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VOL. II No. 1 BERLIN, N. H. TUESDAY, JANUARY 25, 1949

PUBLISHED BY AND FOR THE EMPLOYEES OF BROWN COMPANY

OXEN AND HORSES ONCE USED ON COMPANY R. R.

Midget Engine Also Had Its Day

The Berlin Mills Railway has come a long way since the days when it used horses to pull the cars.

And its new diesel engine is a far cry from the little steam engine that did not stand as high as a man.

It was about 40 or so years ago that horses were used in making up the trains. They were capable of hauling about 15 empty cars, about half as much as the engines did.

Horse vs. Engine

And as for the tiny engine, the old-timers can recall some interesting stories about that.

For instance, there was the tug-o-war.

It started with a debate as to which was the stronger, a horse or the engine.

So the men decided to put it to a test. The horse was hitched to the rear of the engine. Then simultaneously the teamster yelled "Giddap" as the engineer moved the throttle forward.

The engine huffed and puffed. So did the horse.

And the net result was a draw.

Talking about the little wood-burning engine, one railroader recalled that "you could stand beside it and look right over the top."

"And when it went off the track they used only one horse to pull it back on."

Actually, the Berlin Mills Railway had its beginning not with engines, or even horses, but with oxen.

The files of the old Brown Bulletin show that in the early days, back around 1875, oxen were used.

"The company could not depend entirely upon the Grand Trunk for its switching and used oxen to move cars about the yard," the files disclosed.

"These were stabled near Burke's mill (which stood between the present Research building and CRO building) and 'Gee, Brad' and 'Haw, Star' were then a vigorous part of the Yankee language."

Wooden rails with iron straps were used in some places back in those days.

The oxen had their day and were replaced by the horses.

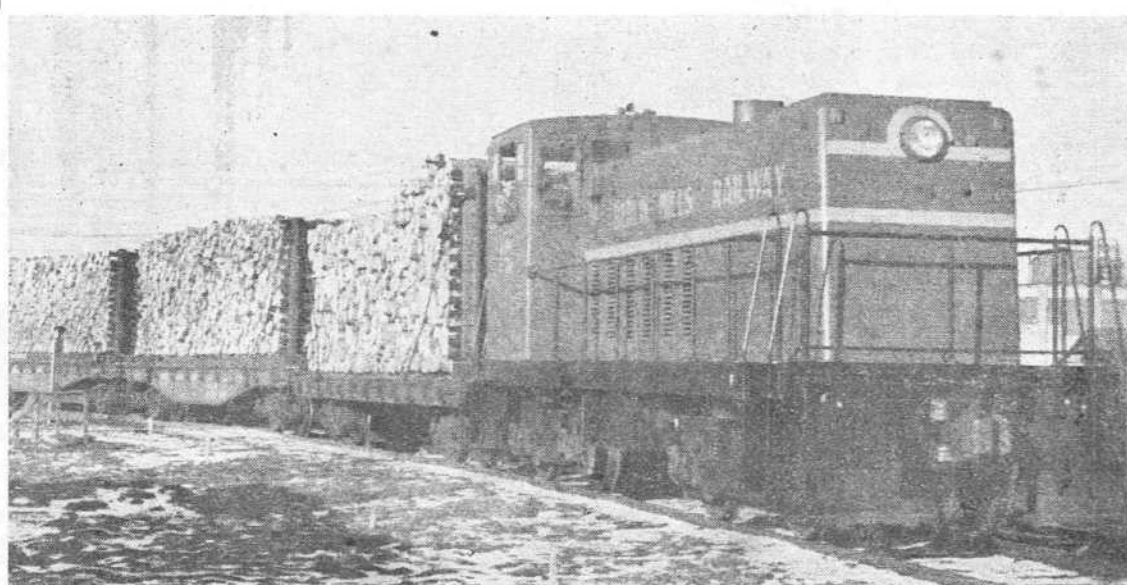
Borrowed Locomotive

First locomotive operated by the company was a borrowed

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First Of Two New Diesel Locomotives Goes Into Service On Berlin Mills R. R.

ANOTHER MODERNIZATION STEP



Pride and joy of the Berlin Mills Railway is this new diesel engine, one of two which are being placed in service on the road. "No. 15" had its first run January 11. The second diesel is expected in February.

NEW ENGINES PART OF MODERNIZATION PLAN OF COMPANY

Have More Power And Efficiency

Just as the mills of Brown Company are being modernized, so is the Berlin Mills Railway.

The first of two new diesel-electric locomotives was put into service on the company's railroad this month, while a second is expected to arrive in February.

More Powerful, Efficient

The new locomotive is far and away more powerful and more efficient than the steam engines.

According to Manager of Transportation Leslie Bell, the new locomotive is one-fourth again as powerful as the most powerful steam engine that is now on the BMRR.

Railroaders measure the power of an engine in what they call "tractive effort."

Two of the steam engines have a tractive effort of 30,000 pounds each, while the other two have a tractive effort of 24,000 pounds each.

