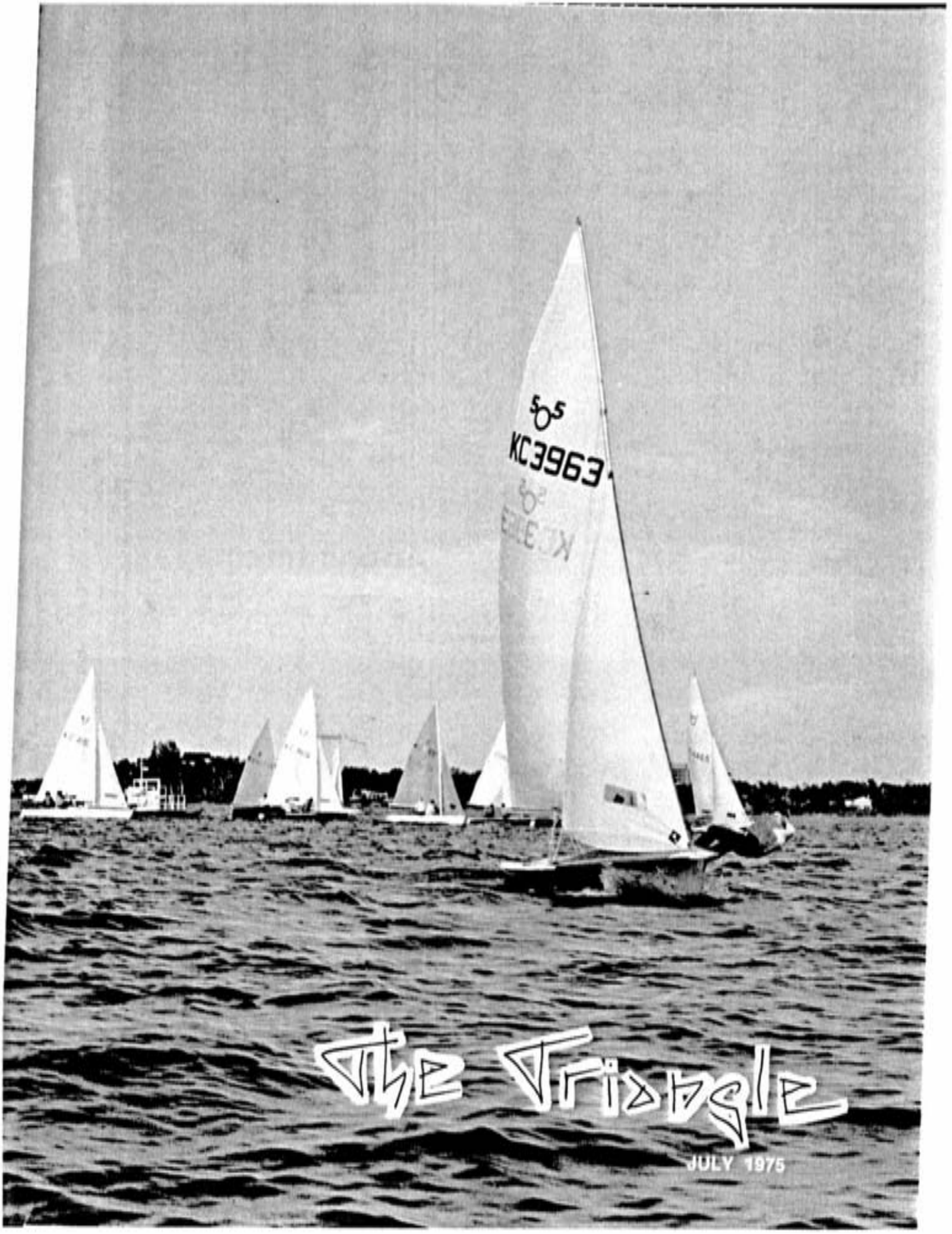
the Triangle
JULY 1975

The Triangle

Editor,
Derek Wing, Copper Cliff
Associate Editor,
Les Lewis, Port Colborne

On the cover . . .

Beautiful Lake Ramsey; where brisk battles were fought recently during the Inco Regatta. Within the boundary of the City of Sudbury, the bounteous lake not only provides summer and winter recreation, but is also a city water supply source.
The two sailors, hiking their 505 class sailboat, are Sudbury Yacht Club members Clause and Dagmar Rinne.
Turn the pages to ". . . and the wind's song, and the white sails shaking . . . " — a picture and word report of Inco Regatta activity.

July, 1975 Volume 35, Number 7

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Unknown — 1886

Stew Smith — 1975

"Hey! Dad! Did you see your picture on the back cover of "the triangle"?" An excited 16-year-old Stephen Smith thrust the June 1975 issue of the magazine under his dad's nose. "But how come? That picture was taken 90 years ago!" His dad, Stew, a hoistman at Creighton mine number nine shaft, followed his son's finger and agreed. "You're right! He's a dead ringer for me. He's even wearing my hat!" Stew's wife, Helen, looked and agreed, so did daughter, Allison, 12, and son, Scott, 8. How 'bout you? Can you see the uncanny likeness? We tried to establish a blood relationship between Stew and the Murray miner of long-long-ago, but there doesn't seem to be one. It just proves an old belief, acknowledged by many, that everybody has a double. Somewhere in this world, somebody who looks like you is doing his or her thing — hope you don't get blamed for it!

Appointments

Eric Brown, security guard, safety and plant protection.

Kay Cuthbertson, secretary, smelting and refining.

Mona Dusick, clerk-stenographer, mines engineering, Levack mine.

Theis Florotto, computer software clerk, computer systems.

Ronald Gilchrist, security guard, safety and plant protection.

James Giles, process assistant, matte processing.

Joy Goring, general product costing clerk, division comptroller's office.

Wayne Gutjahr, security guard, safety and plant protection.

Al Hickey, supervisor, capital expenditures.

Carl Jorgensen, senior cost analyst, mines and mills, cost control and budgeting.

Jim Klotz, financial analyst, division comptroller's office.

Arnold Langille, supervisor, timekeeping.

Park Lee, project leader, Copper Cliff nickel refinery.

Margaret Loney, maintenance clerk-stenographer, Copper Cliff nickel refinery.

Lois MacDonald, maintenance clerk-stenographer, Copper Cliff nickel refinery.

Donald McCroome, salary administrator.

Brenda Manning, maintenance clerk-stenographer, Frood-Stobie complex.

Laura Mitchell, process clerk, Copper Cliff nickel refinery.

Sheldon Porter, ventilation assistant, mines engineering.

Lou Schaffer, administration superintendent, Shebandowan.

Don Sheehan, employee relations representative.

Ken Smith, supervisor, cost control and budgeting.

Mickey Smrke, specialist, mechanical, general engineering.

Russell Stokes, first aid attendant, safety and plant protection.

Wanda Turpin, payroll clerk, division comptroller's office.

Joseph Van Oort, security guard, safety and plant protection.

Charles Veno, physical fitness assistant, safety and plant protection.

Maire Vuorensyrja, clerk-stenographer, construction, Murray mine.

It was in January of 1974 that the first handwritten logo appeared on the cover of "the triangle". Since then, we've had a great variety of "hands" from a wide range of contributors.

As is our custom, the logo writer is connected in some way with a story appearing in the issue that carries his or her interpretation of the logo.

This month's logo writer is no exception. He's Pierre Lunet, Canada's Consul General of France, and a very appropriate complement to the story elsewhere on these pages recognizing a French happening — Bastille Day, July 14.

Born in Paris in 1921, and a diplomat for the past 30 years, Pierre has represented his country as the Consulat General de France in Toronto for the last three years.

Described as having "a very happy disposition", he paints and is an ardent cross-country skier. He and his wife, Gisele, have two sons, Bernard and Remy.

His service to his country was recognized in 1965 when he was honoured as an Officier de l'Ordre National du Merite Distinction and in 1968 when he was invested as a Chevalier de la Legion d'Honneur.

Logo writer

Canada's Consul General of France . . . . . Pierre Lunet

Please walk on the grass but . . . not on the flowers

Copper Cliff's Nickel Park

During a relaxed stroll through Copper Cliff's Nickel Park, you'll not see signs commanding respect for grass, flower beds, and trees; in fact, you'll see no signs at all. Responsible for the park, Inco's agricultural department has always felt there's no need for them.

Maybe they're wrong. There are some people who NEED to be told.

Lately, flower beds HAVE been walked through. In fact, they've been DRIVEN through! Crushed and mutilated plants lie embedded in the tracks of bicycle and motorcycle tires.

There's worse. Young, carefully-nurtured trees have been maliciously broken, and ugly divots, gouged out by careless and selfish golfers, mar the scene. Golfing in the park is not allowed.

Inco's chief security co-ordinator, Chuck Greenough, told "the triangle" that members of Sudbury's Regional Police Force will be patrolling the park. "Apprehended vandals will be prosecuted", he advised.

Please walk on the grass, but . . .

