

Blue Cross
Opening

All Brown Company employees wishing to make a change in their Blue Cross-Blue Shield type of membership, or who wish to join the group, or to transfer into the group should do so no later than August 31, 1961. This is the deadline for the September 1, 1961 changes, and no further adjustments will be accepted after this date for another 12-month period.

The

BROWN COMPANY

QUALITY

Bulletin

BERLIN, GORHAM, NORTH STRATFORD, N. H.
CORVALLIS, OREGON

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HINCHEY RETIREMENT—Vice President and General Manager of the Paper Division Edward H. Petrick, who attended the retirement party for Patrick J. Hincney on May 25th, is shown above presenting Mr. Hincney with his Brown Company service pin. Mr. Hincney worked 49 years for the Company, was a member of the Production Control Department at the Cascade Mill.

Truck Drivers
Finish School

Many truck operators at Cascade have successfully completed their Driver Training Course, conducted jointly by Material Handling Engineer Ed Howe of Industrial Engineering Department, Safety Supervisor Jack Rodgerson and Training Coordinator David Marquis.

Certified as approved truck operators, these men have been given badges and rule books and will receive certificates in the near future. Each man took 12 hours of special training, designed to provide better operators and to cut down on losses due to accidents and damaged materials and equipment.

Over 100 employees at Cascade are engaged in truck operations and will be required to take and complete the training course, which is still going on.

THE SAFETY SCOREBOARD

PLANT	POSITION AS OF		DAYS SINCE LAST ACCIDENT*
	MAY 31	APR. 30	
Misc. Depts.	1	1	191
Power & Steam	2	2	48
Cascade Maintenance	3	3	76
Kraft Mill	4	4	43
Berlin Mills Ry.	5	5	175
Cascade Operating	6	6	27
Onco Plant	7	7	178
Bermico Mill	8	10	28
Burgess Maintenance	9	9	9
Riverside Mill	10	8	13
Burgess Operating	11	12	61
Chemical Plant	12	11	7
Wood Handling	13	13	65
Construction	14	14	30

* As of April 30, 1961. Ranking is established by frequency rate of accidents.

Shown below are the first groups to "graduate". Classes are kept small, in order to allow better training and more personal at-

tention. Lectures, slides and practical operating using power trucks on obstacle courses were all utilized as part of the course.



Left to right, front row: Paul Desilets, Robert Gau-thier, Rene Riendeau. Second row, Edward How-ard, Emil Delisle, Henry Lanteige, Henry Arguin. Standing in rear, Manager of Paper Manufactur-ing Thomas Stiles, Industrial Engineer Edwin Howe and Safety Inspector Jack Rodgerson.



Left to right, front row: Clifford Thibault, Mike Madore, Norman Chaloux, and Patrick Chaloux. Second row, Henry Murphy, Eugene Levesque, Joseph Springer, and Jesse Bunnell. Standing in rear, Safety man Del Aube.

Woods Radio Saves Hours
For Men And Equipment

"It's a lot more interesting than any TV show. We stayed in the office the other night until nearly 10:00 p.m. just to hear developments, when the ambulance was coming down from the woods."

"I can tell you one thing that's good about it. It has eliminated all those evening telephone calls, and that's a real break for my wife and me."

"We had 10 minutes to arrange for a meeting of people from different areas to close a stumpage sale early the next morning, up in the woods. It could never have been done by telephone."

"I don't know how we ever operated without it. . . ."

These are just a few of the comments which have come from Woods Department personnel now that the new forest radio network is in operation. To say they are sold on it is probably the understatement of the year. Without exception, they are completely enthusiastic about their new means of communications and its contribution to greater efficiency in woods operations.

It was Ivan Elger, field control man in the Woods Department, who stayed up with others until late one night "to hear developments" and who thinks the Woods Department radio is better than TV. All Woods personnel were concerned that day, because late in the afternoon, one of the Department's key men had become ill while at Tim Pond, miles from the nearest telephone.

Realizing the illness might be serious, Alton Oleson, district logging superintendent in the Tim Pond area, had radioed Berlin for advice and assistance.

Back in Berlin, more than 50 miles away, Company Medical Director R. W. Kaschub took over the radio in the Woods Department. He instructed Oleson to keep the patient warm and quiet, and lying down until a doctor could get there. In the meantime, other Woods personnel were busy calling a Rangeley doctor who promised to drive into the woods, and an ambulance from Berlin took off for Tim Pond with Dr. Kaschub in it.

Through the use of radio, the whereabouts of the ambulance and the condition of its passengers was known to all throughout the rest of the day and into the evening when it returned to Berlin.

It is John Bork, Assistant General Logging Superintendent, who no longer has to spend his evening hours on the telephone discussing business matters which have come up during the day, or which must be settled before morning. John is on the road much of the time, driving hundreds of miles each week to various logging operations. He is almost never available except in the few cases when he stops at a camp where a telephone is located. Now, with a radio in his car, he is as close to various operations and the headquarters in Berlin as though he were personally there, and when questions arise, the decisions can be made immediately.

The matter of a recent stumpage sale also illustrates the use-



HEADQUARTERS RADIO—Thomas Garland, at Woods Department office, monitors conversations and relays instructions to operations in timberlands.

fulness of radio. Larry Parsons, district logging superintendent, wanted to take a buyer into the woods in the Chain of Ponds area to look over some timber he wanted to purchase. Larry was at Coburn Gore. John Bork was at Lincoln Pond. A guide was needed, someone who had cruised the Chain of Ponds area.