The new locomotive has a tractive effort of 42,000 pounds.

The power of the new engine is demonstrated in the load it can haul. Mr. Bell said that it could carry 10 heavily loaded cars up the steep graded curve from Cascade. "The other engines were fortunate if they could carry five," he said. On a straight, level run the new engine could haul up to 50 loaded coal cars.

It is more than twice as efficient as the older types of steam engines, he said.

"Engineer's Paradise"

By comparison with the older "coal-burners," the new diesel is an engineer's paradise.

In the first place it is as clean as the inside of a new automobile—and will stay that way. There is no coal box or black smoke to dirty things up.

Two hot water heaters keep the cab warm even in the coldest weather. Large glass windows all around the cab keep the cold air out, yet give excellent visibility for the engineer and fireman.

Latest improvements incorporated
Continued on page FOUR

Lady Luck Was There

At Least 30 People Escape Death, Injury In 22 Minutes On Main St.

No one got hurt.
But they were asking for it.

They would have been careful if someone had been firing bullets in their direction.

Or even if some one had been tossing rocks.

But they hardly noticed the man-made projectiles that in a single year have killed more people than a major war.

They barely lifted an eyebrow as more than a ton and one-half of steel and iron swished by them at 25 or 30 miles an hour.

But a dozen bowling balls hurled their way would have made them run for cover.

Brown Company's safety engineer and the editor of The Brown Bulletin saw at least 30 people miss serious injury or death in about 20 minutes time. And the amazing thing about it all was that the near-victims did not seem to care or to real-

"TAKE IT EASY"



ize they were in danger.

For 10 minutes, the safety engineer and the editor watched the people coming out of the Upper Plants Time Office at quitting time. Then they took a brief trip down Main Street to Green Square and back.

(Editor's Note: The spot at the Upper Plants was taken as a typical one. Any one of a number of places could have been taken, probably with similar results.)

More Than One A Minute

In that short time — 22 minutes by the clock—they saw those 30 people miss death or injury by a few inches—and calmly walk along as if nothing had threatened them.

Those people almost died or went to the hospital because of one thing:

They did not follow some of the simplest pedestrian safety rules.

That happens so often that you hardly notice it—unless you are really looking for it.

For instance, how often have you crossed a street in the middle of a block, and not at an intersection?

Probably dozens of times, if you are like the people the safety engineer and the editor saw.

At least a half dozen people missed injury or death that way in the 22 minutes of observation.

Probably one of the worst was a woman on Main Street, who started to cross the street below

Woolworth's. She started into the street, saw a car coming. So instead of going back to the curb, she walked down the street with traffic. When the car passed, she darted into the middle of the street, where she had to wait for a car coming the other way.

If either car had had to swerve for any reason, she would have become another hospital case.

"Motorists are much more alert to pedestrians at intersections," Jack Rodgers, the safety engineer, pointed out. "They are looking for pedestrians to be crossing there."

"When a person darts into the street in the middle of a block, he's really asking to be hurt."

That's a form of jay-walking.

Were You One?

In a space of nine minutes in Berlin Mills, an actual count showed 104 men and 31 women jay-walking.

They all were not counted as possible hospital cases because when a number of them crossed there were no cars coming.

But if a person jay-walks once, he will probably do it again. And the next time a car might be coming.

Safety records around the nation show that jay-walking is one of the most common causes of pedestrian accidents.

Then there is the fellow who gets into his car from the traffic side.

Admittedly, it is handier to climb in behind the steering wheel from the driver's side.

But in the space of minutes, a half-dozen people missed injury by a cat's whisker by doing that.

And the best—or the worst—was the man on Main Street.

He was piling bundles into the back seat from the street side. The door was wide open and he was jutting out at least a foot past the door.

Cars passing had to go within a foot or so of him. Had he suddenly stepped back, or had one of those cars been suddenly crowded over, he would have been crushed.

You cannot stop a car on a dime, even if you are going only 10 miles an hour.

Is This Your Way?

You would not wait for a train standing on the rail facing away from the track.

But four people were seen standing about three feet out in

Continued on page FOUR

Two Men With More Than 50 Years Service Retire

Two employees, who first came to work for Brown Company more than a half century ago, have retired.

They are Ole Christianson, who came to work in 1894, and George Anderson, who began work in 1897.

Also retiring is Alex Roy, who worked for the company 32 years.

Ole Christianson

Mr. Christianson began work in the old sawmill. After it burned in 1897, he went to Gorham to Libby's sawmill, but returned to the then-Berlin Mills Company shortly after. Part of his time was spent at the company's mill in Farmingdale, Maine.

In 1904, Mr. Christianson joined the group at the Brown Company store and worked there until the store closed in 1945.

When the store was closed, he became a gateman at the entrance to the Bermico Division's Mill.

In the time since 1893, Mr. Christianson has seen most of the company being built and expanded.

"When I first came here there was only the sawmill and Riverside Mill," he recalled. "Burgess Mill was just being built."

