



The Triangle

JULY 1974



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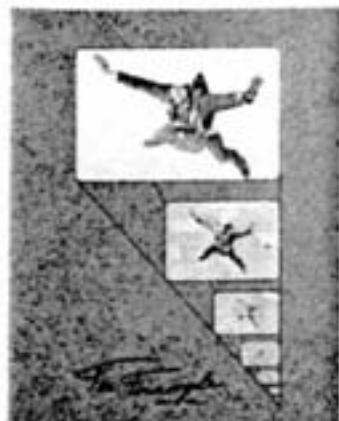
Editor, Derek Wing

Associate Editors:

Bert Meredith

Dave Barr

Les Lewis



On the cover . . .

Sky-diver Kjeld Bech, free as a bird and 3,500 feet above a rural patchwork of farmland near Port Colborne.

A process research engineer at Inco's Toronto office, Kjeld has been jumping from small aircraft steadily since he came to Canada from his native Denmark six years ago.

Aviator and amateur photographer extraordinary, Charlie Ott, assistant to the manager at the Port Colborne nickel refinery, shot the cover picture with a motorized Pentax Spotmatic II. He over-rode the automatic shutter mechanism and exposed at one 500th of a second at f16 on Kodak Tri-X film rated at its normal speed of 400 ASA.

Our thanks to the Burnaby Parachute School for their patient assistance.

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INCO

Saturday, August 17 is the date, and the Idylwyde Golf and Country Club the place for the annual Inco Golf Tournament. As in the past, there will be a morning and an afternoon draw, with shotgun starts promptly at 7:30 a.m. and 1:30 p.m. Entry fee this year is \$8.

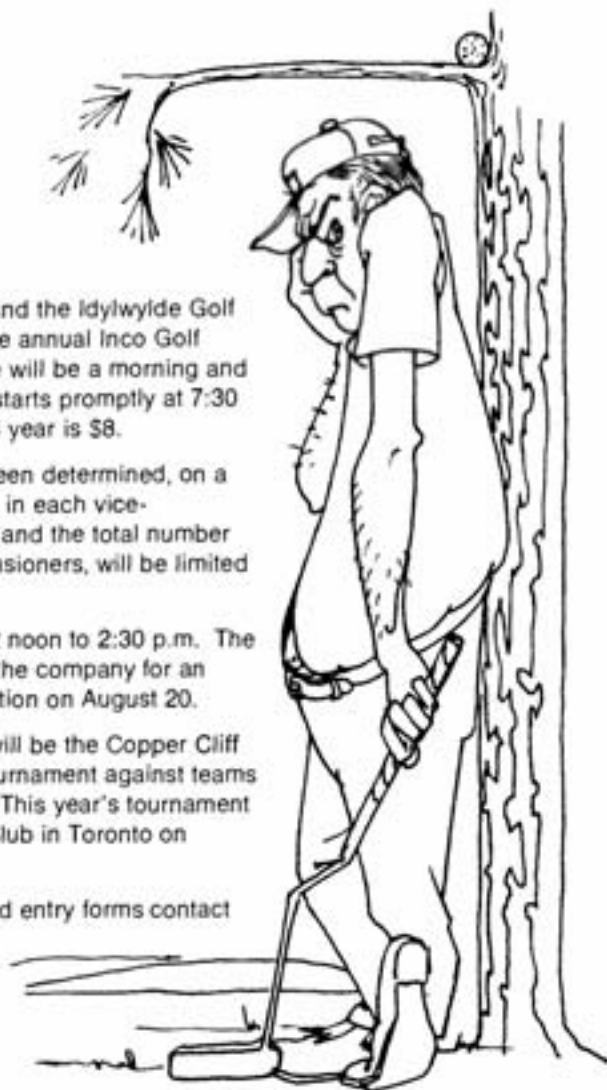
The number of entries has been determined, on a ratio basis, by the number of men in each vice-president's area of responsibility, and the total number of entries, including company pensioners, will be limited in an attempt to facilitate play.

Lunch will be served from 12 noon to 2:30 p.m. The various winners will be guests of the company for an awards night dinner and presentation on August 20.

The four low gross winners will be the Copper Cliff entry in the President's Trophy tournament against teams from Toronto and Port Colborne. This year's tournament will be held at the Uplands Golf Club in Toronto on August 24.

For additional information and entry forms contact Fred Brown at 682-0631.

Golf



Appointments

Corporate:

Asbhy McC. Sutherland, assistant to the chairman.

George Sutton, chief legal officer.

Donald McGavin, secretary, retaining his position as general solicitor - Canada.

Divisional:

Bill Prince, paymaster, staff payrolls.

Bill Rorison, paymaster, hourly payrolls.

Syd Stone, apprentice co-ordinator.

John Smith, superintendent of engineering services.

Eric Kossatz, manager, Shebandowan area.

Norm Hillier, manager, safety and plant protection.

Dave Huggins, superintendent of operations, Copper Cliff copper refinery.

F a m i l y

Joe Bagnoral is a driller at Creighton where he has worked since 1951. With him here are his wife Patricia, Larry, who is 8, Liana, 7, and David, 11. Joe enjoys fishing and finds the Vermillion River both handy and productive.



The Blanchards helped make Lansing Playground hockey team Sudbury champs. Dad, Donat of Frood mine, was coach, Michel 17, captain, Claude, 15, top scorer, and Mom, Valerie, cheerleader, Carole, 11, plays ringette. Sylvie, 9, is in acrobatics.



Cal and Mary Peyton and their three smiling young men. Paul is 9, David, 11, and Tim, 13. Cal, a foreman at the electro-nickel refinery at Port Colborne, is campaign chairman for the local Canadian Arthritic and Rheumatism Society fund raising drive.



Gino Lagana and his family are our copper refinery group for this month. Here's Gino with his wife Marina; Louisa, who is 8, and George, who is 11. Gino works in the tankhouse, lives in Gatchell, and gardens extensively.

A l b u m

The Lions were impressed as about 700 tons of molten slag cascaded forth to light up the night sky. More than 2,000 strong, the 25 bus-loads of viewers were delivered to the site by Inco.

More than 2,000 members of Lions International, a community service organization, gathered beside highway 144 near Sudbury Sunday, May 26 to view the city's famous night-time spectacle, the pouring of slag by International Nickel.

About 25 busloads of delegates to the Lions International Multiple District A annual convention, held in Sudbury May 25-28, had earlier visited International Nickel's surface facilities in Copper Cliff.

William Davis, premier of Ontario, had officially opened the convention that morning, before a crowd of Lions from across Ontario and Quebec.

Judging by the numbers of "oooooos" and "ahaaaaaas" that rose from the gathered multitude, the night-time May 26, 1974 spectacular was a rousing success — thanks to the transportation department's crews. Take a bow.



Pouring packs punch

Here & There

Billboard Bumpers



It takes the agile mind of a sales manager to dream up a gimmick like this. With Inco's Hartford, Connecticut, sales office, John Milne believes that "it pays to advertise" — any way you can.

In addition to his daily sales pitch, John Milne, manager of Inco's Hartford, Connecticut, sales office, does a little "soft sell" advertising as he drives to and from the office and around the countryside with his unusual and hopefully, eye-catching licence plates.