An electric shovel in operation at the Copper Cliff South mine rock dump. The trucks transport the rock to the raise bore hole, a distance of three miles. The pile in the background is just part of an estimated 12 million tons of rock that can be used for fill.

Ross Riddell, electric shovel operator at the Clarabelle open pit, carries out a routine inspection of the shovel's bucket. Visible are the two steel bars and steel plate that were added to the bucket, allowing it to pick up rock no larger than four feet in any dimension.

There's an old army joke about digging holes that goes like this — A sergeant tells a private to dig a hole in the ground. Now the private, being an obedient type, does what he's told and when he's done, asks the sergeant what to do next. The sergeant replies, "why, fill it back up again, of course!"

This, to some extent, is what's happening at the Copper Cliff South mine — but with a difference. The holes that are being filled are underground and the rock that is being used to fill them comes from surface.

To be more specific, the rock we're talking about is waste rock from Clarabelle open pit operations, and the holes are mined areas that need to be filled for stability. It will take two and a half million tons of rock to fill the voids left from mining operations.

It's going down easy

Another load of rock, 35 tons' worth, is dumped down a raise bore hole at Copper Cliff South mine. The rock free-falls directly to the 500 level where it is used for fill in underground mining operations. This method of delivering rock from surface is very efficient, and is one way that Inco can make use of waste. Observer is foreman Herman Woltman.

A big swallow – nearly three million tons

The waste rock has accumulated over the years at the Clarabelle open pit rock dump, which now contains a total of 12 million tons. Some of this will now be put to good use underground.

How do we deliver 2.5 million tons of rock underground? By driving a raise bore hole between surface and the underground operations! Now, all that has to be done is dump the rock down the raise bore hole — simple, right?

Wrong! Not quite as simple as that. You see, the raise bore hole is seven feet in diameter and if rock larger than four feet in any dimension is dumped, there's a danger that it might "hang up" and jam the raise bore hole. To ensure that this doesn't happen, some type of sorting operation has to be carried out.

This was accomplished by making a modification to the existing bucket on the electric shovel that scoops up the rock. A steel plate and two steel bars were welded on the bucket, making the opening four feet square — it was previously six feet square. These changes prevent rock that is oversize from entering the bucket and being transported to the raise bore hole.

The shovel that we're talking about is a Bucryus Erie 150B electric shovel. It can scoop up five tons of rock in one pass and operates on 4,160 volts of alternating current which is converted to direct current by a motor-generator set.

The electric shovel loads 4 Wabco Haulpack trucks, capable of holding about 35 tons per load. Each truck, with a 425-horsepower diesel engine, hauls the rock a distance of three miles from the rock dump to the raise bore hole. You might think that the old family sedan is hard on gas, but how would you like to pay the fuel bill for one of these babies? They use nine gallons of diesel fuel for every hour of operation!

Before the trucks could dump their loads the raise bore hole had to be properly prepared. A cone-shaped shield made of concrete and steel had to be capped over the hole. The cone, which is five feet in diameter, is an additional safeguard that ensures oversize rock will never reach underground. In addition to the cone, a ramp also had to be built so that trucks are above the level of the ground when they're dumping rock.

Even with the trucks working full blast, one shift per day, five days a week, it will still take four to five years before the fill job is completed. Five billion pounds of rock have to be moved — and that's a lot of rock in anybody's books!

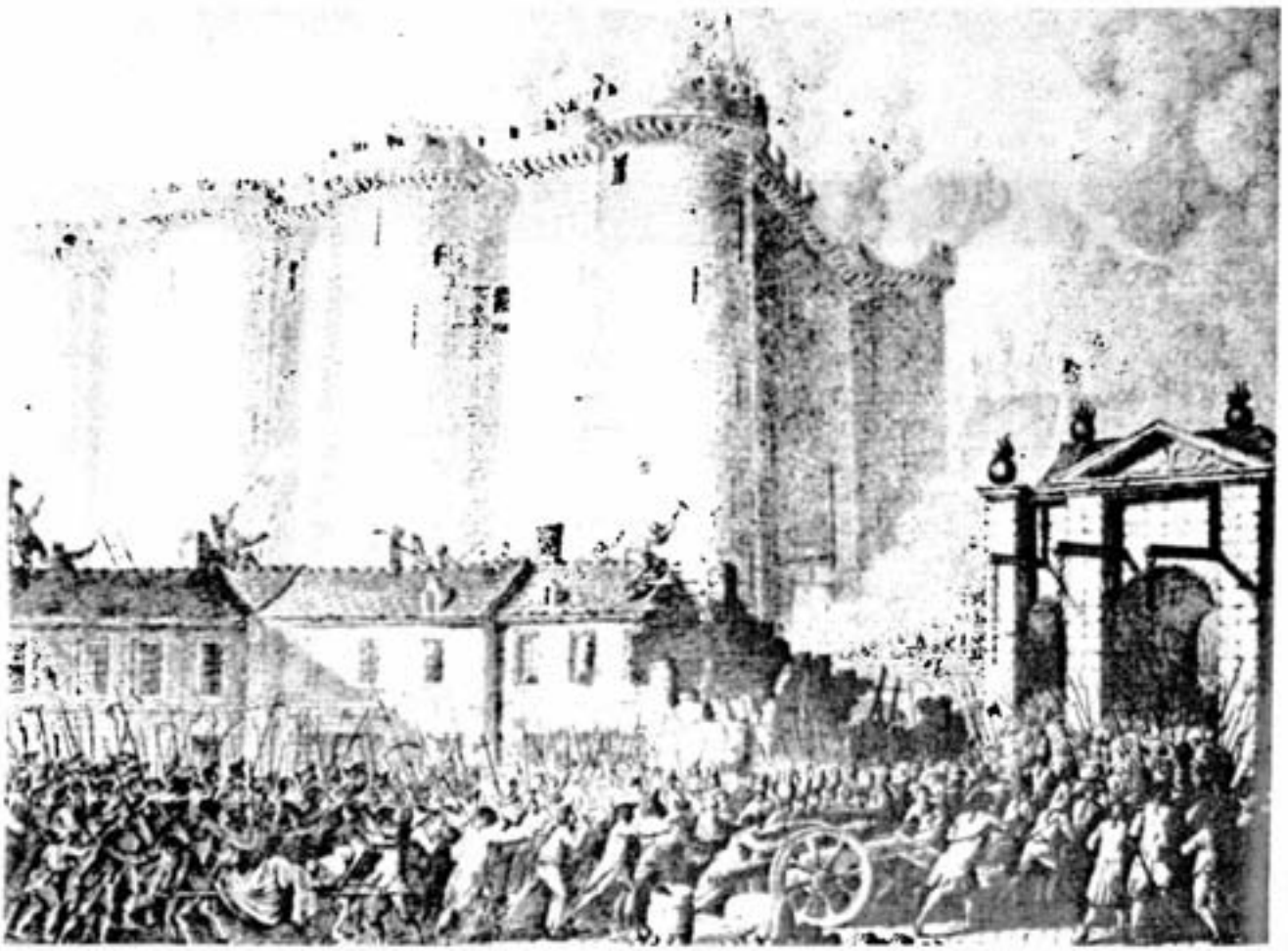
"le quatorze juillet"

Having, in May, flipped the calendar ahead to see what July had to offer in the way of special events that might make for interesting reading in our July issue, we naturally came across Dominion Day, which we're all familiar with, if only because it's a day off and a long weekend, to boot . . . but we also hit upon such a thing as Bastille Day, which kind of twigged our minds, for we had to admit to a singular lack of knowledge.

Being a curious bunch, we were immediately intrigued, and fell, with relish, upon the task of research. We sought out librarians and local French historians, looking for a bit of info to pass along, knowing our Francophone readers would be particularly interested and hoping, selfishly, to satisfy our own curiosity.

So. For you who take an interest in things historic, here's a little piece on the why's and wherefore's of "le quatorze juillet", a national holiday of France which, while officially proclaimed as "Bastille Day" in 1880, actually had its beginnings five centuries earlier.

Bastille day



As it happened, the King of France — at the time, Charles V — was in residence at the St. Paul Hotel in Paris and, leaning towards a more suitable — not to mention more secure — abode, he took it upon himself to call for the construction of a fortified edifice, to be known as the St. Antony Castle. Under the supervision of the king's provost, Hughes Aubriot, the first stone was laid in 1370, and work was completed 12 years later.

It was a lofty square-shaped affair, flanked by towers and commanding the city to the east. In actual fact, it was a fortress.

Ensuing years saw the castle-turned-fortress turn prison, and it eventually became known by the people as La Bastille.

As a state prison, the Bastille lodged many famous people over the years; to name just a few . . . Francois de Bassompierre, a diplomat and marshall of France, incarcerated for twelve years on the orders of Richelieu . . . Foucquet, superintendent of finance, who managed to amass a huge fortune in the exercise of his duties and who spent liberally to house and protect famous writers . . . la Marquise de Brinvilliers, a poisoner . . . le Duc d'Orleans . . . Jacques d'Armagnac . . . Voltaire . . . all names long familiar in the annals of French history, and all, at one time or another, ensconced in the Bastille.