George Anderson

Mr. Anderson began work with the company's Woods Department on the drive on the Swift Diamond.

After doing some repair work to Andover Dam, he went to Kennebago for the winter and came down with the drive.

The next winter he was back in the Kennebago area as head chopper cutting long logs, a job he worked at until 1903.

In 1903, he took a course at Grey's Business College, and then went into the woods as assistant scaler to Zeke Wardwell.

Continued on page FOUR

GARDEN PROGRAM CITED SIXTH TIME

Employees Raised 120 Tons Of Food

Brown Company employees have been cited for the sixth year in a row by the National Garden Institute for "outstanding service and leadership in the field of employee gardening."

According to a list of awards from Andrew S. King, executive secretary of the institute, Brown Company employees were the only ones in the state to receive an award and one of five groups in New England.

During 1948, employees worked 39 gardens on company property and 300 gardens on their own land.

S. D. "Jack" Story, supervisor of the garden program, estimated that more than 120 tons of produce were grown on these plots by employees.

The National Garden Institute set an average value of 10 cents a pound, meaning that employees' gardens produced \$24,240 worth of groceries.

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January 25, 1949

The Doctor Says:

By DR. EVERETT W. PROBST

CARE OF THE FEET

Many minor defects of the feet, including corns, bunions, and calluses, can be prevented by wearing proper fitting shoes and socks and by adequate care of the feet.

Regardless of style or whether a shoe is a safety shoe or a dress shoe, it must be well fitted if it is to be worn comfortably and give efficient service. The shoe should be longer than the foot and should be fitted so that no constriction or pressure occurs at any point when walking or standing. To prevent chafing there should be no point at which there is too much space between the shoe and the foot.

Low heels, which are essential in women's safety shoes, sometimes cause a mild aching of the leg muscles which have been temporarily shortened by

the wearing of high heels. In the long run, low heels are safer and better for the health.

Socks, like shoes, should be properly fitted. They should be large enough to permit free motion of the toes but not large enough to cause wrinkles.

Warm foot baths and change of socks are desirable after working, especially when the feet ache from prolonged standing.

Athlete's foot infection is usually caused by wearing infected socks, using infected towels or walking barefoot on an infected floor. Much can be done to prevent this condition by wearing clean socks and applying an approved foot powder to your feet and shoes.

If you are suffering from athlete's foot infection, consult your physician for advice.

SALES DEPARTMENT IN REVIEW

Sanford B. Head attended Williams College in Williamstown, Mass., for three years before enlisting in the Army. After serving four and one-half years, he was discharged with the rank of first lieutenant. His foreign duty took him to the Pacific and Burma.

In 1946, Mr. Head returned to Williams and obtained his degree in October of that year. He stayed on as assistant to the director of athletics at Williams until joining Brown Company.

Subsequent to a period of sales training in the New England territory of the Nibroc Towel Division, he was made southern territorial representative for this important division.

Journeying Jack Says:

While cruising around the Burgess yard the other day, I noticed Jack MacDougall working in what I first thought to be a military manner.

Jack was at least six degrees, one minute northeast off true vertical. I saw him come to a halt when accosted by Spurg Ellis. I came alongside in time to hear this story:

It seems Mr. MacDougall was wearing a pair of spectacles that produced a feeling to the wearer that all around him, regardless of terrain, was "up hill." Going "up hill" at every turn was becoming a tiresome and weary feat.

Mr. Ellis studied the situation once very carefully and inquired as to how long Jack had been wearing said spectacles and go-



SANFORD B. HEAD

ing "up hill." He was informed the time was approximately four hours.

Spurg offered purely as a suggestion that Mr. MacDougall, for the remainder of the day, wear these glasses upside down. In that way the rest of the day would undoubtedly be "down hill" and the wearer would be rested at quitting time.

At this point Mr. MacDougall came to attention, broke off a sizeable cud of Black B. L. stowed it along the jaw and started off in a military manner befitting a 10-day recruit of the Regular Army.

People of the United States own about one-half of all the radios in the world.



APPRECIATION

I wish to extend my thanks to my friends at Cascade Mill for the donation which they kindly gave me recently.

HERMAN GADE

SERVICES HELD FOR H. G. PHILBROOK Was Company's Engineering Mgr.

Howard G. Philbrook, 64, engineering manager of Brown Company, died January 9 at the St. Louis Hospital.

Many Brown Company officials, including President Frederic G. Coburn, attended funeral services at Philbrook Farm in Shelburne, January 12.

Joined Company In 1947

Mr. Philbrook joined Brown Company in 1947 as consultant with the Manufacturing Department.

A University of Maine graduate, Mr. Philbrook had a wide experience as an industrial engineer and served both in private industry and in government service.

For two years during World War II he was with the War Production Board, serving as manager in the Springfield, Mass., ordnance district, which included Western Massachusetts and Connecticut.

He later was with the Certain-Teed Products Corporation as general manager of the Pantex ordnance plant in Amarillo, Texas. This ammunition plant established a record for the industry in low cost of production, and won the Army and Navy "E".

