

The repair work kept right on, and in addition there were many odd jobs to get out of the Narrows development, which was rapidly nearing completion. The construction work on the plant site was practically completed, except for the calcining house, building 51, and the south extension to building 50-C. These were completed in the fall of 1917, and together contributed several more items in the way of conveyors, elevators, extractors, weigh hoppers, and so on to the repair program. Probably their most important contribution was the now famous submarine. Repairs on this bit of equipment kept many a man busy nights when he might have been going to the movies, dancing, playing cards, or otherwise sinning. For this reason violent efforts had been and are being made to have the sub removed. It might be noted here that all repairs are made by the machine shop as rapidly as possible, in order that the boys can get out and sin awhile in the evening.

With buildings 51 and 50-C south extension completed, it seemed as though the plant would see no more building; however, it was decided to extend all four bays of building 50-A fifty-eight feet. The structural steel from the old French tipple was used for this purpose, and it all had to be worked over in the shop. This gave Smith the idea of pinching a little more of the steel from the tipple, and extending the machine shop. An authorization was issued covering a 118-foot extension, and this work was started about the time the Elmes-Slug Press came to town. Both jobs dragged. The shop extension was finally completed late in 1918. Smith had left the middle of the summer, and Seaford with him. Smith's place was taken by Mr. J. H. Dickson, and shortly after Earl Evans could be seen chasing around the shop as foreman.

Now that the extension was completed, the electrical department decided



THE MEN WHO MAKE IT GO.

Allen, Mechanical Engineer; Evans, Master Mechanic; Cashatt, Shop Foreman; Chambers, Foreman Pipe Fitters.

to expand also, and they expanded to the extent of the entire lean-to of the new part of the shop. It might have been that the expansion was temporary, but the shop figured that they might as well partition off the lean-to, and maybe they could collect rent on the floor space. The Electrical Department would not hear of rent being collected on a floor space proposition. No, sir; cubic contents was the thing with them. It was suggested then that they move into the one hundred and fifty foot waste gas stack of building 51, where they would have a minimum floor space and lots of cubic contents. The location was too far from the tool room, and the deal fell through. Goldsmith has a line in *The Deserted Village* about "fools who came to scoff remained to pray." We believe he would say of the Electrical Department that "they came to borrow, and remained to stay."

Mr. Dickson was in charge of the shop from August 18, until March, 1919. During his reign he installed the two two-hundred inch exhaust fans in building 50-A, and bought him a decrepit Scripps Booth car. After buying parts for the Scripps for some time, he one day got

the idea that there must be money in the garage business, whereupon he resigned, to open a garage some place in Georgia. His place was taken by Mr. Fred Hunnicutt.

Mr. Hunnicutt profited by the experience of his predecessor, and did not buy an old Scripp. He bought an old, old Overland. This vehicle was without lights, starter, batteries, brakes, license, horn, or pep. At times it was without gas and air! After considerable experimental work was done on the curio, Mr. Hunnicutt raffled it off, resigned, and retired to the simple life in Atlanta early in 1920. During his tenure of office, besides keeping up with repair work, the machine shop made up considerable equipment for use in the Maryville Carbon Plant, installed the cleaning department in 50-A, got out the mechanical accessories for the famous Labor Day circus of 1919, directed by Mr. R. E. Parks, and started the Beaver Dam Ferry. A lot of work was also done on the various experimental pots during Mr. Hunnicutt's administration, and the No. 4 Raymond Mill was installed. It was planned by Mr. Dickson, as an innovation, to install this mill without any stocking collector, and thereby save a lot of R. & M. maybe. He left, however, without this interesting experiment being tried, and the mill was installed in the usual manner after his departure. We also owe Mr. Hunnicutt our thanks for the Foundry, as it sprung into being during his day and time. Who actually authorized its construction is not known, and like Topsy it seems to have just "sorter grewed."

It was in the summer of 1919 that the Elmes Press was put in operation successfully, under Mr. Allen's supervision. Mr. Allen came in May, 1919, as Me-



OLD-TIMERS STILL WITH US
Evans, Hearne, Napier, Smith, Forest, and Fultz