As a state prison, the Bastille also symbolized absolute power during an era of wine, women and song in the French courts. Needless to say, the French people — in particular, the middle and lower classes — weren't too overly keen on the state of affairs, for they knew that, while struggling just to make ends meet, they were, through heavy taxes, helping to pay for the court's extravagant pleasures. Which really doesn't make for good public relations at the best of times . . . which these were definitely not!

Anyway. Suffice to say that the people, en masse, were more than a little perturbed and, in May of 1789, they separated from the Nobility and the Clergy and formed the Third Estate, which declared itself to be a National Assembly invested with the authority to represent national interests. This somewhat audacious act was greeted by wild enthusiasm amongst the people.

Stirred further by a malcontent middle class, the people of Paris began to rise and, in July of the same year, a citizens' militia was organized, comprised of shopkeepers, craftsmen, artisans, and such . . . and was identified by the colours of Paris — red and blue, joined by the royal white. Searching for arms, the citizens' militia pillaged all arms depots, then turned, finally, to the Bastille, where Governor de Launay staunchly resisted the "intrusion". It didn't take long for word to spread, and soon there were thousands at the fortress walls, clamoring for attention, insisting that their demands be met. De Launay quickly ordered the drawbridge pulled up, which further incited the already turbulent crowd.

People came in absolute droves to watch the battle, for the hour had indeed come. "Down with the Bastille, and let tyranny be swallowed up forever!" "Let that rock fortress, tyranny's stronghold, look to its guns!"

The people, reinforced by vengeful French Guards, and urged on by one of the more prominent revolutionaries, Louis Tournay, rushed to the attack. Drawbridge chains were severed and the bridge thundered down.

In all, 633 were officially recognized as having taken part in the victorious assault; terms of surrender were full pardon and immunity for all. Accepted!

And thus was the formidable old fortress stormed. After only a few hours of battle, the symbol of feudalism, tyranny and despotism was taken, and its seven prisoners set free.

Next day, demolition began and tops of towers were soon tumbling. Capture of the Bastille also produced a wholesale exodus; apparently as many as 200,000 quit the city, and such aristocrats as did not leave went into hiding!

But enough. In retrospect, the taking of the Bastille was one of several revolutionary movements which, in total, marked the beginning of the French Revolution, 1789 to 1799. And it was in the revolution's last year that Bonaparte seized power . . . but that's another story altogether.

Today, "le quatorze juillet" is still easily the most outstanding French national celebration and, although celebrated in every city, town, and village of France, Paris is still the best place to witness the scene. Officially, there's a military parade down the Champs-Elysees on the morning of July 14, attended by the president. Dancing goes on the whole night through, the fireworks are incredibly spectacular, and celebrations often last for several days, during which time many shops are closed and most public services disorganized.

While it's not a national event in this country, Bastille Day is certain to be remembered in many Canadian homes, particularly those of French origin.

To you, then, we have dedicated these pages.

Meet the Mihaichuk family — that's Kelly, 7, beside her mom, Precious, and Susan, 5, with her dad, Andrew. Precious and Andrew are bowling fans and try to "hit the alleys" at least once a week. Andrew is with the transportation department at the Copner Cliff smelter.

Reg Laurin and his wife, Suzanne, live in Dowling, but enjoy working at their farm in St. Charles. Their two children are Jean Marc, 2, and Celine, almost a year old. Reg is an electrician at the Copper Cliff North mine.

Family Album

Dale Gutjahr, a maintenance mechanic at the Iron Ore Recovery Plant, and his wife, Nancy, with their two fine children, Neil, 5, and Kristine, 1. Dale enjoys the great outdoors and plans to take the children camping and hunting when they're a little older.

Andrea Lepera works in the "S" nickel rounds building at the Port Colborne nickel refinery. He and his wife, Maria, have raised three children, Tom, 18, Tina, 19, and Domenic, 21. In his spare time, Andrea enjoys tinkering with the motor in the family car.

Noon-hour concert in Nickel Park, Copper Cliff — a drawing from the hand of Montreal artist "R.D." Wilson, is selected from a series of 30 that "R.D." created during a visit to International Nickel's mines, plants and to surrounding areas in the Sudbury district and at Port Colborne. The reproduction on the other end of this tear-out stub is the seventh of a set of 12 that, singly, will be included in each of the 1975 issues of "the triangle".

Pellets Please

A customer reports

A while back, "the triangle" took a look at the weighing system at the Copper Cliff nickel refinery.

That particular feature in the February 1975 issue dealt mainly with Inco's popular nickel pellets, and zeroed in on the weighing of same. Now, a look at an industrial firm — one of our customers — that weighs them out, too!

Valleycast Wire, an Albany International Company, is "perhaps one of the most modern brass mills in the country", to quote Valleycast's general manager, Richard Cashman. Using Inco's nickel pellets as raw material, the firm produces copper base alloy wire; the alloys are cupro-nickels, copper-nickel-tin, and nickel silvers.

The firm's only five years old and uses some of the newest equipment available, thus maintaining a high level of efficiency. Four 2,000-pound induction furnaces discharge into continuous casting equipment to produce rods ranging in diameter from three-quarters to one inch; the rod is further processed to the form requested by customers.

Says Cashman, "We've found that Inco nickel pellets fit very well into our operations for a number of reasons". One of these is handling. "Because of their small size and the way they're packaged, we find it very easy to weigh out charges. We purchase the pellets in 500-pound drums that are stacked near the scale and furnaces. When the melt is ready to accept the nickel addition, it's a simple matter of having one person weigh out the exact amount required to meet chemistry specifications".

Cashman adds that "the purity of the pellets provides an advantage in charging procedures" in that their low gas content means they're not as susceptible to violent reaction when added to the melt — a typical analysis of Inco's nickel pellets shows a nickel content of more than 99.97 per cent. And the small size of the pellets means they're easily dissolved in the molten melt — "in addition to reducing our production time, this feature helps cut down our power consumption for the induction furnaces".

Kind of nice to hear from a satisfied customer!

Adding pellets to one of Valleycast Wire's four induction furnaces — Inco's nickel pellets dissolve quickly in the melt and help conserve energy.

Charlie Cox, captain of the Copper Cliff South mine team, enters a ventilation pipe.

INS and OUTS of mine rescue

Mine rescue — a difficult job, requiring team work, precision, common sense and, above all, the ability to remain calm and think things out under pressure. All these things were demonstrated in this year's mine rescue competitions held at the Falconbridge Community Arena.

After the heat of the battle, and after the dust had settled, it was the Creighton mine team that emerged victorious. They had accumulated the least number of demerit points in the competition, which was supervised by Ontario's Ministry of Natural Resources.

This year's problem involved checking out a simulated "hot spot", but had an added twist — one member of the mine rescue team was severely injured after being pinned under a fall of "loose" in a square set stope. The team had to react with split-second timing and co-ordination to successfully rescue their man and get him to surface safely.

Copper Cliff North mine's captain, Aurele Bourget, leads his team out of a ventilation pipe.

Each mine rescue team consists of seven members but only six are actually "underground" during the competition. The seventh team member is the briefing officer, and it's his job to present the problem to his team and remain in radio contact with them when they're "underground."

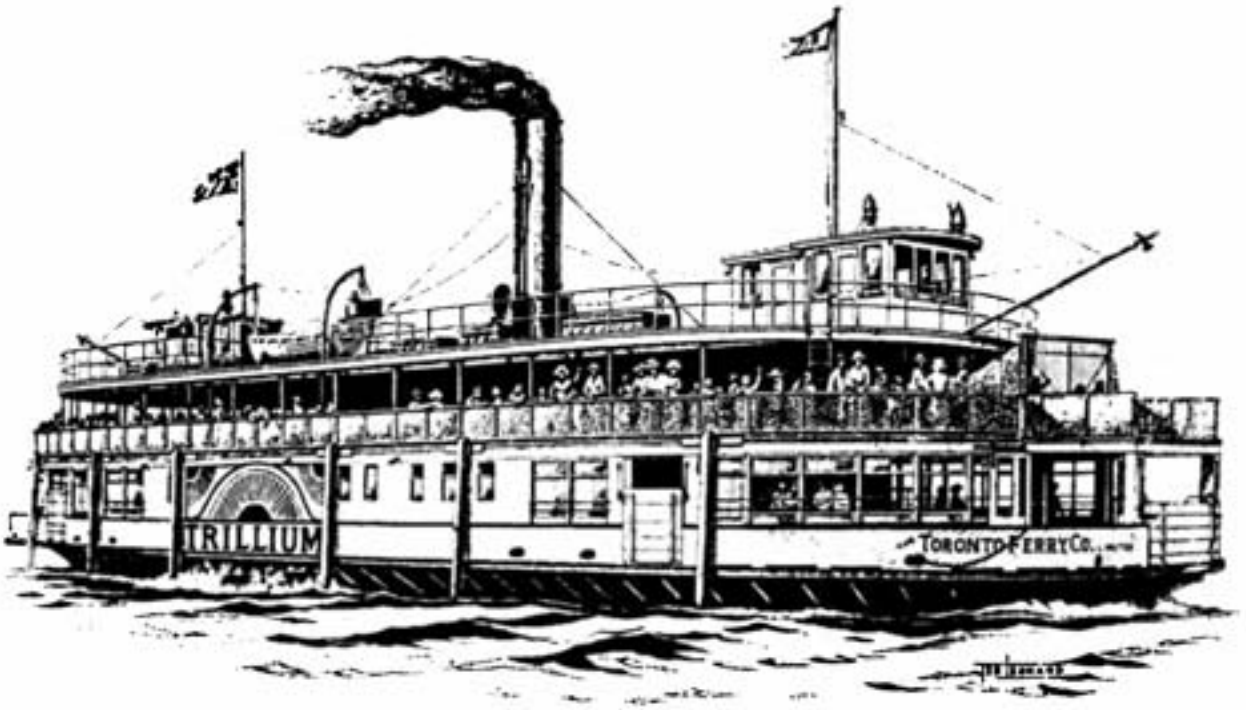
The winning Creighton mine team went on to provincial competitions on June 11, but the results weren't released in time for this edition of "the triangle". In the next issue, we'll give you a report of how they fared.