More recently, Mr. Philbrook was with the Celotex Corporation, manufacturers of building materials, as vice president in charge of operations and production.

Mr. Philbrook also was associated with the firm of Stone and Webster in connection with management and operation of utility and industrial properties and was vice president and general manager of the Connecticut Valley Lumber Company.

At one time he served as manager of Hiram Ricker and Sons in Poland Springs, Maine, and as manager of the Eastern Slopes Inn in North Conway.

He also served as regional director of the WPA for New England and New York State.

Mr. Philbrook was a native of Shelburne and was the son of Augustus E. Philbrook and the late Mrs. Philbrook.

IN MEMORIAM

ARCHIE LANDRY

Archie Landry died recently, after an illness of almost a year. Born in Berlin May 28, 1897, Mr. Landry had been an employee of Brown Company for 28 years. At the time of his death, he was working at Burgess Mill.

MAGLOIRE NADEAU

Magloire Nadeau, a former employee of Brown Company, died on January 15. Born September 8, 1864 in Barker, N. B., he had been a resident of Berlin for 51 years. Mr. Nadeau joined the company August, 1917. He retired in April, 1941.

Pointers

from

Portland

BY DORIS E. SMITH

PERHAPS SOME OF YOU who do a lot of sewing at home will welcome the following "pointers" which were given to me by a dressmaker I know.

To give your work a more professional look, press each seam after stitching before joining it to another seam.

When sewing on sheer rayon or silk use the lightest weight zipper made, if you plan to use one.

Unless you are an expert, it would be better to have a tailor make all buttonholes. Poorly made buttonholes can spoil an otherwise beautiful garment.

When you consider the time and labor saved by using pinkish shears for seam finishing, you'll probably agree they are a worthwhile investment.

To keep the seat of a straight skirt from stretching permanently, line the back half with a piece of silk.

No doubt you often use seam binding for finishing the bottom of a skirt. Did you ever think of using it to finish hems at the bottom of sleeves and for the inside of the neck, as well?

COTTONS AND LINENS

should be ironed while damp, if you want them smooth. To give them a high gloss, iron them first on the wrong side and then on the right. Use a hot iron, but be careful not to scorch the fabric.

Always go around buttons, snaps, buckles, zippers, etc., when ironing. It is not a good idea to press or iron over such fastenings even on the wrong

side of the garment. Once the metal soleplate of your iron becomes scratched, it will not iron smoothly. Also, you risk damaging such fastenings and the fabric when you iron over them.

My mother taught me to sprinkle only those articles which I plan to iron that day, and to use warm water to sprinkle them, because warm water spreads over the articles more quickly than cold water does.

WHEN SEWING BUTTONS

on children's garments, put a small button on the under side of the material, back of the one to be used, and sew through both buttons. This protects the garment and the buttons stay on indefinitely.

When sewing buttons on suits or coats, it might help you to keep them in place if you slip a hairpin through both the button and material before sewing.

Snaps sewn on with a button-hole stitch will stay in place indefinitely. Just put 2 or 3 stitches in each hole. This also works well with hooks and eyes.

To keep clothes from freezing to the clothesline during cold weather, just add two tablespoons of salt to the last rinse water.

If you have any special problems regarding housework, let me know and I'll investigate and see what can be done to ease the situation. Also, if you have any preference as to what type of hints and helps you would like to read about during 1949 in this column, I'll be glad to write along those lines, if you'll just let me know.

WOODS DEPT. CUTTINGS

Reading is one of the few forms of recreation that the woodsmen have during rainy days or after a hard day's work. In order to furnish reading material for these men, we depend on you people to bring in your old magazines. If you have a large supply of magazines, please bundle them up and we will be glad to call for them. Or, you might leave them at the Woods Employment Office in small quantities at a time. Let's see how many names we can add to the following list of those who have donated magazines in the past: H. G. Schanche, Omer Lang, Burt Corkum, Myles Standish, Patricia O'Connor, and Angus Morrison, former member of the Employment Division who still drops in occasionally with a bundle of reading material.

Workers in the Woods Department building who were annoyed by the loud, continuous blowing of a car horn which apparently was stuck, discovered that it belonged to a very red-faced Lawrence Conway of the Sealing

Division. Judging from this performance, Lawrence, we'll say that the horn ought to be in shape for the coming "big event."

Alden Wilson of Bethel, Maine, has contracted to haul 5,500 cords of pulpwood which has been cut by A. Laberge at his Sturtevant Pond No. 3 job.

Arthur Boivin's truckers have started hauling Laberge's Errol pulpwood. Most of this pulpwood is hardwood and is being trucked directly to the mill at Berlin.

Accumulated production of pulpwood at the various camps to date, is as follows: Wheeler Mountain Camp, Gillis Cournoyer of Laberge's and Alfred Guerin of Stag Hollow.

