

Lepage Promoted

Henry E. Lepage of Cascade has been promoted to the position of Converting Superintendent at the Cascade Mill, according to an announcement made recently by Robert A. Larson, General Manufacturing Manager, Paper Division. The promotion was effective January 22nd.

As Converting Superintendent, Lepage is responsible for paper finishing, cutting and shipping operations at Cascade and reports directly to Mill Manager Thomas J. Stiles.



HENRY E. LEPAGE

ment, and returned to this work after his discharge in 1946.

Lepage, who was born in Cascade and graduated from Berlin High School, came to work for Brown Company in 1939. He became a handler in the Towel Room in 1940, an operator in 1941, and labor clerk in September of that same year.

For about six months prior to entering the United States Army in 1943, Lepage was a member of the Quality Control Department.

He became a shift inspector in the Quality Control Department in 1952, a control foreman in 1955, and was made Assistant to the Superintendent, Quality Control Department, in May 1961.



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Cutter Room Operators In High Gear

Counting one each second, it would take just 330 hours, or nearly two full weeks, to add up the production of the Cascade Mill's cutter room in one 8-hour shift.

Supervisor Leo Theberge produced this surprising information one day last week, in response to a casual question from your correspondent. It took some figuring, but Leo has a pencil and there is plenty of paper in the Shipping Department for such a purpose.

"On one shift we handled 63,000 lbs. of paper, or 31½ tons, recently. That means we converted jumbo rolls of Nibroc offset paper into 1,190,000 sheets of printing paper, trimmed it, and packed it for shipment to our customers."

Over a million sheets of paper, each 25" x 38" at a basis weight of 80 lbs. That means about 788 reams, and that's a lot of paper.



FLORIDA BOUND — Charles H. Sweet, 9 Highland Place, Gorham, who has been employed by Brown Company since October 5, 1925, retired February 1st. He has worked the entire 37 years at the Heine Boiler Plant, and never lost a day at work due to illness. Day after this photo was taken, Mr. Sweet started out for Tampa, Florida

where he is currently visiting his son Robert and family. Front row, left to right, Dewey Rochefort, Arthur Ferron, Mr. Sweet, Boiler House Superintendent Louis Rancourt, Richard Ross and Bill Ryder. Back row, Cyrus Reynolds, Joe Ouellette, Gilbert Poisson, Louis Leclerc, Laurier Morneau, Wilfred Dignard and Leo Huot.

Mister Clean Ratings

| PLANT | POSITION | | SCORE |
|----------------------|------------|-------------|-------|
| | IN JANUARY | IN DECEMBER | |
| Onco | 1 | 1 | 82.8 |
| Power & Steam | 2 | 4 | 82.5 |
| Berlin Mills Ry. | 3 | 3 | 82.0 |
| Research | 4 | 2 | 81.8 |
| Kraft Mill | 5 | 8 | 81.5 |
| Riverside | 6 | 5 | 81.0 |
| Wood Handling | 7 | 6 | 81.0 |
| Chemical | 8 | 9 | 81.0 |
| Bermico | 9 | 10 | 80.9 |
| Sulphite | 10 | 11 | 80.8 |
| Cascade | 11 | 7 | 80.0 |
| (Maintenance Groups) | | | |
| Upper Plants | 1 | 3 | 82.0 |
| Riverside | 2 | 2 | 82.0 |
| Bermico | 3 | 1 | 81.5 |
| Burgess & Kraft | 4 | 4 | 81.0 |
| Cascade | 5 | 5 | 80.0 |

League Bowling

First and second round winners in the office and mill bowling leagues have been determined, and teams are now competing for playoff positions in the third round.

Office League winners are: First round, Division "A" — Archie Martin, Wallace Martin, Ben Dale and Leon Hawkinson; Division "B" — Leo Patry, John Nolan, Carleton MacKay and Willie Bertrand. Second round, Division "A" — Lionel Gagnon, Wendell Young, Howard Finnegan and Tommy Garland; Division "B" — Dave Marquis, Harry Johnson, Chet Bissett and Chet Veazey.

Mill League winners are: First round — Robert Morneau, John Barron, Roland Dube and Wayne Magetz; Second round — Dave Bedard, Everett Harris, Ray Bedard and Duke Downes.

