

He Triangle

Editor, Rudolph Kneer, Copper Cliff Associate Editor, Les Lewis, Port Colborne



On the Cover . . .

... the poppy, flower of Flanders, symbol of remembrance. Each year on November 11, people of all ages, from all walks of life, pay tribute to the immortal war-dead. It is Remembrance Day. A day of scarlet poppies.

In 1925, the poppy was adopted as the emblem of remembrance for the British Empire; the following year, the Canadian Legion assumed sponsorship of the distribution of all poppies in Canada.

And in 1931, it was declared that "the eleventh day of November, being the day in the year 1918 on which the Great War was triumphantly concluded by an armistice, shall be a holiday and shall be kept and observed as such under the name Remembrance Day."

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Appointments

CORPORATE:

Bill Brokenshire, manager, marketing services.

Bill Firstbrook, general sales manager, steel and foundry industries.

Brian Greer, engineering administrator.

Neil Kemp, general sales manager, copper and miscellaneous metals.

Art Sheppard, assistant manager, marketing services.

Herb Skelton, general sales manager, plating and non-ferrous industries.

Anthony Steers, supervisor, technical services. Exmibal.

Greg Wortman, supervisor, process technology, Exmibal.

DIVISIONAL:

Bill Anderson, superintendent, Shebandowan mine. **Del Gates,** training supervisor, matte processing.

Jack Hunter, distribution general foreman, utilities department.

Ray Hyde, computer software specialist, computer systems.

Richard Lalonde, senior process assistant, Levack mill.

Leo Laturnus, superintendent, computer operations and technical services.

George MacMillan, special functions coordinator.

Ray Mayer, training supervisor, I.O.R.P. Jack Noonan, superintendent of safety, smelting and refining.

Lloyd Squires, training supervisor, Copper Cliff smelter.

Stewart Tait, superintendent, systems development, computer systems.



A resident of Lively, Richard Desjardins is a garage mechanic at Creighton number three shalt. He and his wife, Shirley, have two children, Shelley, 12 and Darrin, 10. They all enjoy getting away to their camp on Agnew Lake.



This is the smiling family of Romeo and Marielle Paquette.
Sitting between mom and dad are Monique, 9, Giselle, 5, and
Lucie, 2. Romeo is a garage mechanic leader at Stoble mine.
He is also a volunteer fireman for Sudbury Station number five.



A rigger at Garson mine, meet Don Morrison, his wife, Marie, and their five daughters. They are, clockwise from left, Jennifer, 10, Jocelyne, 19, Melanie, 18, Laurel-Sue, 12, and Christine, 15.

Family Album



From the Port Colborne nickel retinery, meet the Reno Della Ventura family. Rono and his wife, Denise, have three tine boys, twins, Dean and Reno, junior, three years o'd, and Evan, 8. Reno is an ironworker and has been with the retinery since 1966.

Happy birthday!

Twenty years of progress were marked last month by Inco's iron ore recovery plant.

Built in 1955 at a cost of \$20 million, the plant now produces about 2,000 tons of iron pellets daily for use in the steel industry, and provides a sulphur dioxide by-product gas to its neighbouring CIL plant.

A quick backwards look will remind us that the first roaster kiln unit was successfully placed on stream on October 30, 1955; the recovery and leaching circuits went into operation in December of the same year; a second roaster kiln unit was added in January of



1956 and the pelletizing plant came on line that same month; CIL opened its first of three sulphuric acid plants in March of 1958, and four more roaster kiln units were fired up in 1963.

It would be almost impossible to recall the history of the iron ore recovery plant without acknowledging the contributions of people like Paul Queneau, Kel Sproule, Louis Renzoni, Bob Saddington, Gene Bracken, Alex Illis, Earl Stoneman, Jim Parlee, Mike Sopko, Dan Kelly, and George Nowlan, current manager of the plant.

38 years without an injury!



Mel Johnstone, maintenance general foreman, Copper Cliff North mine, extends congratulations to Joe Brouilette and his wife, Albertine, while superintendent, Grant Bertrim, smiles his approval.

Completing 38 years of service without an injury is the enviable record set by Joe Brouilette, a carpenter 2nd class at the Copper Cliff North mine. He retired October 8 on a special early service pension. To add to his many accomplishments, Joe was absent from work on only three occasions throughout the entire 38 years.

"You have earned an outstanding record, and your personal contribution to the community, the company and, in particular, to Copper Cliff North mine, is held in high regard," commented mine superintendent Grant Bertrim during a special gathering held in Joe's honour.

A special note of interest: the Brouilette's are the proud parents of ten children, five girls and five boys. Their sons all work for Inco: Ronald is with the Copper Cliff transportation department; Maurice works at Levack mine; Richard is employed at the Stobie mill; Marcel and Robert work at Copper Cliff South mine.

NICKEL HELPS A LADY IN DISTRESS



Any conscientious Boy Scout can help a little old lady across the street, but it takes something really special to stop a shapely old damsel from literally falling apart. Especially when the lady in question happens to be The Statue of Liberty.

The villain in this story is corrosion — corrosion that had been at work ever since Miss Liberty first raised her torch above the safty waters of New York harbor.

Relentless and merciless in its attack, the damp sea air, heavy with the acrid fumes of nearby industry, had loosened and weakened the rivets holding her huge plates together. Rain seepage and high winds had accelerated the damage and by 1938, she was dangerously close to falling apart at the seams.

Something had to be done, but what? New rivets were out of the question. Too many spots were inaccessible.

Parker-Kalon Corporation, Clifton, New Jersey, came up with the answer . . . self-tapping screws made of Monel* nickel-copper alloy 400. These strong, corrosionresisting fastenings could be threaded into the original rivet holes to bring the plates up snug again.

Besides its excellent corrosion resistance, this alloy is noted for its high strength, weldability, and toughness over a wide temperature range. For these reasons, it is used in a number of industrial applications as well as some consumer products. In addition, manufacturers specify alloy 400 because it provides excellent service in sea or brackish water under high velocity conditions.

More than 65,000 self-tapping screws were used to "run up the seams" of Miss Liberty's robes. Judging from the condition of these durable fastenings over the past 35 years, Miss Lib's worries seem to be over.

International Nickel, the inventor of alloy 400, continues to invest more in applied research and development than all other nickel companies combined. Thanks to Inco research, more and more new alloys and products are being discovered every day, alloys which manufacturers can use to make even better consumer products.

* Inco Trademark

Roland Renaud collects \$3,975 from suggestion plan!

The top award for this month's suggestion plan went to **Roland Renaud** at the Copper Cliff locomotive shop. A total of \$3,950 of the green stuff crossed his hands when he suggested a channel iron arrangement to hold the locomotive wheel machining tool. And just to round out his cheque, he added another \$25 for his idea to standardize the locomotive foot boards.

Henry Lewandoski, locomotive shop, designed a new cutting tool for locomotive wheels and took home a cheque for \$1,315.

