

THE BIG JOB

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RAW MATERIAL BY AIR

The whole storage system at BMI, closely tied in with the preparation units, and all linked together by a smooth-flowing system of conveyancing, is just another of those marvels that send visitors away talking to themselves. Raw materials in this process are largely fine powders, difficult to handle, and often moved with great loss. That won't be true here.

60-HORSES ON AN AIR LINE

Take magnesium oxide for example. It's fine as flour when ready to ship. Specially designed airtight trailers with air pressure intake on top, and outlet valves at the bottom will haul this material either to the plant or to cars. Here at the plant, facilities are provided for unloading either from trailers or from cars. In unloading a trailer, a stocking will be attached to the bottom valve and the oxide pulled by suction through air lines direct to the big silos. These air lines will be motivated by a 60-horsepower motor.

VACUUM CLEANERS--AND HOW

Unloading cars is something else again. And here's where housewives around these embattled parts give a gasp. It's done with vacuum cleaners. Great big vacuum cleaners--four of them--each operated by a 40-horsepower motor! Each one of these giant housecleaners (or powder unloaders) can suck up 30 tons an hour.

NO PUSHEE AT ALL

A car arrives from the mine. In go a couple of "housecleaners." The boys don't even have to push or steer them. There's a little motor on each wheel. Touch one button and she turns right, touch the other and she turns left. With only finger effort by the operator she can be made to spin on a dime. Well--in they go. Bulkheads are opened at the bottom. The motors start. Into the main air line--with a capacity of 60 tons an hour--flows the magnesium oxide, headed for the silos. Two of these big vacuum cleaners

can empty a whole car and move its load into storage in less than 60 minutes. Nix, ladies. You can't borrow these vacuum cleaners after a sandstorm! You'd lose your rugs and furniture.

THOSE BULLDOZERS AGAIN

That giant of all trades--the bulldozer--comes into action on the coal handling job. Coal is moved from cars on a big belt conveyor which travels to a tripper, which in turn deposits the coal in piles. Then bulldozers spread it out and in doing so, break it up. When the coal is needed, bulldozers shove it into holes where it is picked up on belt conveyors and carried to the mixing units.

MOUNTAINS OF RAW MATERIAL

The preparation units include more than a mile of six-inch and eight-inch air lines in the blowing system, and several miles of belt conveyors. There is, and will be, a lot of raw materials to handle.

"PETTY ARGUMENTS--BUCK PASSING"

An interesting correspondence has reached the desk of The Big Job. It refers to a display ad published by the United States Rubber Company. Since the big job at BMI is just a part of the big job of this whole great country of ours, which can be finished only by the hard work and sacrifice of all, we reprint herewith an editorial from the New York World Telegram commenting on the U. S. Rubber ad. Here is the editorial:

'THE EMPTY ROOM.'

That is the caption of an advertisement--one of the most inspiring advertisements we have ever seen. The illustration shows a middle-aged man, standing alone and looking into a boy's bedroom. The text has him saying:

"This is my boy's room.

"This is where he slept.

"This is where he dreamed a child's dreams.

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"This is where he saw a man's visions.

"Here, in this empty room, are faded pictures of teammates and heroes . . . books scribbled over with notes and exclamations . . . the gloves and spike shoes we hung up for good before he went to war . . . the silver cup he won at Sea Bright--bright pennants--and all the careless memoranda, the echoes of his days.

"If fathers could only pour their hate through the hot barrels of smoking guns and write the records of their grief with bayonet steel!

"They said I was too old to fight, though I'm only 50.

"But, if I'm too old to fight and drop a stick of bombs, I'm not too old to lay my money on the line for War Savings Stamps and Bonds!

"Maybe I am too stiff and slow to fly, but I've got control enough to keep my car speed under 40 . . . so they can keep their fighting planes above 400!

"And, if I can't march 30 miles a day with a full pack, I can walk two miles to work and back to help save gas and rubber!

"No, I'm not bitter any more because I won't win this war behind a gun or on a ship or in the sky.

"I've come around to thinking that here at home we've got the job of passing the ammunition along, of sacrificing little things, of giving up and going without, of looking ahead to 'less' instead of 'more.' Somebody's got to do the necessary, undramatic things . . . and I guess that's what older men are for."

To the United States Rubber Co., which sponsors this advertisement, and to the artist and the writer who prepared it, our thanks. Through the door of an empty room they have given us a glimpse beyond the squabbling and striving for advantage, the petty arguments and futile buck passing that sometimes seem to be the chief substance of our war effort here at home, into the real heart of America.

DO WE MEASURE UP?

The correspondence we mentioned was between Howard C. Eells, Jr., President of BMI and others. In one portion of the correspondence, Mr. Eells writes:

"Please particularly note the last paragraph in the New York World Telegram editorial comment."

Maybe you'd better do what we did--read that last paragraph again.

TAKE A BOW, GENTLEMEN

Lack of space last week forced us to omit names of firms whose combined efforts brought the great chlorine plant into successful production. The plant was designed by the H. K. Ferguson Company of Cleveland. The McNeil Construction Company built it. The Hooker Electrochemical Company supervised design and construction. The Henry Vogt Company of Cleveland built the liquefaction plant.

MEET THE SAFETY ENGINEER

BMI's plans for safe operation of this great plant are receiving major attention. Already the safety engineer is on the job. He is Eugene T. Green, who comes here from a nationally recognized safety engineering success at the big Shasta Dam project.

TO "DUDE" BRANNON

This project lost a first-class man, and thousands of us around here a loyal friend when Elmore (Dude) Brannon passed on last week. Flags over the field flying at half mast bespoke the sense of loss which was general over the job. Dude was a great construction man. Most of his adult life he spent at the work of building things; railroads, industrial plants--always big jobs. His character was a little like the size of the jobs of which he was so long a part--big and strong. As superintendent of utilities here, he was again at the kind of thing he liked best. Dude has gone. But the job continues. His friends and associates who are left can take courage from the strength that was Dude's. If he were able to give us a message now, our guess would be that Dude would say, "Finish it up fast, boys--and make it good."