

## Kraft Mill Goes 627 Days Without Accident



EVAPORATORS—Ernest Gagne



WASHERS—Louis Montminy

When December 31st rolled around, the Kraft Mill had completed another month in its unbroken string of nearly 21 months without a lost-time accident.

And as each day passes, the employees at Kraft become more and more careful to preserve their record.

There is nothing particularly unusual about the Kraft Mill. The same opportunities for accidents are present there as in other mills at Brown Company. In some departments the risks are far greater.

So it must be the men who work in the Kraft Mill who are unusual. They have made up their minds to prevent accidents, and the record shows that they have been successful.

Put these same men in any other mill at Brown Company, and they would immediately start that mill on a string of ac-

cident-free days, just as they have at Kraft.

Most noteworthy among the other departments at Brown Company for safety-consciousness would seem to be the Construction Department. Willard Baker's men have piled up a record of 281 days without a lost-time accident and are now in third place according to Jack Rodgers, Safety Supervisor, who computes the frequency rating which determines the standings.

A surprising newcomer to the ranks of safe departments is Cascade Operating, which last August and September was almost at the bottom and is now in sixth place, right behind the Cascade Maintenance Dept.

Shown below are more of the Kraft Mill employees. These men are in Shift "A". Next month the balance of the crew, mostly from Shift "B", will be pictured.



DIGESTER HOUSE—(Left to right) Alfred Lindsay, Foreman George Dion and Roland Gagne.



RECOVERY FURNACE—(Left to right) Elliot Beaulieu and Robert Hogan, Hodgman, Herbert Wedge, Lucien Gagne, Israel



EMPLOYED SINCE 1913—Joseph E. Arthur Lettre, 489 School Street, will retire on February 1st after more than 47 years of service with the Company. Mr. Lettre, a first-class electrician in the Burgess Maintenance Dept., helped to service the Company's automatic telephone system for 20 years, between 1940 and 1960. Shown above as he received parting gift from fellow employees in

Electric Repair Department, are (left to right, front row): Supervisor George Tardiff, Raymond Landry, Mr. Lettre, Clarence Gonyea, Plant Engineer Ed Chodoski, Alf Buckley and Maintenance Engineer Ted Falardeau. Back row, left to right, Albert Delorge, Oscar Christiansen, Lawrence Blodreau, Leon Rivard, Benoit LeBlanc and Gerard Bergeron.

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LIME KILN—Aurel Descoteaux (left) and Richard Demers (right).

## Ralph Locke and Bob Wilson To Leave Engineering Department

Ralph M. Locke of the East Milan Road, estimator in the Central Engineering Department, has resigned in order to accept a position as Project Coordinator in the Project Engineering Department of Beloit Iron Works.

Mr. Locke, who will join Beloit on February 1st, has been employed by Brown Company in the Central Engineering Department since January 1947. He was first connected with construction of the Kraft Mill and installation of No. 9 Paper Machine, and since then, has performed various duties in the Engineering Department.

Robert O. Wilson of 324 Church Street, a Brown Company employee since 1934, will leave Berlin on February 10th, to accept a position in the Engineering Department of S. D. Warren Paper Co. of Westbrook, Maine.

Mr. Wilson, a native of Berlin, worked on viscose research for the Research Department and in the Bureau of Tests before joining the Engineering Department where he has been employed for the past 15 years. His principal work during recent years has been in connection with paper mill projects.

## THE SAFETY SCOREBOARD

PLANT	POSITION AS OF DEC. 31	NOV. 30	DAYS SINCE LAST ACCIDENT*
Kraft Mill	1	1	627
Misc. Depts.	2	2	40
Construction	3	5	281
Power & Steam	4	6	92
Cascade Maintenance	5	8	79
Cascade Operating	6	11	25
Burgess Maintenance	7	13	11
Bermico Mill	8	3	4
Riverside	9	12	24
Burgess Operating	10	10	4
Chemical Mill	11	9	8
Berlin Mills Ry.	12	4	24
Onco	13	7	17

\* As of December 31, 1960. Ranking is established by frequency rate of accidents.

## Blanchette Completes ICS Course

Albert Blanchette, Superintendent of Dryers and Finishing at the Burgess Mill, recently completed an International Correspondence School course on pulp making and has been reimbursed for 90% of the cost of the course.

Blanchette is only one of a number of Company employees who have used spare time for study in fields which can fit them for more responsible and higher paying jobs in the future.

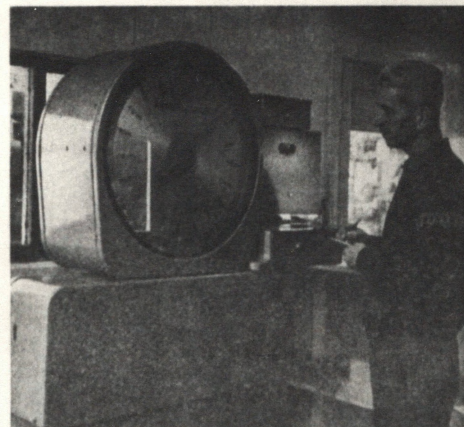
Under the Brown Company school reimbursement plan, employees who take approved correspondence courses are repaid for all or part of the tuition cost after successful completion of their studies. The amount of re-

fund depends on the grades obtained and can go as high as 100%.