Aurele Bourget, severely "injured" in a fall of "loose", receives help from team-mate, Gaston Berthelot. Judge, Hank Derks, from Inco's safety department, is right on top of the action.

Ray Borton, George Flynn and Wally Morrison, part of the mine rescue team for Copper Cliff North mine, study data sheets. Hank Derks, right, was competition judge.

competitions

This year's mine rescue champs are from Creighton mine. Team members are, from left, Dale Muirhead, Gary McLean, briefing officer, Leo Seguin, Gar Green, vice-president of mining and milling, who presented the trophy, team captain, Phil Fournier, Al Simpson, Hugh Currie and Danny Hood.



The "TRILLIUM"

Port Colborne nautical know-how

Port Colborne pensioner, Lloyd Schooley, at the helm of the "Trillium". The vessel is steered by levers.

The son of a Great Lakes captain, and an ex-member of the Canadian Navy, Port Colborne nickel refinery powerhouse engineer, Al Crossman, right, has a natural interest in the "Trillium". In charge of the refit, Bunny McLean explains the paddle-wheel action.

At the age of 65, when most are thinking of retiring, the old side paddle-wheeler, "Trillium", is getting a new lease on life. Built in 1910, the steam-powered vessel proudly plied the waters of Toronto Harbour until being taken out of service in 1957 and left to rust in a lagoon off Hanlan's Point, where she became an ugly blot on Toronto's waterfront.

In May of 1974, the Toronto Historical Society was instrumental in initiating proceedings to salvage and restore the "Trillium" to its former elegance. They were successful in convincing the Metro Parks Division of Metropolitan Toronto to undertake the project. Tenders were called in October of 1974 and the firm of Herb Fraser and Associates of Port Colborne was chosen to do the necessary work on the paddle wheels, engine, deck boilers, sanitary and auxiliary systems. The boat was then towed to Port Colborne via the Welland Canal and work began immediately. This contract amounted to $350,000, with only the installation of the boiler remaining to complete their portion of the project.

The Dominion Aluminum Fabricators of Toronto are building the superstructure which will be installed in Port Colborne. When the boat leaves its present berth, around September 1, it will have been completely restored.

The ship, 150 feet long with a beam of 50 feet, will return to Toronto to take up the task of ferrying passengers to Toronto Island. It will also be available for charter cruises. During normal operations, capacity is set at 1,200 passengers, but for charters, capacity drops to 600. Total cost of restoration has been estimated at $1,400,000.

Now, in another age — an age of nostalgia when things old take on a new importance — the "Trillium" lives again.

will put her back in service

Lying quietly at anchor in dock beside the Welland Canal in Port Colborne, the "Trillium" is slowly taking shape again. She sailed the waters of Toronto Harbour from 1910, when she was launched, until her retirement in 1957. Following a complete refit, estimated at a cost of $1,400,000, the "Trillium" will assume the task of ferrying passengers to Toronto Island.

Four nights out

INCO QUARTER CENTURY CLUB

Heartiest congratulations to the 613, class of '75, Quarter Century Club members. Their recent initiation to the club was marked with heady celebrations at both the Caruso and Italian clubs and was climaxed by a truly unforgettable "night of entertainment" at the Sudbury arena.

This year's festivities were much enhanced by the inclusion of the incoming members' wives. "I welcome the ladies with open arms", announced Gordon Machum, vice-president of smelting and refining, as he observed the colour and charm around him. The ladies were honoured with Quarter Century Club china cups and saucers, while their gentlemen received gold 25-year service pins.

Mary Sauriol was the sole lady to receive her 25-year gold pin this year. "I thought I'd never make it", she said, not referring to her 25 years as an Inco nurse, but to the long walk up the aisle with all eyes turned her way.

The festivities were concluded at the Sudbury arena, where a multitude of over 6,500 were treated to box lunches, as they laughed, sang and shed a tear with noted entertainers, Dennis Day, Lucille Starr, Howard Hardin, The Royal Hawaiians, and more.

Some of the happenings and highlights of the four nights of celebrations are captured on these two pages.


WELCOME
INCO QUARTER CENTURY
CLUB MEMBERS

The largest complement of men and sailboats ever mustered at the Sudbury Yacht Club, 107 boats and 181 sailors, travelled from all parts of Ontario to take part in one of the most successful sailing events of the season — the Inco Regatta.

This, the first Inco Regatta, was held June 14 and 15 on the clear blue waters of Sudbury's Lake Ramsey. It was sponsored by Inco and hosted by the Sudbury Yacht Club as part of their ongoing programme to meet Ontario's best sailors in competition.

The Inco Regatta consisted of a series of four sailboat races involving six classes of boats. Winners were determined by their order of finish in the best three out of four races.

In the 505 class, first prize went to Richard Storer and Jerry Mawson from Barrie. Second place went to Henry Scheftar and Bob Whitehouse from Toronto, while Bob McGee and Moe Lavoie from Ottawa tied down third spot.

The Y-Flyer class was an all-Sudbury sweep, with first, second and third places going to local favourites. First spot went to Larry and Adrienne Banbury. Larry, by the way, is superintendent of process technology at Inco's matte processing department. Second place was claimed by Fred and Richard Miller, with Paul and Stella Rupert finishing a determined third.

Brian Wallace and Ron Beninger from Sudbury won the top award in the Enterprise class, while David and Iris Black from Downsview finished a close second. Third spot went to Don and Jan Wallace from Sudbury.

The Laser class, which was by far the most popular event with 35 entries, is crewed by only one man. First, second and third place went to Toronto boats. Dave Bussin beat out Bing Koci who finished second, while Bruce Bussin "hung in there", for a third-place finish.

Jostling for position while rounding the buoy.

... and the wind's song, anc

In the Mirror Dinghy class, Graham and Jan Pilling from Burlington came out on top. They beat out Bob and David Saunders, also from Burlington. Third place went to a Waterloo entry skipped by Robert Stackman.

The sixth and final class, the Day Sailors, was an all-Sudbury event. Howie and Lindsey Fraser claimed top spot with Rick and Dorothy Heisler finishing second. Clarence and Karen Badgerow finished a solid third.

Throughout the weekend, the weather played a key role, dishing out a mixture of sun, wind, rain and clouds which challenged even the most seasoned sailors. In yachting, as with any competition that pits man against nature, there were no sure things. The race wasn't declared over until the last boat crossed the finish line and the last competitor safely docked. This was the challenge of the Inco Regatta.

Hiking. Redeye with Al Fischer and Peter Wells.

A matched pair on the homeward leg.

the white sails shaking ...

GARY ELLIOTT

DOROTHEA JAKELSKI

STEPHEN KELLY

BEVERLY KOSKI

MICHAEL DUFFY

ROBERT HUGHES

ALEXANDER CORAZZA

JAMES BURR

PATRICIA ALBERT

A total of 18 students, 15 in the Sudbury area, two in the Toronto area and one in Port Colborne, have won university scholarships awarded by The International Nickel Company of Canada, Limited. The scholarships are valued at approximately $5,000 each, based on a four-year university course, and are awarded to children of employees and pensioners. In addition to tuition and fees, each scholarship annually provides $500 to the recipient and a supplement grant to the university of $300-$500, depending on the selected field of study. The awards are made on a one-year basis by an independent selection committee of high school principals and are renewable for three additional years or until graduation, whichever is the shorter period. Recipients are unrestricted as to their field of study. A total of 236 children of Inco employees and pensioners have received awards since the plan was begun in 1956.