Among the Woods Department radio "artists" who have appeared on "The Story of 4000 People" over WMOU are: C. S. Herr, Stan Wentzell, M. J. Stankiewicz, Omer Lang, Mark Hamlin, Myles Standish, Louis Catello and Bernie Faunce. Bernie is one of the show's producers.

Among the top basketballers burning up the junior courts in Berlin are two youngsters whose dads are in the Woods Department. C. S. Herr's son, Jay, plays for Berlin Junior High and Reynold Finnigan's Reynold Jr. wears the uniform of St. Patrick's.

Suggest Organization Of Mill Bowling League

SPORTSMAN'S CLUB MEMBERSHIP OPEN

President Emery Carrier of the Brown Company Sportsman's Club announced this week that membership in the club is now open and will be open until April 30.

Membership in the club is open to all employees of Brown Company. Membership dues are \$5 a year.

Any employee who desires to join the club may contact any of the following officers:

Cascade Mill—Sherman Spears, Mark Rix.

Burgess Mill—Al Buckley, George Tardiff, Emery Carrier.

Upper Plants—Carl Anderson.

Generals, Corporals, Holy Cross Lead Office Keglers

The Generals, the Corporals and Holy Cross were at the top of the list in Office Bowling League standings as of last Thursday morning, but their leads could be short lived.

All either had matches to bowl that week or listed a postponed match.

Best record of any team in the Men's League which had bowled all its matches was that of the Commodores, strangers to anything resembling the sun berth.

Throughout the last round, the Commodores had trouble making the .500 mark. Last week they collected their second shut-out to give them a 10-and-2 mark.

Division B was duplicating the baseball's American League of last summer, when the Athletics continually were a game or two ahead of Cleveland, yet remained in second place on percentage points.

Here, the Commodores were leading in points won, but the Corporals had a better percentage mark. The Corporals had rolled only one match up to last Thursday.

The same situation held in Division A, although not to such a degree. There the Admirals had won more points but were behind in the percentages.

In the Girls' League, it looked like a dog-fight in the future. Four teams had taken at least 14 points, although Holy Cross and Princeton had matches to play.

Holy Cross continued its fast pace, taking 15 out of a possible 16 points in the first four matches.

Six more 300 marks were added up.

Top total of recent days was Charlie Sgrulloni's 319, which the Admiral marked up the week of January 10.

Other 300's included those of Pete Ryan of the Technical Sergeants, 315; Fred Walker of the Majors, 313; Ronnie Chase of the Majors, 310; Willard Kimball of the Majors, 307, and Archie Martin of the Brigadier Generals, 300.

STANDINGS

GIRLS' OFFICE LEAGUE

	Won	Lost	P.C.
Holy Cross	15	1	.938
Princeton	14	2	.875
Maize	13	3	.809
Harvard	14	6	.700
Cornell	9	7	.563
Army	9	7	.563
New Hampshire	6	14	.300
Navy	3	14	.188
Bates	2	18	.100

*Does not include matches of Jan. 20 and 21.

MEN'S OFFICE LEAGUE

Division A

	Won	Lost	P.C.
Generals	7	1	.875
Admirals	9 1/2	2 1/2	.792
Sergeants	5 1/2	2 1/2	.688
Lt. Generals	7	5	.583
Colonels	6 1/2	5 1/2	.542
Commanders	6	6	.500
Tech. Sgts.	6	6	.500
Brig. Generals	4	4	.500
2nd Lieuts.	5	7	.416
Rear Admirals	3	5	.375
Lt. Colonels	2	10	.167
Master Sgts.	1	7	.125

Division B

	Won	Lost	P.C.
Corporals	4	0	1.000
Commodores	10	2	.832
Majors	5 1/2	2 1/2	.687
First Sgts.	8	4	.667
Ensigns	5	3	.625
First Lieuts.	7	5	.583
Staff Sgts.	6	6	.500
Sgts. Majors	5	7	.417
Captains	5	7	.417
Privates	3	5	.375
Seamen	4	8	.333
Vice Admirals	1	11	.083

*Does not include matches of Jan. 20 and 21.
**Does not include postponed matches.

RESEARCH LEAGUE

	Won	Lost	P.C.
Gold	4	0	1.000
Nickel	3 1/2	1 1/2	.705
Silver	2	2	.500
Iron	2	2	.500
Zinc	1 1/2	3 1/2	.3125
Platinum	0	4	.000

Join the MARCH OF DIMES

1949



FIGHT
INHERITAL
PARALYSIS

1949

JANUARY 14-31

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

THE NATIONAL FOUNDATION FOR INHERITABLE PARALYSIS

THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS

About 90 per cent of Brown Company's employees are covered by the group, life, health and accident insurance program.

The United States has 59% of the entire world's steel capacity.

Persons Interested May Contact Arthur Sullivan

GOLD TAKES EARLY RESEARCH LEAD

Holds Half Point Edge Over Nickel

Gold shut out Platinum to take an early lead as a new round opened in the Research Bowling League last week.