Following a recent visit to the company's nickel refinery at Port Colborne — where the plates turned many a head, including the one owned by eagle-eyed associate editor Les Lewis, — John produced cleaning materials from the trunk of his car and went to work to ensure that his plates were clean, shiny, and clearly visible for his return trip.

The plates were purchased three years ago at an additional cost of \$15, and will remain John's personal property — "at least until retirement", he said with a broad grin.

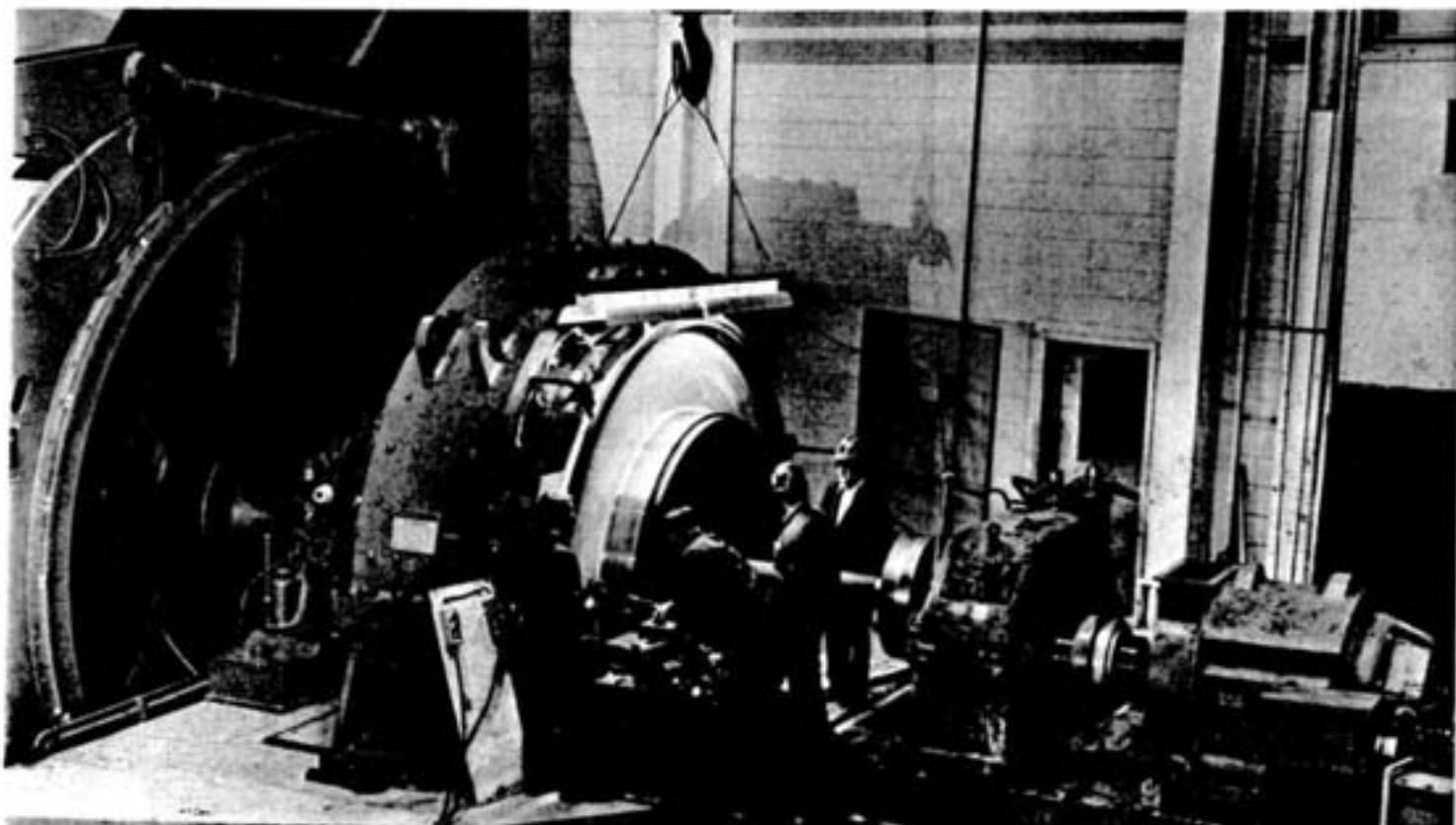
COPPER CLIFF SOUTH MINE - #1 SHAFT SKIP HOIST MOTOR, COMMUTATOR REPAIR.			THU				FRI				SAT				SUN				MON				TUE				WED			
No	JOB STEP	SCHEDULE	12	4	8	12	4	8	12	4	8	12	4	8	12	4	8	12	4	8	12	4	8	12	4	8	12	4	8	12
1	REMOVE ROPES FROM CONVEYANCES & HOIST DRUMS	TENTATIVE ACTUAL																												
2	SET UP EQUIPT. - REMOVE BRUSH RIGGING - COVER WINDOW	TENTATIVE ACTUAL																												
3	MACHINE COMMUTATOR	TENTATIVE ACTUAL																												
4	UNDERCUT, BEVEL & STONE COMMUTATOR - REMOVE EQUIP	TENTATIVE ACTUAL																												
5	INSTALL & RESET BRUSH RIGGING.	TENTATIVE ACTUAL																												
6	RUN & TEST	TENTATIVE ACTUAL																												
7	REPLACE ROPES.	TENTATIVE ACTUAL																												
8	RUN & TEST WITH LOADED SKIPS.	TENTATIVE ACTUAL																												

On schedule

When the Copper Cliff South mine maintenance department set up a schedule for a planned maintenance shutdown, they're not fooling. Do or die — they're going to meet that final deadline!

Well, they've surpassed themselves. The recent complicated repair job they completed on the mine's number one shaft skip hoist motor was wrapped up

The scene in the Copper Cliff South mine holstroom, with the drive that was assembled to rotate the skip hoist drums and armature during a shutdown that was required to machine and true the hoist motor commutator. On the job are (left to right) machinists John Miron, Stan Ojanpera and Denis Levesque with South mine maintenance foreman Harold Pleuna.



still on schedule



Intent on the micrometer dial installed on the cutting tool post are machinists John Miron and Stan Ojanpera. Bolted securely to the hoistroom floor, the machining equipment was acquired from Levack mine.

eight hours before the end of a shutdown that was planned to end after five days and seven hours.

Commissioned in November of 1971, the hoist since that time has met all of the stringent safety regulations, but, according to the sliderules of the maintenance people, has never operated to its full efficiency.

Following long consultations with the hoist motor manufacturers, general engineering's specialist group recommended that the 8-foot diameter commutator on the 6,000 horse-power motor be turned and trued — it was out of round with an elliptical throw of thirty thousandths of an inch.

To avoid costly production losses, it was decided to machine the commutator with the motor in place — that's when Copper Cliff mines maintenance superintendent John Brodie set the wheels in motion and chief planner Ken Stone,

planning foreman Harold Pleuna, hoisting specialist Lloyd Johns and electrical specialist Bill Klemp, put their heads together to produce a shutdown schedule.