Mike Chertow, locomotive shop, suggested that a speed controller be used for machining locomotive wheels and collected \$645.

Franz Pruegger, utilities, picked up \$130 for proposing that a cellar drainer be installed on number one Vermilion water line at the Creighton water treatment plant.

Terrance Pigeau and Richard Poulin,

\$1,315 Henry Lewandoski Copper Cliff locomotive shop



\$3,975 Roland Renaud
Copper Cliff locomotive shop



smelter maintenance, teamed up and split \$100 for suggesting plug-in type relays for the reverb furnace fuel flow control. Also collecting \$100 was **Richard D'Aoust**, smelter maintenance, for designing a method to recover MK copper from used filter bags.

Arie Diethelm, copper refinery, saw the need for a platform on the 25-ton Hepburn crane and was awarded \$60. Another \$60 winner was **Lou Visentin**, central shops, for suggesting a lifting device for the roll assembly.

Phillip Cooney, central shops, received \$50 for proposing a new type of locomotive sand trap holder.

Oscar Miller, iron ore recovery plant, picked up \$40 for proposing that the crawl beam be extended to improve chain block availability.

Earl Russell, matte processing, received

\$25 for his safety suggestion to install a cover on the pail that's used to carry hot toaster calcine.

Ernle Hywarren, central utilities, picked up \$20 for suggesting that flexible tubing be installed between the instrument and signal lines to the oxygen plant control toom.

Lionel Moyle and Roy Ruddy, both from central shops, each received \$15 for two separate ideas. Lionel proposed a safer way to use the plate shop trolley, while Roy suggested revisions to the machine shop doors.

At the Port Colborne nickel refinery, **Steve Koskocky** and **Eddy Poulin** split \$340 for an improved method of fabricating and repairing F.R.P. installations.

A re-evaluation amounting to an additional \$120 was realized by **Joe Fablano** for his design of a new type jig for holding button nickel on the milling machine prior to sampling procedures. Joe's total net amounted to \$190.

Redesigning the teflon guides on the drum filters returned **Joy Dutaj** to the winner's circle with a cheque for \$115.

Harold Shank clicked for \$80 for revising the piping on the waste heat boiler blowdown lines.

Safety awards for \$25 went to John Greco for the erection of a safety chain adjacent to the baler in the shearing department; Harry Fyke for a new method of measuring the voltage on the rotary converters in the sub-stations. Jim Suess also received \$25 for his idea to install a guard on the caustic pump in the "S" nickel rounds building. A merit award for \$25 was cashed by Greg Jacques for strengthening the valves on the portable F.R.P. acid vessels.

\$190 Port Colborne nickel refinery



\$340 Steve Koskocky and Eddy Poulin
Port Colborne nicket refinery





All Mash was a locomotive engineer when he retired from Inco's transportation department in 1967.

"Slip the wheels and tear the fire"

The mournful howl of the steam whistle and billowing clouds of soot-black smoke heralded the approach of thundering steam locos to Inco yards in days gone by.

Alf Mash, 71 and retired after repairing and running engines for 50 years, remembers those days. And so does Frank MacDonald, 64, and foreman of the locomotive shop when he retired three years ago.

They share nostalgic memories of days when, in the words of Frank, engines were alive, engineers were throttle artists and firemen stoked coal until the sweat streamed down their backs.

Ahh, those were the "good old days" of steam.

Yes, good old days. Because even though the streamlined electric engines are cleaner and warmer, easier to repair and more efficient, there was something missing.

Many of the senior engineers, brought up on steam, found the electric engines dull. And the laborious chug of the

The last steam locomotive to operate at the Copper Cill smelter, old number 22, proudly retired from the scene in early 1957. She was built in Montreal in 1911. While the old-timer got up steam for her leave-taking, with Roy Short at the throttle, a group of railroad buffs gathered quietly to say goodbye. Among them were Lloyd King, Fred Savage, and Ken Johnston, now manager of transportation and traffic.



engine and the shrill hoot of the steam whistle were sorely missed when steam was phased out and electric power took over in the late twenties.

Alf was around at the peak of the steam engine days at Inco when 10 hulking monsters of engines were used to transport ore, and five dinkies (small steam engines) hauled slag and matte from one building to another on narrowgauge tracks.

He says: "As a kid in the shop, I had to see that the engines were supplied with oil and waste for the firemen to clean the brass on the engines. They used to shine the bell and the brass on the sides in their spare time."

The son of a railwayman, Alf always wanted to be a locomotive fireman and was thrilled when he got the chance at inco to go out firing every second. Tuesday to replace another fireman on one of the engines for a couple of hours.

Later, as locomotive fitter, he worked mainly in the shop, but loved to water and coal up the engines and take them for a test run. And how Alf loved those dinkies!

"They made you feel like you were in a sardine can," he recalls. "They were so small, we had to cut the handles off the shovels for firing." One man did the whole job, stopping to fill the water saddle once or twice a shift. Adds Alf: "Those dinkies were an awful lot of fun and ran just like a jack rabbit, carrying a good head of steam and four or five slag pots at a time."

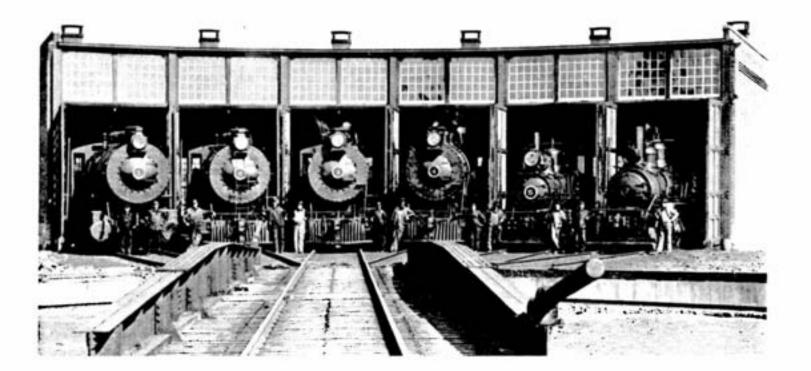
By the time Frank started working on the engines in 1939, most of the steam engines were gone. But dinky number 30 and steam loco number 22 were still running strong with the line cars for repairs and emergencies, and Frank was often at the throttle.

"With the steam engine there was always more to do," he says. "You had only so much power, so you had to be able to handle the throttle. A slip of the wheels would mean a tear in the fire, and the fireman would have to work like mad to fill up the hole."



Frank MacDonald was locomotive shop foreman at Copper Cliff when he retired in 1972

Located just north of the present carpenter shop at the Copper Cliff smeller, this roundhouse was demolished in 1928 to make way for an extension to the converter building. The six powerful huffing, puffing and shorting iron horses, (below), together with four others and four narrow-gauge "dinkies", began to feel unwanted in the late twenties when their electrically-powered arch-enemies moved in.



