

In Q. M. Corps



PVT. WALTER R. DAVIS left Ecusta May 4th, 1942. He was first stationed at Camp Croft and is now with the Quarter Master Corps at Breckinridge, Ky. You promised news of yourself, Walter. How about it?

Stitching Gab

Martha H. is afraid that she will get up some morning looking like Prune Face after swallowing that prune seed at lunch We certainly miss Jimmie D. He is taking a well-earned vacation in New Jersey visiting friends and relatives Again the Navy has taken one of our boys. Phil Riddle left Feb. 19th for service somewhere. Good luck from all of us, Phil Mary Louise Fort's husband spent the week-end in Brevard recently Dot Gray, just why has your hair been looking so nifty lately? Could a sailor have anything to do with it? Ruby D., Sally J. and Mae W. should wear their green slacks at the same time so we won't think they borrow from one another Evelyn T., Alma R., Helen C., Nell L., Pearl A., and Mae O. gave Margaret Crawford a farewell party Friday night, supper at Galloways and then to the theatre to see Springtime In the Rockies. All of this is possible but we really can't see how seven girls slept in two beds Betsy A. is going to buy a supply of nail polish. If she can't have shoes maybe she can have pretty toe nails Ruby D. and Louise O. are still swapping waste. There could be a difference in the weight of Blue Tip Top and O. C. B. . . . L. C., if that crack isn't big enough to see through you could get Joe to enlarge it Van is back from his vacation regretting it wasn't a little longer Has everyone seen that pretty necklace Thelma O. is wearing? Her husband is in service too Bill N., you had better watch your step. You may spill another box of books Myrtle P. seems to have at least one friend in the Stitching Dept. He is always talking about how much more work she does than anyone else. Josie C. seems to think that box of Rizle covers are hers Nell L. seems kinda lonely. There are two reasons for her loneliness. Her boy friend has gone back to Canada after a 15 day furlough and Jimmie D., the life of the Stitching, is gone also Seems that Alma R. is getting along fairly well with her bobby pins these days The new name for John is "Mustachio." Wonder who nicknamed him Watch your coats, girls, Jimmie will hide them in empty cartons We all had a preview of the latest creations in chapeaux by Thelma S. sponsored by Mr. Newbury and Mr. Straus Lillie Siniard donated a little poem that suits the Stitching Dept. perfectly: We stand and watch the minutes drip, From off the clock's black finger-tip. We think our clock is very slow, For hours and hours must come and go Before its lazy hands will say, "Eight more hours have slipped away."

LETTERS HOME:

North Africa
Jan. 19, 1943

Dear Mr. Wells:

I wish to thank you and Ecusta for the present which I received a few days ago. I just received a copy of the Echo and as usual enjoyed reading it very much.

I am now with an Ordnance Co. in North Africa. I like it here very well but had much rather be at Ecusta.

I will look forward to the Echo each month.

Sincerely,
WILLIAM GASH

Aerographer's School Tr. Unit
U. S. Naval Air Station
Lakehurst, N. J.
February 6, 1943

Dear Justine:

At last I am writing that letter which I promised so long ago. Just want to thank you for the lovely time I had at your home. Tell Fred that I would sure like to taste some of his savory cooking right now.

This morning was what is known in Navy as "field day." Just another word for cleaning day.

I have 5 roommates, 2 Southerners and 3 Yankees. There are 25 girls stationed here and 21 of them were school teachers. Classes are going to be tough. There is a lot of code work connected with the course.

We, the Aerographer's School, are not located at Lakehurst but 7 miles down the road in what used to be fashionable Newman School for Boys. The grounds are lovely and living quarters very nice. We are only 70 miles from New York City and there are special buses running from here at "liberty time." I am on part watch this week but next week-end I have off and several of us plan to go in.

Justine, I would like to get a copy of the Echo when it comes out.

How is the band? It certainly did sound good, particularly the new pieces. Tell Gisselle not to take that horn so seriously.

By the way—I know why the fellows hate the bugler so.

Love to you,
RICIE

P. S.—Give regards to Gisselle, Fred and Lillie Clarke.

Armed Guard Center
1st Ave. & 52nd St.
South Brooklyn, N. Y.
February 17, 1943

Dear Mr. Straus:

This is just a little note of appreciation. Thanks a lot for the Camels, and I enjoy the Echoes that have been sent to me very much.

It sure is good to know that you are still thinking about all of us fellows that are in the service.

I sure will be glad when the smoke clears away and I can be back at Ecusta. I have never worked on a job that I enjoyed as much as the one I had there.

With this I send my very best regards to you and Ecusta.

