

# ECHELON

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CAMP ADAIR

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## PLAY BALL!

Never again will Wellsdale Valley know the peaceful quiet which once came to the Area as the dust of late afternoon faded into the deep purple of evening -- a quiet made up of the bark of heavy diesel motors and the hum of saws and buzzing activity of a thousand busy workers. That period has come to an end. And here's the reason --

The man who throughout his working day has herded a 'dozer, sighted along a transit, steadied a lunging truck through a bottomless chuck-hole, or nailed up a length of fragrant pine or fir now can plan to grasp a fungo of second-growth ash and nail a gleaming horsehide sphere squarely between the seams.

You've guessed it all right -- softball has come to Wellsdale Valley. Already the tide is rolling. A site not to be occupied by construction has been designated. This area, which is about one-hundred fifty yards west of the Administration Building, provides a natural setting since it will require no excavation. A few ridges left from cultivation operations may need to be levelled, and then the call can go out to "PLAY BALL."

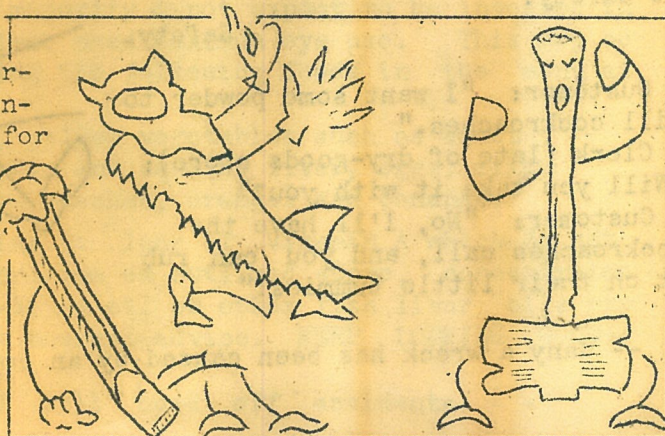
Tentative plans call for a league within the cantonment area to be made up of teams from each major organization, and action also should be taken to form inter-organization leagues, so that the dust to be expected during the summer will never settle on the ball diamond. At this time Henry May is making arrangements for the Engineer aggregation, and Miss Jean Brown is handling plans for the Women's softball league. Kenneth C. Legge prepared a layout for the diamond, and Clarence R. Wagner of Surveys will "tie it in" on the ground.

Every baseball league has a name. For that reason this league jolly well should have one. Should the name be the "Wellsdale Wallopers" -- "Coffin Butte Conkers" -- "Luckiamute Larrupers" -- or just what is your pleasure. Study the problem over and then sit down and write out a name which, for example, might identify the league with the steady and unrelenting purpose which has brought each one of us here. A free pass for a seat directly south of the water boy will be awarded to the person who submits the league name adjudged to be most fitting, selection to be made by members of the ECHELON STAFF. Drop your suggestions in the ECHELON box, located in the Reception room at the U. S. Army Engineer administration building.

Overheard in a local shine parlor the other day when Lieutenant O'Neal took his boots in for a polish job:

"Hey, Mike, give me a hand will yuh? I've got an Army Contract."

Wa-a-a-l-l, ration my sugar and call me sour-puss. . . .



TOOLS GET LAZY, TOO!



# SAFETY SETH SEZ:



## WHAT IS AN ACCIDENT?

Just what is an accident? We get many answers whenever this question is brought up. Most of the answers are like this: An accident is where someone is injured. In most cases the individual measures the result of the accident, not the accident itself. A good definition for an accident would be something like this: An accident is any unexpected interruption in line of procedure. Whether or not a person is injured is the result of the accident. The accident is there all

the time and the fact that no one was injured might be just pure luck and not foresight on the part of the individual.

Too much stress has been placed on the results or the extent of the injury when thinking of accidents and not enough stress placed upon preventing the accidents. If the accidents are prevented, it stands to reason that no injuries will follow. It is prevention of these interruptions in the line of procedure that we are striving to achieve at Camp Adair.

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## CARE TO DRIVE MY CAR, NEIGHBOR???

Some of the time as we drive down 1st Street South we wonder if we have not been somehow transplanted into the DUSTBOWL of the midwest. The dust is so thick that it is almost impossible for one to see any other motor vehicle that may be traveling along on the same street. The trucks are so huge and death is so permanent.

