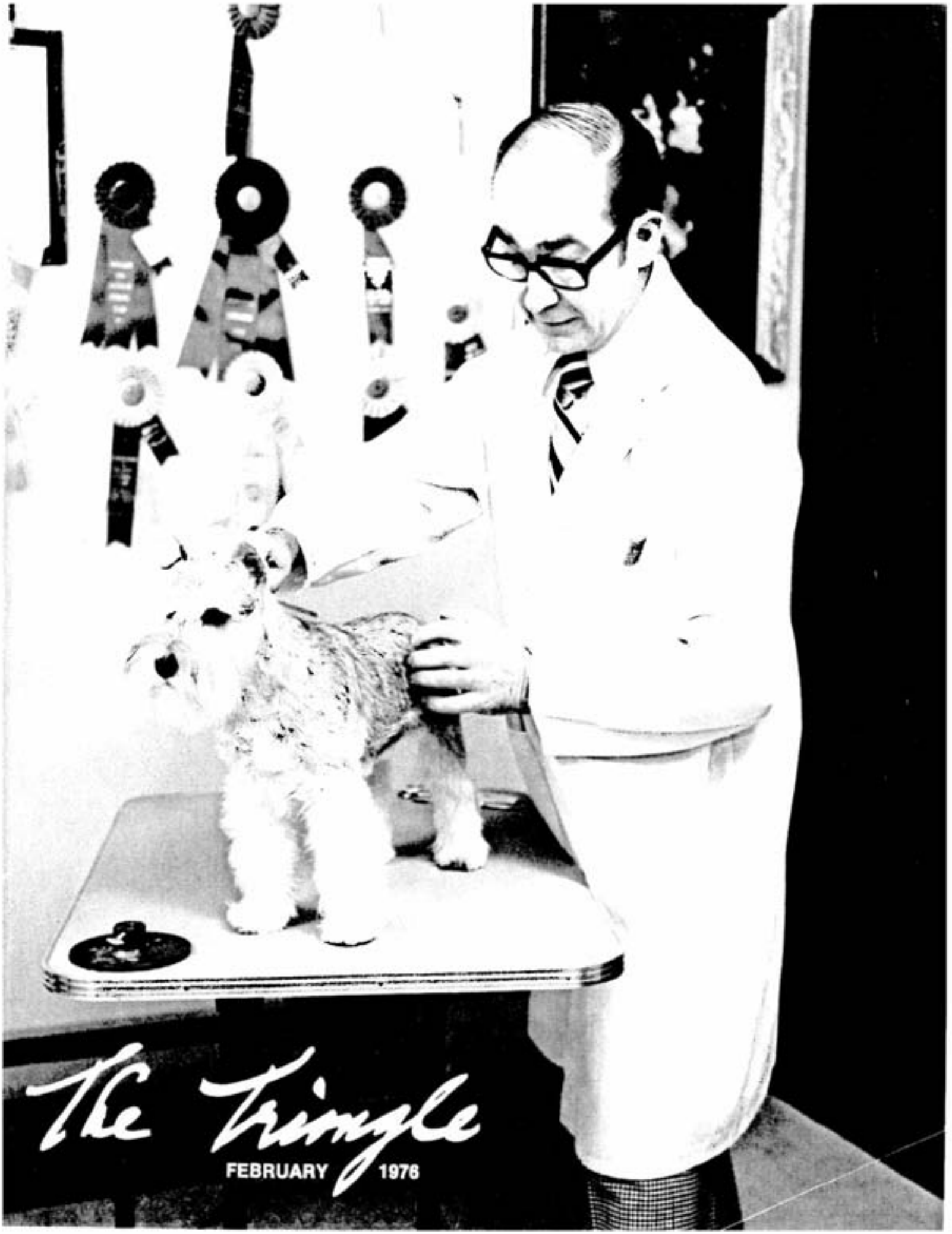


The Tringle

FEBRUARY 1976

The Triangle
FEBRUARY 1976

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

ON THE COVER . . .

. . . a full-time hobby for John Kozlich, senior draftsman with Inco's mines exploration department in Copper Cliff. Breeding, grooming, and training Miniature Schnauzers provides many enjoyable hours for both John and his wife, Mickey, in their at-home shop, Rhapsody Kennels Reg'd. Shown with John is "Rhapsody's Pretty Little Poppy", sired by champion "Hexenbrau's Warlock", and mothered by "High Buttons of Gay Meadows". More about the Kozlich hobby inside . . .

Feb., 1976 Volume 36, Number 2

Published for employees by the Ontario Division of The International Nickel Company of Canada, Limited, Copper Cliff, Ontario, P0M 1N0. 682-0631.

Prints of most photographs appearing in "the triangle" may be ordered from Dionne Photography, 170 Boland Ave., Sudbury, or call 674-0474. Cost: $3.00 each.

"YOU'RE PROBABLY WONDERING WHY I ASKED YOU HERE TODAY . . ."

Appointments

Corporate:

Tom Baker, personnel co-ordinator, Toronto.

Divisional:

Dar Anderson, superintendent, Levack mine.

Claudio Barsotti, assistant to the chief mines engineer, Copper Cliff.

Steve Beynon, systems analyst, Copper Cliff.

John Boden, planner, Levack mine.

Richard Cleland, surveyor, Levack West mine.

Kevin Commons, programmer analyst, Copper Cliff.

Ken Conlon, maintenance foreman, Copper Cliff nickel refinery.

Ken Cook, mine general foreman, Frood mine.

Gerry Gillett, superintendent, Copper Cliff mill.

Ted Godard, area engineer, Copper Cliff mines area.

Ken Hedges, medical director, Occupational Health Department, Copper Cliff.

George Hitchman, general foreman, safety, Stobie mine.

Mike Humphries, shift foreman, Copper Cliff nickel refinery.

Harvey Jarrett, area engineer, Garson mine area.

Chester Kagdas, smelter foreman, Copper Cliff smelter.

Dale Ann Lauzon, secretary, Copper Cliff nickel refinery.

Ron McNair, superintendent, pellet department, Iron Ore Recovery Plant.

John Noble, data base analyst, Copper Cliff.

Stephen Parlee, training supervisor, Shebandowan mine.

James Quesnel, yard foreman, Port Colborne nickel refinery.

William Rogers, industrial evaluator, Stobie mine.

Ed Schmidt, geological assistant, Copper Cliff North mine.

Bruce Turner, planner, Copper Cliff South mine.

Lloyd Vincent, general foreman, iron ore recovery plant.

Nick Wasylenki, general foreman, Copper Cliff smelter.

Glen White, employee relations representative, Levack complex.

A crane-forward-man at the Copper Cliff copper refinery, Cleo Lemieux and wife Denise reside in Sudbury. Their three children, Luc, 1, Yvon, 4, and Louise, 8, all enjoy camping during summer. Cleo whiles away the winter months working at his favourite hobby, ceramics.

Family Album

Robert Roberti works in the masons' field force at the Copper Cliff smelter. He and his wife, Marguerite, have two daughters, Adriana, 14, beside mom, and Melanie, 16, with dad. Robert enjoys refinishing antiques as well as doing his own home improvements.

From the process research station complex at Port Colborne we have Dale Robinson, his wife Anne, and their two girls, Susan Beth, 4, and Kendra Jayne, 11 months. Dale is superintendent of the number one research station.

Meet the Elwood Shields family. Elwood and his wife Sonja have two children, Terry, 10, and Kimberly, 11. Elwood works in the maintenance construction department when he's not buzzing around on the family snowmobile or playing a game of pick-up hockey.

"Ontario's mining industry is an essential element of society and must be enabled to operate effectively and efficiently.

"We intend to explore with the company all means of assuring continued and stable employment in Sudbury!"

Excerpts from a statement made by Hon. Leo Bernier, Ontario Minister of Natural Resources, on December 23, 1975

Things have changed so much that Canada — and Ontario — is no longer nearly so dominant in terms of nickel production and marketing as it once was. In 1950, about 85 per cent of the world's nickel was mined in Canada. In 1975, Canada's estimated deliveries will be about 36 per cent of the world's estimated capacity.

Many other countries are now actively mining nickel ores. These include the Soviet Union, South Africa, Australia, Brazil, Greece, Indonesia, New Caledonia and the Philippines.

The Government cannot entirely protect the nickel workers in the province from the pressures and reverses of the world market. But we must do what we can.

Although the Sudbury basin is the leading producer of nickel in the world, Canada can consume only a small part of its own nickel production. Thus we are greatly dependent on foreign buyers of our product. And the decisions affecting the two Ontario-based nickel companies — Inco and Falconbridge — must reflect the realities of the world demand for, and supply of nickel.

Hon. Leo Bernier,
Ontario Minister of Natural Resources

The 1976 world nickel capacity is estimated to be 780,000 metric tons. However, there is a further potential capacity of 422,000 metric tons around the world, mainly as lateritic nickel deposits.

According to some forecasts, the demand for nickel in the free world in 1980 will be in the 700,000 to 800,000 ton range, and could reach one million metric tons by 1984.

In Canada, any short-run drop in effective demand would deeply affect Sudbury, and by extension significantly affect the economy of this province and this country. The effects of short-run changes in world market patterns can only be avoided if Canadian producers are financially strong enough to afford inventory build-up at such times.