With the motor out of commission, a method of rotating the armature had to be devised. An available 300-hp crusher motor and machining equipment was acquired from Levack mine, and a 150-hp reduction unit, complete with base plate, was available at the Murray mine salvage yard. The Copper Cliff machine shop fabricated a stub shaft to connect the reducer to the hoist motor armature; electrical foreman Peter McClosky and his men provided the electrical hookup; and the drive unit was complete.

At 12 midnight on Thursday, May 16, the hoist drum came to a halt and the maintenance department's rigger crew, under the guidance of foreman Bruno

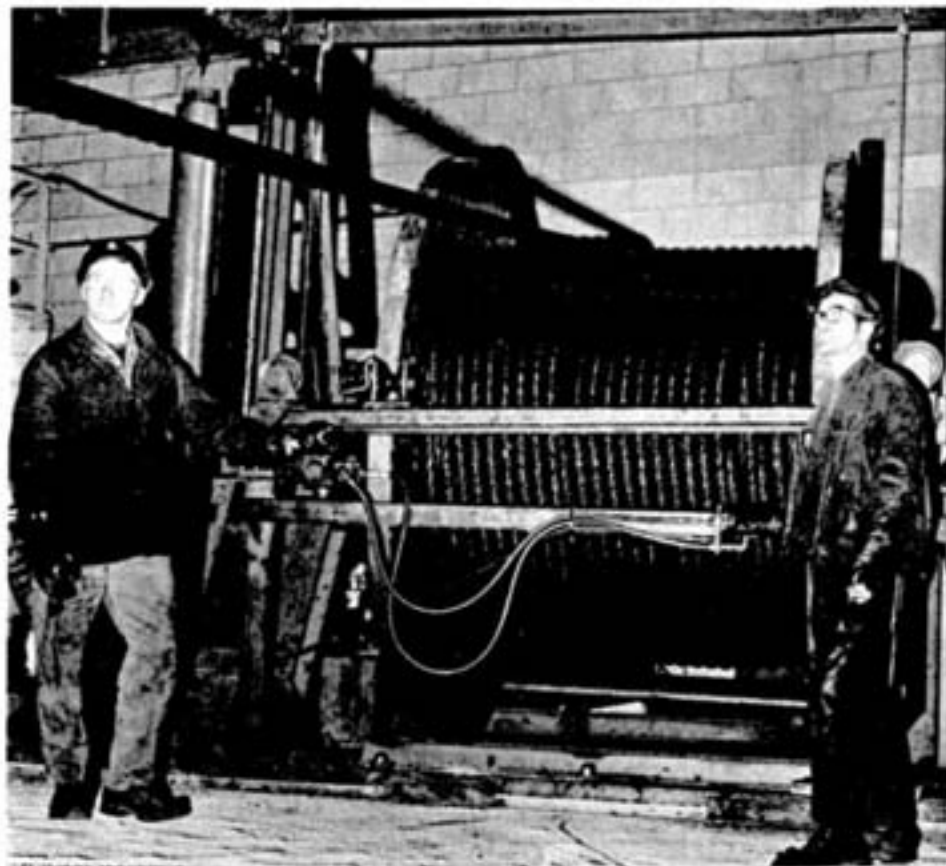
Malvaso, swung into action with the first scheduled step—the banking on surface of the shaft's two skips and the removal of two 5,000-foot lengths of steel hoisting rope.

Day and night, the job proceeded. Set-backs occurred and were overcome. Machinery failed and was replaced. Specialized tools malfunctioned and had to be repaired — and through it all the schedulers schemed to make up for lost time.

They schemed and planned well, and after an effort involving the talents of many — most of whom, because of the length of the list, will have to go unnamed — shoved their hard hats to the back of their heads, breathed long satisfying sighs of relief, and at 11:00 p.m. on Tuesday, 21st of May, turned a rejuvenated hoist over to operating personnel — exactly eight hours ahead of deadline.



Mica, the insulation between the commutator's 1,340 individual copper conductors, was trimmed down by "Pinky" Pilkington.

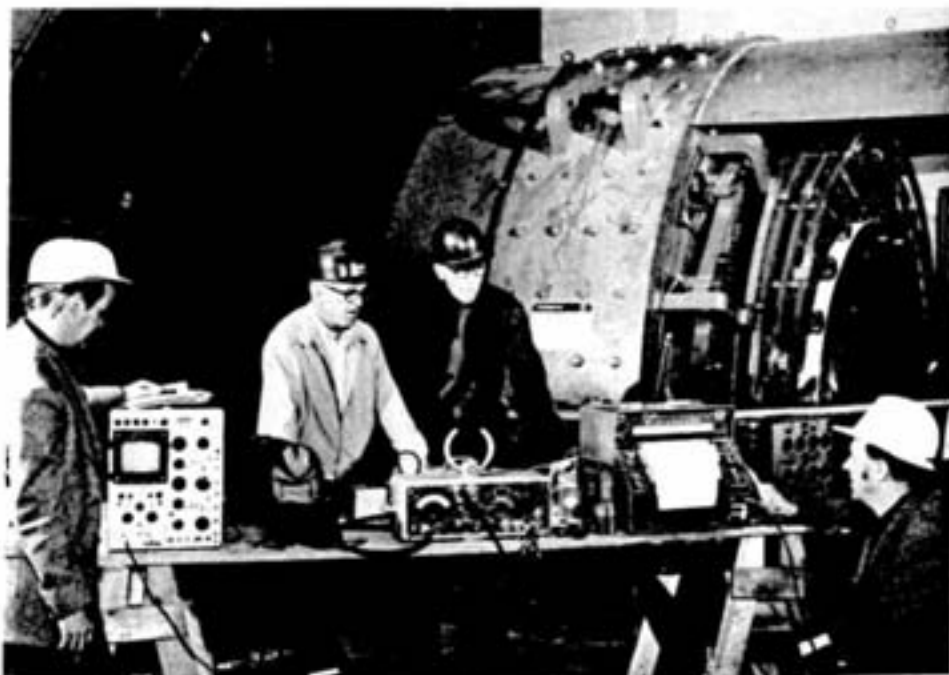


With the commutator machining completed, riggers Henry Prinowski (left) and Ted Lachance tend one of the two winders in the collar house on which the hoists two 5,000-foot hoisting cables were stored after their removal from the hoist drum.

One of the final steps of the job, the re-installed brush rigging was adjusted by maintenance electrician Dan Gagne.



With the 6,000-hp hoist motor reassembled, the final step was a thorough circuitry test. Left and right are motor manufacturer representatives Bill White and Alex Allan. Centre are Inco's hoisting specialist Largo Albert and electrical specialist Bill Klomp.





On the Burnaby Parachute School's landing strip near Port Colborne, Toronto office engineer Kjeld Bech gives some pre-flight instructions. Seated on the floor on the right of the door is flier and daredevil Charlie Ott; he shot the excellent free fall pictures of Kjeld that are on the front cover.

Geronimo!

Some people try to become good golfers or tennis players. Kjeld Bech, an engineer with process research at Inco's Toronto office, decided to become expert in a more unusual sport — parachuting.