Let's each one drive so we have our vehicle under control at all times and be awake at the wheel for we do not know at what moment we will have to drive the other person's vehicle as well as our own. By that it is meant that we may have to anticipate what the other person is going to do and keep out of his way. We cannot do this if our mind is not on our job and our eyes open.

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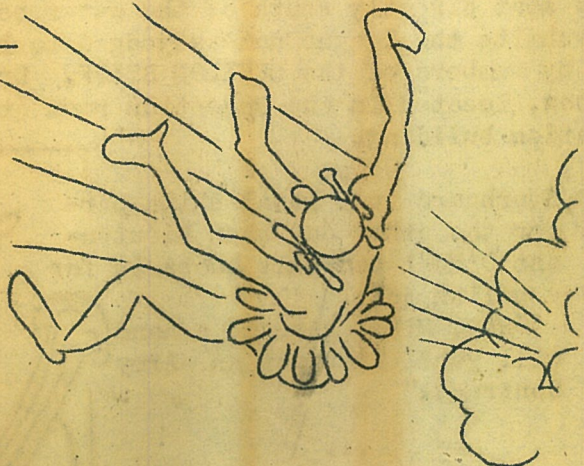
Put more backbone than wishbone into safety.

Safety.

Customer: "I want some powder to kill cockroaches."

Clerk (late of dry-goods store): "Will you take it with you?"

Customer: "No, I'll have the cockroaches call, and you can rub it on their little tummies!"



-- Many a wreck has been caused by an empty train of thought. --



# DON'T LET YOUR GUARD DOWN

The crowd was quiet. The sullen roars and wild cheering that had punctuated the first eight rounds died away. There was tenseness now.

The champ had had the fight all his way. His opponent, battered and groggy, was out on his feet.

The champ was confident. He was still fresh. His careful training for the fight--the hours of shadow boxing, sparring, bag-punching, the weary miles of road-work were paying off. His carefully executed program to help him stay on top was clicking. He was still going to be champ.

Yes, it was in the bag. He turned to grin at his manager in the corner. For a second his guard was down. He was unprotected.

Sock! The champ took one right on the button. He sprawled to the floor out cold. The crowd headed for the exits, dazed. "A lucky punch!" cried one fan. "It never would have happened if the champ hadn't looked toward his corner."

The fan was right. It was an accident--the same kind of an accident that has wrecked many a safety program apparently headed for a long reign of accident freedom. Like ours, for instance.

What causes such an accident? Over-confidence--the same thing that made the champion take his eyes off the danger in front of him.

That's when the accident hits--when your guard is down and you are riding along on past performance.

...National Safety Council

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HAVE YOUR PRACTICAL application of safe procedure in prosecution of  
CAKE AND any piece of work is and will always be of paramount im-  
EAT IT TOO portance. The hazards which confront the worker on a  
normal construction job require unceasing alert action,  
and constitute a pitfall for those who are unwary and indifferent.

Safe practices also may be followed when away from the job. One such practice is the selection of certain foods which maintain high efficiency of certain vital body functions, and the worker who desires to thus equip himself may have his cake while eating it. Through availability of a wide range of choice and palatable foods, it is possible to insure a high level of accurate vision and adaptability to semi-darkness and changing intensity of light. During an emergency such as the present instance when construction must be rushed on a 24-hour basis, top efficiency of vision is particularly desirable.

Cause of impairment of otherwise excellent eyesight, which is a rather common malady, frequently may be summed up in one short phrase--"Vitamin A Deficiency," or, technically, "xerophthalmia." Wide publicity has been given this critical deficiency in relation to aircraft operations during the dark hours. A vast majority do not expect to be involved in night air action, but nevertheless need maximum eye use. This may be accomplished at home by including the following foods in the menu at regular intervals:

Green leafy vegetables, yellow vegetables such as sweet potatoes, carrots, pumpkin and squash, liver, eggs, milk butter, apricots, yellow peaches, oranges and bananas.

For acute disorders found owing to lack of Vitamin A which do not yield to adjusted nutritional program as outlined above, concentrates such as cod-liver oil, halibut-liver oil or other fish liver oils may be required, based on competent medical advice. KEEP LOOKING GOOD!!