No government policy can establish job security in the competitive market. But government policy can encourage, as it has, the kind of desirable development which helps company and workers alike.

Chances are more than even that for the next two to ten years, Sudbury nickel producers will operate in a world market where costs cannot go up without loss of competitive advantage. Consequently, some high-cost producers may have to face a contraction of their operations or possibly even a shutdown. They cannot increase productivity.

It is the duty of this Government to assure that any reversal (likely on Northern Ontario operations from things happening in other parts of the world are minimized. And the interests of the men working in Sudbury and Shebandowan must be protected as well as possible.

If industry is to remain competitive for about in Canada it must assure good wages. At the same time the Government must assure a good working environment. Our mining industry will be able to absorb these constraints only if it is more productive and technically more advanced than its competitors.

My view is that it would be irresponsible to create the kind of economic climate which would make it unprofitable for mining companies to continue to play a vital role in Ontario's economy. Mining is an essential element of society and must be enabled to operate effectively and efficiently, with due regard for its proper and judicious use.

The Government of Ontario intends to analyze what help it can to assist the nickel industry through this difficult economic period. It is not, however, the intention of this Government to become closely involved in the financing or operation of the industry.

The Government proposes to retain, for five years, the disallowance of foreign processing costs in the assessment of the mining tax on the producer. This action is taken so as not to deplete the cash flow of the companies involved in these difficult times and to ensure they have the necessary financial resources to sustain employment in Ontario.

Along with this proposed allowance for out-of-Canada processing, the Government will, by Order-in-Council, grant Falconbridge Nickel Mines Limited a further four-year exemption under Section 113 of The Mining Act. During this time period, we intend to explore with the company all means of assuring continued and stable employment in Sudbury. We are taking this step with due consideration of the economic realities. It is the prudent thing to do today, in light of the current nickel situation.

The Government will also consider changes to The Mining Tax Act which, by changing the tax treatment of exploration expenses, would make exploration as attractive in years of 'low metal' prices as it is in boom times. It is our hope that this can be done without increasing tax allowances over the long term. Exploration activity in Ontario is vital, for the industry and all those who benefit by it — which means each and every one of us in this Province.

The following statement was issued by I. Edward Grubb, chairman and chief officer of International Nickel.

"The Minister's comprehensive statement on the Ontario mining industry recognizes both the short and long-term problems which the industry faces, and stresses particularly the penalties of mining in Northern Ontario. His announcement to defer for five years the disallowance of foreign processing costs in the assessment of mining taxes is welcome news during a difficult period for the nickel industry. Inco, of course, fully processes the great bulk of its mined production in Canada and all of its copper production.

"Until we have had an opportunity to study the amendments to the regulations, we are not in a position to comment on the proposed action. Nevertheless, we are convinced that this amendment will be of continuing benefit. Speaking generally, we believe it will contribute to the stability of the Ontario mining industry and of the communities which that industry supports."

Happy Valentine's Day

Most of us, when recalling our school days, remember with mixed emotions those annual occasions when the teacher finally opened the big, gaily decorated valentines box that, for perhaps the week previous, had conspicuously graced a prominent nook in the classroom, silently compelling young boys and girls alike to furtively deposit their often handmade valentines.

What excitement! when the teacher finally began the pleasant task of calling out the names to whom Cupid's arrow was directed.

Today, Valentine's Day is still acknowledged with classroom exchanges, but as adults, we've turned to the more sophisticated practise of giving candies, flowers, and "storebought" valentines.

Our familiar Valentine's Day, borrowed from ancient Rome, had its foundation on a pagan festival of love, held on February 15, and celebrated by Romans honouring the wolf which had nursed Romulus and Remus, the twins who later founded the city of Rome. Known as "Lupercalia" — derived from "lupus", the Latin word for "wolf" — part of the ceremony consisted of putting girls' names in a box and having the boys draw them out, thus supposedly pairing off couples for the next year.

With the advent of Christianity, the Church — very wisely following the customs of pagan festivals wherever possible — provided the names of saints instead of young men; the maidens were to take the saint they drew as their model for the year, thus giving the original pagan rites a religious meaning.

As far back as 496, Pope Gelasius changed "Lupercalia" on February 15, to St. Valentine's Day on February 14, dedicated to the memory of an early priest of Rome who was tortured and beheaded on February 14 in the year 270, during the persecution of Christians in the reign of Emperor Claudis II.

Almost nothing is known of Saint Valentine, except his martyrdom and the fact that his body was buried in the Faminian Way, later known as the Gate of St. Valentine, and today known as Porto del Populo, the Gate of the People.

Cupid, the mischievous little Roman god of love, figured prominently in the early Roman festivals of love, and today, many of our modern valentines depict the familiar figure in the act of "stinging" the heart of the loved one to whom the valentine is directed.

I.O.R.P. Captures All-Plants Safety Award for Fifth Time

Kirkwood takes mine laurels

For the fifth time in seven years, the Iron Ore Recovery Plant has captured the coveted all-plants safety award! An impressive accomplishment that will probably stand for a long time to come before being equalled.

The all-mines safety award was claimed by Kirkwood mine for the second time. Kirkwood last won the award back in 1972, with Copper Cliff North mine winning it the next two years.

The two large trophies are awarded annually to the mine and plant with the most outstanding safety record for the year. The all-mines trophy was first awarded in 1961, while the all-plants trophy made its appearance in 1969.

The awards are based on statistics compiled over a twelve-month period, and the champions are determined by the relative standing of the mine or plant. The three determining factors are lost-time injury frequency, accident frequency and accident severity, all per million man-hours.

George Nowlan, manager of the I.O.R.P., was very proud of his plant's achievement. "Even though the award is for the whole plant, we couldn't have won it without every single employee thinking and promoting safety every day," said George. "We hope to have this trophy for a long time to come."

Manager of the Garson-Kirkwood area, Paul Parker, was naturally very proud of Kirkwood's accomplishment. "We may be a small mine, but it still took a great deal of effort on everyone's part to obtain our safety record," stated Paul.

Congratulations to the winners — let's see if we can make 1976 an even safer year.

Winner of the all-plants safety award is the Iron Ore Recovery Plant. Representing the plant are, back, from left, Murdock Gillis, recovery; Joe Laframboise, roasters; Ron Crate, warehouse; Ken Hilderbrand, maintenance; John Bogacian, pelletizing; Angus MacDonald, utilities; George Nowlan, manager I.O.R.P.; Fred Davis, maintenance; Don Elliott, safety foreman. Kneeling in front are, Ken Glynn, plant protection supervisor, and Jack Beaton, maintenance.

Representing Kirkwood mine, the deserving winner of the all-mines safety award are, kneeling, left to right, Vic Kreko, services; Fred O'Neill, operating; Howey Borden, mine foreman; Clarence Marsh, maintenance; Rudolph Melanson, operating. Standing, from left, are Paul Parker, area manager; Eric Kruze, operating; Martin Walsh, operating; Eric Jacobson, general mine foreman; Willie Gallipeau, maintenance; Ron Young, operating; Laurier Carroll, operating; Dave St. Germain, maintenance.

Registered as "Hexenbrau's Honey", left, and "Rhapsody's Pretty Little Poppy", the two Miniature Schnauzers are called "Honey" and "Poppy" for short.

A Schnauzer's best friend . .

Hexenbrau's Honey, Rhapsody's Pretty Little Poppy, and Hi Buttons of Gay Meadows. Sounds like a roll call at your average race track, right? Wrong! The names belong to three Miniature Schnauzers who, in turn, belong to John Kozlich, senior draftsman with Inco's mines exploration department in Copper Cliff.

A couple of years ago, with health problems preventing physically strenuous hobbies, John ventured into the world of dogs and breeding at the suggestion of wife, Mickey, who felt having a dog would promote exercise and help to pass the idle hours.

The search was on.

"I wanted something rare enough on this continent to make ownership a matter of justifiable pride. After visiting many breeders and assessing several breeds, I took to the Miniature Schnauzer. Little did wife Mickey realize that she would end up being kennel labour, and I, management!"

And thus the beginning of Rhapsody Kennels Reg'd., located at the Kozlich home on Claudia Court in Sudbury.

At time of writing, John and Mickey have six Schnauzers, their own three female adults, plus three of the sweetest little puppies you've ever seen!

About the breed itself . . . the Miniature Schnauzer is of German origin and is derived from crossing small specimens of the Standard Schnauzer with the Affenpinscher. The Miniature was exhibited as a distinct breed as early as 1899, and resembles the Standard Schnauzer, varying somewhat in colour, and being, as a rule, less aggressive in temperament. Actually, what it is, is a big dog in a small frame. Size varies from 12 to 14 inches.

Although in German the word "Schnauzer" means "argumentative", the dog's name comes from the German word "Schnauzbart", which means "a bearded mouth".

The typical Miniature is hardy, active, intelligent, and fond of children. His size makes him ideal for town living, and his crisp, tangle-resistant, non-shedding coat makes him the housekeeper's delight. He's seldom addicted to wanderlust, and as a rule, is not a fighter, though he can stand up for himself when necessary.

A good comparison between a pup and a full-grown Miniature Schnauzer. That's "Poppy" on the left, young "Short Fuse" in the middle, and of course, John on the right.

is a Kozlich!