Patricia Albert of Chelmsford, a graduate of Chelmsford Valley District Composite School, plans to study engineering at Queen's University. Her father, Largo Albert, is a maintenance specialist in the mines department at Copper Cliff.

James Burr of Sudbury, is a graduate of Lo-Ellen Park Secondary School and plans to study urban planning at the University of Waterloo. His father, Kenneth Burr, is a motorman at Frood mine.

Alexander Corazza of Sudbury, whose father, Giovanni Corazza, is a driller at Stobie mine, is a graduate of Lasalle Secondary School. He plans to study science at Queen's University.

Michael Duffy of Copper Cliff, is the son of Leonard Duffy, a maintenance mechanic at the Iron Ore Recovery Plant. A graduate of the Lively District High School, he plans to study applied physics at the University of Waterloo.

Gary Elliott, a graduate of the Port Colborne High School, is the son of Robert Elliott, a floor man at the Port Colborne nickel refinery. He plans to study engineering science at the University of Toronto.

Robert Hughes of Sudbury, is a graduate of Lo-Ellen Park Secondary School. He plans to enroll in the faculty of engineering at McMaster University. He is the son of the late Kenneth Hughes who was employed at the Copper Cliff copper refinery.

Dorothea Jakelski of Sudbury, is the daughter of Gunter Jakelski, a planned maintenance co-ordinator at Copper Cliff North mine. A graduate of the Lo-Ellen Park Secondary School, she plans to study general arts at the University of Waterloo.

Stephen Kelly, a graduate of Lorne Park Secondary School, Mississauga, is the son of Dan Kelly, director, process

RACHELLE LEVESQUE

DEBRA McALLISTER

TIMOTHY MORRISON

MICHAEL REID

KERRY RYAN

JANE SKIRDA

development in Inco's process research department, Toronto. He plans to enroll in the faculty of applied science at Queen's University to study engineering.

Beverly Koski of Copper Cliff, is the daughter of Willard Koski, an analytical supervisor at the Iron Ore Recovery Plant. A graduate of Copper Cliff High School, she plans to enroll in the department of physical and health education at Queen's University.

Rachelle Levesque of Sudbury, a graduate of Macdonald-Cartier Secondary School, plans to enroll in the faculty of arts and science at the University of Toronto. Her father, Gerald Levesque, is a maintenance mechanic at the Copper Cliff copper refinery.

Debra McAllister of Azilda, is the daughter of Calvin McAllister, a locomotive engineer with the Copper Cliff transportation department. A graduate of Chelmsford Valley District Composite School, she plans to study general science at Queen's University.

Timothy Morrison, a graduate of Brampton Centennial Secondary School, is the son of Donald Morrison, chief pilot of Inco's flight operations. He plans to enroll in the faculty of applied science at Queen's University to study engineering.

Michael Reid of Noelville, is the son of George Reid, stope leader at Garson mine. A graduate of the French River District Secondary School, he plans to enroll in the faculty of arts and science at the University of Toronto.

Kerry Ryan of Sudbury, is a graduate of the Nickel District Secondary School. The daughter of Robert Ryan, supervisor with Copper Cliff computer systems, she plans to study science at McMaster University.

Jane Skirda of Copper Cliff, is a graduate of Copper Cliff High School. She plans to enroll in the department of physical and health education at Queen's University. Her father, Mike Skirda, is a project co-ordinator with the general engineering department at Copper Cliff.

Richard Sorgini of Sudbury, plans to study science at the University of Western Ontario. The son of John Sorgini, a supervising specialist with the engineering department at Copper Cliff, he is a graduate of Lockerby Composite Secondary School.

David Thain of Sudbury, is a graduate of Lasalle Secondary School. He plans to enroll in the faculty of commerce at Laurentian University. His father, Ray Thain, is a stationary engineer at number one substation at the Copper Cliff Smelter.

Karen Wisniewski of Levack, is the daughter of Andrew Wisniewski, mine foreman at Levack mine. A graduate of Levack District High School, she plans to study optometry at the University of Waterloo.

RICHARD SORGINI

DAVID THAIN

KAREN WISNIEWSKI

Sudbury area

Awards total of $6,085

This month's suggestion plan saw $6,085 in bonus money awarded for 76 separate proposals, and kept the suggestion plan committee people on the run trying to keep their cool in the face of a flood of good ideas.

Albert Ouellet, Copper Cliff North mine, topped this month's list by collecting $1,930 for his idea to fabricate a tugger hoist using a Simba Junior drill with modifications.

Ernie Bray and **Gerry Silcher,** Stobie mine, combined for $755. Their idea was to insert a flat bar as a wear plate between the wheel assembly and chassis of mine cars.

Bill McDonald, Garson mine, picked up $525 for suggesting improvements to the skip greasing system.

At the Copper Cliff North mine, **Bruno Malvaso** made improvements to the cage door, allowing it to be opened higher. He went home with a $385 bonus in his pocket.

Bob Brawley, Frood mine, won $360 for his idea to change the element only on L.H.D. glow plug indicators.

Rocco Gualtieri, Copper Cliff South mine, figured out a faster way to change motor mounts on L.H.D. machines and collected $310.

Gilles Demers, Garson mine, picked up $140 for suggesting replacing dual purpose lights on diesel locos with L.H.D. machine lights.

The team of **Ray Jones** and **Jerry Pecarski,** Copper Cliff South mine, split $55 for proposing that guards be installed on raise bore drive shafts.

At the $50 mark, we have four winners. **Ernesto Contini,** Frood mine, suggested that wear plates for skip bottoms be manufactured at the plate shop instead of purchased outside the company. **Jean-Paul LeBreton,** Frood mine, pocketed his money for seeing the need for an observation window and lights at the idler tower. **Don Robson,** Creighton mine, proposed that a heater be installed in the headframe to prevent ice build-up. **John Wdowiak,** Coleman mine, designed a mechanism to secure deflector cars.

Vladimir Malec, Coleman mine, won two awards. He collected $45 for suggesting that a monitoring system be installed on the d.c. network and devices of the annunciator panel. He picked up $25 for designing a method to correct feedback of a.c. on the annunciation system.

$1,930 **Albert Ouellet**
C.C. North mine

$755 **Ernie Bray, left, and Gerry Silcher**
Stobie mine

Three $40 winners were **Henry Burton,** Coleman mine, **Federico Feher,** Coleman mine, and **Andrij Poryckyj,** Creighton mine. Henry devised a method of replacing head ropes on a Koepe hoist, while Federico suggested that a push button tester be installed on bin probes. Andrij proposed that a long handle wrench be used to install roof bolt nuts.

Peter Davey and **Denis Lamoureux** clicked for $30. They suggested that an emergency shutdown button be installed on crushers at Coleman mine. A $30 award went to **Andre Giroux,** Frood mine, for proposing that an eyewash station be installed at the three shaft electrical station. He collected an additional $25 for suggesting that flashing warning lights be installed at three shaft collarhouse. **Glen Johnston,** Frood mine, picked up his $30 for proposing modifications to the Lilly controller on the

had committee on run

$525 **Bill McDonald**
Garson mine

$390 **Antonio Danis**
Port Colborne

skip hoist. **Rudolph Kendel,** Copper Cliff North mine, suggested that a four-cable hook-up be used at the skip dump bin. **Fred Predon,** Copper Cliff South mine, proposed using two gear pumps to fuel diesel equipment, while **Gilbert Russell,** Coleman mine, saw the need for a splash guard on the clarifier filter. At Frood mine, **Steve Walch** came up with some practical modifications to fume collectors at the plate shop.

By far the most popular award amount this month was $25. There were 25 cheques distributed for that amount. **Wendell Tait** and **Reg Laurin,** Copper Cliff North mine, combined to suggest that an electrical interlock be installed to insure that each skip has been through the dump before reloading. **Garnet Avery** and **Bob Neville,** Frood mine, split $25 for their proposal to install a junction box on the control circuit of the deep well pump. **Brian Donnelly** and **Roger Bouffard,** Copper Cliff North mine, put their heads together and devised a method to prevent the skip hoist from clutching out.

More $25 winners! **Aurele Aubin,** Coleman mine, designed a method to regulate the speed of the Koepe hoist. **Charles Adams,** Coleman mine, suggested that a filter be installed on effluent pump valves. **Glen Bernier,** Shebandowan mine, proposed that three-way valves on controlling chutes be relocated. **Rheal Bomhower,** Copper Cliff North mine, suggested that a wrench be fabricated to remove rods from Copco drilling machines, while **Glen Carroll,** Coleman mine, came up with the idea of removing jagged edges on the ends of tapered bits. **Daniel Gagne,** Copper Cliff South mine, saw the need for a protective cover over the electrical cables in the rockhouse and **Edward Goudreau,** Frood mine, devised modifications to L.H.D. machines so that oil pans can be easily replaced. **Paul Kolz,** Frood mine, proposed that an auger-type tool be used to clear the drain holes in the yard, while **Doug Koroscil,** Levack mine, picked up two awards — $25 for suggesting that diesel locomotive exhaust pipes be wrapped with asbestos to increase heat for improved scrubber efficiency, and $10 for his proposal to relocate fuel filters on L.H.D. machines. **Harold Koski,** Levack mine, picked up a bonus cheque for his idea to construct a four-wheel dolly to carry and install trolley loco motors.