By DALE WILSON
A library assistant at Inco's Toronto office library, Dale earned her B.A. at the University of Western Ontario, then completed a diploma course in journalism.

Left, Kjeld's last few seconds in the air and the split-second shot as his boots hit the target bowl in a perfect stand-up landing were captured by quick-on-the-trigger Les Lewis. Below, with his Para-Commander 'chute in his arms, Kjeld is ready to head for the repacking area. Repacking takes about 20 minutes.



Before he emigrated to Canada, Kjeld Bech's appetite for parachuting was whetted by a few trial jumps in his native Denmark. He's so enthusiastic about skydiving, that, to hear him tell it, you'd think he arrived in Canada, started work at the Port Colborne research station, then headed immediately for the nearest airport, which happened to be at Burnaby, near Port Colborne.

Six years and over 600 jumps later, the 6'4" bachelor is treasurer of the Niagara Parachuting Association, and most weekends he can be found executing stars and loops several thousand feet in the air above Burnaby.

The stars and loops are part of relative jumping — Kjeld's favorite skydiving discipline, and also the one that involves close teamwork and strict attention to split-second timing.

In a relative jump, four parachutists jump from the plane at a high altitude — 7,500 feet or so, meet in the air, and join hands to make a "star" formation before pulling their cords at 2,200 feet and falling to the ground.

In a typical relative jump, Kjeld leaves the plane first, followed by his three partners. For the first second or two he moves forward with the plane before he begins to fall straight down, accelerating at a speed of about 125 miles an hour.

Because Kjeld was the first to jump, he has to spread his arms and legs to create more wind resistance, thus slowing his speed so his partners can catch up to him. When his partners are even with Kjeld, they link arms to make a star formation for a few seconds, then pull their cords.

His team was the unofficial four-man Ontario relative champion in 1971-72.

There are two other skydiving disciplines parachutist can choose — accuracy and style jumping.

In an accuracy jump, the parachutist leaves the plane at a relatively low altitude of 3,500 feet and tries to land as close as possible to a small target. Style is unimportant. The closer the parachutist comes to the target the better — how he gets there doesn't matter.

With style jumping, a lone parachutist jumps from 7,500 feet and executes a series of loops and turns in the air as quickly as possible before pulling the cord.

Another **Inco** cup



Circa 1952

What could be the original Inco cup (pre last winter's Inco skiing event) belongs to Audrey Johnston, and proudly stands in her china cabinet at home in Hanmer.

Audrey's husband, Don, a process technology lab chemist at Copper Cliff, bought her the tea cup and saucer in a Sudbury jewelry store 22 years ago, and Audrey has never seen another like it.

English-made, the fine bone chinaware item, bearing a picture of the Copper Cliff smelter, became the first piece of Audrey's collection and started a tradition.

Every second week thereafter, Don would cash his paycheck and buy another cup and saucer for Audrey.

"I've kept my eyes open for another one like ours," smiled Audrey, "but I've never seen one like it." Audrey admits a special fondness for her Inco cup and saucer and when special occasions call for the use of other china cups and saucers in her collection, the Inco cup remains secure in the china cabinet.

"I enjoyed my visits to that jewelry store," Don mused, "with my first Inco paycheck I bought my mother a set of dishes. She still has every piece."

Audrey's collection of cups and saucers includes 50 pieces, but the closest to her heart is the Inco cup and saucer — a Sudbury souvenir.

Copper Cliff process technology lab chemist Don Johnston, his wife Audrey, and their son Brian, discuss the origins of their family's "Inco cup" — bought in Sudbury in 1952. Brian recently joined the company at Levack mine.

Putting down roots

The Ontario division's agriculture department this spring moved to fulfill a promise, made during construction of the Shebandowan complex, when they began to erase construction scars at the site with the planting of 15,000 three-year-old trees.

"Anywhere not designated as a road or parking lot — or one of the two small lawn areas near the administration building — was planted with trees as part of a continuing program," said Tom Peters, division agriculturist.

About 10,000 young trees were also planted in the Sudbury district, he said, where a typical project saw about 1,000 of them planted in and around a reclaimed sand pit in Sudbury. "We're entering our third year of reclamation activity there, and have already spent about \$40,000 in that area," said Tom.



Dennis Gilitluk (left) and Frank Millson helped plant about 1,000 trees in a partially-reclaimed sandpit in Sudbury this spring.



It's only a tiny three-year-old, but the young tree planted by Dennis Sadowski (left) and Alf Boyd at Shebandowan will eventually aid in screening the complex from the lake. It's one of 15,000 planted there this spring.



Front view showing the tools of Lorne's trade, which, along with other equipment, can weigh up to 50 pounds.



With spurs strapped firmly in place, pole belt at the ready, lineman Lorne Kidd is ready to climb the pole.

Pole-top rescue — a dramatic feat, and one that all electrical line crews hope they will never need to perform "for real".

However, in keeping with Inco's safety policy of prevention and preparedness, company line crews are exposed to, and participate in, practice sessions on pole-top rescue.

Recently, line foreman Jack Hunter brought in Chuck Tallon, field representative for the Electrical Utilities Safety Association, and a recognized authority on this aspect of safety, to put on a demonstration of pole-top rescue. Working with the company safety department and line crews, Tallon demonstrated the tricky technique of performing artificial respiration on an unconscious man, hanging by his pole-belt, at the top of a pole.

This unique form of resuscitation is known as the Osterreich method, and starts with the rescuer manoeuvring the victim and himself into a position where the victim is sitting astride the rescuer's lap. He then encircles the victim's lower abdomen with his arms



The demonstration "victim", Reg Campbell, hangs limply from his pole belt while Cy Gravelle places himself in position to apply a form of artificial respiration. Inspector Tallon prepares the rescue rope to lower the "victim" to the ground. Inco line and telephone crews watch intently.

and applies pressure to the diaphragm. This is continued while other members of the crew prepare the rescue rope to lower the victim to the ground, where mouth-to-mouth resuscitation may be applied.

"The main thing is to clear the area of danger, then get to the man and get air into him," explained Jack Hunter. "We've never had an actual case of this type, and hope we never do," he added, "but we intend to be prepared — it could easily mean the saving of a man's life." Speed is of the essence and the sooner resuscitation is begun, the higher the chance of recovery.

In the event the victim is in contact with a "hot" line, there are two alternatives, Jack pointed out: the first is to radio the systems operator to cut the power, (each crew has two-way radio contact), or use special rubber gloves and "hot sticks" (mobile insulated boom-and-bucket trucks) to remove the victim from the danger.

A typical line crew usually consists of five men and a vehicle, which means that help is readily available in the event of

an accident. Each vehicle carries a complete supply of rescue and safety equipment.

"I plan to bring in someone from outside at least once a year to give us a refresher," Jack said. "And our crews will be practicing. In fact I've told them I intend to go out, climb a pole, and have them rescue me," he grinned.

With several hundred miles of high tension line to patrol and maintain, Inco linemen spend a good part of their day working from a pole. It's to their credit, and to that of their supervisors and the safety department, that no pole-top tragedy has occurred.

Prior to the pole-top demonstration, the safety department conducted several classes for linemen in the techniques of artificial respiration. "We need to know several methods," Jack pointed out, "and most of our crews do."