The 4-to-0 victory gave Gold a one-half point edge over second-place Nickel. Nickel defeated Zinc, 3 1/2 to 1 1/2.

Tied for third spot were Silver, winner of the previous round and Iron, which split their match.

BURGESS SCREENINGS

Bill Amero, yard foreman, certainly can find means of hunting in comfort. On a recent Wednesday Bill was seen going rabbit hunting with an umbrella. All of you rabbit hunters please take notice.

Leo LeBlanc reports: "Sunday January 9, certainly felt like a day of spring. While walking down the B and M tracks with the family, I picked up a caterpillar which was very much alive, much to my surprise. I took it home and put it in a glass jar and kept feeding it 'house plant leaves' and a drop of water ever day."

Romeo Couture was certainly unlucky with his two hunting dogs. He lost both of them through sickness.

OPEN FOUR NEW ALLEYS AT CLUB

The curve ball artists were comparing they "couldn't hit a thing" on the four new alleys at the Community Club.

You heard all sorts of stories, but officials at the club told them not to worry.

"That high gloss will wear right off," they said. But they were kind enough not to add that the alibi also would wear off.

Actually, the new alleys came in for heaps of praise. And well they should.

One of the major advantages of the new alleys is the obvious fact that now more people can bowl at the times they want to than ever previously.

Just as in the opening of any new sports area, the "firsts" were dutifully marked up for posterity.

The first league to bowl on the alleys was the Brown Company Office League. Yvette Audet was the first bowler to try her luck on them.

Maurice Oleson collected three "firsts."

He made the first spare and the first strike and was the first to break 100, hitting 111 in his opening string Monday night.

THIS AND THAT

The United States has the highest standard of living in the entire world and in the entire history of the world.

The United States has 46% of the world's electric power.

About 60% of all the life insurance policies in the world are owned by people in the United States.

In the 150 years of its life, the U.S.A. has made more progress than all the other nations have made in 6,000 years.

There are nine million businesses in the U. S.

One hundred years ago machines did 6% of man's work. Today they do 85% of it, and do it better, cheaper and faster, while man gets more pay in an hour for running a machine than he did in a day for exhausting his muscles.

There may be another bowling league in action before long.

Arthur Sullivan, supervisor of employee activities, said that a number of people in the various mills had suggested the formation of a mill league.

The way is clear.

The four new alleys at the Community Club make available additional bowling space.

Formation of a mill league will depend on employee interest.

If there are enough people throughout the mills who want to bowl in a league, plans will be made immediately.

Here's what you can do if you would like to be in such a league.

Contact Arthur Sullivan at Company Relations by telephone or by mail. Just tell him you would like to bowl in a mill league and give him your name and the name of the mill in which you work.

Or perhaps you know three others who would like to bowl with you as a team. If so, let Mr. Sullivan know the names of the whole team.

COMPANY GIVES USE OF LAND FOR PLAYGROUND

Brown Company has given the use of a two-acre plot of land on the East Side to the City of Berlin for a community playground and recreational area, it was announced last week by Earl Philbrick, chairman of the Parks and Playgrounds Committee.

Mr. Philbrick said that he had been informed of the arrangement by Mayor Paul A. Tousaint, who also advised the City Council of the matter at the council's meeting last Tuesday evening.

The area is located on Brown Company property at the corner of Hutchins and Columbia Streets to the east of Burgess Mill.

The use of the land has been given for a five-year period with the expectation that the period of use be extended if conditions warrant.

If the company at any time needs the land for log storage or other development, the arrangement provides that the company can recall the land to its own use upon three months' notice to the city. Company officials indicated, however, that there is not much likelihood that the land will be used by the company within the immediately foreseeable future.

COLD NO'S



No, lady—you slick chicks will soon be in a fix, because ice is ice, whether walking or driving. The stuff is just plain slippery. So reduce your speed to conform to the condition of the road, and keep your mind on the business at hand. Think ahead, and be ready for that emergency around the next corner.

In 1890, when only a few machines were at work in the U. S., 18 million people were gainfully employed—29 per cent of the total population. Today 60 million people are gainfully employed—43 per cent of the total population.

ACCIDENT'LY

By Ralph Moses



NATIONAL SAFETY COUNCIL

RALPH MOSES

BELL RAILROADER FOR 27 YEARS

Began Work For D & H In 1922

He's a railroad man from 'way back.

That's Leslie Bell, manager of transportation for Brown Company and "top man" in the Berlin Mills Railway.

Ever since he graduated from the University of New Hampshire in 1922, Mr. Bell has been active in railroad work.

Began With D & H

He began his career as a student employee with the Delaware and Hudson. Actually, he was hand-picked for the job.

Shortly after World War I, the Delaware and Hudson laid plans for running a fifth trunk line across the United States. J. T. Loree, president and chairman of the board of directors, wanted to train 15 men to handle the work. Les was one of the 15.

His selection came as a result of his overseas service in the Army in World War I. As motor transport officer for the provost marshal general he and his work came to the attention of Mr. Loree, who also was serving overseas.