Ivan Elger, back in Berlin, was that man. A 4-wheel drive jeep was needed. By use of radio, all arrangements were made in a matter of minutes and the meeting took place as scheduled next morning.

Warren Tucker, in charge of mechanical equipment maintenance for the Woods Department, says that now, for the first time, he is in constant touch with logging superintendents up in the woods. Before, he could never

few hours, which means the equipment gets back to work much sooner than it would have before radio was available.

The whereabouts of the steel tug NIBROC when engaged in towing booms of pulpwood on Lake Aziscoos has always been troublesome to the Woods Department. It is important to know where the NIBROC is, so that relief crews can be sent to meet her when she arrives at the Dam from the upper end of the lake. This year, for the first time, the Department has known exactly where on the lake the NIBROC was at all times. And the crew of the NIBROC, for the first time, has had warning of bad weather which might mean to take cover in some cove. The reason? A mobile radio unit was placed on the NIBROC during



MOBILE UNIT IN REPAIR TRUCK—Donald J. Cassidy, welder and mechanic in the Woods Department, is always in contact with Tractor Repair Shop now that radio is installed in his truck.

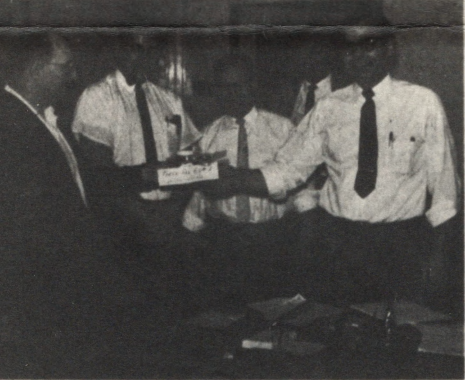
reach them by telephone. Now, they can talk together even though they are in widely scattered locations, and schedule men and equipment for the following day.

In addition, repair crews working at Long Pond and in the Kennebago area, where no phone service is available, call in by radio to order repair and replacement parts, which are then sent up to the woods immediately by truck. Often these parts are on the way within a matter of a

towing operations. What contributions the forest radio will make in the future remain to be seen. As Woods Department personnel say, it has not yet been really tested because logging camps are just beginning to open up for the current season. But one thing is certain, radio will be an important factor for greater efficiency, savings of time, and more effective use of both personnel and mechanical equipment.

Mister Clean Ratings

PLANT	POSITION IN MAY	IN APRIL	SCORE
Onco Plant	1	1	83.8
Power & Steam	2	3	83.7
Berlin Mills Ry.	3	2	83.6
Chemical Plant	4	4	83.0
Research	5	5	82.4
Riverside Mill	6	6	81.0
Cascade Mill	7	7	79.9
Burgess Mill	8	8	79.8
Bermico Mill	9	9	79.0



A TOAST TO THE CHAMPION—General rejoicing among the racing set at Cascade followed first victory this year of Tommy Stiles' trotter Princess Hal, at Lewiston Fair Grounds. Hal earned owner Stiles \$200 purse, but stable as a whole is still in red. Harold Parks, who won \$32.50 on race, presents cup of coffee (inscribed "There She Goes") to beaming Mr. Stiles. Backing up the financiers are Don Gilmore, Buster Edgar and Carleton MacKay.



Left to right, front row: Clarence Thibault, Raymond Ramsey, Harris Young, Ernest Fournier, Henry Houle and Lionel Croteau. Standing, Vice President John Metcalf of Liberty Mutual Insurance Company, Philip Otis, Donald Charest, Leo Levesque, Raymond Gagne and Eddie Allard.

BROWN COMPANY FISHING CONTEST

MONTH OF MAY 1961

SQUARE TAIL TROUT

Donald Plante, Chemical	2 lbs. 12 ozs.	19"	long	1st prize
Richard Amero, Cascade	2 lbs. 5 ozs.	16½"	long	2nd prize
R. Peloquin, Power & Steam	2 lbs.	15"	long	3rd prize

RAINBOW TROUT

Paul Bourassa, Bermico	2 lbs. 11 ozs.	19½"	long	1st prize
E. J. St. Laurent, Cas. Office	2 lbs. 5 ozs.	17½"	long	2nd prize
Mel. Boutillier, Cas. Boiler House	2 lbs.	17½"	long	3rd prize

LAKE TROUT

Sig Aube*, Riverside	4 lbs. 6 ozs.	22½"	long	1st prize
Clifford Labbe, Burgess	3 lbs. 13 ozs.	23½"	long	2nd prize

SALMON

Joseph Fournier, Burgess Office	16 ozs.	14"	long	1st prize
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HORNED POUT

William Glinka, Riverside	14 ozs.	11"	long	1st prize
William Glinka, Riverside	12½ ozs.	11½"	long	2nd prize
Armand Boldue, Burgess	11 ozs.	11"	long	3rd prize

* Sig Aube wins special prize for catching the heaviest fish during month of May.



RAILROADER RETIRES—Joseph Edgar Cote, 557 Western Avenue, retired June 1st after 33 years with the Berlin Mills Railway. Mr. Cote, who worked for the Grand Trunk Railway for 5½ years before joining Brown Company in 1928, was a section hand for 8 years, then spent 12 years in the car repair shop, 11 years as a car inspector, and for the past 2 years has been a car cleaner with the Railway. Front row, left to right, Superintendent Albert Lafleur, Mr. Cote and Manager L. F. Van Kleeck. Back row, Clifton Palmer, Herbert Sullivan, and William Berube. Mr. Cote is married to the former Leoline Roy of Berlin, and has 4 sons and one daughter.