A tough, reliable, resourceful and safety conscious crew these linemen, who, in the tradition of the old-time mail carriers, "let not hail, snow, sleet, wind nor storm stay them in their appointed rounds."



Lowering "victim" Lorne Kidd, Reg Campbell handles the rope aided by Brian Cresswell, (behind pole). Below, Angelo Anzell.



Running, jumping, playing, swimming and boating: the joys of summer, celebrated by children of all ages in many different ways.

But serious injuries and fatal accidents spell tragedy each summer, whether at home, at the family camp, or while travelling. Children can't be expected to remember all the safety rules, they're having too much fun. Many summer safety tips are just common sense, and therefore, are often overlooked.

So, dad, it's up to you to teach your children some of the safety tips that will ensure a happy and safe summer for all.

Tell the kids about some of the scrapes and bruises you got when you were their age; skinned elbows and knees from reckless bicycle riding; the broken ankle that kept you off the baseball

diamond for practically the entire summer, just because you thought you were Tarzan; or the time you were pitifully sick for three days because you ate those little red berries that looked so delicious.

When you're out at the summer camp and just preparing for a boat ride, delegate your authority as captain of the ship, and have the kids make up a list of safety items; like bailers and lifejackets (remind them that lifejackets don't work worth a hoot after they have been used in the water as water-wings for non-swimmers); also ask them to check over the first aid kit you've put together. If you're planning a fishing trip tell your children that the hooks are meant for the fish, and not for their own hands.

While on a camping trip, inform them that tents aren't fireproof, so the camp stove should always be lit outside the tent, and remind them that there aren't



any telephones where you're camping and that you'd rather not lose your voice calling the fire department.

Travelling to a distant vacation spot is a great way to see the country, but don't forget that youngsters get restless after sitting in a car for hours. When they start climbing all over you and mom, it's usually a sign that they want to burn up some energy: stopping the car for a few minutes gives you a chance to relax, and gives the kids a chance to run around a little. After all, it's better than having them fall out of the car's open windows, isn't it?

There's something about a bumpy country road that makes the kids want to ride the fenders of the car to the campsite. No matter how slow the car is moving, a sudden stop could send them flying, and without the kids, who'd eat all the hot dogs you packed for lunch?

Mom's experience with the kids in the kitchen at home should indicate that they enjoy smearing goopy and sticky goodies all over their bodies, so, apply the same principle when putting on suntan lotion. And while you're in the store buying the suntan lotion before leaving the city, it wouldn't hurt to buy a hat or two for the kids — to prevent sunstroke.

There are several precautions that should be taken before the youngsters set out on that hiking trip they've been looking forward to: teach them the fundamentals of compass use, and remind 'em, once again, that there aren't any telephones in the bush and dad won't be able to hop in the car and pick them up if they get lost.

The list of summer safety reminders is endless, and the surest way of having a good time this summer is by giving your children the care and attention that will prevent tragic accidents.

**Bring
'em
back
alive**



Fred Sacher



Lori Barazzuol



Peter Zahradka



Susan Lampinen



Ed Buratynski

International Nickel recently awarded twenty scholarships (18 in Ontario and two in Manitoba) to children of employees and pensioners. Valued at approximately \$5,000, the scholarships are based on a four-year university course.

In addition to tuition and fees, each scholarship annually provides \$500 to the recipient and a supplementary grant to the university. The awards are made on a one-year basis, and are renewable for three additional years or until graduation, whichever is shorter. Recipients are unrestricted as to their field of study.

A total of 213 children of employees and pensioners have received awards since the plan began in 1956.

The Sudbury area winners are: **Jim**

Arenburg, a graduate of Confederation Secondary School in Hanmer, who will attend York University to study arts. His father is the late James Arenburg; **Lori Barazzuol**, a graduate of Marymount College in Sudbury, will attend the University of Waterloo to study computer science. Her father, Constanti, is a machine shop foreman at the Copper Cliff smelter.

Bill Blackport, a graduate of Lively District Secondary School, will attend the University of Waterloo to study physics. His father is industrial engineer Jim Blackport of the mines department in Copper Cliff;

Edward Buratynski, a graduate of Sheridan Technical School in Sudbury, will attend the University of Waterloo to study computer science. His father, Kazimir, is a track

foreman in the transportation department at Copper Cliff.

Jane Deschene, a graduate of Nickel District Secondary School in Sudbury, will attend Laurentian University to study science. Her father, Frederick, is a crane man at Copper Cliff; **Edith Forman**, a graduate of Sudbury High School, will attend Laurentian University to study modern languages. Her father, Stanley, is a mine foreman at Frood mine.

Patricia Fowler, a graduate of Marymount College in Sudbury, will attend Queen's University to study science. Her father, Hilton, is manager of central mills at Copper Cliff; **Gregory Garrioch**, a graduate of St. Charles College in Sudbury, will



Kurt Woermke



Edith Forman



Jane Deschene



Greg Garrioch



Bill Blackport



Teresa Karolewski



Jim Arenburg



Maureen Staples



Donald McGinn

attend the University of Western Ontario to study natural sciences. His father, Francis, is a maintenance mechanic at the iron ore recovery plant.

Teresa Karolewski, a graduate of Sudbury High School, will attend Laurentian University to study economics.

Her father, Eugene, is a driller at Creighton mine; **Susan Lampinen**, a graduate of Lockerby Composite School in Sudbury, will attend the University of Toronto to study engineering. Her father, Oiva, is a garage mechanic at Stobie mine.

Donald McGinn, a graduate of La Salle Secondary School in Sudbury, will attend Queen's University to study engineering. His father, Donald, is a planner in the engineering department at the Clarabelle

open pit; **Marc Obonsawin**, a graduate of Macdonald-Cartier Secondary School in Sudbury, will attend York University to study psychology. His father, Lomer, is mine engineering division supervisor at Copper Cliff South mine.

Alfred Sacher, a graduate of St. Charles College in Sudbury, will attend the University of Waterloo to study electrical engineering. His father, Alfred, is a dewatering man at the iron ore recovery plant; **Kurt Woermke**, a graduate of Sheridan Technical School in Sudbury, will attend the University of Waterloo to study engineering. His stepfather is Stanley Janakowski, a surface worker at Copper Cliff North mine.

Peter Zahradka, a graduate of Confederation Secondary School in Hanmer, will attend the University of Western Ontario to study bio-chemistry. His father Karel is a thickenerman at the Copper Cliff mill.

In Port Colborne, all three winners were graduates of Port Colborne High School. They are: **Erich Belfuss**, who will attend the University of Waterloo to study mathematics. His father, Arthur, is a plant fitter at the nickel refinery; **Richard Shatkosky** will attend the faculty of arts and science at Queen's University. His father, Morris, is a carpenter; and **Maureen Staples** will attend Lakehead University to study forestry. Her father, Edwin, is a plant fitter at the number two research station.



Richard Shatkosky



Marc Obonsawin



Patricia Fowier



Erich Belfuss

What a day!



It's not often you see a spanking clean load-haul-dump machine rolling down the street. That's Marcel Mucker, himself, riding the machine, driven by Copper Cliff South mine diesel loaderman Alex Gittles.