The story, in one way, had no Horatio Alger ending, as the Interstate Commerce Commission, which must pass on public transportation plans, did not approve the fifth trunk line.

But it did give Mr. Bell a start in his career.

He learned the business from the yards up through the roundhouse and the transportation department.

As a net result, he landed in the vice president's office.

Joined ODT

When World War II came, the government was seeking trained leaders to coordinate and streamline the transportation facilities of the country.

In 1942, the government asked Mr. Bell to work with the Office of Defense Transportation as New England representative.

"I had something to do with railways, buses, street cars, ships—just about everything that moved," he recalled.

In 1945, Mr. Bell came back to New Hampshire, resigning from the Delaware and Hudson to join Brown Company.

Mr. Bell is a New Hampshire man lock, stock and barrel.

Born in North Woodstock, he went to school in Plymouth and Derry and then went to the state university. At Durham he was one of the Wildcats' top football men, playing both in the line and at fullback. Probably the high point in his gridiron career was helping to beat the highly-favored Army in 1921.

"I've still got the football we used in that game," he declared proudly.

DIESELS

Continued from One

rated into the locomotive not only give it power and speed but make it easier to handle.

One of the things which have brought smiles to the faces of the engineers is the "pick up."

"About as good on the pick-up as a new car," one of them declared.

All controls are within comfortable reach and gauges are right at eye level.

"Under the hood" are some of the most modern advances in engine design.

Combination Powerhouse

Actually the locomotive has a combination powerhouse. A 660 horsepower Cooper-Bessemer diesel engine drives generators that provide current to four electric traction motors.

There is a traction motor for each pair of wheels so that each pair is driven independently.

The diesel engine, itself, is a six-cylinder job with each cylinder equipped with Bendix Scintilla fuel injection pumps and nozzles.

It is provided with the latest turbo-charger that has been developed for this type of locomotive. The charger blows air into the cylinders from six to ten pounds above atmosphere pressure. This gets more air into the cylinder to more economically burn the fuel oil.

The engine is protected from one end to the other with governors and cut-outs. If the engine goes beyond its 1,000 r.m.p.'s, for instance, the fuel supply is automatically cut out. Or should the oil pressure drop beyond the

AMONG MEN OF THE RAILROAD



These men hold important jobs in connection with the Berlin Mills Railway's new diesel engine. Left to right, Albert Lafleur, road foreman of engines; Pierre Francoeur, fireman; Ozro Wheeler, engineer; Alfred Bernier, trainman; George Murphy, conductor; Arthur Chenard, trainman; Joseph Viger, yard master.



LESLIE BELL
Manager of Transportation

safe mark, the engine would be automatically stopped.

The locomotive is equipped with pneumatic horns, electric lights and an automatic bell ringer. It has both forward and backward sanders to blow sand on the rails when the rails are slippery. The headlights are powerful enough to pick up an object as small as a child at 300 feet.

Can Do 55 M.P.H.

As for speed, the locomotive can do up to 55 miles an hour.

The Research and Development Department is helping keep the engine in top-notch condition. Each week, the department is analyzing samples of the lubricating oil from the engine to check viscosity, to determine the amount of water and sediment that may have accumulated and to check the flash point and fire point.

In this way railroad officials can determine the condition of the lubricating oil continuously. Determination of the flash and fire points is a safety factor.

Mr. Bell said that there have been experiences where the lubricating oil was not properly analyzed and was allowed to become diluted by fuel oil, resulting in explosions.

To further protect the crews, the locomotive is equipped with the latest explosion protective side plates. These would act as safety valves if something should go wrong.

RETIRE

Continued from One

"After that I scaled winters, checked on the drive in the springtime and clerked on construction jobs in the summer," Mr. Anderson recalled. "Then I was on inspection on jobbers' contracts in Maine, New Hampshire and Vermont until 1929."

Following another year as a scaler and clerk, he became foreman of a camp at Cedar Brook for one winter and at Island Brook for two seasons.

"Each spring I had charge of the drive on the Chicawabney in Cambridge and Milan," he said.

In 1934, Mr. Anderson went to

OXEN

Continued from One

one. The management of the Glen Mill loaned it to the company as an experiment, but it proved to be too light.

In 1890, the company purchased a 24-ton locomotive—No. 1. First engineer was John Burbank, who came from the Grand Trunk.

No. 1 was a wood-burner and carried a huge cinder catcher on the stack.

About 10 years later its boiler was found unsound and the engine was scrapped.

Meanwhile, No. 2, had been purchased in 1892. It was considered a "whopper" of an engine, weighing 30 tons. That engine was scrapped in 1919.

The "Tom Thumb" engine first went into service in 1893, but was going strong nearly 30 years later.

Records show the engine weighed a mere seven tons, 300 pounds.

There have been many legends grow from the engine's being, some true, others perhaps born from vivid imagination.

This is one of the stories:

Once the engine was caught amidsthip by a larger locomotive. Over and over, it rolled, like a tumbling kitten.