Mickey takes a close look at a new addition to Rhapsody Kennels Reg'd. Tiny "Powder Keg" doesn't quite live up to its name, and just yawns off the attention.

In short, he's the perfect pet, and is admirably suited to fill this role under almost any circumstances, since good health, good temperament, and an attractive appearance combine to form a pleasing personality.

As a professional breeder, John has learned that "it's impossible to assess the breeding potential by appearance alone, just as it's impossible to judge breeding value by pedigree alone". It's got to be a combination of the two.

"Some of our weekends are spent at various dog shows, either as spectators or as exhibitors, which keeps us in touch with other breeders, and the public. The serious breeder is anxious to compete with other entrants, in an attempt to improve the breed. Many a dog looks exceptional at home, but only through comparison with worthy competition can one decide if he is truly outstanding. 'Showing' gives the breeders a chance to see one another's accomplishments, and helps to better evaluate their own breeding programmes. A truly great dog, kept at home, can never be of benefit to the breed".

"Dog showing or obedience training can be very rewarding to those whose activity is restricted due to physical reasons, affording plenty of action, but not so strenuous as, perhaps, hockey or tennis".

John admits that he could certainly expand his "shop" by taking on other breeds, but feels he'd be defeating his own purpose . . . "it would no longer be relaxing, and most important, it would be depriving me of time I could be spending with my family".

And finally, a few tips from John to keep in mind when in the market for a puppy: (1) Be sure you really want a dog (2) Avoid impulse buying (3) Buy from a breeder (4) Avoid franchise or chain operations (5) Choose a breed that will fit your circumstances (6) Select a happy, active animal (7) Immediately take the new pet to a veterinarian for a complete check-up (8) Understand the terms of your purchase agreement, and get it in writing (9) Obtain a warranty that will permit you to obtain reimbursement for any necessary veterinarian expenses incurred within the first 14 days (10) Beware of hard-sell techniques, and (11) insist on seeing the mother of the puppy.

Mickey and John Kozlich spend many hours grooming and training their Miniature Schnauzers for exhibit. It all pays off, as evidenced by the ribbons in the background.

Excellent turnout fo

By Peter vom Scheidt

The sun was bright, the air crisp and everyone's spirits were high as the first annual Inco Loppet got underway. What's a loppet? Well, the word "loppet" comes from the Norwegian language and translates roughly into "everyone participates in a skiing outing." Which is exactly what happened.

About 150 hardy people in all age groups braved the 40-below cold to travel the fifteen-kilometer course. It started and ended at the Suomi Ranta Hall, on the shores of Long Lake, just south of Sudbury.

Unlike competitive racing, where the participants go all out to try and win, the loppet is more of a recreational event. It gives skiers a chance to see the countryside and appreciate the silence and beauty of our natural wilderness. But you are mistaken if you think cross-country skiing isn't strenuous! According to experts, cross-country skiing is one of the best all round exercises! You use the muscles in all parts of your body!

The day started with a pancake breakfast at 8:00 a.m. It was a welcome repast for everyone at that time in the morning since it was minus 40 on the Celsius scale! Suffice to say, it was cold! After the usual kibitzing as to what type of wax to use, most people could be seen applying their own "secret blend."

You would think that with the air so

Out in front at the start is Al Kangas, dressed in traditional Scandinavian clothing. The forerunners were really kicking up a cloud of snow as they sprinted into the lead — most of them with a smile on their faces.

first annual INCO Loppet

cold, everyone would be bundled up from head to toe with clothing. But this is not the case with cross-country skiing! Because your body is always moving, it acts like a furnace, and it's not unusual to see frost forming on hair and any exposed skin because of the heat built up from your body. The secret is to dress in layers and peel off the outside layers as your body warms up, which doesn't take long once you get going.

The race was scheduled to start at 11:00 a.m., and as that time approached, more and more people gathered at the starting line. When the countdown began, you could see the look of anticipation on everyone's face. Finally, they were off in a cloud of snow with the more ambitious skiers sprinting quickly ahead of the pack. Each person soon set his own pace, and before long, the participants were out of sight.

Since this was a recreational event, there were no official winners, however, the first ones through the course finished about an hour after starting, which is pretty close to competitive racing time.

Everyone had a good time, got lots of exercise, made new friends and enjoyed the scenery. With all these things going for you, there were no losers — one of the few sporting activities where everyone finished equally.

"I can't wait until next year," was the most frequent statement heard following the event. Our sentiments, exactly!

Nothing like a good pancake breakfast to start things off for the day! This group seems to be enjoying their meal which disappeared at a rapid rate. Needless to say there were no empty plates left.

Jack Noonan

Dianne Dionne

Frank Brumuller

Charlie Ferguson

Hotline 682-0626

With this issue, "the triangle" introduces a new information service to its readers. A call to "Hotline 682-0626" will keep callers up-to-date on company news, appointments, safety, weather, company benefits, and, in general, information on a continuing basis about Inco, the nickel mining industry, and the community in which we live.

Hotline hostess Dianne Dionne and a panel of regular Hotline contributors, some pictured on this page, will provide new information every day, including weekends. Originally set up to cover the Sudbury district, study is currently underway to develop a method of connecting employees in Port Colborne and Shebandowan to Hotline without long distance costs.

"Hotline 682-0626" is in effect as of February 1. Your calls are invited!

Bill Moffatt

Frank Homer

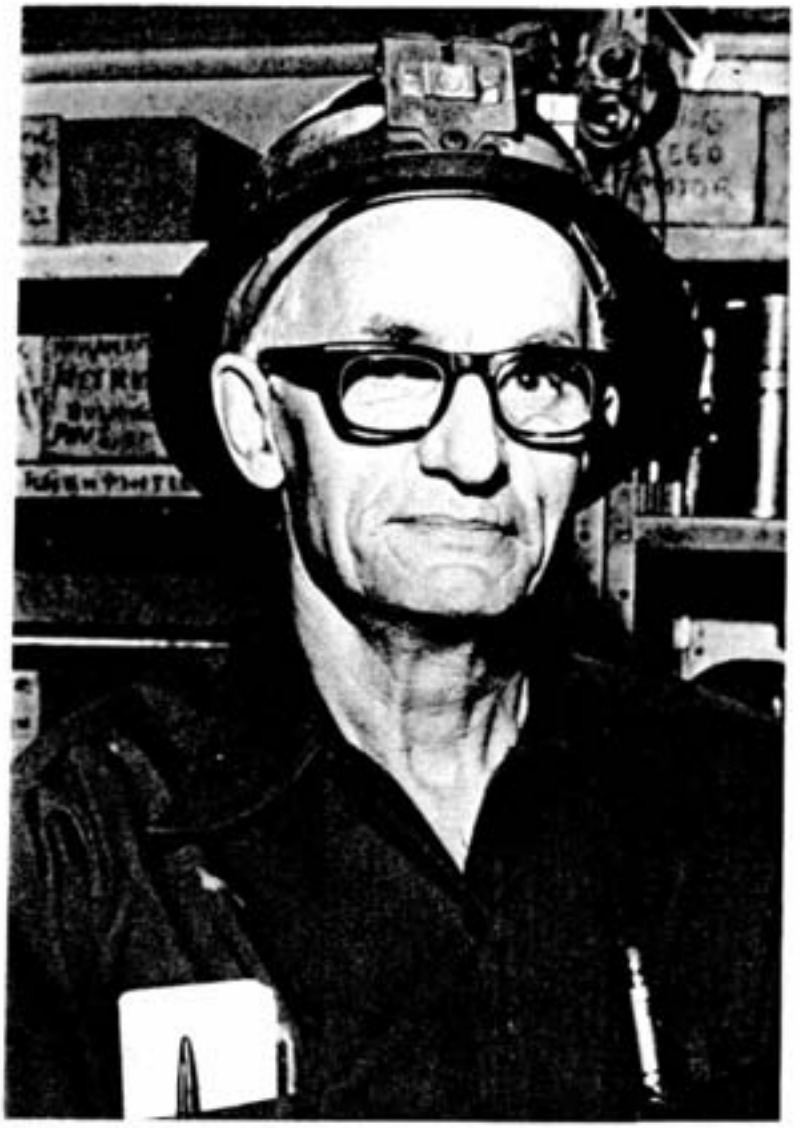
Tom Peters

Joffre Perras

John Rickaby

Alex Gray

Almost $9000 awarded to 94 employees!



Albert Ouellet $3,930

It might be the dead of winter with everything silent and frozen, but you'd never know it with all the activity and hot ideas in this month's edition of the suggestion plan. Almost $9,000 were awarded to 94 Ontario Division employees for their suggested improvements to safety and operations.

Albert Ouellet, Copper Cliff North mine, was again in first place and collected $3,930 for devising a method to fabricate a stronger holding handle on the RB83 stoper.

Maurice Gratton, an employee with maintenance construction, figured out a way to add stop blocks to scooptram boom assemblies, and put a cheque for $1,120 in his pocket.

At Crean Hill mine, **Peter York** and **Ronald Kelly** put their heads together and devised a method of setting marks when recapping drum hoists. They split $655.

Ron Kelly and Peter York $665

Regent Castonguay, Levack mine, pocketed $275 for suggesting that a spacer be used between a borehole casting and the pipe.