Young and old alike lined the sidewalks of Power and Serpentine Streets in Copper Cliff recently, awaiting the town's Victoria Day parade.

About a half a mile long, the parade was led by the Navy League Cadet Brass band.

Later, festivities moved to Nickel Park where close to 2,500 youngsters and spectators were thrilled by helicopter rides, pony rides, a fish pond stocked with prizes and a display by the Sudbury Fire Department. The town's community hall was the scene for an afternoon bingo game.

Wrap up events included inspection of the Copper Cliff Highlanders Cadet Corps, and on a lighter note, the traditional oldtimers' ballgame at Nickel Park brought back fond memories as many players displayed the hi-jinx and ability that made them popular in days gone by.

"The whole day was just a tremendous success," said Betty Grooms, celebrations co-chairman.

Breakfast guest

Each morning for the last several weeks a special friend has visited five-year-old Kimberly Ott, granddaughter of Charlie Ott, assistant to the manager at the Port Colborne nickel refinery.

Kim's chum doesn't have a name, but then, the chances of confusing a little red squirrel with her other playmates are slim, aren't they?

Charlie found the small critter lying on his back lawn, slightly dazed from a tree-top fall. He brought the squirrel indoors and ever since their introduction, Kim and the squirrel have become close friends. The squirrel is now a regular breakfast guest.

Scurrying up to the Ott's back veranda every morning, Kim's new acquaintance is fed a tasty breakfast of toast and dry cereal, usually followed by a small saucer of water.

After breakfast, Kim takes the squirrel back to his home in a nearby tree, where they part until the following morning.



David and Goliath? No, it's Dutchess, Kimberly Ott's pet St. Bernard, and her new friend, "the little red squirrel", who seems to be enjoying his breakfast, served each morning on the Ott's veranda by five-year-old Kimberly.

"Och aye, it's braw!"



Seated on one of the many bollards dotted along the banks of the Welland canal, Scottish exchange student Jerry Simms gets a run-down on Port Colborne lift-bridge operations from his Canadian host, John Foresi, son of Port Colborne nickel refinery carpenter Gino Foresi.

Scots awa' frae hame

A group of 21 boys and 9 girls from Bishopbriggs Elementary School near Glasgow, Scotland, arrived in Port Colborne recently to complete the second half of an exchange visit with Holy Cross Senior Elementary School. The Holy Cross students travelled to Scotland in October, 1973.

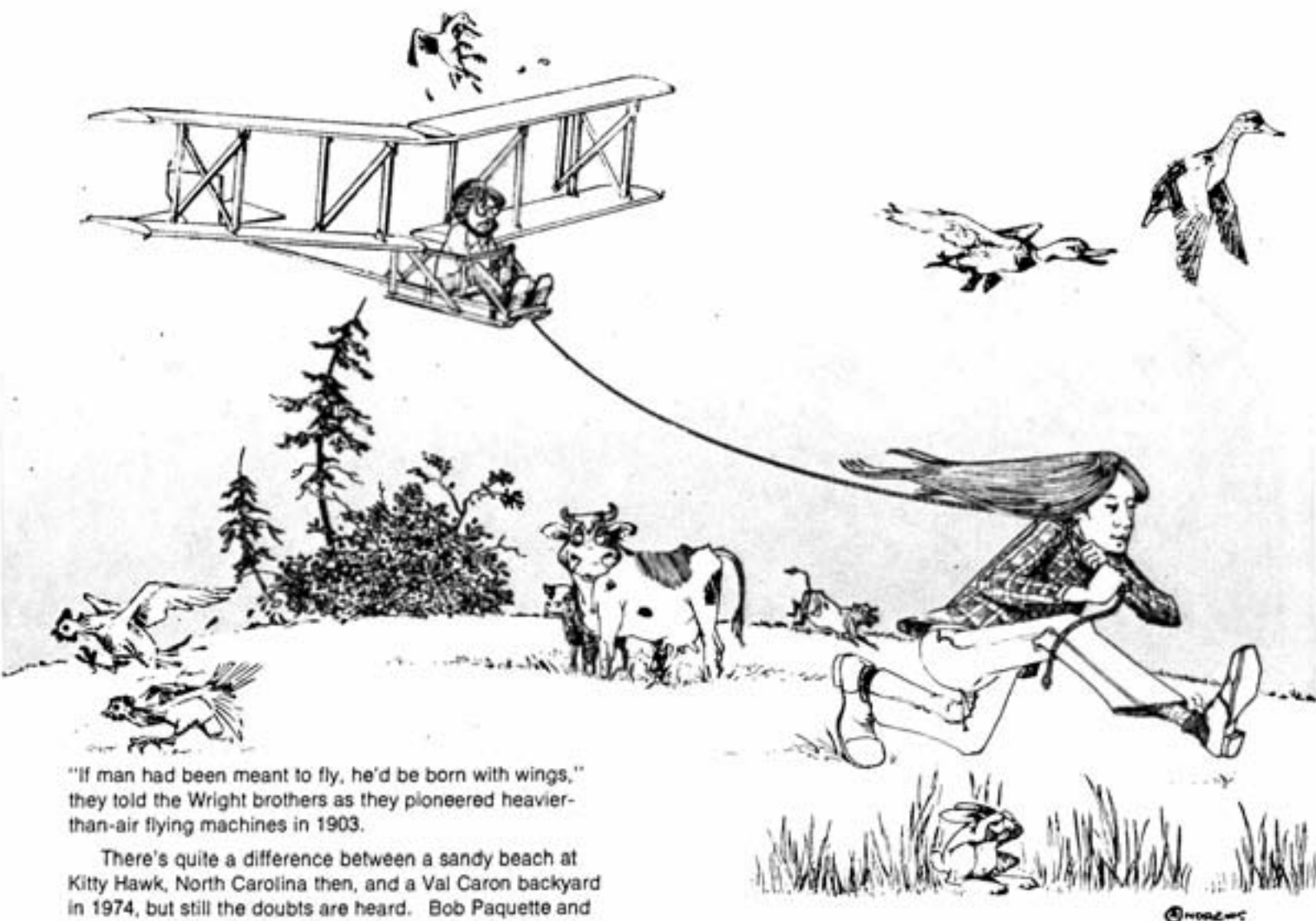
The three-week exchange visits were arranged by brothers Eugene Meehan, principal at Bishopbriggs, and Joseph Meehan, principal at Holy Cross.

In addition to attending school with their new classmates, the visitors' busy schedule included a visit to City Hall as guests of Mayor John Buscarino, during which time His Worship explained the functions of council and its duties. Following a tour of City Hall, the group was the first to receive from the Mayor, some of the 10,000 pure nickel Port Colborne souvenir medallions which were recently struck and presented to the city by International Nickel.

In addition to the entertainment provided by the families they were billeted with, the group's agenda included plant tours, wiener roasts, picnics, visits to numerous historic sites in the Niagara Region and the twin lift locks on the Welland Canal at Thorold, boat rides on Lake Erie and a visit to Niagara Falls to thrill to that endlessly fascinating spectacular. As Eugene Meehan said, "We've been made to feel right at home, and everyone's been just wonderful to us".