----- Eyes ahead will head off accidents. -----



# HOWDY !

## HERE AND THERE AT CAMP ADAIR . . . .

To the new personnel employed by the U. S. Army Engineers, a list of which appears below, welcome is extended:

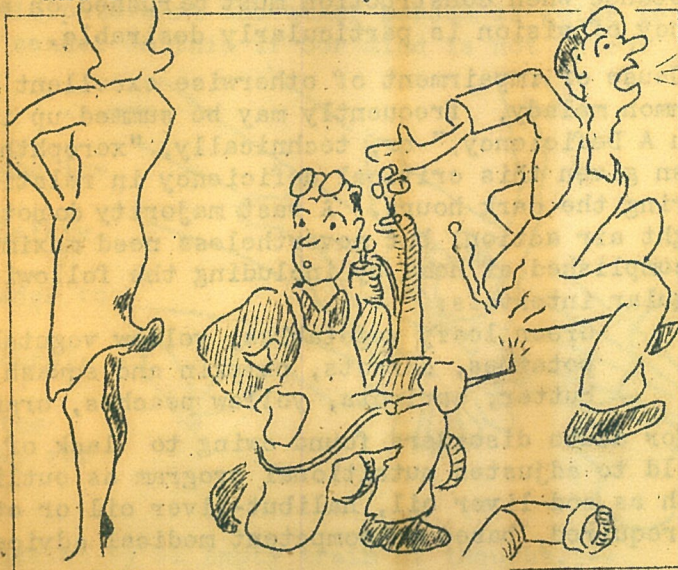
ARNOLD, Alfred P.  
ARSTILL, Thelma A.  
BASYE, John L.  
BEIGHT, Don S.  
BLOHM, Lyle H.  
BRADLEY, Lafayette B.  
BREHENDS, Leo  
CAMERON, Clinton M.  
CAMPBELL, James R.  
CLEMENT, Boyd L.  
COLLINSWORTH, Chester A.  
COX, Charles I.  
CRAMBLITT, Elmer L.  
CRAWFORD, Gordon  
DAVIS, Gerald M.  
DAVIS, Robert W.  
DOW, Marvin L.  
DUPLISSEY, Edward H.  
FOSTER, Elvin H.  
GAGE, Glenn E.  
GAGE, John C.  
GEYER, Robert W.  
GIBBS, James C.  
GLEASON, Theron H.  
GROSHONG, Emerald E.  
HENDERSON, Elliott H.  
HENNINGSEN, Jack P.  
HILL, Edward A.  
HOLMON, Walter W.  
HULME, Thomas E.  
JOHNSON, Clarence T.  
KELLY, William J.  
KINNEY, Warren M.  
KLIEVER, Carl R.  
LEININGER, Maxine E.  
LILBURN, Frances J.  
McBATH, Harry C.  
McCARTHY, William B.  
McGUIRE, Katherine C.  
MURPHY, Karl T.  
NESBITT, Bert M.  
PURDAM, Lawrence B.  
QUICK, Fred R.  
RUNYAN, William W.  
SAMARD, Gabriel C.  
SWAN, Louis W.  
TAYLOR, Duane R.  
WATTS, James C.  
WEECH, Lang C.  
WHEELER, Charles O.  
WOLD, Milo A.

Sir, does your face hurt?  
Whose, mine? No, why ja ask?  
Well, it's killing me. . . .

Nomination for NEW personality of the week is Blondie. No, you simply couldn't guess. . . the svelte little lady of the dark tresses who hides behind James (Send me a Good Man this time) Guy. . . It's BLOSSOM TIME in the old Town Hall, judging from the perfume in the air -- during the past week the place has become a blooming bower. . . in anticipation of Flag-pole Raising ceremony, for the first of three guesses. If any more Spring waltzes through the door looking for a flower pot, Priorities will have to raise the gate on Tin Cans. . . . By the way, that novel little box installed in the entrance hall for ECHELON contributions was devised by Lloyd Grimes, and has been approved for use by Seth Julian phone 21. The station-wagon set. . the Ambulance and Motor Corps girls are going about these days counting off dots and dashes re the finger method. Rapt expressions may be used to identify.

Orange Blossom item. . . Louise Coder arriving on the scene Tuesday morning, sporting a really lovely sparkler. The male lead will capably portrayed by Mr. Wayne Walker, driver for NATIONAL BLDRS.

Coming in and going out of our Reception office like an outboard motor come a cold morning. . tuba four - tuba six, UP-UP-UP. . . Sure-fire recipe for turning tables -- ask Gate Guards to SHOW THEIR BUTTONS, but smile when you say it and reach for your own. . .when I speak my mind, it takes about 40 seconds. . . and I don't talk very fast either . . . .



MR. ARTIE NOBETTER