Murray Veno, Copper Cliff smelter, was awarded $240 for proposing revisions to the limit arm of the number two casting building crane.

Louis Labelle, Levack mine, picked up $175 for his idea to enlarge the number two Symons crusher discharge chute.

Also at Levack mine, **Armand Brideau** pocketed $165 for proposing modifications to the back of shaft compartments to facilitate easier rope changing.

Aurel Bourget, Copper Cliff North mine, suggested that air movers be fabricated.

Hot ideas take chill off winter!

Maurice Gratton $1,120

instead of purchased, and was awarded $125.

There were six $75 winners. **Bernard Bouffard,** Frood mine, proposed modifications to the warning systems on ST4 and ST5 scooptrams. At Levack mine, **Grant Hewitt** saw the need for installing an additional blow pipe at the skip dumping area. **Vladimir Malec,** Coleman mine, suggested modifications to increase the safety on Koepe hoists. **Edward Pitton,** Creighton mine, devised a method of changing bushings on scooptram bucket pins. At Garson mine, **Gerard Sanche** designed a safety stabilizer on Atlas Copco machines. **Roger Walker,** Creighton mine, picked up his money for suggesting that the 6800 level tugger hoist be relocated.

The one $70 winner was **Arvo Paulamaki,** from Crean Hill mine. Arvo came up with an improved method of supporting the cribbing used in raises.

The following employees received award of $50: **Monty Duff,** iron ore recovery plant **Geroge Goles,** Copper Cliff smelter; **Ken Hilderbrand,** iron ore recovery plant; **Stan Jones,** iron ore recovery plant.

Receiving $40 awards were **Gilles Leclair** and **Joe Bomhower,** Copper Cliff North mine; **William Millar** and **Ernie Savelli,** matte processing; **Antonio Farese** matte processing; **Gerald Willmott,** Stobie mine.

The following were presented with cheques for $30: **Melvin Morrow** and **Ray Wheeler,** Garson mine; **Ernest Schrader, Lionel Benham** and **Ken Basset,** iron ore recovery plant; **Roy Beresford,** Creighton mine; **Dominic Bertrand,** Stobie mine;

Murray Veno $240

Monty Duff, iron ore recovery plant; **Jim Patrie,** iron ore recovery plant; **Gregory Smith,** iron ore recovery plant.

At the $25 mark we have **Bradley MacDonald** and **Henry Seymore,** Copper Cliff North mine; **Harold Ross** and **Reginald Park,** iron ore recovery plant; **Ernest Schrader** and **Lionel Benham,** iron ore recovery plant; **Isidore Beaulieu,** Frood mine; **Lionel Benham,** iron ore recovery plant; **Albert Bodson,** Stobie mine; **Gerald Charbonneau,** iron ore recovery plant; **Monty Duff,** iron ore recovery plant; **Gary Dupont,** iron ore recovery plant; **Wayne Foreman,** Frood mine; **Andrew Hawreliok,** Copper Cliff smelter; **Stanislav Keckes,** Creighton mine; **Ted Lafleur,** Frood mine; **Suey Lam,** iron ore recovery plant; **Michael Lewis,** iron ore recovery plant; **Arnold MacMillan,** Stobie mine; **Vladimir Malec,** Coleman mine; **Ron Marleau,** iron ore recovery plant; **Alexander Osmond,** Levack mine; **James Potter,** Stobie mine; **Gerry St. Denis,** Stobie mine; **John Whitrow,** Shebandowan mine; **Robert Wright,** iron ore recovery plant.

Receiving $20 awards were **Cecil Bailey,** matte processing; **Don Cresswell,** Garson mine; **Richard Dubreuil,** Creighton mine; **Gordon Golden,** Creighton mine; **John Gomme,** Stobie mine; **Walter Gorham,** Levack mine; **Normand Grimard,** Garson mine; **Herb Grubber,** iron ore recovery plant; **Kinahan Hill,** Garson mine; **Gordon Hodgins,** Frood mine; **Lorne Hudson,** Creighton mine; **Murray Jaisich,** Levack mine; **Dan Karppi,** iron ore recovery plant; **Ray McLeod,** iron ore recovery plant; **Bob Neville,** Frood mine; **Maurice Pilon,** Little Stobie mine; **George Prusila,** Frood mine; **Dennis Rannelli,** Crean Hill mine; **Darrel Scott,** Creighton mine.

Awards of $15 were given to **Lionel Benham,** and **Ernest Schrader,** iron ore recovery plant; **John Gomme,** Stobie mine; **Aleksander Maslakow,** matte processing; **Maurice Paquett,** Stobie mine; **Gary Prowse,** Creighton mine; **Archille Richer,** Stobie mine; **Ron Wigmore,** iron ore recovery plant.

The $10 awards went to **Edmond Hastings,** iron ore recovery plant; **Dave Hirschfeld,** Garson mine; **Fred MacDonnell,** iron ore recovery plant; **Fernand Pineault,** Stobie mine; **Albine Tychowecki,** iron ore recovery plant.

Armand Brideau $165

Louis Labelle $175

CLADDING THE CN

Nickel stainless steel's great strength, rigidity and durable, pleasing appearance have made it pre-eminent among architectural metals. These properties now find their highest levels of expression in the world's tallest free-standing structure. The 1815-foot-high CN Tower, now nearing completion on Toronto's waterfront has been designed for a 300-year life. Prime architectural considerations in its construction have been the minimizing of maintenance requirements since repair and replacement are very difficult and costly in a structure of this type.

Stainless steel is extensively used, both for its good looks and for its proven ability to reduce the need for maintenance in many hard-to-reach locations. Its most conspicuous application is as the exterior cladding for the seven-storey Sky Pod at the 1100-1200-foot level which contains indoor and outdoor observation decks, a revolving restaurant, TV and FM transmitting studios together with microwave and mechanical areas.

"Long term fatigue resistance was a determining factor in the choice of 18:8 stainless steel since the curtain wall skin will be subjected to considerable oscillation due to air turbulence," says Edward Baldwin, Associated Project Architect. The roofing, floors and walls for this building in the sky were produced and installed by Robertson Building Systems Ltd. of Hamilton, Ontario, working as a major sub-contractor to Foundation Company of Canada Limited, the Manager Contractor for the project.

Due to the height and shape of the Sky Pod, the curtain wall has to withstand much greater stresses than walls at or near ground level.

Testing conducted on a scale model of the tower in the Boundary Layer Wind Tunnel of the University of Western Ontario indicated that the curtain wall would face wind pressures of up to 55 pounds per square foot and wind suctions of up to 60 pounds per square foot. The suction pressures occur around ¾ of its circumference.

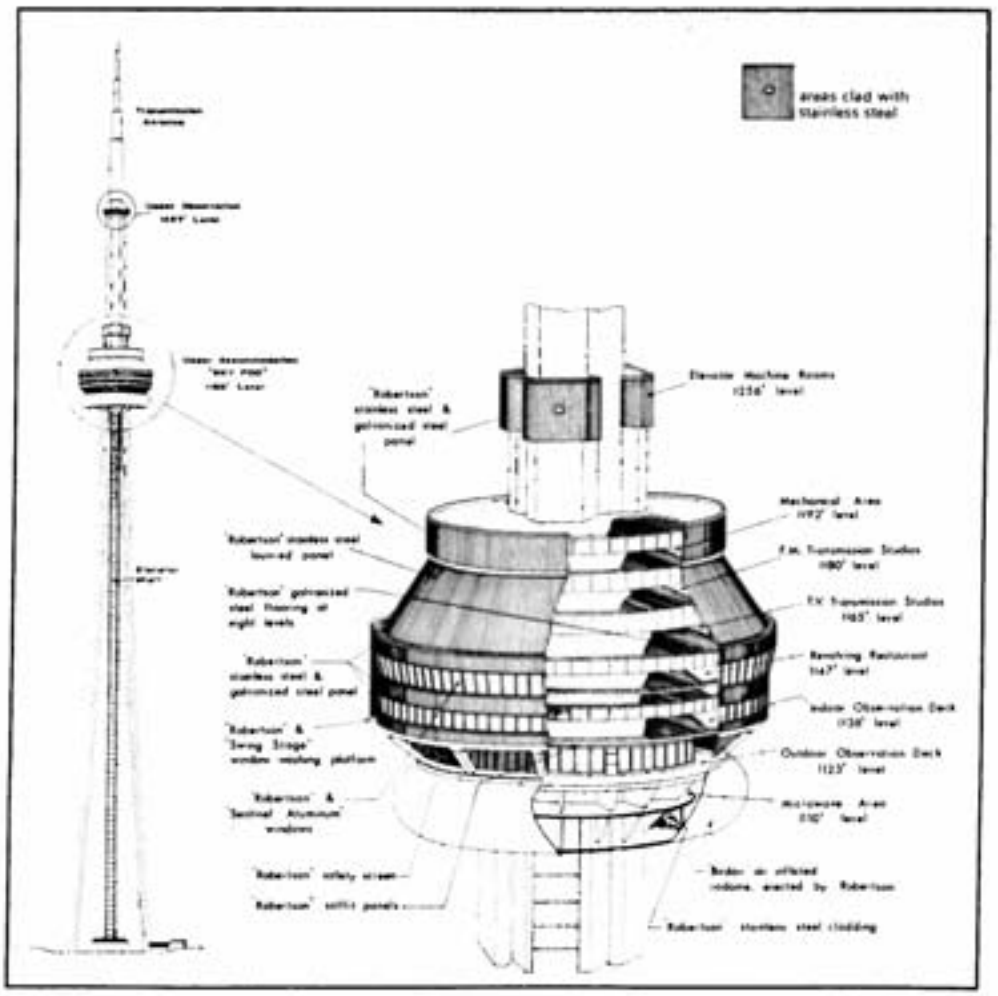
The high wind loads made the control of airflow and the need for strength and rigidity of supreme importance. The higher suction loads meant that all parts of the wall system would be stressed.