No course should be subscribed for without first contacting David R. Marquis of the Labor Relations Department, who is Training Coordinator. Failure to do this may result in loss of any tuition refund, since the courses taken must be approved in advance and must relate to the employee's work or to work to which he may reasonably expect to be promoted once necessary skills and knowledge have been obtained.

Employees seeking further information should contact Mr. Marquis, whose office is in the Labor Relations Department.

## Weighing Pulpwood To Start In February



SCALES—One of first trucks weighed by Phil Hamlin on new scales was that operated by Erlend Rich of West Milan. Weighing station will also be available for use by truck operators carrying products other than pulpwood.

The Woods Department will purchase all hardwood pulpwood on a delivered weight basis commencing February 1st, according to C. S. Herr, Vice President in charge of Woods Operations.

The new weighing operation, which replaces the traditional method of scaling each tier of pulpwood in a truck as it is unloaded in order to determine the cubic content of wood, has already been adopted by some other pulp and paper companies in the northeast.

It will be conducted at a station recently constructed on Hutchins Street near the corner of Columbia, where modern Fairbanks-Morse scales have been installed. All pulpwood trucks arriving at Berlin will make this weighing station their first stop. As each truck is weighed, the scale automatically stamps the gross weight of truck and its load of pulpwood on a slip of paper. With the actual weight of the empty truck already known to its operator, a simple subtraction will be made to compute the weight and volume of wood being delivered to the Company.

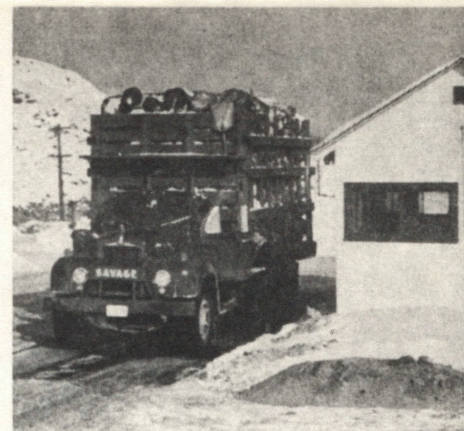
President Leonard A. Pierce, who has had previous experience with this method of computing the volume of pulpwood

by weight at Penobscot Chemical Fibre Company, has said it has certain advantages over manual scaling of pulpwood. These include faster determination of the load, which cuts down on the amount of time a truck driver must spend when delivering his wood.

With the Company receiving green wood direct from the woods, accurate determination of volume can be made by weighing as the specific gravity of the wood has already been determined by extensive tests.

The new system of weighing eliminates much of the human judgment previously required in the rule method of volume determination. Formerly a scaler had to measure the width and height of each tier of 4' wood, then deduct for air space between sticks. If the wood was loosely piled. Now using scales to determine weight and volume of wood, this factor is removed.

The new scales, which have already been certified as to their accuracy by the Bureau of Weights and Measures, will be available for limited use by the general public, Mr. Herr said. Any kind of truck or vehicle may be weighed on these scales for a charge of \$1.00.



WEIGHING STATION—Woods Department's new pulpwood truck weighing station, located on Hutchins Street near Columbia, is now in full operation. Volume of wood on each truck is determined by weight rather than by slower method of scaling each tier as it is unloaded.



CASH REFUND—Al Blanchette gets check for Training Coordinator, Mr. Blanchette and Fred I.C.S. tuition refund. Left to right, C. A. Cordwell, Sulphite Production Manager, David Marquis, Hayes, Jr., General Superintendent, Sulphite Mill.

## Ink By The Ton

Over a ton and a half of ink is used each year at the Cascade Towel Room just to print the wrappers which are needed to hold bundles of Nibroc towels together before they are packed in cases.

This is more than the Berlin Reporter uses to print its 52 weekly editions of the local newspaper.

Actually the Towel Room uses 3,600 pounds of ink, worth 75¢ per pound, in a year, and the Reporter uses only about 2,500 pounds.

Fred Wardwell, Operating Superintendent, Towel Div., says he has always thought the printing operation at Cascade was a small one until he started looking at the ink they have been using. Only one printing press is needed to do the work, and it is operated by two men, William Eichel of Gorham, and Alphonse Paradis of Cascade.

About 27,500,000 wrappers, on

the average, are printed by Eichel and Paradis each year.

## Top This Fish Story

Archie Martin, popular storekeeper at the Burgess Mill, went ice fishing several weeks ago and came home with a good story.

It seems that Archie, along with his son, Wally, Linwood Johnson, and Leon Hawkenson and Bill Loven went up to Umbagog for a day. They came back with a good catch, according to Archie — 38 pickerel.

The payoff came with the last flip of the trap. Loven pulled up the line, and found a telephone on the hook! "Good catch," says Archie. "It even ate the minnow!"



FINISHING DEPARTMENT RETIREMENT—Edward Garneau, 777 Main Street, has been a member of the Cascade Paper Finishing Department ever since August 1, 1919, now retires on February 1st. Front row, left to right, Arthur Levesque, Norman Fare, Supervisor Isadore Boillard, Roger

Grenier, Mr. Garneau, Adrien Provencher, Marshall McKenna, Napoleon Beaudoin. Back row, left to right, Adjutor Rheume, Roland Roy, Norman Bergeron, Howard Schmidt, Joseph Lacasse and Jean Langlois.