

Kraft Has First Accident

The Kraft Mill has finally had a lost time accident after 656 days, equal to almost 22 months, without one.

The trouble with the accident to Henry Bergeron, who works at the Kraft Lime Kiln, is that it wasn't necessary.

Henry Bergeron was not to blame for it, either. But that doesn't make the men of the Kraft Mill feel any better. It spoiled one of the finest safety records of any Brown Company mill in at least the past decade, and that hurts.

One thing is certain. The 37" long steel H-Beam which fell on Henry Bergeron's foot was in the wrong place, in the wrong position, and concealed in such a way that it was a trap which was almost certain to injure someone eventually.

This is what happened to

spoil the Kraft Mill safety record.

Two sections of steel H-Beams, each about 37" long, with 10" faces, and weighing about 75 lbs. were left beneath the lime kiln where they would be available for use by the Maintenance Dept. if at any time the kiln needed to be jacked up. They have been used before; they will be used again.

But someone left them standing on end, nestled between some timbers which are also used to support the lime kiln during repair work.

Then someone, possibly the same person, placed a loosely folded piece of canvas over the beams, effectively hiding them from view.

Henry Bergeron needed a piece of canvas. He went over, picked up the folded piece, and as he

did, one of the H-Beams tipped over on his left foot.

He finished out the shift, tried to come in the next day, but could not. Severe pain and swelling made it impossible.

Why were the beams left standing on end, instead of lying flat on the floor? Why were they covered up in such a way that any person, not knowing they were there, was likely to tip them over?

Henry Bergeron would like to know. So would Safety Supervisor Jack Rodgers, Kraft Mill Superintendent Adrien Croteau, and a lot of other people.

Especially the 63 men in the Kraft Mill who were hoping at the end of March to start on their third consecutive year of accident-free operation.

Burgess Promotions Announced



SHERMAN TWITCHEIL

ALFRED BIRON

Promotions of three supervisors at the Burgess Sulphite Mill have been announced by C. A. Cordwell, Production Manager. The changes became effective January 29th.

Sherman Twitcheil, formerly Assistant Superintendent, Sulphite Raw Stock Department, has been made Superintendent of the

Department, replacing Charles McKelvey who retired on January 31st.

Alfred Biron, Raw Stock Foreman, was promoted to Assistant Superintendent, Sulphite Raw Stock Department, and Leo Hamel, formerly Acid Maker and spare foreman, becomes Raw Stock Foreman in the Sulphite Mill.

Kraft Organization Changed

The Kraft Bleachery, formerly a separate operation, has been made an operating department of the Kraft Pulp Mill, according to Kraft M. Guest, Manager of Kraft Pulp and Paper Manufacturing. The change became effective on Jan. 29, 1961.

In making the announcement, Mr. Guest also listed certain organizational changes affecting personnel in both the bleachery and the Kraft Mill.

Fred L. Riley, who has been Superintendent of the Kraft Bleachery since its start-up in May 1956, becomes Production Manager of the Kraft Pulp Mill. Adrien Croteau, Superintendent of the Kraft Mill, assumes

additional responsibility for the operations of the Kraft Bleachery, as a department of the Kraft Mill.

Kraft Mill Foreman Mortimer Landers, Romeo Roy, Francis Sweeney and Alfred Pelletier will also be responsible for operations of the bleachery as well as the pulp mill. Mr. Pelletier, formerly Kraft Mill Cook, is promoted to foreman as part of the reorganization of personnel.

Donald E. Borchers, Technical Superintendent of the Sulphite Bleachery, becomes Technical Superintendent of the Kraft Mill with responsibility for technical control over both the Kraft Mill and its bleachery.

THE SAFETY SCOREBOARD

PLANT	POSITION AS OF JAN. 31	DEC. 31	DAYS SINCE LAST ACCIDENT*
Misc. Depts.	1	2	71
Power & Steam	2	4	123
Cascade Maintenance	3	5	110
Cascade Operating	4	6	5
Kraft Mill	5	1	2
Burgess Maintenance	6	7	2
Burgess Operating	7	10	11
Riverside Mill	8	9	5
Berlin Mills Ry.	9	12	55
Bermico Mill	10	8	12
Onco Mill	11	13	48
Chemical Mill	12	11	1
Construction Dept.	13	3	12

* As of January 31, 1961. Ranking is established by frequency rate of accidents.

Thank You!

To our many friends and co-workers who so generously contributed to the success of the fine retirement party and splendid

gifts tendered us at Le Chalet on February the 2nd, we wish to express our sincere appreciation and a grateful thank you.

Earl Henderson
 Benny Dale
 Charlie McKelvey



CASCADE RETIREMENT—Louis Fissette, employed by Brown Company since July 1926 with an interruption for about 6 months in 1927, will retire effective March 1. Mr. Fissette's work has been principally in the Towel Department and Cutter Room. Shown above with fellow employees as he received his service pin, are (left to right) Alfred Lepage, Foreman John Donato, Oscar Montminy, Mr. Fissette, Leo Bourque, Leo Martineau and Personnel Man Chester Blaisette.

Dangerous Bridge Job Completed Without Trouble



LIFTING TRUSS—Chain falls were used by construction crew to lift 80' long steel truss, weighing 4 tons, to point directly beneath wooden bridge.

Working under difficult conditions made even more hazardous by sub-zero temperatures, ice and snow, the Construction Department has completed major repairs to the old wooden bridge between the Bermico and Riverside Mills without so much as a scratched finger to any of the crew.

The work done consisted of placing two steel trusses, each 80' long and weighing over 4 tons, directly beneath the wooden bridge to give it badly needed strength and support.