Robertson adapted standard building components to meet these conditions and developed a curtain wall combining high strength and rigidity with the ability to resist penetration by rain and the flow of heat, air and water vapour.

To clad the Sky Pod and elevator machine rooms, Robertson installed 30,000 square feet of stainless steel curtain wall backed up by special insulation and an inside galvanized steel liner sheet. These were attached by specially-curved Z-bar spacers which, in turn, were fastened to the structural steel.

Air and water vapour flow are restricted by galvanized steel liners, and 2-inch thick fibreglass insulation between inner and outer skins restricts heat flow by conduction.

The curtain wall exterior consists of .036 in. thick stainless steel sheet, roll-formed to the Robertson V-beam profile with 1¾ in. deep flutes, that provides the necessary strength and rigidity. The sheets carry the attractive and durable Imperial finish developed by Atlas Steels Company especially for architectural application, and first used for the cladding of the 57-storey Commerce Court Bank Tower.



The CN Tower design is a joint architectural venture of John Andrews International and the Metro Toronto Planning Department. Ed and R. Baldwin, Associated Project Architect, right) inspecting stainless steel curtain wall panels at the 1150 foot level. The right) Lightning arrester stainless steel cap at the top of the CN Tower.

TOWER

"We chose the Imperial finish because it is non-specular," says Mr. Baldwin. "It provides a pleasing reflection by day and at night, when the Pod will be illuminated by floodlights shining upwards from its lower rim, we need a surface that will give a diffuse reflection."

Structural testing of the exterior curtain wall covered static and dynamic loads as well as air and moisture infiltration tests. Performance proved to be well within prescribed acceptable limits. A final static pressure of 100 pounds per square foot suction load was applied to the wall to demonstrate a safety factor of 1.33 over design stress. No damage resulted from this structural loading.

Additional design problems had to be solved in producing the special sloped louvers that enclose an air intake plena for the broadcast transmission levels and counteract the effects of negative pressure.

The area to be covered took the form of a cone, 108 feet in diameter at the top and 140 feet at the base, necessitating the use of tapered panels to span the 28 foot distance between upper and lower circumferences.

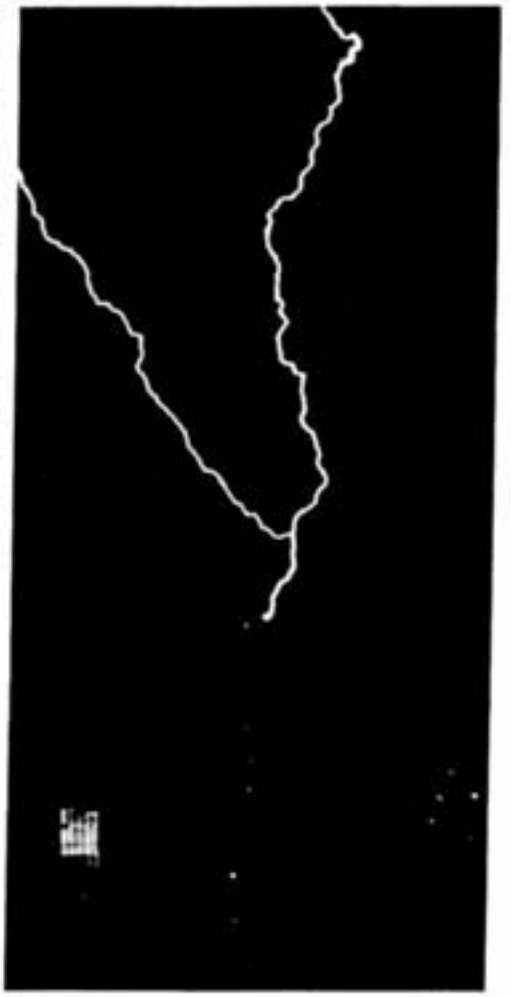
Robertson produced and installed a cladding assembly consisting of a total of 383 pan and cap flashing sections fabricated from .048 in. thickness stainless steel. The cap sections are 4 ins. deep and contain 7/16 in. diameter holes along each web to provide a 15% free air flow. Stainless steel fasteners are used throughout the assembly to join the sections together and to fasten them to structural support members.

Robertson has also installed a teflon-coated gloss fibre fabric dacron radome to enclose the microwave area at the base of the pod. Stainless steel panels of .048 in. thickness with special louvered openings for air intakes are also installed here as a soffit system. They have been designed to help maintain a constant airflow to keep the radome inflated.

Significant use of stainless steel has been made in areas that Mr. Baldwin describes as "impossible to maintain." These include floodlighting boxes that are built into the concrete walls and the enclosures for the window washing cable equalizer sheaves that are set into concrete flooring.

One of stainless steel's architectural attributes is a non-staining characteristic – nothing washes off its surface that can stain materials used at lower levels. This property, and the metal's superior stiffness, have resulted in its use at the very top of the tower for the four lightning rods on the top of the 335-foot antenna mast.

The rods were fabricated from 2 in. IPS pipe by Dominion Lightning Rod Co. Ltd. of Dundas (Ontario), and mounted on stainless steel pipe flanges that are bolted to the framework of the mast. As the photograph shows, the lightning rods and associated grounding system are already on active service.



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

That's engine 122 hauling a number of loaded railway cars into the **Clarabelle "Thaw Shed".** Designed to accomodate 96 cars on six separate tracks, the thaw shed is used during the winter months to thaw ore and concentrates which freezes in railway cars during their transit to Copper Cliff, and thawing is necessary to permit faster and more efficient dumping. Temperature in the shed is maintained at approximately 85° C. during thawing operations. Thawing time is determined by the length of time cars have been in transit and the severity of the temperature and wind conditions.

The charming smile belongs to **Linda Roy,** newly appointed employee relations assistant at the Copper Cliff smelter. Quipped **Wally McIntosh,** area supervisor, employee relations department: "To say the least, it's certainly a major breakthrough to have Linda join our group. In her new capacity, she will assist in the interpretation and implementation of the Collective Bargaining Agreement and as such will be interviewing employees in regards to problems on the job. Naturally, we are pleased to have Linda aboard."

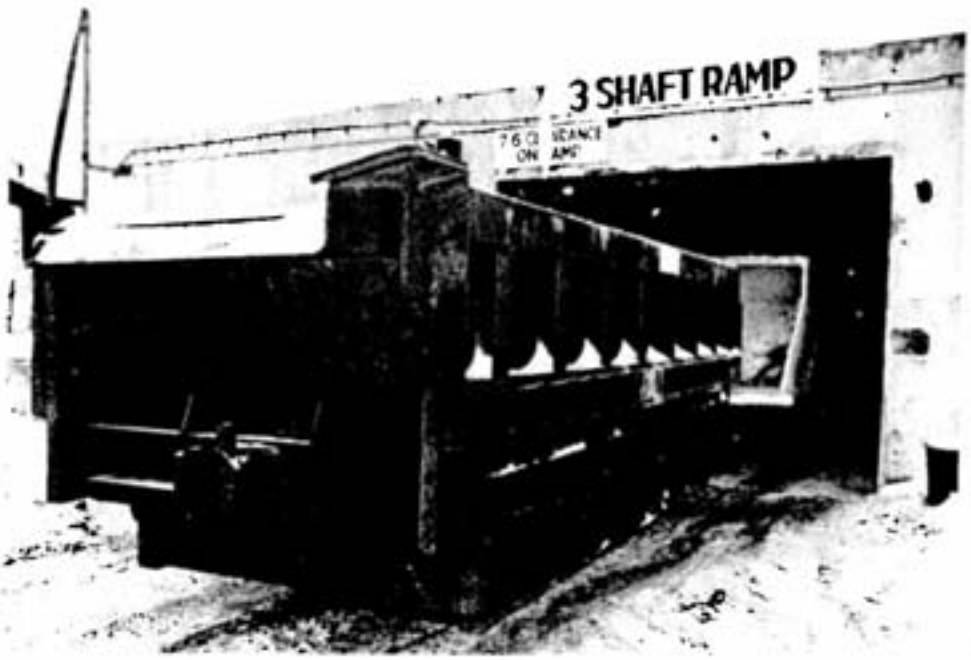
Paul Yearwood, a ventilation supervisor at the Copper Cliff North mine, records the weekly air volume and concentrations of various gases measured at diesel-powered units underground. The information is entered in the underground diesel engine record to ensure that adequate ventilation is being provided to dilute the exhaust gases well below the allowable safe limits. Records are kept at each mine in the foreman's office, along with the diesel control charts, and are available for inspection by the district mining engineers.