Exchange student Paul Evans can claim the distinction of being the first Port Colborne visitor to receive one of the 10,000 pure nickel Port souvenir medallions presented to the city by Inco. Mayor John Buscarino did the honours.



"If man had been meant to fly, he'd be born with wings," they told the Wright brothers as they pioneered heavier-than-air flying machines in 1903.

There's quite a difference between a sandy beach at Kitty Hawk, North Carolina then, and a Val Caron backyard in 1974, but still the doubts are heard. Bob Paquette and Georges Beaudry, those daring young men of the title, are undaunted. They're home-building a glider.

"I know it'll fly," says Bob, a student of metallurgy at Cambrian College who will spend this summer working on the fluid bed roasters in the Copper Cliff smelter. He's the son of Stobie's Roland Paquette, and the designer of the as-yet unnamed aircraft.

Bob started building a glider to his design on the suggestion of cousin Georges in January of 1974. At age 16, Georges was just picking up his 23-year old cousin's interest in model airplanes when the idea for a glider struck him just before Christmas. Now, they're ready to fly.

Bob drew the plans for the glider from his experience with models, and the budding pilots spent the winter crafting the pieces.

Aurele Beaudry, a tippelman at Stobie and father of Georges, says he and brother-in-law Roland had little to do with the construction. "Only putting up with the noise in the basement, and occasionally cleaning up after them," he says.

The glider is to be launched by towing it behind a bush buggy, probably driven by Bob's younger brother, Michel. All of them are, indeed, daring young men in their flying machine.

those
Daring
 young
 men



Georges Beaudry (left), is 16 years old and the son of Stobie tippelman Aurele (right). Building the glider was Georges' idea.



Bob Paquette applies finishing touches to the glider. A Cambrian college student, Bob is at the Copper Cliff smelter this summer.



Michel Paquette (left) joins the work crew as the top wing is installed. Michel's bush buggy will provide the impetus for launching the 20-foot wingspan glider. Construction was completed in June. Flight trials will follow.

Munch Music

Last month, the "triangle" carried a story entitled "Lunch is what you make it". Well, some local residents are making their lunch-times pretty attractive, with a musical picnic in the park.

Nickel Park, that is, in Copper Cliff, where twice each week International Nickel and the American Federation of Musicians, presents summer lunchtime concerts. Naturally, everyone in and around Copper Cliff is invited to attend each Tuesday and Thursday, but for each concert there are also as many as 40 special guests.

They're employees of over 900 Sudbury business firms who are enthusiastic about the program. For each concert, International Nickel provides a bus to transport the guests, who are given time off for a two-hour box lunch and bus tour in Copper Cliff.

Musical entertainment is provided in the park from 11:30 a.m. to 1:30 p.m. during the Concert in the Park program, which began June 20 and ends, exactly 18 concerts later, on August 20.

Copper on down!



Nobody at the concert was sure whether four-month-old "Poppet" appreciated the music or not — but by the looks of it — he sure enjoyed his lunch. His meal of red petunias with a side dish of marigolds was terminated rapidly when pretty mistress Sharon Laing advised him sternly that flowers were not for eating. She is the daughter of division metallurgist Ian Laing.



On the same day that reduction inductions were held in Copper Cliff, "Chubby" Dodd (left) joined the Shebandowan chapter. Their banquet took place in Thunder Bay and "Chubby" received his gold lapel pin from division mining and milling vice-president Gar Green (right).



Inco Ontario division president Ron Taylor (left) presented pins to the 493 new members who joined the Copper Cliff chapter. Two separate banquets, one for new mining members and one for new reduction and refining members, were held at the Italian Club in Copper Cliff.

"The grand-daddy of them all", is the way that corporate president J. Edwin Carter described the Copper Cliff chapter of the Inco Quarter Century Club during his address to members celebrating the club's 25th annual induction ceremonies last month. "You should know — as people deeply concerned with this community — that the level of taxation that has been proposed by provincial and federal governments would seriously inhibit the growth, and in the long term, the very existence of the mining industry in this country," Mr. Carter stressed.

A total of 493 members — 285 newcomers from the mining section and 208 from the reduction plants — were added to the rolls on separate dinner occasions at the Italian Club in Copper Cliff in June.

Specially mentioned at the surface workers' induction was Jo Walmsley, who joins her sister, Ethel, in forming the Quarter Century Club's only sister act. Ethel, now married and living in Tucson, was, as Jo is now, receptionist in the Copper Cliff general office. They

are two of perhaps a dozen female members of the club.

Also noteworthy in 1974 is the induction of Chubby Dodd, the first to be performed at Shebandowan. He received his pin in Thunder Bay from division vice-president Gar Green and joins company of Rene Laderoute, Alex McCuaig and Joe Nowoselsky, the only other members of the Quarter Century Club's Shebandowan chapter.

Later in the week, all of the more than 5,200 members of the Copper Cliff chapter were invited to an evening of entertainment at the Sudbury Arena.

Induction night for 208 new Copper Cliff chapter QCC members from reduction plants and refineries.





Inductions & QC Club





Entertainment Highlights



Bud Furchner devised an improvement for wiring control panels that direct the activities of the many weightometers in operation at the Clarbelle mill. His idea was worth \$1,775.



Albert Ouellet, a most consistent award winner, displays another of his practical suggestions; an extension to the chain anchor for jumbo drills, which won him an award of \$1,200.



A happy Emery Hanson holds one of the protective collars he devised for drive lines on ST-4 load-haul-dump machines. Emery is a mechanic at Stobie and his award was \$465.





Jackpot!!

The current bumper crop of major suggestion award winners has every indication of making 1974 truly a vintage year. This month yet another top-class winner, maintenance foreman **Reg Rochon**, of Copper Cliff North mine, is awarded the suggestion plan's maximum award of \$5,000, the second to be presented this year.

Reg suggested modifying the wiring on underground diesel locomotives to dramatically reduce down time and maintenance on the many locomotives in operation. Reg was working as a mechanic at the time he put in this suggestion—his first.

Also coming up with a big win was **Bud Furchner**, an instrumentman at the Clarabelle mill. His proposed improvement to the complex wiring that controls the weightometers at the mill was worth \$1,775.

Albert Ouellet, from Copper Cliff North mine, a veritable storehouse of ideas for improvements on drills, had another of his suggestions accepted to earn an award of \$1,200. Albert proposed an extension to the chain anchor on jumbo drills, a change that greatly reduces down time for repairs.

At Stobie, **Emery Hanson** suggested a protective collar over the drive line on load-haul-dump machines, an idea worth \$465.

Len Brosseau, from Garson, was awarded \$60 for his idea to improve water level valves on boiler return tanks, and **Robert Rosset**, of the Clarabelle open pit,

picked up \$30 for suggesting a valve to control showers in the changehouse.

In the \$25 category were **David Williams**, who suggested a bracket to hang up a natural gas hose, and **Gary McLean**, with two winners: an eye bolt for a safety line at the transfer chute, and a circulating tee and valve on primary fine lines to facilitate cleaning. Both men are at the Frood-Stobie mill. At Clarabelle mill, **Arne Roejskjaer** suggested a tool to remove brass bushings from hydraulic cylinders, while **Roland Perreault** and **Clarence McCann** suggested a flange on the flotation blowers to facilitate removal of the housings.