The repair work was scheduled after it was discovered that the wooden bridge, which carries 3 large steam lines as well as return condensate pipes and a fresh water line, had developed a dangerous sag at the Riverside end. Any further settling of the bridge could have resulted in ruptured steam lines and possible serious injuries to employees who also use the bridge to go to and from their place of work.

Planning the work was almost as important as actually doing it, because of the problems involved. The steel trusses were too long and too heavy to handle in one piece, so they came in 40' long sections. They had to be moved from the Bermico loading

area across the three penstocks which carry water to the Riverside Extension power house, without damaging that vital installation. Then they had to be skidded some 100' or more upriver to the point where they were to be used. And finally they had to be moved out over the river where the 40' spans could be welded together to make a continuous 80' span, then raised into position.

Making matters even more difficult was the fact that final assembly and lifting operations had to be conducted right over the Androscoggin River itself, where any slip or fall would almost certainly result in serious injury or death to the employee involved.

The job was planned at a conference held in late December. Present were Willard Baker, Manager of Construction Department, his right hand man, Paul Anderson, Foreman Don Marois and Ray Albert, and Safety Supervisor Jack Rodgers.

Responsibility for building a temporary wooden bridge and staging across the Androscoggin River was given to Ray Albert's men. They were also given the job of raising the completed steel trusses into position under the old

wooden bridge.

Responsibility for getting all materials to their place of final assembly and use went to Don Marois and his crew. While this might sound easy, it involved the touchy and dangerous work of snaking the 40' long steel sections over the penstocks and along a narrow river bank where room to work was actually less than the width of the trusses themselves.

Raising the steel spans to their final resting place was a direct responsibility of Rigging Boss Ed Bouchard, and his men.

Lifting the trusses from their point of assembly into position under the old wooden bridge was done with chain falls. It was a tricky job because each long steel span had first to be lifted straight up, then tilted at an angle while it was moved sideways to bring one end over its final resting place. Finally the other end had to be brought up and the entire span moved laterally in the opposite direction. Boss rigger Ed Bouchard and Foreman Ray Albert had to handle this work.

It is hard to pick out individuals who should get special mention, as all the work was difficult and dangerous. However, the men who built the first temporary wooden bridge and staging deserve a lot of credit because they had to work right over the water and any slip meant certain injury or possible death. These men included Rosario Favreau, Leo Fecteau, George Mortensen, Clayton Ayott, Lester Murray and Bob Theriault.

Other men on the project were millwrights Joseph Blair and Leonard Morel, welders Ralph Perrault, Robert Allen and Donald Gemmetti, and riggers Patsy Ferrari, Gerard Ramsey, Noel Ducharme, Robert Ruel, Sylvio Vien and Paul Kluchnick.

Safety-planned job No. 72 paid off handsomely. In the 72 construction jobs which have been planned ahead for safety, just one accident has occurred and that was when an employee stepped on a rusty nail.

Jeff Bergeron To Handle Yard Crew

Jeffrey Bergeron, Maintenance Department Yard Foreman, has assumed added responsibility of supervision of the Production Service Yard Department also, according to an announcement made jointly by C. A. Cordwell, Sulphite Production Manager, and H. J. Blakney, Manager of Maintenance.

Mr. Bergeron, who will continue as a member of the Maintenance Department, replaces Benjamin Dale who has retired. First employed by the Company in 1924, Mr. Bergeron became Assistant Yard Foreman in 1952 and General Labor Foreman in February 1953.



YARD FOREMAN RETIRES—Benny Dale, Production Yard Foreman since October 1943 and a 49-year man, retires effective March 1st. Fellow employees gave Benny a transistor radio and 35 mm. camera as a remembrance and to keep him busy during retirement. Front row, left to right, Joseph Lafeuille, General Superintendent Fred Hayes, Jr., Mr. Dale, Sulphite Production Manager C. A. Cordwell and Emile Jutra. Back row, left to right, Leo Gagne, Paul Lafamme, Elmer Beaulac and Robert Montminy.



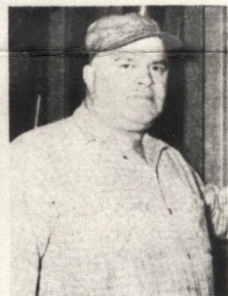
A-SHIFT FOREMAN
 Francis Sweeney.



RECOVERY FURNACE—Thomas Chasson, Emile Bernard, Edward Boucher, Norman Gagne, Robert Hogan.



EVAPORATORS—Maurice Roy and B-Shift Foreman Romeo Roy.



SCREEN ROOM—Daniel Godin



WASHERS—Alfred H. Guay.



DIGESTERS—Richard Lafamme, Wilfred Demers and Richard Duguay.



BURGESS RETIREMENT—Aime Gagne, caustic washer operator at the Burgess Mill, will retire March 1st. He has been employed by the Company since April 1917. Front row, left to right, Eddie Blanchette, Mr. Gagne, Superintendent Fred Hayes, Jr. and Night Superintendent Robert Marois. Middle row, Roch Boucher, Robert Blodreau and Eugene Washburn. In back row, Ernest Sanschagrin, Maurice Lettre and Sylvia Roy.

Slip-Sticks Sometimes Slip

In a letter to the Berlin Reporter (Feb. 2nd), Mr. L. K. Joudrey challenged the Brown Bulletin statement of last month that Mister Nibroc produces nearly a ton and one-half of paper every five minutes.

Mr. Joudrey was correct on this matter, as the Editor of the Brown Bulletin acknowledged.

But Mr. Joudrey went further, stating that "a ton and one-half of paper every five minutes is . . . 432 tons per day, which is more than all five machines at the Cascade Mill produce."

Tommy Stiles, manager of paper production, wants to set the record straight, once and for all. He says Mr. Joudrey is wrong, and had better go back to his slip-stick and try again.