A large group was on hand at the Copper Cliff number one dry recently to wish **Harold Waller,** with checkered jacket, good luck and "bon voyage". Harold, supervisor of safety and plant protection, is leaving Copper Cliff to become senior supervisor of safety for P. T. Indonesia. He was presented with a set of matched luggage by the men. "I'm going to miss all of you," said Harold, "but I'm looking forward to my new job also."

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

Tom Armstrong, rockhouse foreman at Garson mine, came up with this photograph, depicting a 1927 Model T Ford after it had rolled over the Garson mine parking lot embankment, ending up in the Garson dam. Pictured in the background is the old pump house. "I believe this picture was taken back in 1928," says Tom, "and the car at that time belonged to Bill Ruff. Needless to say he had one heck of a time getting his car back on dry footing."

Hans Dittmar, a rigger at Copper Cliff South mine, not only goes underground but underwater as well. Hans and son Herman are qualified scuba divers and spend many a weekend in the silent underwater world. "I just do it for pleasure," says Hans, "but ever since my son Herman became interested, I don't have to go looking for a buddy." Hans is a member of the Dolphine Aquatic Club, based in Sudbury, and also instructs a course in scuba diving at the Falconbridge radar base. "My favorite place for diving is in the North Channel," said Hans. "We enjoy exploring the 'North Wind', a ship which ran aground in 1926." Just as an added bit of interest, Hans and members of his club will be demonstrating ice dives at the Sudbury Winter Carnival. Sounds like they've got the polar bears beat!



How do you get a **12-ton Grangesberg** ore car underground without slinging it underneath the cage? Nothing to it, as this photograph shows. Fitted with skids, this 300 cubic foot unit was moved underground via the Creighton number three shaft ramp. It is expected that the first Grangesberg train, complete with twelve cars, will be in operation at Creighton mine later this year. A second train is planned at Creighton for the latter part of 1977. A total of 97 Grangesberg ore cars are now on hand at all Sudbury area mining operations. The cars are in use with 20 and 23-ton trolley locomotives.

Your calls are invited to the

Inco Hotline
682-0626

Keep up-to-date on company news, appointments, safety, weather, company benefits, etc.

NEWSMAKERS . . . NEWSMAKERS . . . NEWSMAKERS .

The above etchings, entitled "Shadows", were part of a recent exhibition at Loon Studios in Parry Sound, featuring approximately 30 prints created by talented **Mary Jowsey,** wife of Levack area manager, **Milt Jowsey.** Always intrigued by artistic endeavours, Mary took a three-year fine arts course at Cambrian College, and now finds her hobby to be most relaxing and enjoyable. A number of her works have been exhibited in Owen Sound and Hamilton, as well as various other centres throughout Northern Ontario.

During these cold winter days and nights it always pays to plug in your car's block heater to keep the motor warm for easier starting. This is true on the job as well as at home, but with the thousands of employees parking at Inco parking lots, the heavy use of plug-ins causes them to wear out at a faster rate. To ensure that this doesn't inconvenience employees, regular checks on the plugs and electrical circuits are conducted by company electricians. In the above picture, Copper Cliff South mine electrician **Roger Bouffard** performs a 'bulb test'. When a fault is located, the defective plug is covered with plastic, below, and taped so it won't be used until it has been properly repaired.

Garson mine employees gather twice weekly for an all-day conference on safety. According to **Vern Brown,** training foreman, the discussions have contributed greatly to an ever increasing awareness of Inco's vast safety program by those attending the lively meetings. Attending a recent safety conference were, front row, from left, **Desmond Perrier, Vern Brown, Paul Daley, Alfons Grigutis and Creighton Dorrington.** Back row, from left, **Roger Maissoneau, Wilf Legault, Ron Clarke, Jean Vincent, Wilf Amerault, Jaques Roy** and **Jim Prokopchuk.**

By now, you're probably familiar with Inco's newest safety-awareness campaign, **"Be careful for them".** Judging from the positive reaction to posters and ads, the campaign has been well received and will continue to promote employee safety both on the job and off.

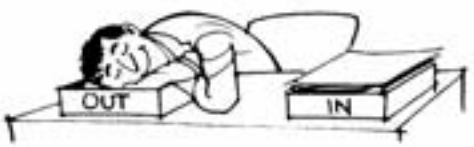
NEWSMAKERS . . . NEWSMAKERS . . . NEWSMAKERS . . .

Alf Kaelas, left, Inco's superintendent of mechanical utilities, watches as **Derrick Kavish** signs his certificate of qualifications as a fourth class stationary engineer. Alf presented a pen set to Derrick on behalf of Inco in recognition of his first-class standing in the recent stationary engineering course, offered for the first time by Cambrian College. Cambrian is only the second community college in Ontario to offer this forty-week course which uses facilities at the Copper Cliff power lab. By the way, Derrick is now working for Inco at the Iron Ore Recovery Plant.

* * *

Following a two-week course at IBM headquarters in New York, **Harvey Larson,** general serviceman with office services in Copper Cliff, now spends his time repairing all IBM 'Selectric' typerwriters at Inco's Sudbury operations. "It's quite a challenge", says Harvey, pointing out that it's a tall order keeping the many typewriters in top working condition. As a "sideline", he is also responsible for the proper functioning of the time clock which activates the whistle at Copper Cliff.

* * *



What takes four heads of lettuce, three pounds of mozarella cheese, 16 tomatoes, four Spanish onions, 10 to 12 pounds of meat including ham, beef, capicolla, salami and mortadella, along with four bottles of special dressing to add the final touch and proper flavour? Why, it's a super-duper 6'4" "submarine" sandwich which was recently delivered to a number of employees at Port Colborne's mechanical department. Originator of the giant 'sub' is **Ray Deschamps,** a former Incoite and now founder and chief officer of "Ray's Subs" in Port Colborne. With knowledge of the popularity of "subs", Ray created the multi-flavoured delicacy for his regular customers. Top photo shows **Marcel Desmarais** helping Ray carry the "sub" from the delivery truck to the mechanical department lunchroom. A regular size submarine is taped to the top of the 6-footer. Sitting around the table and enjoying it to the full are **Jim Suess, Rodger Coopman, Paul Silpak** and **Marcel Desmarais.**

First Aid Competitions

Annual first aid competitions are currently being held at all mines and plants. The local run-offs (section "A") are almost complete and section "B" competitions will commence as follows:

Levack complex	Saturday, January 31.
Garson-Kirkwood	Sunday, February 1.
Copper Cliff Copper Refinery	Monday, February 2.
Copper Cliff Nickel Refinery	Tuesday, February 3.
I.O.R.P.	Wednesday, February 4.
Copper Cliff mines	Thursday, February 5.
Port Colborne nickel refinery	Thursday, February 5.
Smelter complex	Friday, February 6.
Frood-Stobie complex	Sunday, February 8.
Creighton-Crean Hill	Friday, February 13.

The semi-finals will be held at the Inco Employees Club, Sudbury, on Tuesday, February 24, mining and milling section, for the H. J. Mutz Trophy and Thursday, February 26, smelting and refining section, for the D. Finlayson Trophy. Final competition for the R. D. Parker Shield will be held on Thursday, March 18.

NEWSMAKERS . . . NEWSMAKERS . . . NEWSMAKERS . .

Would you believe that the "Insertamax", operated by **Helen Gutjahr,** stenographer-clerk at Inco's post office in Copper Cliff, folds, inserts, stamps and seals in excess of 5,500 envelopes per hour? Says **Ron Orasi,** administrator of records management and telecommunications: "That's not all; the unit will handle up to four documents per envelope . .

Moving a 9-ton reaming head between mining properties can present a problem with conventional equipment, but it's as simple as A-B-C with this "Tilt 'n Load" truck, as evidenced in the above loading sequence. According to **Bill Taylor,** superintendent of drilling, Ontario Division, the tilt-and-load trucking concept has done much to expedite and simplify movement of drilling and allied equipment at Inco mine sites.

* * *

Employee Benefits Information

Employees and pensioners who plan to travel outside the province should be prepared to pay cash for services required from doctors, hospitals, druggists and dentists. Be sure to obtain an official receipt which will be presented to the respective plan for payment. You will be reimbursed at the official approved Ontario rates.

All bosses are not exactly delightful people to work for. But the fact remains that you were hired to help the man you work for. If you don't succeed in helping him, you have failed in the most important aspect of your job.

"I warned him about those loose shirt tails."

That's **Leo Serafini,** operating shaft boss at Garson mine, as he is giving instructions to a crew on the 3000 level via the new interplant direct dial telephone system which became operational throughout Garson mine during the last week in January.