And still more $25 awards! **Jean Claude Lemay,** Coleman mine, suggested replacing nuts and bolts with four location studs on a resistor screen, while **Don Malo,** Coleman mine, suggested that a snubber be installed on L.H.D. machines. **Emmery Masse,** Levack mine, proposed that a wrench be fabricated to replace V-belts on air compressors. **Dwight Middleton,** Crean Hill mine, saw the need for a permanent ladder leading to the switch rack, while **Alex O'Handley,** Garson mine, suggested emergency lighting in the security guard building. **George Prusila,** Frood mine, came up with an idea to replace the air line nipple on the Vibrolator with different fittings and a medium pressure hose. **Peter Quinlan,** Frood mine, thought it would be a good idea to replace a standard door with an overhead door in the receiving area at the warehouse. **Conrad Robillard,** Coleman mine, devised a method of reusing L.H.D. machine lift cylinders. He also won $20 for suggesting a cap to protect boom pin

$385 **Bruno Malvaso**
C.C. North mine

$360 **Bob Brawley**
Frood mine

$310 **Rocco Gualtieri**
C.C. South mine

threads while repairing L.H.D. machines, and two $10 awards for devising a method to change cylinder hoses on L.H.D. machines and for designing a wooden plug to cap the suction pipe on L.H.D. machines. **Eric Stuart,** Copper Cliff North mine, saw the need to install an ammeter on the fresh air fan starter door. **Edmond Taillefer,** Frood mine, devised a way to interlock number 24, 25, and 27 conveyor belts to the "A" belt at the rockhouse. **George Tincombe,** Crean Hill mine, saw the need to install guards between the skip hoist motors and the pumps, while **Alex Zelinsky,** Copper Cliff South mine, suggested that an air-operated pump be used for fueling L.H.D. machines.

Here are five $20 winners. **Lucien Boudreau,** Stobie mine, devised a method to prevent dust in the coarse ore building, while **Arvo Kinnunen,** Creighton mine, suggested that a hook should be welded to L.H.D. machine buckets to assist in moving staging. **Ron Papineau,** Levack mine, proposed modifications to the plate rack in the plate shop. **Maurice Renaud,** Garson mine, came up with the idea of using plastic bottles for oil samples. **Robert Sanders,** Garson mine, suggested drilling holes in swivel pins, making them easier to cut.

At the $15 mark, nine pocketed bonuses. **Christopher Barker,** Frood mine, thought it would be a good idea to identify car plug-ins to avoid confusion with other type plugs, while **Lionel Bourcier,** Copper Cliff South mine, suggested that cold patch repairs be made on fuel truck tires. **Hugh Corbett,** Clarabelle open pit, proposed that the switch on number four conveyor be relocated, while **Don Drummond,** Coleman mine, saw the need to relocate the stop switch on the main conveyor. **Charles Kennedy,** Copper Cliff South mine, proposed the installation of a guardrail at the grizzly, and **Nick Lidow,** Creighton mine, proposed a platform at the rear of the Joy in-the-hole drills. **Michel Miljours,** Copper Cliff South mine, suggested the use of electrical tie wraps instead of tape on oxygen and acetylene hoses. **Randy Pawson,** Copper Cliff South mine, saw the need to install a protective screen behind the operator on Eimco service vehicles, while **Ron Richardson,** Frood mine, devised a way of modifying feed roll doors on the skip dump.

Ten-dollar awards went to eight men. **Dennis Babcock,** Levack mine, came up with the idea to fabricate covers for L.H.D. air inlets during washing. **Robert Cameron,** Levack mine, saw the need to install protective caps with chains on oxy-acetylene gauges. **Charlemagne Desforges,** Garson mine, suggested protective caps for injured fingers or toes, while **Michael Dezlel,** Levack mine, proposed a grease fitting on Granby car dump wheels. **Guy Downey,** Levack mine, came up with the idea to use cap holders for tape fuses. **Dan Kelly,** Levack mine, suggested that dump wheels on Granbys be replaced with dump brackets. **Anatole Langis,** Levack mine, saw the need for removable sides on the boom truck to prevent spillage, and **George Watmore,** also from Levack mine, suggested that level gauges be installed on rockhouse crusher oil tanks.

Port Colborne

Top spot in the suggestion plan at the Port Colborne nickel refinery went to **Antonio Danis,** who clicked for $390 with his idea to prevent damage to the teeth on the couplings of portable press closers.

Umberto Seca picked up $75 for proposing an improvement to the pouring spouts on the tundish in the F.A.P.

At the $25 mark, we have eight awards. **Richard Audit** devised an improved method of venting the waste heat boilers in the anode department during start up procedures. **Guido Cicalle** suggested that tongs be used to aid in placing skid plates under boxes and pallets when preparing shipments. **Allan Crosson** picked up his cheque for an improved method of handling sludge from the soft water treatment tanks, while **Bela Lang** came up with the idea to install a warning light in the number two research station to warn when the crane is operating. **Steve Marinich** designed a jig to hold the mould peening gun, and **Albert Pinelli** proposed permanent plugs at the portable pump location in the basement of the E.N.R. building. **Paul Silpak** suggested that a stop sign be erected at the north-east corner of number four building, while **Laszlo Szigeti** collected for a maintenance improvement to the F.A.P. unloading conveyors.

Dr. Jeno Tihanyi examines the business end of the X-ray machine, the X-ray tube itself. The machine has been installed at Laurentian University for use in maturational studies of children.

the EXIT of Mr. X

An old acquaintance to thousands of Inco employees has left for a new home. The subject, an X-ray unit at Inco's Sudbury employment office, had been in use for pre-employment chest X-rays from 1949 until last year, when the company purchased a more efficient, modern unit.

The old machine was donated to Laurentian University for use in a long-term study on the growth and maturational patterns of school children in Sudbury. The study will be conducted by the university's department of physical education and is under the direction of Dr. Jeno Tihanyi.

Dr. Tihanyi stated that, "this study essentially examines how and at what rate children grow and mature in relation to their chronological age. Growth is relatively simple to measure, but maturation is quite involved."

Part of the study will investigate the rate of growth of bones in hands and wrists. This can only be carried out by taking X-rays at specified periods of time. The importance of bone age lies in the fact that children very often lag behind their chronological age and it's only by X-ray examination that the difference can be assessed.

The study is being implemented because it's possible that many school children are placed in grades either beyond or below their learning readiness; grade placement, based on chronological age, tells the teacher virtually nothing of the child's level of maturity. The study will attempt to develop a simple classification system which school authorities may use to create appropriate groups relative to each child's readiness.

Dr. Jeno Tihanyi and the X-ray machine before it was dismantled and moved to Laurentian. A view familiar to thousands of Inco employees, this is where all pre-employment chest X-rays were taken.

An original sketch of the Bell Park ampitheatre, by artist "R.D." Wilson, was presented to Sudbury mayor, Joe Fabbro, right, by Inco's Ontario Division president, Ron Taylor.

Your company presents

Four original drawings by internationally-acclaimed artist, Richard Wilson, were presented by the Ontario Division of International Nickel to four Sudbury men at a recent luncheon at the Copper Cliff Club.

Ontario Division president, Ron Taylor, and assistant to the president, Mel Young, presented drawings to Dr. Ed Monahan, president of Laurentian University, Joe Fabbro, mayor of Sudbury, Don Collins, regional government chairman and Bill Groom, president of the Idylwylde Golf and Country Club.

The four originals were selected from a series of thirty sketches showing Inco's Sudbury and Port Colborne area operations, along with several Sudbury and Port Colborne city scenes.

The drawing medium used by Richard Wilson, better known as "R.D.", is both simple and elegant. He employs a single brush and India ink on quality paper of various tones and surfaces, then shades his sketches with grey pastels and water colors.