Both Frank and Alf love to recall the days when steam was number one stories that make the rounds when the "railroad boys" get together.

Frank tells about oldtimer, Joe Marcott, who used to bite fiercely on his pipe every time he had a heavy pull with his engine. "At the end of every stroke, when the steam went through the cylinder, old Joe clamped down on that pipe for all he was worth." Who knows how many pipes — and teeth — old Joe went through in his engineering days.

One day, when Frank himself was at the throttle of an old engine, he parked it on a hill and went visiting. Unfortunately, so did his fireman. It wasn't long before the steam went down, the air pump stopped and the brakeman, having lunch in a linecar, was jolted into action as the train slid backwards down the hill. Needless to say, the brakeman skipped dessert to save the day. Frank never again left his engine without double-checking with his fireman.

Alf remembers when the slag dump opened up behind the dry, everything caved in and buried old loco number 22—the very same loco Frank engineered at times and the last engine to be retired. Loco 22 spent its last days on standby for emergency and was once used by the CPR as a source of heat and hot water for its sleeper cars... a seemingly sorry end for a mighty steam engine.

One time, engine number four went off the track into a sand pit and shop crews worked for two days to get it back on the rails. "That old steam engine was so heavy, we had to take it apart piece by piece to keep it from sinking deeper in the sand," says Alf.

The old steam engines were equipped with pop (safety) valves, through which excess steam escaped when the engines were running at full steam. It was a rule of the track that the valve be kept closed when coming into a station, or as much as 15 pounds of coal could be lost in letting off steam. One day though, the pop valve popped of its own accord and in the words of Alf, "scared the living daylights out of everyone". With 180 to 200 pounds of steam behind it, the valve made quite a bang and was not found until days later when it was spotted about two blocks away from where it had popped.

Alf and Frank tell of engineers who were proud.

"Charlie Draper used to raise cane with anyone who sat on his seat and dirtied it when "his" engine was in for repairs," says Frank. "The engineers would always argue over whose engine could pull the most."

And Alf recalls equipping engine number five with a dynamo, making it the only steam engine with electric headlights. Well, engineer Charlie Ade was so proud of his pet engine that no one could touch it.

The sound of the steam whistle will never again be heard in Inco yards, but as long as there are fellows like Alf and Frank to tell and retell stories of the steam whistle days, steam will always be alive!

"Slip the wheels and tear the fire"

Workers' commuter train that operated from the CPR Coniston station to the Coniston smelter, then operated by the Mond Nickel Company.





Greenland huskies on the frozen surface of the Arctic Ocean.

photos courtesy Sunday Times

We hate to mention it, but . . . the frost IS in the air and the wind IS beginning to how and . . . well, with all the "fun" of winter fast approaching — and most of us dreading the prospect — we thought it might make us all feel just a wee bit better to hear what a REAL winter can be like.

Never mind our "little" 15-foot snow drifts, our occasional 30 below zero's, our pelting hailstorms and our bouts of frostbite. Think, instead, about an honest-to-goodness winter that just NEVER lets up. An Arctic winter, a year-round affair, with temperatures that sometimes manage to rise all the way up to just above freezing, but normally stay around 40°F below. A winter that offers the definite possibility of snowblindness, yet knows some five months of continuous darkness.

Then go one step further and think about taking a winter walk; one that lasts 476 days and covers some 3.620 miles. A journey across the top of the world, from Alaska to an island off the coast of Norway.

The first over surface crossing of the

frozen Arctic Ocean — yes, OCEAN! took place in 1968-69, and Inco's associate medical director. Dr. Kenneth Hedges, was part of the four-man team that made up what is now known as the British Trans-Arctic Expedition.

"The triangle" couldn't resist finding out more about this tremendous "adventure", and recently visited Dr. Hedges in his Copper Cliff home to learn more about this relative newcomer to Canada . . . not to mention his Arctic experience!

As far as personal background goes, Dr. Hedges was born in England, spent his early childhood in the Fiji Islands, where his dad was a government architect, then, at the age of five, returned to and was raised in England.

After graduating from the University of Liverpool, and following studies at the Royal Army Medical College, he volunteered as regimental medical officer to the Special Air Service (S.A.S.) where he qualified as a military parachutist and received training with the Royal Navy in underwater medicine. Operational tours and training exercises took him to

Borneo and South Arabia, Brunei, Malaya and North Africa.

Late in 1967, as a captain in the S.A.S., he received a call from Major-General John Douglas of the Royal Army Medical Corps, who asked if Ken, then a bachelor and a hardy outdoorsman, would be interested in joining the four-man crossing party of the British Trans-Arctic Expedition.

He was, and he did!

Without getting into the planning, and the trials and tribulations of the expedition which, at that time, had already been four years in the planning, excerpts from Dr. Hedges' own accounting of the incredible journey follow:

"The crossing party left their base camp at Point Barrow, Alaska, on the afternoon of the 21st of February, 1968" (the four were leader, Wally Herbert, Allan Gill, Fritz Koemer, and Ken Hedges).

'Our day would begin early with a steaming mug of tea and a large plate of porridge. After donning our cold-weather clothing, we would strike camp, load the sledges, hitch up the dogs, and be

The four-man crossing party make camp on the Arctic Ocean.

British Trans-Arctic Expedition

First crossing of the
Arctic Ocean –
Inco's associate medical
director, Dr. Kenneth Hedges,
was part of the four-man
crossing team.

Dr. Ken Hedges beside a natural pressure ridge, caused when ice floes meet.



underway". (40 Greenland huskies accompanied the men).

"As the expedition trekked onwards into June, the sun's warmth began to melt the snows which had borne our sledges. We found ourselves plowing through the ice-cold, fresh-water melt pools of the Arctic summer. Through these, the dogs would battle bravely, sometimes actually swimming when the pools became too deep. The terrain had become practically impassable".

"We had reached the point of relative inaccessibility some 600 miles from the nearest shoreline. This was to be our summer camp. The date, July 4. We had sledged for 134 days".

"The brief summer was soon passed and we eagerly left the summer camp to resume sledging early in September".

... Editor's note: At this time, one of the members complained of a stiffness in his back and, on examination, Dr. Hedges found that the man suffered from what appeared to be an acute prolapsed intervertebral disc.

"It immediately became apparent that we could sledge no further that year







Dr. Hedges and wife, Dawn.

before the darkness of winter was upon us".

"On the 25th of September, three Hercules of the Royal Canadian Air Force dropped the 28 tons of supplies that were to last us throughout the five months of winter".

"In retrospect, time rushed by during the winter period, with one day blending into another".

"On the 24th of February, we breakfasted in the hut for the last time before resuming the keenly-anticipated sledging. We had perched upon the same floe, summer and winter, for 235 days".

"In the twilight of late winter, we now embarked upon what was to be physically the most grueling part of the journey. We were to be exposed for 14 hours each day to an average temperature of minus 41 degrees Fahrenheit, for a period of six weeks".