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

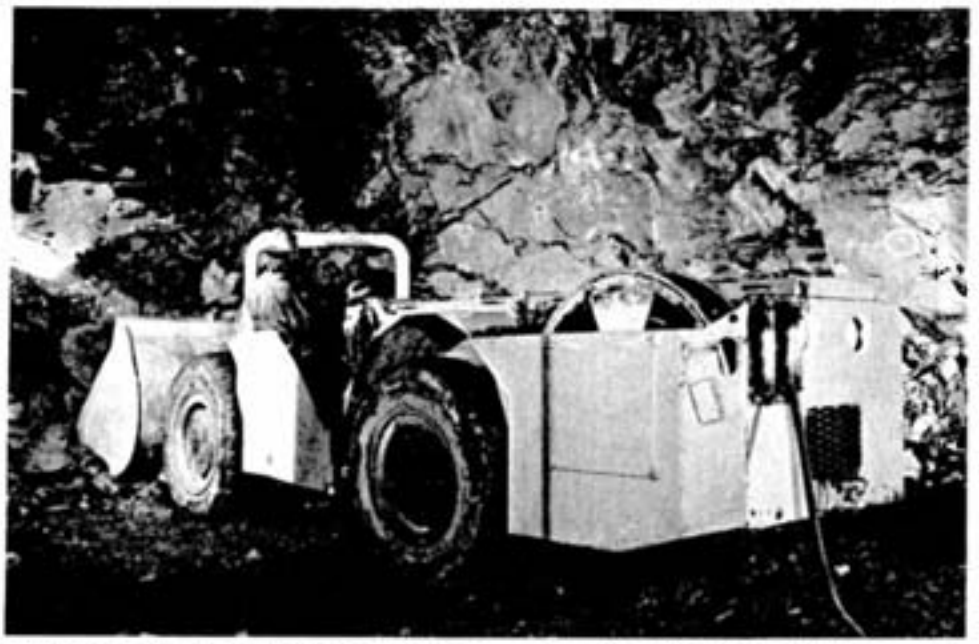
Antti Vakkuri, left, and **Jack McDonald** take time out to check the latest 'honor roll' of accident-free employees at the Garson mine safety display. According to area manager **Paul Parker,** some 165 employees are presently listed, with **Hector MacKinnon** in the lead. Hector, this month's logo writer, boasts well in excess of 39 years of accident free work with Inco. The honor roll lists all employees who have worked without an accident over a five-year or longer period.

Port Colborne's quartet of first aid instructors, **Orvil Martin, Bob Lambert, John Koval** and **Barry Bitner,** resplendent in their classy new co-ordinates, are caught by "the triangle" camera as they fire tough questions at **Hank Derks,** chief first aid co-ordinator, from Copper Cliff. While in the Port, the old master instructed a one-day St. John Ambulance crash course. **Louis Bernache,** assistant safety supervisor, lends an attentive ear to the discussion.

Thanks to **Walter Moran,** security officer at the Copper Cliff South mine, **Bob Lalonde,** parts department employee, didn't have to call for a tow truck the other day after he unsuccessfully tried to start his car at the Copper Cliff South mine parking lot. In no time Walter was on hand with battery and booster cables which are available at the gate entrance in case of battery failure. "We've helped many of our people," said Walter, "you'd be surprised how grateful the men are when they find out that they don't have to call for a tow truck."

Good friends and German music get together once a week and make for an unbeatable combination of good fellowship. Filling the air with song are, front, from left, **Irmgard Deisinger, Ursula Helmann, Gerde Laurich, Wilbert Gorrisen, Rosalia Pauli** and **Hermine Silins;** back row, from left, **Werner Krause, Tony Laurich, Rudolf Deisinger, Talivaldis Silins, Adam Pauli, Alois Sieve,** of Creighton mine and **Klaus Helmann,** of Levack mine.

Keeping track of tire requirements, and costs is an important function of the mines department. Here **Bob Jach,** left, drilling specialist, **Mary Dukovic,** clerk-steno, and **Len Kitchener,** mines equipment engineer, check the latest computerized tire inventory sheet. It is interesting to note that Inco's annual tire costs amount to well in excess of one million dollars.



That's the new 2-yard **electric scooptram,** now in operation at Creighton mine. A new concept in load-haul-dump operation, the unit is operating in a cut-and-fill stoping complex on the 6600 level.

Mention the word diamonds, and most people will think of the sparkling white gem stones that are used in jewellery. Alas, this is not the most common type of diamond! In fact, for every gem quality stone there may be thousands of small diamonds that look much like coarse beach sand. These are industrial diamonds. At Inco, industrial diamonds are used in drill bits for exploration and development diamond drilling. The diamonds for all drill bits are purchased and graded in the Copper Cliff bit shop by **Dorothy Bell** and **Birdie McHugh.** Dorothy is responsible for buying the diamonds from dealers in North Bay, Toronto and New York, and they are weighed and sorted before shipment to Toronto, where they are set into bits. Dorothy and Birdie handle an average of 2,200 bits every month and ship them to Inco exploration crews all over the world. In 1975 alone, over $72,000 was spent on the purchase of diamonds, and that doesn't include the cost of bits.After a diamond bit has worn out, it is sent back to Toronto, and the remaining diamonds are removed and shipped to Copper Cliff where Dorothy and Birdie sort the diamonds for size, quality and value. In the picture on the left, Dorothy examines a $6,000 shipment of new diamonds while, in the lower photograph, Birdie grades the diamonds according to size and condition.

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

The mechanical department's number one team in action during the "A" division safety playoffs at the Port Colborne nickel refinery. The simulated accident involved a head-on collision between two snowmobiles at the Port Colborne Golf Club. That's **Archie Ferguson** tying off a broken femur on "patient" **Armand Pamblanco,** while **Barry Bitner** and **Joe Torak** maintain the necessary traction. First aid judge **Charlie Burke** keeps a critical eye on the proceedings.

"Victim" **Doug Preston** looks a little the worse for wear as he gets ready for another "performance" during Port Colborne's first aid competition. Using a technique known as casualty simulation, Doug is expertly made up to resemble a victim in a snowmobile accident.

A major raise boring program is underway at Garson mine, where a 71R raise borer, set up on the 1000-foot level, has collared a pilot hole for drilling twin **8-foot diameter holes** for Garson's new ventilation system which will eventually run from surface to the 4000-foot horizon.

You know of those contests where you send in a label and are promised untold riches if your entry is chosen. Most of us usually don't pay too much attention to those promises, but those of us who do, usually submit our label in a half-hearted way. That is exactly what happened to **Lorraine Saville,** of Copper Cliff, when she sent in a Canada Packers label in response to a contest. Imagine her surprise when she received a call on New Year's eve, telling her that she had won $25,000! "I couldn't believe it was happening to me," said Lorraine, "But the man on the phone said the money would be deposited to my account in a few days — and it was!" Lorraine is the wife of **Don Saville,** a member of Inco's industrial engineering department in Copper Cliff. "We're going to put the money towards our kids' education," said Lorraine. "With the cost of everything on the increase, it'll sure come in handy."

So you think you have trouble filling out your car licence renewal application! Pity **Joe Fitzpatrick,** of Inco's transportation department, who supervises the application of renewal stickers on some 200 motorized units on Inco property. Employees are reminded that the **deadline** for having the 1976 stickers attached to passenger vehicle plates is **February 28;** for trailer plates March 31. As a matter of interest: the 1976 validation stickers for passenger cars are blue in color; those for trailers are red. The fees remain the same at $23 for a 4-cylinder car; $32 for 6-cylinders; $40 for an 8-cylinder car; and $5 for trailers.

For Up-To-The-Minute Information, Call the

INCO HOTLINE . . . 682-0626

NEWSMAKERS . . . NEWSMAKERS . . . NEWSMAKERS . .

Clearing snow from over 600 track switches within the Copper Cliff complex presents a major housekeeping problem for Inco's transportation department. In order to improve the efficiency of this cleaning operation, two motorized **"Switchbrooms"** are now in service to help minimize the impact of snow storms on critical train movements. Main feature of the rotating broom is that the numerous sections of one-inch rubber hose are able to clear the snow from between the rails and movable switch points, down to the top of the railroad ties.

That's some rubber stamp **Art Wulff** is wielding! An operator at the record centre in Copper Cliff, Art claims it takes a strong wrist to handle the stamps which are used to imprint identification codes on the hundreds of one-cubic-foot boxes containing inactive records. "Our data goes back to the 1890's," says Art, pointing out that an efficient coding system is required to retrieve stored material in record time.

So you think you have trouble paying your monthly bills! Relax, and pity **Don Crouse,** Inco's accounts payable supervisor, pictured here with **Dianne Arsenault,** accounts payroll clerk. Don and his staff process no less than 20,000 invoices each month. Says he: "It's a tall order alright, but it's done each and every month." It is interesting to note that in excess of 95% of all invoices are paid to Canadian suppliers.

The last ship of the season to transit the Welland Ship Canal is spending the winter docked in Port Colborne. The 730-foot Canada Steamship Lines "Tadoussac" made her last run from Hamilton and is now at her berth at the R and P dock. This marks the official closing of the Welland Canal, although the bridges may yet see a few lifts in Port Colborne as winter fleet vessels get into position for the long layoff until April. According to Seaway officials, transit in the canal was up by 898 this year compared to 1974. By the way, last year the canal closed the latest in history, January 17.

