

THE BIG JOB

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THE DEMOUNTABLES

If the 1,000 demountables built and under construction at Basic townsite were one building it would cover an acre and be seventeen stories high, with 1,000 baths, 1,000 electric stoves, 1,000 electric hot water heaters, 1,000 electric refrigerators. This house would have 6,297 doors and 8,634 windows with 117,128 panes of glass, not counting ten percent overage for breaks.

PLENTY OF PLYWOOD

In the apartments that would make up this composite structure if all the demounties were one, there would be 2297 bedrooms. That's somewhat of a hotel.

Into the wall and ceiling construction went 2,854,183 square feet of plywood. That's about 65 acres. 887,125 board feet of floor were used. Four inches wide, this flooring in a line would extend 587 miles. 1,032,077 square feet of siding and 1,297,781 square feet of roof sheathing went in. The demountables stand on 40,142 concrete piers.

MILES OF PIPES

All of us are so used to seeing those demounties that we're apt to forget the magnitude of the job which went into them. The utilities necessary to service them make quite a yarn in themselves. Excavating crews dug 50 miles of trenches. Fourteen miles of cast iron water mains went in. Add 27 miles of vitrified sewer line and 22 miles of galvanized water pipe. Toss in five miles of copper tubing and 8,500 valves of various kinds and you begin to get the idea. Put in the other materials and you've built a city.

THE PLUMBING JOB

The plumbing accomplishment at the village was a mass production miracle in itself. All plumbing installations were fabricated at the shop and moved in units to the job. At each house only one lead joint was left to be poured.

ACRES OF PAINT

The houses took a lot of paint--29 exterior colors, 27 flat wall interior hues, and 23 enamels.

Painters are putting up and waterproofing with a special cement 24,000 square yards of cloth in the bathrooms. The houses require 20,000 square yards of linoleum and an equal amount of felt.

SCHOOL MAN ON JOB

Meet Roy G. Petrie, ladies and gentlemen--and kids. He is the new superintendent of schools. Like so many others around here he's tackling a man-sized job. Present plans are to open the 12-grade school, now under construction, the second week in September.

Petrie is now engaging teachers and writing up an order for supplies. In the meantime, application for funds from Uncle Sam is being prepared with lots of expediting to take place when said application starts along the route to regional offices and Washington.

CAME FROM LUND

Petrie was high school principal at Lund last year. They released him from a contract to return next fall so that he might accept the superintendency here. Petrie suffered an attack of infantile paralysis in his boyhood, but overcame this handicap sufficiently to play football and basketball at the University of Nevada where he was graduated in 1935. He also has attended summer sessions at Nevada, and the Universities of Utah and Hawaii. He speaks Spanish and Italian.

BEG YOUR PARDON

The Fritz Ziebarth outfit has a right to be peeved. After the great job they have done, getting transmission lines up away ahead of schedule, we break out in print with the statement that Southwestern Engineering built those lines. It was a bad mistake, and we hasten to make a correction. Excuse us, please.

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MILLION POUNDS OF COPPER

To bring power from the dam, the Fritz Ziebarth organization constructed two transmission lines—one 15 miles long, and another—the standby—20 miles in length. Each carries three copper cables, slightly more than an inch in diameter. That makes 105 miles of cable weighing 997,920 pounds or 498 tons. There are 1,110 tons of galvanized structural steel in the towers, which run five to the mile.

A BIG PRINTING ORDER

It takes a lot of printing to run a project like the BMI job. All printing is done at the plant by the multilith process. Forms are typed on a special machine, then photographed. The negative is then placed over a flexible zinc plate and the whole goes into an etching bath. On the presses ink is picked up from the etched plate by a sheet of rubber from which it is transferred to paper. The printing department is turning out an average of 85,000 printed impressions a day, using nearly nine tons of paper and 85 pounds of ink a month.

MAGNESIUM NOT EASILY IGNITED

Many erroneous opinions prevail as to the inflammability and fire danger of magnesium. Literature published by Magnesium Elektron, Ltd., scotches some of these errors.

"Solid magnesium alloy parts" declares M.E.L. "cannot be ignited below melting point (say 600 degrees, Centigrade); swarf can only be ignited by an open flame or, in certain cases, by a spark; dust is inflammable and must be handled with care."

M.E.L.'s statement continues:

"It should be stated quite clearly that it is utterly impossible to ignite solid Elektron parts by means of a match. If more intensive heat be applied, the metal will melt locally. Thus it is possible to burn a hole in the metal with welding apparatus, the hole being as big as a cone in the flame, but the surrounding metal remains unharmed and will in no circumstances burn. This fact is illustrated by the following two experiments. A tank, half full of petrol, was subjected to local

heating by means of a soldering lamp. At the point of application, the sheet melted and the contents were burnt, but the rest of the tank remained untouched. Endeavors were made to ignite motor bonnets made of aluminum and Elektron sheets each in thickness of 1/32 inches and 1/16 inches, accompanied by artificially produced currents of air. It was found that the metal only burned in the immediate neighborhood of the flame, both in the case of aluminum and Elektron."

USE ALLOY FOR MOTOR PISTONS

"Carburetor fires have been known to occur in aeroplanes in flight but in no case did the Elektron parts ignite. As further evidence of the lack of fire risk attached to massive Elektron parts, mention need only be made of the use of Elektron alloys for pistons in internal combustion motors and of the fact that all Elektron alloys are weldable by the autogenous process. Finally, Elektron alloys are extruded at elevated temperatures, forged hot, and heat-treated at over 400 degrees Centigrade in air circulating furnaces, a protective atmosphere being used in this last case against excessive oxidation. It has also been found impossible to ignite Elektron sheet by means of an electrical discharge."

PREPARING BUS BAR

Down in the bus bar shop they have to treat that copper carefully. Connection surfaces on the bars are thoroughly sanded. Then these surfaces are wrapped in paper, after which the unwrapped surfaces are painted with brilliant red electrical current resistant paint. When the paint dries the connection surfaces are unwrapped and coated with vasoline to protect them enroute to the job and during installation. The bus bar plant is a big factory in itself.

In addition to handling the world's largest order of bus bar the shop is cutting and drilling cold rolled steel for clamping plates on thousands of anodes. There are 5,280 pieces of this being machined. The lot weighs about 300,000 pounds.

Are you investing 10 per cent
of your pay in War Bonds?