Cashing in on \$20 awards were **Dale Darrah**, of the Clarabelle mill, who suggested spring-loaded controls on overhead cranes; the late **James Woods**, of Levack, who suggested relocating the electrical cable for warning lights in the rockhouse, and **Stan Picard**, of Coleman, who proposed warning horns on all floors in the headframe.

There were five \$15 awards: **Rodney Thompson**, of the Clarabelle mill, for suggesting numbers on crusher discharge chutes; **Richard Moles**, **Weldon Cecile** and **Lauri Karl**, also from the Clarabelle mill, for proposing valves on flotation controls to allow the removal of the level controller or measurement gauge; **Lyle Perry**, at the Copper Cliff mill, for safety chains and a red rotating light at the overhead crane loading areas;

Reg Rochon is a real winner. His suggestion has won him the top \$5,000 prize. A mechanic at the time, and now a maintenance foreman at the North mine, Reg proposed wiring changes on underground diesel locomotives.

more winners . . .

Morris Billinsky, from Creighton mill, for suggesting a telephone at the top of the sand plant storage tanks; and **Robert Tardiff**, from Stobie, for suggesting a hook on the load-haul-dump machine stabilizers for transporting steel staging.

George Rayner, from the Copper Cliff mill, was awarded \$10 for proposing aluminum air lances to blow out chutes and hoppers, and **Roy Fisher**, also at the Copper Cliff mill, picked up \$10 for suggesting drip pans under oil barrels to prevent spills.

At the Port Colborne nickel refinery there were seven award winners, with **Edward Balogh** topping the list at \$840, his reward for suggesting a modification to the plunger used in holding the magnesium blocks for the inoculation procedure at the foundry additives plant.

David McNeill suggested a change in the design of the top sticks on the "S" nickel production boxes, an idea worth \$210, and sharing a \$120 award for proposing a method by which ceramic coated sleeves on portable pumps could be salvaged were **Paul Silpak, Jr.** and **Gus Desjardins**.

Cashing in on safety suggestion awards were **Clarence Cassibo**, who collected \$25 for suggesting installation of a safety railing around the box wash tanks; **Gary Johnson**, \$20 for an idea to improve ventilation on the carbonate floor, and **Dan DeLuca**, \$20 for suggesting installation of a safety shower in the basement of the "S" nickel rounds building.

Hector Ranger was awarded \$15 for designing a template for certain cutting jobs on lathes in the machine shop at Port Colborne.



Ed Balogh of Port Colborne is pictured here with his newly designed plunger for the foundry additives plant, which won him an award of \$840.



And here is another happy Port Colborne award winner, Dave McNeill, who suggested a change in top sticks on "S" nickel production boxes, worth \$210.

Out of the hundreds of five-pin bowlers across Canada who participated in the fourth annual National Classified Bowling Championships, the finals of which were held recently in Burnaby, B.C., the five team members declared national men's team champions all work for International Nickel.

It started back in February, when Gus Bergs, Froid-Stobie mill foreman; Rick Myher, staff payroll clerk; Harry Verge, Copper Cliff maintenance mechanic; Randy Paris, Garson driller, and Don Malette, nickel reverbs, entered the qualifying round in their individual scoring classifications. Each came fourth in his classification, forming a five-man team, captained by Don, that went on to defeat the first, second, and third place teams in the zone roll-offs. These victories enabled the Malette team to represent northern Ontario at the national finals.

Once the zone championships were wrapped up, the team travelled west to Burnaby and started scattering pins, scoring strikes and setting national pinfall records.

The 16-game round robin series, played over a three-day period, provided the boys from Sudbury with a chance to really show their stuff, and along with winning the national championship, two team members took the high score honours for their point classification. Rick Myher was the class three champion, knocking down a total of 3,909 pins in three days, and captain Don Malette took the class five championship honours, scoring a 16-game individual pinfall of 4,184.

The team also set a new Canadian total pinfall record — a staggering 17,733 pins.

"It's pretty amazing," said Rick Myher, "the five of us had never met before the zone rollofts, but we're all Inco employees — I guess we had a little extra team spirit going into the finals."

We bowled 'em over in B.C.



Proudly displaying the Thomas Adams Distillers Ltd. trophy, symbolic of Canadian five-pin bowling supremacy, are from left, Rick Myher, Randy Paris, team captain Don Malette, Harry Verge and Gus Bergs.

Frood-Stobie to the rescue



Contact with their briefing officer on surface is maintained by Garson-Kirkwood mine rescue team captain Placide Dubois (right), with assistance from Marcel Dutresne.

A six-man Frood-Stobie team last month toppled defending company champion Creighton mine in mine rescue competitions, and went on to place second in the provincial competitions held at the Coniston Community Centre and supervised by Ontario's Ministry of Natural Resources.

With veteran competitor Ed Johnston balancing the inexperience of rookies Gord Evans and Joe Giroux, captain Dave Bruce and the other members, Mike Morin and Denis Gallant, the team competently handled an underground fire and rescued three men in the MNR-prepared company championship problem.

Creighton mine won the John McCreedy Trophy for company championship in 1972 and '73. Frood-Stobie last won the company championship in 1971, the year in which they also won the provincial crown.

Six teams competed in the day-long company championship event: Copper Cliff North and South mines, Levack, Garson-Kirkwood, Creighton and the eventual champions.



The problem posed by the Ministry of Natural Resources involved a load-haul-dump machine on fire underground. Watched by judge Jock Thom (right) the Creighton team simulates this fire fighting exercise.



Champion mine rescue team at Inco is the Frood-Stobie squad, with (from left) veteran Ed Johnston, captain Dave Bruce, Joe Giroux, Gord Evans, Mike Morin and Denis Gallant. They topped five other Inco teams to advance to the provincial finals. Both competitions were held in the Coniston Community Centre.



logo

writer

Eddy Nowak

When Copper Cliff smelter dryerman Eddy Nowak signed the logo that graces this month's cover — there was no hesitation.

His hand fairly flew over the page.

His quick action came as no surprise. It's because of his ability to think and move rapidly that he was chosen to sign.

Recently, repairs were made to the number one copper concentrate dryer baghouse at the copper flash furnace — part of Eddy's beat.

Noticing that a burning torch was

being used on the exterior of the baghouse, Eddy's mind immediately envisioned fire danger to the 672 10-foot long dust-collecting bags hanging inside the baghouse.

Without regard to personal safety, he wrenched open the unit's door; confirmed the fact that a fire had already started; fought it single-handedly with nearby firefighting equipment; and quickly doused the blaze.

His action received commendation from Copper Cliff smelter manager

Bob Neal, who, in a letter to Eddy, extended thanks "both personally and on behalf of the company for your extraordinary effort which prevented extensive repairs and possible production losses."

Born in Kalisz, Poland, Eddy came to Canada in 1950, and to Inco in 1951. He and his wife Wiesława and their two youngsters, Ricki, 10, and Elaine, 7, live on Lourdes St. in Sudbury.

The "triangle" is proud to have Eddy's "hand" on the cover.