Woodsmen Go Modern

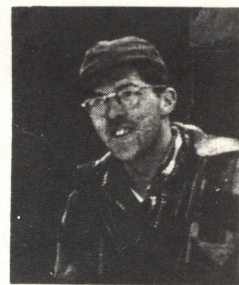
Fire in the bunkroom! Smoking in bed!

These were the thoughts which flashed through the mind of Omer Lang, Chief of Woods Employment and Safety for Brown Company, when he looked into the darkened bunkroom of Tim Pond Camp 1 late one evening in January, and saw a red spark glowing beside a woodsman's cot.

Always safety conscious, Lang hurried up to the cot where Blen Soucy was asleep. Blen is from Oquossoc, Maine. He is an old-time woodsman, an experienced mechanical equipment operator, and now helps build and maintain woods roads for Brown Company.

No, Blen wasn't smoking in bed, but he was sleeping, and the red light was beside him. The cause of all the excitement? Blen was using his new electric blanket! The light was from the blanket control switch.

Woodsmen nowadays travel to work in \$3,000 automobiles, use costly chain saws to increase



BLÉN SOUCY

their production, watch television after working hours, and eat enormous meals served in modern sanitary dining rooms. At night, they sleep in heated bunkrooms under blankets supplied by the Company, or in their own sleeping bags.

But not Blen Soucy! He has a heated bed!

Times certainly have changed!



FIFTY YEARS — Manager of Personnel Relations Henry F. Burbank gives retiring Onco Mill Manager C. Elmer Christiansen his 50-year service pin, as Elmer's wife Marie looks on approvingly.

THE SAFETY SCOREBOARD

| PLANT | POSITION AS OF | | DAYS SINCE LAST ACCIDENT* |
|---------------------|----------------|---------|---------------------------|
| | JAN. 31 | DEC. 31 | |
| Onco Plant | 1 | 1 | 423 |
| Berlin Mills Ry. | 2 | 2 | 420 |
| Wood Handling | 3 | 4 | 95 |
| Misc. Depts. | 4 | 5 | 13 |
| Power & Steam | 5 | 6 | 8 |
| Burgess Operating | 6 | 10 | 40 |
| Cascade Operating | 7 | 11 | 4 |
| Cascade Maintenance | 8 | 12 | 42 |
| Kraft Mill | 9 | 14 | 41 |
| Bermico Operating | 10 | 3 | 9 |
| Construction Dept. | 11 | 7 | 2 |
| Burgess Maintenance | 12 | 9 | 17 |
| Riverside Mill | 13 | 13 | 12 |
| Chemical Mill | 14 | 15 | 35 |
| Upper Plants Maint. | 15 | 16 | 43 |
| Bermico Maintenance | 16 | 8 | 9 |

* As of January 31, 1962. Standing is based on frequency rate of accidents (number of accidents per million man hours) and is computed for the 1962 fiscal year commencing Dec. 1, 1961.

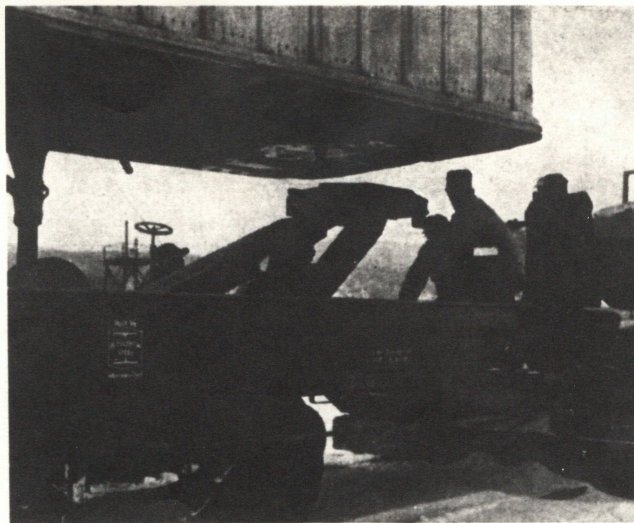


FORTY-FIVE YEAR MAN — Jesse A. Bunnell of Milan has worked for Brown Company since July 1917 when he first started at the Burgess Mill. His retirement becomes effective March 1st. Mr. Bunnell has also worked at Bermico and at Onco. Since 1946 he has been at Cascade and since 1949 in the Paper Converting Department. His parting gift from fellow employees was a large purse of

money. Front row, left to right, Robert Lavigne, Conrad Aube, Alfred Levesque, Joseph Pomerleau, Supervisor Isadore Bolland, Mr. Bunnell, Richard Delisle, George Leveille, Arthur Levesque, Roland Brault. Back row, Ernest Albert, Alphonse Carbonneau, Saul Rosenberg, Frank Toth, R. O. Roy, Archie Primeau, Louis Demers, Paul McDougal and Jochin Duquette.