... Editor's note: excerpts here from a diary:

14th March: The poor dogs are ravenous. They, too, are tired at the end of their day. At least it stops them tighting. We are eating our rations completely. Absolutely nothing left over, not even broken biscuits.

22nd March: The weather continues very cold and we all find it hard going. 47 below today. Fuel is pretty low, too, but as long as we go carefully, we should have sufficient until the supply drop in three days' time. Our food runs out then as well.

"It was in these circumstances that, on Easter weekend, we reached the North Pole after sledging continuously for 24 hours. We had nearly been blown past it in a blizzard. From this point onwards, still with 600 miles to our destination, our luck improved".

"On the 29th of May, 1969, a landing was made by a two-man reconnaissance party on a small rocky island, after a scramble across three-quarters of a mile of mush ice and gyrating ice pans. This landing, though brief, concluded the first surface crossing of the Arctic Ocean, a journey of 3,620 route miles from Point Barrow, Alaska, via the North Pole".

"The four members of the crossing party, on their 464th day on drifting ice, were now heading southwest across broken ice pack towards a rendezvous with H.M.S. "Endurance".

"On the 10th of June, Royal Navy helicopters reached the group at a range of 47 miles and lifted off the men, dogs, and sledges".

"476 days had elapsed between the departure of the expedition from Alaska and the recovery phase".

In recognition of this journey, all four members of the crossing party were named "men of the year" in 1969 and, in early 1970, H.M. Queen Elizabeth, the Queen Mother, awarded each the Polar Medal in an investiture at Buckingham Palace.

Ouite a background for the Ontario Division's associate medical director! The appointment brought Dr. Hedges and wife, Dawn, to Canada last January; they now live in Copper Cliff and "really enjoy it". In fact, Dr. Hedges remarked that the Sudbury area is not so different from London, England, in that they're both quite cosmopolitan and offer plenty of outdoor activities.

Don't imagine our northern winters are going to bother him one bit!



Part of the wine-making demonstration.



Jim Jerome welcomes the capacity crowd.



The unique masque of the Italian theatre.



A fine performance by the Caruso Club choir, in costume.

Carosello Folkloristico

Because one picture's worth a thousand words, we thought we'd let these photos speak for themselves. They represent some of the "goings-on" during the Carosello Folkloristico, phase 3, held October 12 at the Caruso Club. The programme, an all-day affair, included a Thanksgiving mass, a festival of grapes, dinner, wine-making demonstration, concert and masque of the Italian theatre, supper, and an evening of dancing. A grant from the department of the secretary of state went towards improving the Caruso choir and creating a special dance group, with the purpose of communicating and exchanging Italian culture. The day's highlight was a magnificent performance by the visiting Coro di Santa Cecilia, a Toronto choir.



Dr. Egidio Taverna explains testival highlights.



The outstanding Coro di Santa Cecilia, from Toronto.



Traditional dance style of Italy.



The Ten Commandments of Hunter Safety

Treat Every Gun As If It Were Loaded:

This is the primary and, perhaps, the most important rule to follow.

Be Sure of Your Target Before You Squeeze the Trigger:

Identify your target as legal game before you fire. Never shoot at sounds or movements in the bush.

Never Point A Gun At Anything You Don't Want To Kill:

Avoid all horseplay while handling a gun. Guns are not toys and, even when not loaded, should never be pointed at others.

Carry Your Gun So That The Muzzle is Under Control:

Sudden jars may sometimes release the trigger and, unless the hunter is in full control of the muzzle, he or another may be a casualty.

Always Unload Your Gun When Not In Use:

Guns should always be taken down, or actions opened, when the hunt is completed. Carry your gun in its case to the shooting area, and unload before entering camp.

Clear Barrel And Action Of Obstructions:

If the muzzle touches the ground or other objects, check for obstructions. Remove oil and grease from the bore before firing.

Unattended Guns Should Be Unloaded:

Store guns and ammunition separately, beyond the reach of children or careless adults. Carry ammunition only for the gun you're using at the time.

Never Climb Or Jump With A Loaded Gun:

Place gun on the other side of the fence before climbing. Never pull a gun through a fence or other obstruction by the muzzle.

Never Shoot At Flat Or Hard Objects Or Water Surface:

No one can control the direction of a ricochet. When sighting in, be sure your backstop is adequate.

Avoid Alcoholic Drinks:

Drinking before or during the hunt dulls the vision, distorts the aim, and impairs judgment. Wait 'til the hunt is over before imbibling.



Camouflage is for the birds!

... wear bright orange ...



John l'Anson, training consultant, Manpower Training Branch (Ontario), Ministry of Colleges and Universities, instructs a special week-long course in module writing training.



Eric Ruismaki, education co-ordinator with Inco's computer systems, previews material in preparation for an upcoming course he'll be instructing in computer systems.

By Gayle Gilmore

This month, Inco's training and development institute in Sudbury celebrates its fifth anniversary. Ever curious, "the triangle" paid a visit to see how things were "developing", and found that the whole concept has indeed come a long way in its five years. But the purpose remains the same:

"To assist Ontario Division people to know what they need to know to do their own jobs better, and to develop their own particular, individual talents so they can move to the highest possible position of skill and responsibility for which they have the capacity and the desire — and, in so doing, make our company sounder, stronger, more profitable".

Training and ...5 years

Compared with four available programmes five years ago, the centre can now provide over 20, ranging from first aid supervisory training and human relations management, to trade skills development and apprentice training; an average of 1,500 to 2,000 employees participate annually in the various courses, seminars and conferences offered by the institute.

The difference between "training" and "development"? Pretty big, apparently! According to Ken Kay, superintendent of the institute, and Walter Lalonde, supervisor of staff training, "training is an



Instrumentation instructor, Frank Moss, left, explains some of the technicalities of aligning a computer relay to Larry Chubay.



Obviously Intent, Bob Fredette learns the intricacies of a controller as part of an instrumentation programme.



Al Este, supervisory training specialist, prepares a new supervisory induction programme.



In the instrument training shop, Ernie Hywarren, left, instrumentation instructor, helps Rick Colton align a controller.



Ed Patton, engineering electrical specialist, holds a class in one of the centre's lecture rooms.



Alex Skelly, apprentice training co-ordinator, keeps track of some 300 apprentices currently being trained by the company.

Development

later . . .

investment with an immediate return, while development is more of a long-range plan". In other words, "training" is something that's required immediately for a job, while "development" is geared to preparing a person for a different or future job.

Among the more popular programmes currently offered by the institute are such courses as ITFS — instruction training for supervisors; IAVC — improving audio-visual communications; IOP — improving audio presentations, and FAST — first aid supervisory training.

