAC

BRMA members staffed a display in mid-May at the 2011 Health and Safety Expo at TRAC in Pasco. BRMA President Maynard Plahuta was on duty when this photo was taken.

In addition to getting information from BRMA members who were at the booth, there were handouts for visitors and a chance to win a drawing for a tour of B Reactor. Winners of the reserved seats for the July 27 tour were:

David (Charlene) Ottley
Kennewick

Enid Reck
West Richland, and

Glen Clark
Kennewick.

BRMA hats also were on sale.

Several BRMA members, in addition to Maynard, helped staff the booth. Thanks to all of them for taking the time to help spread information about B Reactor!



ALCO RS1 of the [Southern Appalachia Railway Museum, Oak Ridge, TN.](#)

ALCO RS-1

From Wikipedia, the free encyclopedia

The **ALCO RS-1** was a 4-axle [diesel-electric locomotive](#) built by [Alco-GE](#) between 1941 and 1953 and the [American Locomotive Company](#) from 1953 to 1960. This model has the distinction of having the longest production run of any diesel locomotive for the [North American](#) market.

The carbody configuration of the RS-1 pioneered the [road switcher](#) type of diesel locomotive. Most locomotives built since have followed this basic design.

The first thirteen production locomotives were requisitioned by the US Army, and the five railroads affected had to wait while replacements were manufactured. The requisitioned RS-1s were remanufactured by ALCO into six-axle RSD-1s for use on the Trans Iranian Railroad to supply the Soviet Union during World War Two.

Power type	Diesel-electric
Builder	American Locomotive Company Montreal Locomotive Works
Model	RS-1
Build date	March 1941 – March 1960
Total production	469
AAR wheel arr.	B-B
Gauge	4 ft 8 1/2 in (1,435 mm)
Length	55 ft 5 3/4 in (16.91 m)
Width	10 ft 0 in (3.05 m)
Height	14 ft 5 in (4.39 m)
Locomotive weight	247,500 lb (112.3 t)
Fuel capacity	1,000 US gal (3,800 l)
Prime mover	ALCO 539T
Engine type	Four-stroke diesel
Aspiration	Turbocharger
Displacement	1,595 cu in (26.14 l) per cylinder 9,572 cu in (156.86 l) total
Cylinders	Straight-6
Cylinder size	12½ in × 13 in (318 mm × 330 mm)
Transmission	DC generator, DC traction motors
Top speed	65 mph (105 km/h)
Power output	1,000 hp (746 kW)
Tractive effort	40,425 lbf (179.82 kN)
Locomotive brakes	Independent air
Train brakes	Air
Locale	North America , Brazil , Saudi Arabia



These locomotives were used to move shielded fuel transfer cask and rail cars between Hanford reactors and chemical processing and separations plants. They now are on display at B Reactor. Photo by Bob Horgos

B Reactor Tours

by Bob Horgos, BRMA Tour Coordinator

The 2010 B Reactor Tour Season has been operating successfully since April 6th as scheduled. The total tours through June 30th equaled 104 and accommodated 3098 visitors. There were visitors from 35 states and 15 foreign countries.

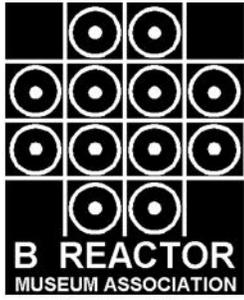
At the conclusion of each tour the visitors are requested to fill out a survey sheet asking them to rate the effectiveness and benefits of the tours. Information is tabulated on the visitors' opinions relative to: (a) Historical content; (b) Technical information that is provided and ratings of the performance of Tour Guides and B Reactor staff. All of the categories showed greater than 98% favorability. Mission Support Alliance (MSA) personnel maintain a running account of all survey statistics plus a complete tabulation of all Tour Guest comments.

BRMA Docents have been totally integrated into all tour functions, including Hosts during the bus trips to and from the B Reactor, Escorts while tours are in progress to protect the historical artifacts and DOE assets as well as to keep visitors from straying into restricted areas, and performing Tour Guides.

Early in June, two of the Hanford locomotives that functioned to haul discharged fuel from all the

Hanford reactors to the chemical processing facilities in the central part of the Hanford Site were relocated to the B Reactor where they can be viewed by visitors. In July two of the shielded transfer casks and rail cars also are scheduled for relocation.

MSA personnel installed additional lighting fixtures within the reactor building at the top of the B Reactor to provide adequate lighting for visitors to view the cables and grid where the 29 Vertical Safety Rods were held above the Reactor while the Reactor was in an operating mode. The pano system can be used to give visitors a sweeping view of the top of the Reactor, including the Vertical Safety Rod housings and cables. The Safety Rods themselves currently are within the Reactor core and cannot be viewed by anyone located on the operating floor.



PO Box 1531
Richland, WA 99352

<http://www.b-reactor.org>
info@b-reactor.org