BACKING THE LOAD ON — A Res-Chem Division tractor has picked up a Boston & Maine Railroad semi-trailer at the Cascade Mill and is shown above loading the trailer aboard its special flatcar at the Chemical Mill siding.



LOCKING THE TRAILER — The special B&M flatcar is equipped with a "fifth wheel", a steel beam which is elevated after the trailer is in position, and which supports the front end of the trailer while in transit. Beam locks to trailer so that it cannot move during its rail journey.



READY TO GO — Clamped in position and ready to go, this semi-trailer loaded with offset printing paper will be a part of a long freight train headed for Ohio and some Brown Company customer. Piggy-backing will save the Company thousands of dollars in transportation costs each year, when utilized to the maximum.

TRUCKS AND TRAINS JOIN HANDS AT BROWN COMPANY

Negotiations over a long period between L. F. Van Kleeck, Brown Company Traffic Manager, and R. E. Whitney of the Boston and Maine Railroad, have finally brought piggy-backing to Berlin.

Already well established over much of the country, piggy-backing or the combined use of trucks and railroads for long-haul transportation has been slow to reach northern New England.

Brown Company's first piggy-

back shipment was made on an experimental basis last fall, when a trailer-load of paper was driven from Berlin to Manchester, N. H. and loaded there on a flat-car for ultimate delivery to a customer in the Midwest. It was a successful experiment, with the customer, Brown Company and Boston and Maine Railroad all highly satisfied with the results.

Convinced of its practicality, Van Kleeck then had a ramp built at the end of a Berlin Mills

Railway siding in the Chemical Mill yard, so that trucks could be loaded here in Berlin rather than be forced to travel over the highway to some other point where a loading point might be established. With the ramp now completed, the Berlin Mills Railway handles loading and unloading of trailers from the special flat cars, and local hauling of the trailers to and from the mill where they are loaded.

The trailers used in piggy-backing at Berlin are the proper-

ty of the Boston and Maine Railroad, and they come to Berlin on special B. & M. flatcars. Usually they are empty when shipped here from Boston, but they could contain a load of goods for Brown Company or some other local industry.

Local Delivery By Truck

When they arrive, the Berlin Mills Railway (using a hired Res-Chem Division truck) unloads the empty trailer and takes it to Cascade or wherever it is to be loaded. When the trailer is

loaded, the same truck goes to the mill, picks it up and hauls it to the loading ramp where it is placed aboard the B. & M. flatcar, and securely locked in position for its long haul to the south or midwest.

When the trailer reaches its destination, another truck will meet the flatcar at a similar ramp-equipped siding, unload it and deliver it to the customer where it is unloaded. Then the trailer, sometimes empty but more likely loaded with goods

for a customer in New England, is picked up, reloaded on the flatcar, and starts its journey back towards Boston.

Long Distance By Train

Trucks loaded in Berlin in the afternoon, and driven over the highway all the way, will ordinarily reach their destination in the Midwest (i.e. Ohio or Illinois) on the second morning after they leave Berlin.

Trucks loaded at the same time in Berlin, but put aboard a flatcar for piggy-back transpor-

tation, will reach the same customer on the third morning after they leave Berlin—or one full day later.

The reason for the extra day is simply because of the night freight haul from Berlin to Boston, which in effect adds a good twelve or fourteen hours—a delay which would not occur if Berlin were not at the end of a branch line of the railroad. A proposed change in schedules will substantially cut down or eliminate this time differential.

Piggy-backing is the logical combination of truck and rail delivery. It enables the railroad, with a 5-man crew, to haul several hundred trucks at one time over long distances, and still accomplish what the user wants, which is truck delivery of goods to and from his place of business.

Most important of all, it cuts transportation costs—and these are a major factor in the preservation of jobs and industry for northern New England.