And several new areas are being
"developed" at the institute, the most
prominent of which is something called
"self-teaching" or "auto-tutorial",
whereby an official instructor is a
"no-no"! Instead, the participants learn
from videotapes, slides, and manuals
and, through discussion, from their
counterparts.

So. Just a quick look at our training and development institute . . . it's there for YOU to look into!

Oh, and by the way . . . happy fifth birthday, training and development institute! As they say . . . you're not getting older, you're getting better!



Henry Fiacconi, general engineering; John Zimmer, instructor; Jim Klotz, comptroller's office; Ray Caverson, instructor; Herb Pons and Alan Walker, computer systems, at a recent ITFS course.



In the centre's audio-visual department. Discussing an upcoming presentation are, from left, Mike Barrette, Aurel Courville, and Ranald Livingstone, audio-visual aids co-ordinator.

It converts from road to rail operation and back again! It moves from one set of railway tracks to another, without the use of switches. And it can pull five loaded ore cars carrying 70 tons each! Sounds like magic, but it's even better than that! It's the "Trackmobile", and it's now making its debut at Inco's Crean Hill mine.

The Trackmobile is the newest thing to hit the transportation scene since the steam engine! Technically known as the 9TM Trackmobile, it has two sets of wheels — one for rail and one for land.

The railway wheels are powered by a diesel engine and they, in turn, drive the rubber tires for road travel by an interlocking lug drive, using the rail axle as a driving drum. Like a regular locomotive, the Trackmobile is used to transfer ore cars, but, unlike a locomotive, it is much more manoeuverable and can free locomotives for other, more suitable jobs.

In actual practise, empty ore cars are shuttled under the loading bin at Crean Hill, where ore from the mine is stored. When the car is in position, the ore is allowed to drop into the cars and, as each car is filled, it is pushed by the Trackmobile, thus bringing the next car into position. This operation continues until five cars are full. Then they're taken, by Trackmobile, to a rallway siding where they join other cars awaiting the arrival of a C P Rail engine, which will transport the ore to the mill in Copper Cliff for further processing.

The relatively small unit is able to pull heavy railway cars because of patented front and rear hydraulic jacking couplers. When the Trackmobile couples to a railcar, hydraulic cylinders lift the car several inches, so that part of the car's weight is transferred to the Trackmobile wheels. This gives more traction, in much the same way that a fully-loaded truck has more traction than an empty one.

The Trackmobile, a versatile piece of equipment that increases the efficiency of ore transfer.



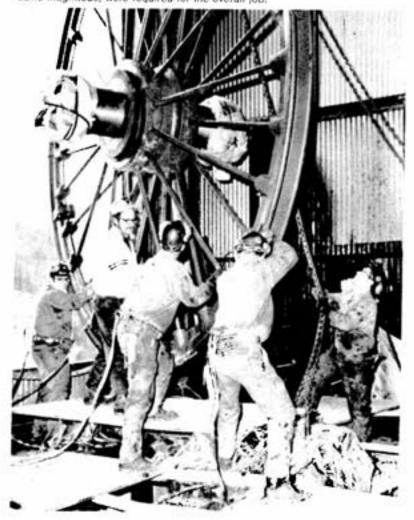
Robert St. Amour, Trackmobile operator, is behind the controls, guilding loaded one cars from the loading bin to a railway siding.

By rail and by road ... by gosh!

In the railway yard at Crean Hill mine — a 9TM Trackmobile heads off the tracks and along the railway bed to pick up another load of ore cars.



Levack maintenance crews are busy moving the new sheave into position atop the headframe. A total of 672 man hours, with preparatory work of the same magnitude, were required for the overall job.





One of the new head sheaves, weighing 8 tons, is being hoisted to the top of the 163-foot headframe, using a 60-ton crane.

Changing two head sheaves for the number two shaft skip hoist at Levack mine is no easy undertaking when you consider that the sheaves, weighing eight tons each, had to be hoisted to the top of the 163-foot headframe.

"The o'd head sheaves", said Levack mine superintendent, Harvey Judges, "had hoisted in excess of 17,600,000 tons each since their installation back in 1954 and were due for replacement."

Working in three twelve-hour shifts over the recent Thanksgiving holiday weekend, members of the mine's maintenance deportment completed the delicate task on schedule.

According to maintenance general foreman. Don Nadorozny, who was in charge of the overall changeover, the job should not have to be repeated for another 20 years.

a glimpse of history...



Downtown Sudbury, as it was in 1894

"We will make electric light so cheap that only

By Gayle Gilmore

Way back when, in the early days of Sudbury, a telephone man was brought in to set up circuitry for all of the dozen or so telephone lines required at the time, the majority of which were to be installed in the offices of the young Canadian Copper Company, one of the predecessors of International Nickel as we know it today.

While the telephone man worked, a stranger stopped to watch. Obviously intent on the goings-on, he began firing questions at the installer, who finally ran out of information. The stranger persisted. He began elaborating on the mysteries of electricity, its unsuspected uses, sound waves, and other related subjects. Finally, the telephone man could contain his curiosity no longer.

"Mister", he said, "if you know so much about these things, why did you send for me? You could have saved your company a lot of money by having one of your own men install these telephones just by following your instructions."

"I don't work for the company", returned the stranger.

Canadian Copper Company's smelter

"You don't? The way you're talking, I took you to be the boss!"

The man shook his head, explained that he was in Sudbury "making experiments of my own", and walked away.

Before day's end, the installer of telephones learned the name of the knowledgeable visitor — Thomas A. Edison, famed inventor of, among many other things, the light bulb.

Edison's first visit to Sudbury had been in 1892, in connection with experiments he was then conducting on magnetic iron ore separation.



famed inventor prospects for nickel







Edison Electric Light Company wagon

the rich will be able to burn candles" - Edison

At the turn of the century, he took up the challenge of developing an electrical storage battery; a need for nickel was indicated and, inspired by a five-ton block of Sudbury ore he'd seen displayed at the 1901 Pan-American Exposition in Buffalo, New York, he returned to the ore-laden hills of Sudbury for a little prospecting of his own.

He rented office space on Larch Street — now the Eaton annex — and, after preliminary studies and surveys, selected a promising exploration site. Prospecting in those days was a matter of surface investigation, but Edison, as a result of his wide-ranging scientific work, had determined to rely on the magnetic dip needle.

He spent quite a bit of time and quite a lot of money diamond drilling and excavating a magnetic anomaly in Falconbridge Township. Test shafts were sunk to a depth of 35 feet, but later abandoned because of "quicksand" which was repeatedly encountered. Finally, after an extensive test programme that proved fruitless, a discouraged Edison abandoned his attempts at further development. His claims, some 21 covering 840 acres, staked in 1903, were allowed to revert to the crown in 1915.

That same year, just 20 feet to the east of Edison's test shaft site, valuable nickel ore was discovered at a depth of 50 feet . . . a mere 15 feet lower than the bottom of Edison's original shaft, which he'd abandoned because of "quicksand".