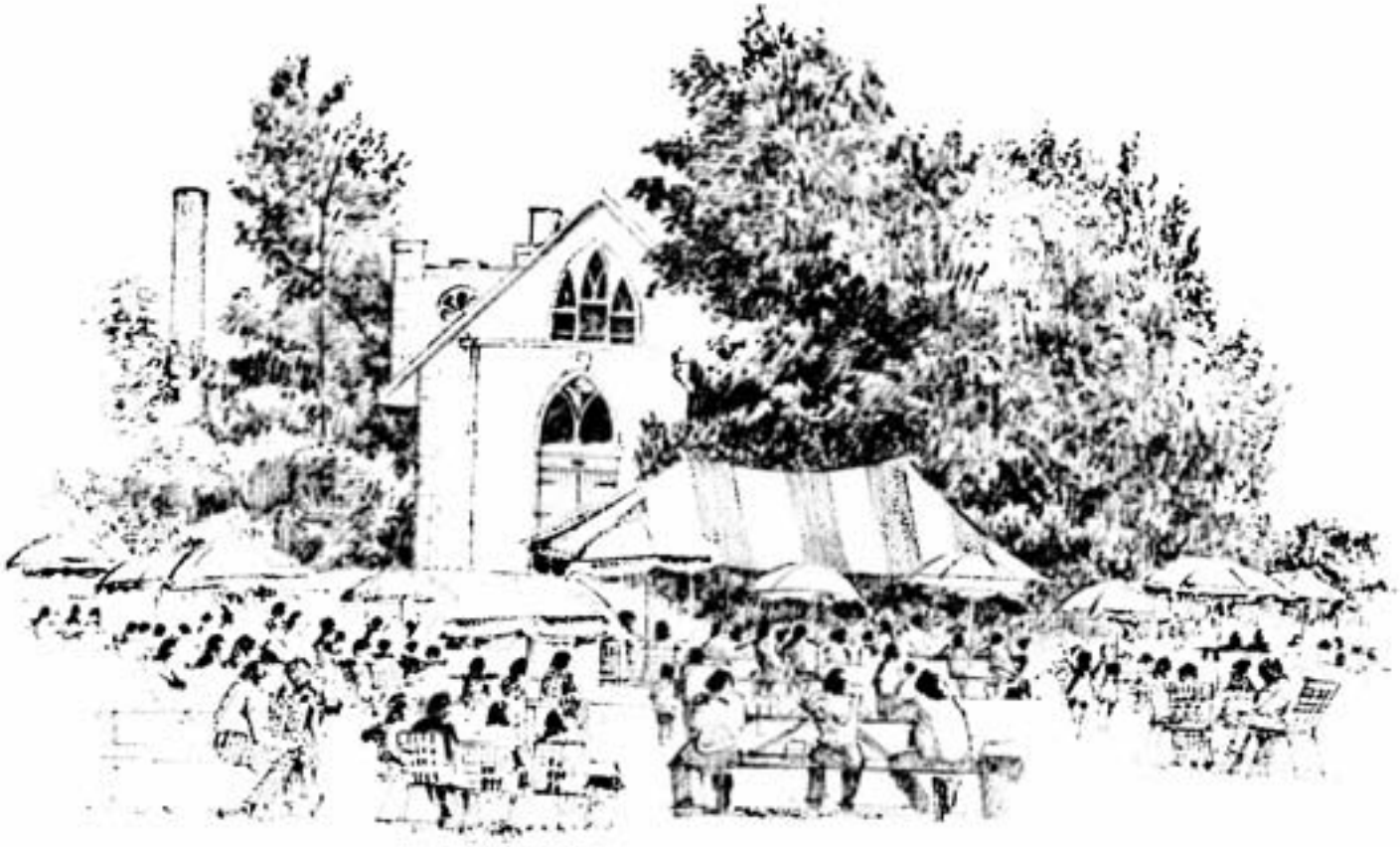
In addition to his work in the ten Canadian provinces, "R.D." has sketched in many places around the world, including the Middle East and Europe. He's a stickler for detail and will spend many painstaking hours at the drawing board to make sure his drawings are technically correct. To him, a good drawing combines technical accuracy with artistic appeal.

The frameable reproduction of an "R.D." original stitched between these two pages — the seventh presented to readers of "the triangle" since the first was included in our January issue — was sketched in Copper Cliff's Nickel Park during an Inco-sponsored 1974 noon-time "Luncheon in the Park".

The 1975 "Luncheon in the Park" programme has been operating since June 2, with a variety of musical artists performing in concert.

The bandstand is new, and the frequency, four days a week, Monday through Thursday, is new.

Our "Luncheon in the Park" caterer, Evo Piccolo, has agreed to make a special employees lunch for $1.35. The box lunch and beverage must be ordered in advance. If you plan to attend, phone Evo at 682-4979 before 10:30 a.m. on the day you plan to go, and lunch will be waiting for you at Nickel Park.



A matter of time

At the C. C. smelter

The entire furnace department at the Copper Cliff smelter, almost 700 employees, have gone one calendar month without one lost-time accident! In fact, they had only four lost-time accidents during the first five months of 1975.

Now if this doesn't sound too impressive, consider the fact that, for the same time period, there were 19 lost-time accidents in 1974 and 26 in 1973. You can see that the men in the furnace department can boast an extremely commendable performance.

If a month passes with no lost-time accidents, a draw is held and eleven electric watches are awarded. The draw works like this: for every day that an employee works during the month, he's entitled to a ticket. At the end of an accident-free month, all these tickets are put into a drum and eleven are then drawn to determine the winners.

The fantastic safety record can be attributed to a series of bi-weekly safety lectures and discussions that were started in 1974. These meetings are about an hour long and each is under the direction of a different foreman.

According to furnace department superintendent, Tom Antonioni, the objective of this programme is "to make the men know that we really care about safety. We're not just talking safety, we want to bring about a change of attitude."

Furnace department personnel have drastically reduced lost-time accidents. It didn't happen overnight — and it didn't happen by accident!

A representative group from the furnace department at the Copper Cliff smelter with new watches. They are, from left, Paul Cretzman, Keith Renaud, Neil Feely, Herb Mathe, Joshua Billard, and Clarence Clement.

At the C. C. M. A. picnic

One of the feature attractions at the Copper Cliff Mines Association picnic was the "mothers" race. Judging by the expressions on their faces, they had more fun than the spectators. Wonder who won?

"You couldn't have asked for a better day — just enough sun to keep everyone warm, and just enough wind to keep the bugs away." These comments were overheard at the annual Copper Cliff Mines Association picnic held on the shores of Sudbury's Richard Lake, and they pretty well sum up the day.

It was a family affair with something for everyone. There were three-legged races, wheel-barrow races and just plain foot races. There were pony rides for toddlers, arm wrestling for fathers and tugs of war for everyone. And as an extra added attraction, you could watch remote-controlled model airplanes soar through the air. You can be sure everyone slept well that night!

Levack's Walter

Wiley Walter, a coal-black and ravenous raven, lands on a locomotive and carefully assesses the situation before attacking his lunch — a tempting cheese sandwich.

With a deep-throated chuckle, and a look of bold mockery swiftly changing to insincere coyness, Walter the raven lands on locomotive 117 at the Levack mill.

Pretending to check the atmospheric conditions of the locomotive deck, Walter edges, with what his raven brain presumes to be a natural-looking side-step up to the window where Wilf Voutier, Doug Burton and Hector Leblanc are having lunch. He beakily looks inside . . . hmmm . . . cheese sandwiches, chicken legs, spare-ribs — and a jar of strawberry jam? Walter's wildly-rolling raven eyes practically drop out of their sockets. Oops! They see him! Walter tries to redeem his raven dignity by displaying feigned disinterest — ho-hum — thinks he'll pretend to ponder the intricacies of the engine to bide his time.

For Wilf, Doug and Hector, the crew of locomotive 117, and foreman, Joe Latondress, the appearance of Walter at lunchtime, snacktime and almost any time, has become a daily ritual. Each of the men has brought an assortment of snacks for Walter, except for Doug and Wilf, who, by their own admission, claim to be of "raven-like" temperament themselves.

Now commences an inter-play of behavioural intricacies between bird and man.

The men purposely dally over their lunch, peeking occasionally at Walter to see how his ravenous raven belly is holding up to the strain of waiting for the goods. Though Walter's proud black head belies the vulgarity of such a motive, he has definitely come for lunch. He's still making a great pretense of just dropping by to pay his respects, mumbling and chuckling in Walter's version of human conversation about the weather. He's pacing more or less patiently, punctuating his human-like

monologue with an occasional screech of exclamation.

After what Walter estimates to be a polite waiting period, his pacing accelerates to a fever pitch. He interrupts himself every few seconds to rap furiously at the window. Walter has lost his cool. Now, a fierce ruffling of feathers and an equally fierce "if you don't gimme . . . I'll eat you all up" look.

At long last, Hector, the engineer, unveils a cheese sandwich especially wrapped for Walter. Joe pulls out a bag of spareribs, the remainders of last night's supper. Then come colourful jelly beans and a small jar of strawberry jam. Since Walter has been coming by for almost a year, the men are well informed as to the idiosyncracies of this bird's palate.

Walter dismantles his cheese sandwich with an epicurean delicacy that would put many a well-mannered Homo sapiens to shame. Since the cheese and butter part of the sandwich are Walter's main concern, he carefully lifts off the bread and lays it aside — the bottom layer is skillfully held down by claw, and the cheese exposed. With delicate nips, savouring each morsel, Walter looks dreamily at the sky, where his less adventurous friends are fearfully hovering and screeching impolite commentary. Having fastidiously denuded his sandwich of cheese and butter, Walter heads for the main course of spareribs. That out of the way, he walks around to the window and politely asks about the dessert menu. An arm appears. "What! Strawberry jam? My favourite! How did you guess?" With a fussiness usually attributed to elderly ladies, Walter neatly fishes out the whole strawberries only, leaving the sticky stuff. After topping things off with an assortment of jelly-beans, Walter looks back thoughtfully at the remaining bread of his cheese sandwich. He's visibly pondering the gastronomical possibilities of a mid-night snack and, of course, the remote possibility that his bird "gourmet" paradise might suddenly come to an end. In any case, foresight and caution are Walter's key words. He hesitates no more and swoops up the bread for burial in one of his many caches.