Sincerely,
KENNETH ROBERTS,
(Seaman, 1st Class)

Finishing Touches

They come and they go, one by one, and our dept. is no exception. We lost another man the other day—from service man in the Finishing Dept. to service man for Uncle Sam. Pvt. Ray Rigdon is now at Fort Bragg and we wish you lots of good luck, Ray Now for some who have recently come into our dept. We would like to welcome them and also give them some sort of introduction. The new girls are Ella Paris and Ruth Fisher, Brevard; Harriet Dalton, Mills River; Kathleen Garren, Smyrna Hyder, Kathryn Charles, Margaret Morgan, Margaret Collins, all from Hendersonville. The new fellows are Ander Hyder and Henry Brookshire, both from Hendersonville. Incidentally, or should we say coincidentally, we have quite an unusual combination in the Shipping Dept. Yes, they are Tom, Dick and Harry Eldred Burns has decided to augment her knowledge and exercise her grey matter by working overtime at night school at Brevard College Birdelle Montieth is learning to swing that fiddle now. She was heard playing the current favorite, "Dearly Beloved" Grover Penland, better known as "Penhead," says the policeman at the gatehouse might not recognize him as the person on the new pass card 'cause he had his hair combed when they took his photograph. He fell in the river the 12th of Feb. and the pathetic part of it is that he had to swim like a fish to catch his bill fold and then thirty more feet in order to find a place to climb out. What were you doing on the river bank, "Penland"? Do you know anything about those fruit jars in Cecil Smith's car??? Our floor lady, Alta, seems to have a special hobby of catching colds. So sorry she is out and hope she will soon be able to come back Gee! Margurette, we hate to see you leave us. We know tho' that someone is calling you in Savannah Our congratu-

On Pacific Island



PVT. EARL T. POSS, former Blacktender, left Ecusta last August, and received most of his training at Camp Walters, Texas. There were no furloughs or visits home for Earl before he set sail, just before Christmas, for parts unknown. He writes Nina Poss, his wife, in Finishing Dept., that he is well and happy on one of the South Pacific Islands and that he would like to be remembered to all his Ecusta friends. "Best of luck to you, Earl!"

I congratulate poor young men upon being born to that ancient and honorable degree which renders it necessary that they devote themselves to hard work.—Andrew Carnegie.

lations to Katharine Staton. She is taking Margurette Dickson's place reading meters Grace Norman got herself promoted across the aisle to slitter No. 15, or should one call it a steam engine? Watch out for that hot water, Gracie!

Serving In Pacific



E. L. McCLINTOCK, Lieutenant (j. g.) in the Naval Reserve Air Corps, volunteered in the spring of 1941. He took his preliminary training at Miami, Florida and after 30 days was transferred to Jacksonville where he stayed for about nine months. He received his wings at Miami and was sent to Norfolk where he was trained for carrier service. In May, 1942, with a squad of four other planes, he flew to San Francisco and from there went into active service in the Pacific. McClintock was on the Hornet at the time it was sunk but although he has been heard from several times since, he has not once mentioned the sinking. His mailing address is: % Postmaster, San Francisco, Calif.

CONSERVING RUBBER

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being operated. All air-pressure in the tires should be checked when the tires are cold and be strictly in accordance with the schedules put out by the Tire and Rim Association.

3. Many tires fail prematurely due to overloading. When overloading causes body failures, tread separation, ply separation, etc., the casing has to be scrapped. These premature failures can no longer be tolerated. That means that load per tire on your trucks should never be greater than twenty percent above the Tire and Rim Association load ratings. Tires must be operated under such conditions that the casing may be recapped several times. Truck and bus tires must not be worn beyond point of successful recapping stage. Never to the point where fabric or cords are exposed and weakened. It is recognized that in a good many cases this will reduce the loads carried by truckers but it is so vital that this must be put into effect regardless.

4. Impress firmly on every one of your drivers that you hold him responsible for the care of his tires. He must realize the importance of sensible driving—start easy, stop easy, take curves slowly. Make your maintenance crews understand the necessity of carefully mating duals, proper brake adjustments, and the use of valve caps. Elimination of wobbly wheels, bent rims, and worn bearings is mandatory.

5. See that tires are inspected frequently so that cuts may be repaired in time. See that tires and spares are rotated regularly and inspected to assure recapping at the proper time. Front wheel alignment should be checked at least two or three times a year.

Conservation of the tires on your trucks is a part of the war only you and your men can fight. Every pound of rubber needlessly lost is very literally a pound of rubber taken away from our armed forces.

Except for a few "all reclaim" tires, we are not making any new passenger-car tires. Later we may not be able to make any new truck or bus tires from crude rubber.

Save what you now have!

Sincerely yours,
WILLIAM M. JEFFERS,
Rubber Director.