Later, the Falconbridge Company sank their number one shaft, 130 feet south of Edison's pit, then sank two more shafts in the same vicinity. Subsequent operations naturally disturbed surface features, and all traces of Edison's earlier attempts disappeared.

When the Falconbridge Company successfully sank their first shaft in 1928, Edison was one of the first to congratulate the company, as he did again in 1930 when the company produced its first nickel.

Edison's influence is still apparent today, in the shape of the Edison Building, so named in commemoration of Edison, and now the Sudbury administrative offices of Falconbridge Nickel Mines Limited.

If Edison had had the advantage of experienced engineers and geologists for his early work, who knows what path the course of Sudbury history might have taken . . . ? Edison at ore-concentrating plant, 1890's



REALESCONDERS ... REALESCONDERS ... NEARSWALLES



Musing on the qualifications necessary for a "raccoonteur". **Mel Young,** assistant to the president, Ontario Division, opined, "All it takes is raw wieners, some tuna and lots of bread to attract a family of raccoons." Mel, whose camp is situated on Lake Penage, has been feeding a family of five raccoons for the past few years. Quipped Mel, whose love for the outdoors is legendary, "I've had them around for some time now, and they visit my camp daily at dusk. Playful little fellows," bubbled Mel, "they show up for their daily handout and leave, but, look out, if you feed them clams or even raw eggs, they'll stay around for a long time..."



"Mining has come a long way since I first donned a miner's hat some years ago," reflected Gordon Skilling, secretary-treasurer of the Canadian Institute of Mining and Metallurgy, who was in Sudbury recently to attend a three-day hydrometallurgical convention. Touring underground workings at Copper Cliff South mine with safety supervisor. Pat Dinan, and CIM representative. Ron Sanderson, Gordon was amazed at the overall efficient operation. "Who would have predicted 20 years ago that mining would be so mechanized, what with large scooptrams, drill jumbos and other related equipment." said he. Added Ron Sanderson, following his first trip underground: "That's some operation: didn't see a shovel throughout the entire tour

What will **Charlie Rafuse** grow next? Last year he came up with a 14-pound cabbage, the envy of hobby farmers in Hanmer, where he makes his home. A plateworker at the Copper Cliff plate shop, Charlie this year came up with a beet weighing in at nearly nine pounds and measuring over 28 inches in circumference. "All it takes is some good ferilizer, hard work and a green thumb," says Charlie.



What is bigger than a three-boom jumbo, has skin like worn-out slusher cable, three rows of white teeth and black beady eyes? Of course, it's Hollywood's newest star, a 25-foot mechanical white shark named Bruce who, of all places, turns up in this month's "triangle", along with INKY, a cartoon character penned by Sudbury's Russ Meakes. Watch for the escapades of "Inky" in future editions of "the triangle"...



When it comes to promoting an "Oktoberfest," leave it to Port Colborne's Club Rheingold. Ever since Port Colborne residents of German origin joined together in 1962 to build their own club, its annual "Oktoberfest" has continued to grow in popularity each year. To accommodate the many members and guests during this year's festivities, a tent was pitched adjacent to the hall. Singing and dancing to the German "compah" band, "The Lustige Five". Port Colbornites will readily tell you that this year's gathering was the best ever. Needless to say, the menu, prepared by the ladies auxiliary, included the old favourites - wiener schnitzel, sausage and sauerkraut, plus many other homernade German delicacies. Chuckled one Port Colbornite: "We should promote an "Oktoberfest" for every month of the year."



NEWSWAKERS ... NEWSMAKERS ... NEWSWAKERS

Looking over the schedule of activities for the Sudbury branch of the John Howard Society are acting president, Vincent Di-Noricia, and Frank Southern, treasurer. A diesel loaderman at Frood mine, Frank has been involved in the many activities of the volunteer organization throughout the past years. Beams Frank: "You can rest assured that it gave me great pleasure to present our company's \$1,000 donation to the Society recently. Apart from our general work with released prisoners, we are now expanding our work in a divisionary program for adolescents, and we hope to be able to head off young people before they get into trouble with the law."



His cheeks imprisoned in a barber's beefy hand, **Brad Hilton**, age 2, of 519 Clare Avenue, Welland, can only peer nervously from his chair as the scissors snip away for his first hair cut ever. And with the pendulum of hair styles swinging back to the shorter look, Brad may just be back in the barber's chair a lot sooner than he'd like. Brad's proud dad is **Rick Hilton**, industrial engineer at the Port refinery.





A clerk-stenographer at Shebandowan mine. **Kathy Diner**, recently presented a \$500 cheque on behalf of the company to **Dr. Edward Mercey**, president of the Thunder Bay Symphony orchestra, and **Lee Larrison**, concert master. It was the first donation the orchestra received in response to its newly-launched fund-raising drive. The orchestra hopes to add a number of professional musicians and to tour centres in Northwestern Ontario throughout the coming year. Another donation in the amount of \$500 was turned over to Major A. E. Milley, of the Thunder Bay Salvation Army. Peter Kaskiw, industrial tradesman leader at the Shebandowan complex, presented the cheque on behalf of the company. The objective for this year's annual appeal for funds has been set at \$67,000.





The Norm Hillier's of Copper Cliff are mighty pleased these days, what with a new "addition" to their family! Martha Navarro, an exchange student from Mexico, arrived at the Hillier household a short while ago and is now attending grade nine at Copper Cliff High. Says Norm, manager of safety and plant protection, "We thoroughly enjoy having her with us". Martha, in turn, is anxiously awaiting her first snow fall. She has never seen snow or experienced cool weather, and the pretty Mexican teenager is finding it hard adjusting to our cool fall temperatures. Small wonder! Tapachula. Martha's home town, is located on the Pacific side of Mexico, near the Guatemalan border, where the thermometer never moves below the 24° C. mark. Looking over some of the Mexican handicrafts at the comfortable Hillier home are daughter Diane, wife Esther, Martha and Norm. By the way, Norm's daughter Diane plans to travel to South America as an exchange student in the early part of next year. Let's hope she can cope with the WARM weather...!

NEWSMAKERS... NEWSMAKERS... NEWSMAKERS...



"That's the last time he'll raid my garden or climb my apple trees," quipped Inco pensioner Mike Zelinsky after he shot this 450-pound specimen. Mike, who makes his home just outside Lively, has it that the three-year-old black bear roamed around his home-stead for the past few weeks, feasting on his vegetable garden and apple trees. Said Mike: "I hated to shoot him, but was left little choice when we came face to face..."



The Sudbury Crippled Children's fund recently received a \$100 donation from unit employees of Inco's maintenance field force, of Copper Cliff. Albert Godin and Robert Kugala were selected by fellow workmen to present the cheque to Don Fish, left, chairman of the Crippled Children's committee of the Sudbury Rotary Club.