It has been observed that Walter is not only a gourmet but also an eccentric and a cagey hoarder of food. In the winter months, he constructs numerous snow mounds, some of which contain food, others strictly for "show", to deceive would-be thieves.

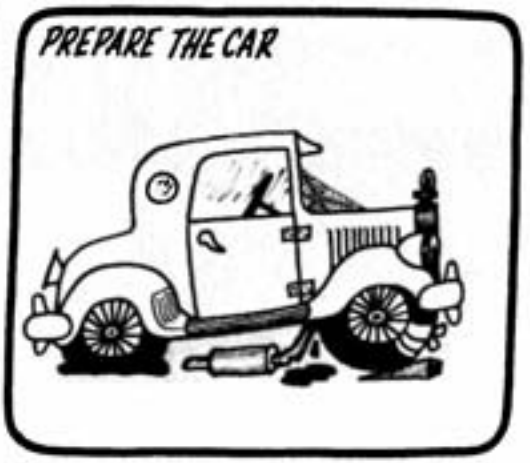
For the crew, Walter has become a real person . . . with distinctive personality traits. By consensus of opinion, he is considered to be brave, friendly, a good conversationalist, somewhat temperamental, a little impudent and a great actor. Hector Leblanc is considered to be Walter's closest friend. Reason being, Hector has perfected the raven tongue to such an extent that they are frequently overheard having long discourses with each other . . . in raven language. Walter comes swooping down when Hector lets out one of his raucous raven calls.

The men have observed a little restiveness in Walter lately — he's not making his visits as lengthy and he's been observed affectionately eyeing a girl raven who goes by the name of Wilhelmina. Well, that's the way of life all over. In any case, Wilhelmina can't complain . . . she's got herself quite an interesting gentleman raven and a well-stocked larder to boot!

With food and realistic raven calls, four of Levack mine's transportation department invite Walter for lunch. From left; conductor, Wilf Voutier; engineer, Hector Leblanc; foreman, Joe Lafondress and brakeman, Doug Burton.

As you slide behind the steering wheel of ye olde horseless buggy, a thousand thoughts are running through your mind . . . the fish are biting you've been told . . . the new highway's been completed so you should make good driving time . . . the lodge has opened new greens this year . . . the sun should give you a nice tan to sport when you return . . . the family is urging you to get a move on . . .

Before you leave home



Have you . . .

1. Prepared your home? . . . arrange to have your mail held at the post office . . . arrange to have your lawn mowed while away . . . turn off outside water faucets . . . ask to have your newspaper stopped . . . check your refrigerator, water heater, air conditioner . . . notify local police and firemen of your absence and your date of return . . . board your pets . . . notify a neighbour or friend of your itinerary, and auto license number . . . lock windows, doors.

2. Prepared the car? . . . have a motor tune-up . . . change oil and lubricate . . . check your brakes, lights, steering mechanism and tires . . . pack tire tools, flashlight and first aid kit . . . make certain your auto insurance policy and premiums are up to date . . . check your driver's license and registration card . . . have air conditioner serviced.

3. Packed your auto properly? . . . put major wardrobe in larger suitcases, overnight necessities in smaller ones . . . keep ledge behind rear seat free of loose items which block vision and become hazardous in event of sudden stops . . . place maps, tour books, pencil and pad, first aid kit, facial tissues in glove compartment.

4. Prepared the family? . . . take along toys, games, books for children . . . pillows, blankets . . . dress casually, comfortably . . . pack sun glasses, vacuum bottle with water, snack treats . . . plan several rest stops along the way . . . pack tennis, golf, fishing, hunting gear, soap, washcloth, facial tissues, plastic bag (for wet items), bathing suit, suntan lotion, and a duplicate set of car keys.

5. Made reservations? . . . confirm your vacation plans well in advance of your anticipated arrival.

6. Protected your valuables? . . . put major part of your vacation cash in travellers' cheques . . . place valuable articles out of sight of thieves by storing in trunk . . . store luggage in trunk . . . always keep trunk locked . . . always lock car even if you are away from it for just a short time.

Inco's Hank Derks, chief first aid co-ordinator with safety and plant protection, instructs an air cadet team in the proper procedure for treating a broken arm. Team members are, from left, Moira Lumley, Roxanne Gauthier, whose father, Rene, is a diesel loaderman at Crean Hill mine, Robert Andre, and Lise St. Amour. The foursome were part of a group of 24 that had the benefit of Hank's guidance over a period of nine months.

"Hank's team" tops

Hank Derks, Inco's chief first aid co-ordinator, has been spending an average of one night a week since last September teaching first aid to 24 air cadets from the 200 Squadron of the Royal Canadian Air Cadets, Sudbury branch.

The lessons were obviously well learned — all 24 successfully passed their written and oral exams for the standard St. John Ambulance first aid certificate. But that wasn't good enough for Hank — he wanted them to have more experience under the pressure of competition.

So, when the Sudbury and District Red Cross Youth sponsored a regional first aid competition, Hank picked four cadets to form a first aid team and entered them in competition. They, along with five other teams, were presented with three separate first aid problems, complete with "victims" and simulated injuries.

Each team was given 20 minutes to complete each problem and successfully treat their casualties, who, by the way, were prepared by men in Inco's first aid department trained in casualty simulation.

When it was all over, the winning team was — you guessed it, the air cadets coached by our Hank Derks. They went on to the Ontario Red Cross First Aid Competition held at Ontario Red Cross Headquarters in Toronto on June 28. Press deadlines prevent us from recording the results of that competition in this issue; however, regardless of the outcome, "Hank's team" will always be winners in the eyes of the people of Sudbury.

all about First Aid

Charlie Hews, Inco's vice-president of administration, presented certificates to our new first aid instructors. They are, front, from left, Les Moyle, Jack Flishie, Charlie Hews, Gerry Racicot, Rick Cholette, Reg Mathias, and Phillip Perras. Back, from left, Hubert DeKever, David Derochie, Harold Gillis, Hayes Kirwan, Alex Klem, John Burke, Wilf Gilliard and Ken MacKinnon. Missing from the group picture are graduates Alan Steele and Art Geneau (inset) who works at the Shebandowan complex.

Sixteen reach "pinnacle"

Only a select few ever reach the pinnacle of first aid expertise and become instructors in first aid, so it's a rare event when someone reaches this level of competence. But, when 16 qualify at one time, it can only be described as a "happening", and that's exactly what "happened" to 16 men with Inco's safety and plant protection department. All 16 of them received their certificates as "Instructor in First Aid" issued by St. John Ambulance.

Already well versed in first aid, the group qualified for their instructor's certificates by completing an intensive five-day course in first aid at Inco's training and development centre in Sudbury.

At the conclusion of the course, Richard Couche, chief training officer for St. John Ambulance, and Fred Abel, chief supervisor for the Sudbury and District Ambulance Service, tested the men on their first aid knowledge.

Each man was required to instruct the remainder of the class on selected topics and they were evaluated on how well they got their ideas across. Obviously pleased with the results, Richard Couche stated that "the men's background knowledge was excellent."

Our new first aid instructors will now join 19 other members of the safety and plant protection department who are qualified to teach first aid. According to Hank Derks, Inco's chief first aid co-ordinator, this is all part of the company's on-going first aid programme, and gives Inco one of the best-qualified first aid departments in industry.

Printed in Canada.

While "Inco Cup" is usually associated with skiing, this year marks the debut of a very different kind of Inco cup . . . one that accompanies membership in the company's Quarter Century Club.

This year's 26th meeting of the Quarter Century Club welcomed 613 new members and, for the first time, wives attended the club's induction dinners. To honour the occasion, the club's committee decided to break with tradition and, turning from the long-stem red roses that have long been the company's tribute to wives of new members, a more lasting keepsake was sought; the committee unanimously agreed on a specially-designed cup and saucer.

Thus, while the gents received their gold pins signifying twenty-five years with the company, their ladies were presented with Aynsley china . . . and who can resist mentioning that the Queen of England chose Aynsley! The design, in delicate white with touchings of burnished gold, is known as "Golden Crocus"; ordered through Birks, the English bone china was cast and the Q.C.C. logo fired into them right in England.

Receipt of the china caused such remarks as "I'm going to really prize this, I'll just never use it!" . . . "It's so unique, eventually it'll be a collector's item, an antique" . . .

This year's Quarter Century Club brings total membership in the Sudbury district to 6,092.

another INCO cup