Four or five men set it back on the track—and away it went, as merrily as before.

The Brown Farm at Magalloway as storehouse manager for this northern operations depot.

After the Brown Farm was closed in 1947, he joined the staff at the Woods Department storehouse at Cascade.

Alex Roy

Mr. Roy had been with the company almost 32 years. A first class millwright at Burgess Mill, he joined the company in May, 1917.

SAFETY

Continued from One

the street, facing the curb, while they waited for a bus.

And they never glanced into the street until someone on the curb told them to "watch it, here comes the bus."

Of course they had something in their favor. Bus drivers are pretty careful when they draw up to a bus stop.

Perhaps they were not hurt because of a careful bus driver.

In other words, they had the unsound attitude, "Let the other guy look out for me."

One more case:

Three people stood where the driveway from the Upper Plants parking area meets Main Street. Two of them had their backs to the street. It was at a time when cars were coming into the parking area.

To add to their danger, they were partially hidden by a parked car. A motorist turning into the driveway could not have seen them until he was almost on top of them.

That's really being trusting, particularly when you know that every motorist is not a careful driver.

It was ironical that when two of these people decided to cross the street, they were especially careful.

Just like sticking your head in a lion's mouth one minute, and then wearing thick gloves to protect your hands from a house cat's claws.

This could go on and on. You could write at least two more pages on what was seen in that 22 minutes.

But it all boils down to this:

The hospitals—and the morgue—did not have at least 30 more cases late that afternoon for the simple reason that Lady Luck was with those 30 people.

That same Lady Luck might take a vacation one of these days.

SEVERAL R. R. MEN HAVE LONG SERVICE

Doyer Fireman Back In 1895

Like many another group in Brown Company, the Berlin Mills Railway can boast of some real veteran employees.

No youngster from point of service is Joseph Doyer. Back in 1895—54 years ago—Mr. Doyer became a fireman and spare engineer with the then Berlin Mills Company.

He's been in the cab of an engine almost continuously since then.

In 1920 he became a full-time engineer.

One of the road's firemen also is in the 40-or-more years service class.

Pierre Francoeur joined the company in 1904 in the Pulp Division, but moved into the railroad organization in 1906.

Onesime Vaillancourt started as a trackman in 1900. Edgar Brousseau joined the company in 1906 and went with the railroad in 1934.

The road's superintendent, Ernest Gagnon, has been with the road since 1903.

Walter Haines of the office force joined the company in 1907 and has been with the railroad since 1932.

Aid Employees In Filing Tax Returns

A staff of eleven persons throughout the company stands ready to assist employees who may have questions concerning the filing of their income tax returns.

If you do have any questions concerning the filing of your return contact one of these men:

Cascade Mill — Ray Holroyd, Chester Bissett.

Burgess Mill — Chester Veazey.

Riverside Mill — Leo Landers.

Bermico Division — Albert Light.

Onco Plant — Elmer Christiansen.

Chemical Plant — Henry Eaton.

Research and Development Department — Edmond Haggart.

Berlin Mills Railway — Fred Sheldon.

Power and Steam — Earl Robinson, Heine Boiler Plant — Louis Rancourt.

MAIN OFFICE MUSINGS

Mr. and Mrs. Wentworth Brown are enjoying a vacation in Florida and, at present, are at Miami Beach.

Gil Lepage of the Production Control Division was a recent business visitor at La Tuque.

Bill Callahan of the Credit Department is back with us after spending a few days in Montreal on business.

We welcome Beede Parker of the Cashier's Office, who will now be located at the Main Office.

"Fonnie" Smith of the Quality Control Division has returned to work after being out a few weeks due to an ankle sprain and torn ligament.

Barbara McKay and Barbara Mason of the Tabulating Department, Jean McGivney of the Stenographic Department and Joyce Currier of the Cascade Towel Room spent a weekend in Boston recently. While there they went to the Ice Follies. The mere mention of the name Boston brings a happy reminiscent smile to their lips, and we offer this as proof of their good time there.

Howard Robinson was out sick several days.

K. V. Coombes of the Purchasing Department spent several days in Boston on company business.

SALES DEPT.

The new year has gotten off to a very nice start for Marie Welsch of the Onco Division, who is wearing a lovely diamond given her by Joseph Reap.

ROOT PROOF SEWER PIPE



For longtime satisfaction this low-cost, easy-to-install Bermico Sewer Pipe is a nationwide favorite. Ideal for house to sewer main or septic tank. Bermico Perforated Pipe for filter beds and land drainage. Strong, Light, Tight—all joints precision-made for speedy, water proof installations. Ask your dealer about this improved, root-proof fibre pipe, or write us.

BERMICO*
SEWER PIPE

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500 Fifth Ave., New York 18, N. Y.

*Reg. Trade Mark

Typical of the advertisements which tell the story of Bermico products is this one, which appeared in trade publications. Advertisements, such as this, help emphasize to consumers the quality and advantages of Brown Company products.