Spanking new metal badges are presently being introduced for all protection supervisors, officers and security guards. Depicting the local mining industry, the badges were designed by Fred Eng, visual aids designer, Copper Cliff safety department, following a concept originated by Chuck Greenough, chief security co-ordinator, and Hank Derks, chief first aid co-ordinator.



Four students at Cambrian College recently received Inco engineering technology bursaries valued at \$150 each. Purpose of the bursaries is to encourage deserving students to further their education and to help assure a continuing supply of engineering technologists for Canadian industry. The four students are pictured with their instructors in front of Cambrian's new \$3.5 million polytechnical wing. From left, they are Kelth Taylor, Harly Strain, chairman of Cambrian's mining and geology department, Patrick O'Link, Jerry Bedrij, Michael Forestell, Tom Semadeni, dean of the polytechnical division, and Rose Potvin, associate registrar.



One glance at this group of sharp shooters would be enough to make anyone hightail it out of the bush. But relax! It was all part of the weekend activities at Fairbanks Provincial Park when 800 boy scouts and girl guides gathered for their annual rendezvous. Hosted by the Sudbury District councils of Boy Scouts and Girl Guides of Canada, scouts, guides and their leaders enjoyed a rain-soaked, but high-spirited outing. According to co-ordinator. **Brian Channon,** there were scavenger hunts, chuckwagon races and log sawing and water boiling contests, to name but a few of the many weekend activities. Purpose of the gathering was to lock off the 1975-76 scouting and guiding season for the Mississauga district which encompasses most of Northeastern Ontario, including Sudbury.

NEWSMAKERS...NEWSMAKERS...NEWSMAKERS



"The ultimate goal of our programme is not to give awards but to make people proficient swimmers," commented Wendy Lewis. head swimming instructor at the Richard G. Dow pool in Copper Cliff. "We want to make sure people are safe in, on, and around water, and our awards serve only as incentives to accomplish the purpose of making our pupils safe swimmers." Presently four instructors are busy teaching area youngsters to be proficient swimmers, with the pre-schoolers being instructed by Janice Saville, daughter of Inco supervising industrial evaluator, Don Saville. Level six participants are taught by Judy Fowler, the daughter of Hilton Fowler, manager, central mills. There's even a "moms and tots" session each Saturday morning, when oneyear-old tots and older are taught to swim.



That's Jack MacLean, impersonator and comedian, who kept a large crowd thoroughly entertained during this year's annual floor show and supper dance, hosted by the number three shift of the Nickel Copper Converters and Separation Pension and Welfare Association. Some 380 members and guests danced to the music of Roy Marklewicz and his Continentals. The evening's entertainment also included performances by Bill Santi, accordian virtuoso, and Bernie Bray, Canada's harmonica king. Highlight of the evening was the pres-



"It seems like only yesterday that I started to work for Inco", reflected Angus McLeod, maintenance electrician 2nd class at Creighton mine, as he retired on October 8 after 48 years of service. "I started as a rock picker back in 1927 and was paid the princely sum of 41¢ an hour in those days", said he. Commented Creighton mine maintenance superintendent Ray Condie, who presented Angus with a cribbage board on behalf of his fellow employees: "We will all miss Angus; he most certainly was a model employee." Ron Brown, manager of the Creighton complex, was also on hand to extend all good wishes for a healthy and happy retirement. On behalf of the company, he presented Angus with a Paxy carving.

entation of placques to pensioners Walter Johnstone, Tom Smith, Harry Kirshner, Dwyer Corelli, Shiner Corelli, Mike Ban and Adelard Savage.





Jim Creighton, manager of the Canadian Mining and Aggregate Equipment Exhibition, held at the Toronto exhibition park recently, chats with Inco's public affairs coordinator, Fred Brown, in front of the Inco booth which featured films on the company's mining operations. The second biennial show drew attendance from across Canada and the United States.

NEWSMAKERS ... NEWSMAKERS ... NEWSMAKERS



From Garson to Levack, from Copper Cliff to Port Colborne and Shebandowan, men, women and children of all vintages, shapes and inclinations are finding a new way to get something off their chest - by putting it on them. They are doing so decked out - and frequently spaced out - in versions of the old World War II "T" shirt. Underwear elevated to glamour, the current Model T has suddenly become the hottest fashion trend in the Sudbury district. In infinite variety, the new T shirts are printed to order with a picture or slogan that reflects the wearer's whims and fancies, concerns, complaints, sentiments, politics and anything else the wearer wants to proclaim, profess or promote. Chiming in on the energy crisis, Peter McLeod, of Creighton mine, has it that showering with a friend DOES conserve energy, while Pat Poland, Creighton IR representative, expresses his sentiments with one simple word Fashions are never forever, but this one. while it lasts, should have a run of fun.







Sudbury YMCA's capital funds campaign got off to a flying start recently when **Mel Young**, assistant to the president, Ontario Division, presented a cheque for \$20,000 to **Dr. Don Crang**, top level chairman of the "Y" drive. It is the first instalment of an Inco pledge of \$200,000 as its contribution to the three-year campaign. Target of the campaign is \$550,000. The amount is required to remove indebtedness and provide for expansion of "Y" facilities. It is the first capital funds campaign in more than 20 years.



When Romeo Peressotti grows tomatoes, he doesn't fool around. His biggest this year was a 41/2 pounder. Romeo claims he still uses the technique imparted to him long ago by his mother back on the family farm in Italy. Leaving nothing to chance, he grows his own plants from seeds hoarded from the past year's crop. Around the middle of February, he will start them in boxes placed next to the furnace, and when the weather warms up, moves them outside during the day, but back to the safety of the basement during the cool nights until the end of May when it's planting time. Romeo believes that fertilizer of the good old barnyard variety is still the best. A tip from the old master is to trim off the leaves and stems void of any tomatoes. According to this system, it makes for stronger vines and a greater yield. Who can argue with success? An anode scrapwasher at the Port Colborne nickel refinery. Romeo has been with Inco since 1950.

NEWSMAKERS... NEWSMAKERS... NEWSMAKERS...



Getting ready for the new hockey season are executive members of the Sudbury Miners' Hockey League, secretary-treasurer Gary Krumpschmid, an L-H-D operator at the Little Stobie mine, president Ken Zayette, a mine foreman at Frood number three shaft, and vice-president Henry Blals, a stope leader at Levack mine. The hard-working trio says everything is in readiness, with seven teams slated to compete at the Aziida, Copper Cliff and Walden arenas. According to the league's president, Ken Zayette, last year's champions, the Levack Miners, will be out to retain their title. Says Ken: "You may rest assured we'll provide rough and entertaining hockey." Frood mine motorman, Pat Soucy, will be the referee-in-chief throughout the 30-game schedule.



