

DuPont Museum Historical Train Canopy

FISCAL INFORMATION

Total Projected Cost (based on bids): \$187,000 to \$200,000

Contribution Summary:

City of DuPont Contribution:	\$40,000
(\$10K of the original 50K was used to build the track)	
Washington State Legislative Appropriation:	\$50,000
Community Fundraising:	\$11,000
Cherry Blossom Tea Proceeds:	\$2,600
Total to date:	\$103,600

Donated Materials: \$1,825 (rock for track restoration), \$5,000 (rail) and \$10,000 (architectural plans)

To help fill the gap, the Historical Society is submitting a grant application to the Washington State Heritage Capital Projects Fund in May 2008. We are conducting a door-to-door campaign to boost matching funds needed. If you would like to contribute call Museum Manager, Joh Jones at 253-964-2399. Thank you for your support!

Historical Train Canopy Description & Specs

The Train Canopy is designed in a Craftsman style to integrate into DuPont's Historic Village, which is listed in the National Register of Historic Places. The design allows visitors to the park behind the Museum visual access to the train at all times. It also gives shelter and protection for volunteers restoring the train.

- **Roof:** Metal
- **Sides:** Galvanized metal module fence frame
- **Columns:** Exposed Timbers
- **Interior & Exterior Lighting:** same as fixtures & posts in Historic Village.
- **Handicap Accessible**

Life Span: normal life span of any public facility built to code.

Square Footage (approx.):

- 1,152 - lot coverage
- 2,000 - roof coverage

Train totals five cars, one engine

Train Length: Approx. 100 ft.

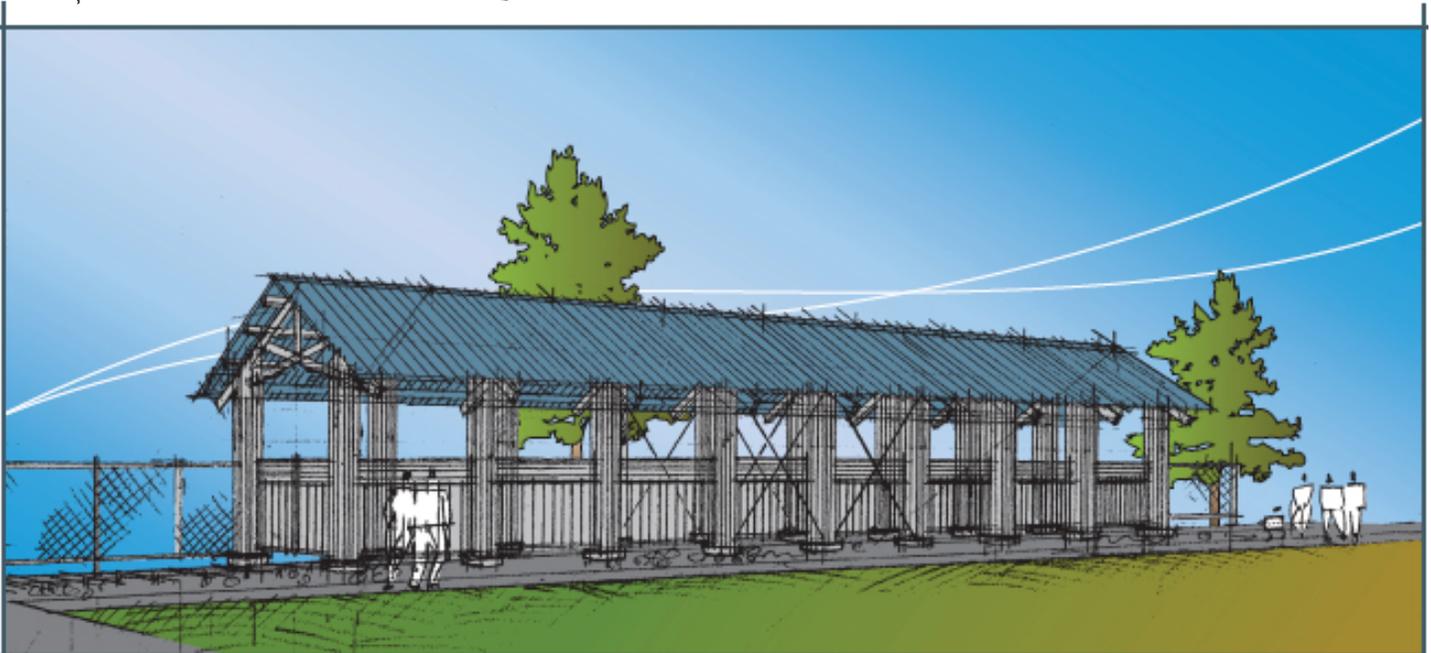
Public Benefit

The train canopy would protect the train from Western Washington weather, allowing restoration work to move more efficiently, and allow visitors to view the train.

DuPont's Dynamite Train is the last in-tact dynamite train in the State of Washington. The train canopy will sit directly behind the DuPont Museum, and next to the Harry L. Robinson Memorial Park. DuPont's Dynamite train is a destination point, and an important part of state history.

There is momentum building between the DuPont Historical Society, the City and local businesses for economic development that is tied to DuPont's rich history. This train, and the canopy which protects it, is a part of that economic development.

Sample Architectural Rendering



Historical Significance

DuPont Museum Historical Train Canopy

The DuPont Company had a fleet of narrow-gauge locomotives and cars to deliver materials and explosives between the old DuPont Powderworks Plant and Puget Sound. When the DuPont Company sold the plant and surrounding property in 1977 to Weyerhaeuser, the fleet of locomotives, flat bed and box cars were included with the sale. In the same year, the DuPont Historical Museum opened. Members began the task of retrieving artifacts and oral history to preserve DuPont's unique history. In the early 1980's, residents organized a grass roots effort to rescue a 1941 Plymouth 12-ton engine along with 5 other cars from Weyerhaeuser. It is this particular train which will reside under the Historic Train Canopy.

Why Trains?

The 36" gauge railway was selected by the DuPont Company to provide reliable transportation within its plant area and to the wharf on Puget Sound. Narrow gauge railways were a known reliable means of transportation and most importantly, would provide the quality of ride required for the transport of explosives. It was much safer to transport explosives by rail or ships versus trucks or wagons going over pot-holed trails or roads. Trains from the DuPont plant snaked their way down the steep north canyon wall of Sequalitchew Creek. The grade was steep, as the drop in elevation down to Puget Sound is approximately 300 ft.

The DuPont Plant and its fleet of trains supplied some of the largest construction projects in history including the Grand Coulee Dam, the Alaska Highway (Alcan Highway) and the Panama Canal. The plant helped meet the demands of World War I with a black powder facility and a nitrostarch factory. During World War II, the plant manufactured millions of pounds of explosives for forces in the Pacific. All of this product was transported by narrow-gauge trains down to ships at the DuPont wharf.

Bringing Back The Train



Fort Lewis's 593rd Sustainment Brigade helped deliver DuPont's Historic locomotive back to it's tracks on December 20, 2007. The locomotive is a 1941 Plymouth 12-ton engine.



In May of 2007, volunteers helped restore a portion of the 36" narrow gauge railroad directly behind the Museum.

Contact Information:

Lee McDonald, President of DuPont Historical Society 253-267-5267
Johanna Jones, DuPont Museum Director 253-964-2399
Museum Hours of Operation:

- Wednesday, Friday and Sunday 1-4 pm; Thursday 11-4 pm

DuPont Historical Society & Museum
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