That warm smile belongs to **Joan Duffy**, Northern Ontario Art Association president, as she accepts the top prize at the 19th annual NOAA exhibition, a \$250 donation from Inco on behalf of the winning artists, **Rev. R. Lavole**, of Sudbury. Making the presentation is Inco's supervisor of benefits, **Frank Homer**. The prize is awarded for the artwork judged most worthy by the exhibition adjudicator. This year's exhibition was held at the Timmins Museum Centre and featured 43 entries from art clubs in Northern Ontario.



The 200 members of Local 8126, United Steelworkers of America, recently signed a new three-year contract at Inco's Shebandowan operation. The contract replaces one that expired October 31st. Some elements of the new pact went into effect upon ratification. This is the second contract agreed to by the U.S.W.A. and Inco for employees at the mine-mill complex, 60 miles west of Thunder Bay. The Shebandowan complex was officially opened in 1973. Signing for the U.S.W.A. were trustee, **Dave Aubut**, and president, **Lorne Frost. Lou Schaffer**, superintendent, administration, and **Eric Kossatz**, manager, signed for Inco.



Steve and Irene Cuthbert, who are scooting around Port Colborne on their new tandem bike these days, are doing their bit to combat the energy crisis. Steve, better known as "Cussy", estimates that he and his wife cover some ten miles weekly. "We bought it for exercise," says he, but admits that he has since gained five pounds. "I can't help it", comments Irene, "riding that darn bike makes me so hungry that I usually raid the fridge as soon as we get home". Added Cussy: "Irene doesn't like to eat alone, so what can I do?"



Guest speaker, Charles F. Baird, senior vice-president, finance.



Lorenzo Gagnon, Maurice Carriere and Marcel Gingras thoroughly enjoyed the evening's proceedings as their smiling faces will readily tell.



Gord Machum, vice-president, smelling and refining extends congratulations.



As throughout the past, Bill Knight, Simko Markoff, Joe Toth and George Jukosky were again on hand to welcome new Quarter Century Club members.



Johnny Main and his 'lady friend', Beulah. kept the audience in stitches.



Refinery manager, Bob Browne, presenting cups and saucers to Mary Kotch, Shirley Champis, Pat Goss, Clara Beke, Carmen Bonloco and Anne Renaud.

50 New Members Join Port's Quarter Century Club

The Port Colborne section of Inco's Quarter Century Club reached the 789 mark on October 23rd when 50 new members received warm congratulations and were presented with their gold lapel pins by Gord Machum, Ontario Division vice-president, smelting and refining.

Refinery manager, Bob Browne, expressed the appreciation of the gathering for the highly enjoyable rendition of old favourites, played on the Hammond organ during dinner by the "old maestro", Reg Steeves.

Guest speaker for the 26th annual celebration was senior vice-president. Charles F. Baird. In his remarks, Mr. Baird told members that 1975 sales were shaping up to be the worst since 1971, a time when the company underwent severe cutbacks and cost reductions. He went on to say that indications are that the company must continue to expand to keep abreast of competition, a factor that causes con-

tinual concern to Inco. "Competitors now produce more than half as much again as Inco," said Mr. Baird, "and the production of these other companies is growing."

Charles Baird referred in his remarks to the third quarter results, just released. He said it surely was not a happy third quarter, with profits down 36%, on a decline of sales of 35%.

A comparison drawn by Mr. Baird was that "our shareholders will receive a return of about 7% on their investment in 1975, certainly not a large sum, when one can buy Canada Savings Bonds for a return of well over 9%."

It is not all gloom, however. The 150 million dollar inventory that the company is now carrying and will continue to increase is set so that when the market turns around. "we will have our products in the right form, at the right place, and at the right price."

The more than 500 members in attendance were told by Charles Baird that one asset not appearing on the financial statements or the profit and loss statements for which he is responsible is the "intelligence, experience, dedication and hard work of you and the people you are training and leading." Without that asset, Mr. Baird concluded, we would be in very great trouble as a company.

A versatile entertainer, ventriloquist Johnny Main, emceed the entertainment program that included the magic of Trixon and Company, the Williams Brothers with their acrobatic novelty act, and the songs of sultry songstress, Sophia.

During the earlier part of the week, spouses of incoming members were presented with a "Quarter Century Club" cup and saucer and were guests of Bob Browne, refinery manager, for lunch and a tour of the facility.



Frank Kubena, junior, new member, proudly compares notes with his father, Frank Kubena, senior, a member of Port Colborne's Quarter Century Club for the past years.



Sultry songstress, Sophia, delighted the audience with her rendition of songs.

IUCO

1976 Reserved Scholarship Program for Children of Employees

Up to twenty-one scholarships will be awarded this year for study in Canadian universities. The awards have a possible tenure of up to four academic years and annually provide tuition and associated fees and a grant of \$500 for other expenses.

ELIGIBILITY

Children of Inco employees enrolled in a program of studies required for university admission and who will graduate with a secondary school diploma in 1976.

SELECTION

An impartial scholarship committee will meet in May 1976 to select award winners on the basis of scholastic records, SAT scores and personal qualifications. The names of the winners will be announced about June 1, 1976.

APPLICATION

Application forms should be requested early in the school year. Forms, instructions and conditions governing the awards may be obtained from local schools or from:

Educational Aid Section
The International Nickel Company
of Canada, Limited
P.O. Box 44, Toronto-Dominion Centre
Toronto, Ontario M5K 1E3

APPLICATION DEADLINE

Applications must be returned by March 15, 1976.

With Remembrance Day on November 11, "the triangle" thought it would be appropriate to have this month's logo penned by Inco pensioner and World War I veteran, Patrick Bradshaw.

Pat's army career began in 1915. He'd finished a course as a mechanic and was itching for action. He lied about his age — he was 17 at the time — and enlisted in the Canadian Army. In the early part of 1916, he was sent overseas, where he volunteered to be a truckdriver with the 4th Division mechanical transport — truckdrivers earned \$2.10 per day, as opposed to the \$1.10 for infantrymen.

A veteran of Vimy Ridge, the most costly battle in Canadian history, Pat remembers that "the noise from the artillery was deafening. You couldn't hear yourself think. I just kept on driving and was able to time the shells well enough to drive through between the barrages. What more can I say? It was

over in one day".

On his return from overseas. Pat worked in the Ottawa area and became an electrician at Gatineau Mills. In 1922, he married Elizabeth Chambers and shortly thereafter moved to Sudbury.

Pat was hired by Evered Gillespie, electrical superintendent for Inco, in 1930. "I can remember when I applied for the job. The first thing Mr. Gillespie asked me", quipped Pat, "was if I had a blow torch. In those days, you had to have your own equipment."

Pat worked for Inco until his retirement in 1963. A year later, Pat and Elizabeth celebrated their 50th wedding anniversary with a special mass conducted by Monsignor B. F. Pappin.

While most people don't like to tell their age, Pat Bradshaw is most willing! "I'm 78 years old, and proud of it", says Pat. Just one example of the type of spirit he's had all his life . . . and still has!



logo writer... Patrick Bradshaw