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

"Jock" Eadie, storeman at Creighton mine, is in the process of forming a pipe and kilt band in the Lively-Walden area. Known as the "Walden Highlanders", Jock's band has already recruited fifteen interested youngsters, and practice sessions are held twice weekly at the Lively Legion Hall. Grants to outfit the youngsters have been received from the Wintario Lottery, The Town of Walden, the Creighton-Lively Fish and Game Association, the Knights of Columbus, the Lively Branch of the Canadian Legion and from interested local business establishments. "We can sure use the money," says Jock, "would you believe it takes $1,000 to outfit a piper and over $800 for a drummer?" All told, over $15,000 are required to completely outfit the newly-formed band. "We've had a large number of private donations," comments Jock, "and the way things are going, we should be able to raise the required amount."

International star of stage and screen, **Yvonne DeCarlo** was in Sudbury recently to play the lead in the Sudbury Theatre Centre's production of "Dames at Sea." While in the city, she took time out from her busy schedule to tour Inco facilities in the district. On her tour, she visited Copper Cliff North mine, where she signed the visitors' book. North mine superintendent **Grant Bertrim,** left, maintenance mechanic **Wally Einerson** and general foreman **Dale Clarke** watched as Yvonne penned her famous signature in above picture. Yvonne then travelled to different levels of the mine and observed mechanized mining operations and equipment. "That underground trip was quite an experience," quipped Yvonne, "as a matter of fact, I wasn't aware of the scope of an underground operation." She later visited Clarabelle mill, the Copper Cliff smelter and the Copper Cliff copper refinery. At the copper refinery, below, Yvonne took a close look at a rack of copper anodes, while **Bill Brown,** administrative assistant, explained how anodes are produced. "I'm really impressed with the whole operation," said Yvonne, " and I hope that I can return if I'm ever in this area again."

Information For Motorists

The 24-hour winter road reporting service, recently placed into operation by the Ministry of Transportation and Communications, lists the latest weather and road conditions from across the province. Motorists may obtain this information by calling one of the numbers listed below:

Sudbury 522-9380
Thunder Bay 577-6451
Toronto 248-3561

NEWSMAKERS . . . NEWSMAKERS . . . NEWSMAKERS . .

Touring the Port Colborne nickel refinery recently were members of the "Bollkubb" hockey team from Sweden, and refinery employee **Bill Burgess** was on hand to answer the many questions proposed by the youthful group. During their stay in Port Colborne, the Swedes played six exhibition games, including two against the Port Colborne team. They wound up their tour with a record of one win and five losses. Needless to say the visitors had a busy schedule, including trips to the locks at Thorold and to Niagara Falls, including lunch at the Skylon Tower. Highlight of the tour was a trip to Toronto to watch the Toronto Maple Leafs play the Detroit Red Wings. Last year the Port Colborne team visited Sweden; this year the Swedish team completed the exchange.

Installing new plug-ins at the Copper Cliff smelter parking lot are electricians **Glen Ganton,** in bucket, and **Tom Signoretti.** They're working out of an aerial basket truck, equipped with an hydraulic boom, capable of reaching 40 to 45 feet above the ground. Inco's power department operates three trucks similar to this one, two with single and one with a double basket. They're used to maintain and install electrical cable throughout company property and are liable to be seen at any of the plants and mines in Sudbury district.

Ray Huhtala, supervisor of equipment rentals, proudly displays his "Certificate of Achievement" which was given to him by a number of his co-workers. "It's really an award for standing up under pressure," says Ray, pointing out that the recent cold spell played havoc with rental equipment at Inco properties. "Our phones were practically ringing off the wall," he stated, "but, as usual, we managed to look after our requirements."

Tom Turgeon, left, and **Jim Murphy** are in the process of installing a farring on the wing of Inco's Anson Mark V airplane at the Frood aircraft hangar. Made of "aircraft birch", obtained from Finland, the Anson is one of the few all-wood aircraft left. The plane is presently being completely refinished, from nose to tail, and will be used for airborne surveying during the summer months.

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

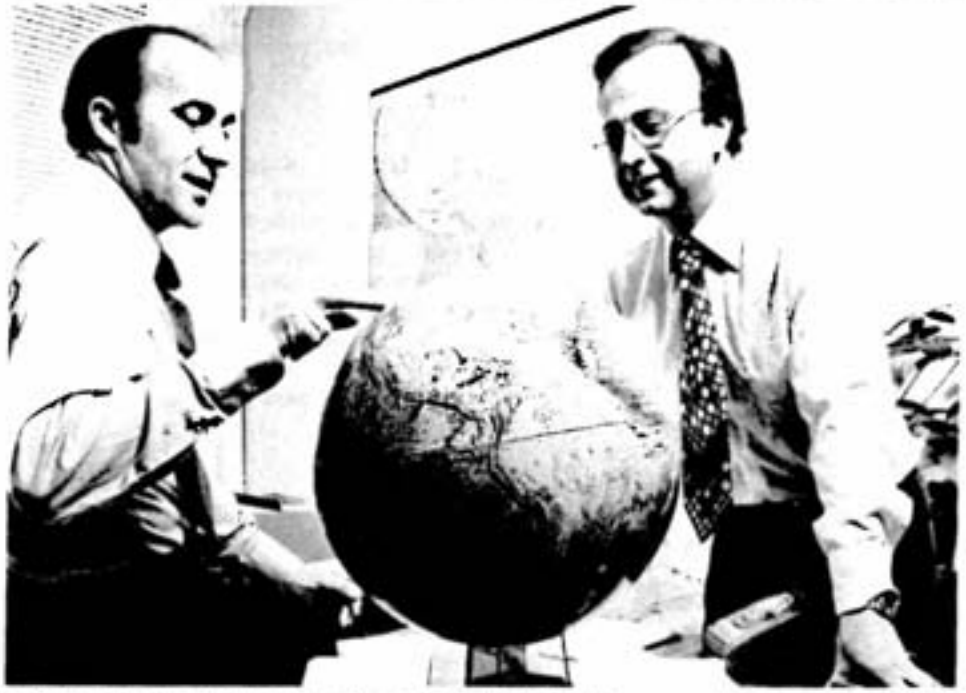
It was "Carnival Time in Quebec" at the Port Colborne curling club recently when the business girls' section hosted their 8th annual "Ports of Call" bonspiel. Twelve rinks from Toronto, Kitchener, St. Catherines, Niagara Falls and Welland competed for the Inco trophy, won by **Monica Stephenson's rink** from St. Catharines. The trophy was presented to the winning teams by **Charlie Ott,** assistant to the manager, Port Colborne nickel refinery. The energetic sweeping of **Sybil Nixey**, left, and **Wendy Willwerth**, right, gets the Good Housekeeping seal of approval on the rock thrown by skip **Ella Burke** during the business girls' bonspiel. Keeping a critical eye on the proceedings is vice-skip **Audrey Wilhelm.**

With the thousands of employees using company drys, it's only a matter of time before someone loses or misplaces a key to his locker. When this happens, he's lucky that a spare can be obtained from the first aid office in record time. Spares are cut from blanks by plant protection officers at each area on a key cutting machine. Pictured above at number one dry in Copper Cliff is plant protection officer **Jack Phillips** as he cuts a new key. "You have to be able to do a bit of everything," quipped Jack.

That's **Nick Borst,** left, getting ready to sink a ball into the side pocket during a friendly game with **Alan Wiita** at the Copper Cliff Club. The 'snooker' enthusiasts are both industrial engineers, maintenance and general projects, and quite often spend their lunch hour matching their skills over a friendly game or two. Quips Nick, a snooker fan from 'way back: "It's relaxing, fun to play, and certainly keeps me on the ball."

"The triangle" couldn't resist reproducing the above photo brought to our attention by **Bill Mottonen,** technical assistant, mines maintenance, Copper Cliff. The group of fellows posed for the snapshot the day after the old Worthington mine cave-in, back in 1927 and, at time of shooting, were employed at Creighton mine. Standing in front of the old general store in Worthington are, from left, **Matti Karhilla, Evari Wirtanen, Venni Viita, Matti Mottonen, Pauvo Ruohonen,** and **Nester Luoto** all deceased. In front is a "slightly" younger version of the "today" Bill Mottonen!

NEWSMAKERS . . . NEWSMAKERS . . . NEWSMAKERS .



Ian Gray, director of field exploration, left, and **Wilf Lambo,** supervisor of special studies, both from the Toronto office, do some global finger walking to illustrate the distance Inco delegates will have to travel for the third annual seminar of the corporate exploration group, to be held February 16 to 19 in Sudbury. Present for the seminar will be regional managers and other key personnel from Inco's overseas exploration bases along with many field and mines exploration professionals from Inco's Canadian operations. According to Ian Gray, regional managers will discuss factors that affect mineral resource development in their respective areas and also give an account of Inco's exploration activities in these areas. Staff from Toronto and Copper Cliff will discuss factors that help determine exploration objectives for specific mineral targets. Following the seminar, overseas staff will visit an underground mine in the Sudbury area and also a winter drill camp. Thereafter, regional managers and Toronto staff will refine regional exploration objectives and discuss management and administrative practices and procedures in Toronto on February 23 and 24.

Inco personnel are getting ready for the second annual Underground Operators' Conference, to be held February 23 to 26 at Val d'Or, Quebec. **George Johnston,** centre, superintendent of industrial engineering, mines and mills, discusses one of the Inco technical papers to be given at the conference with **Gary Chicquen,** left, mine general foreman, Frood mine, and **Wilf Rochefort,** mine general foreman, Creighton mine. Gary will present a paper on ground support, while Wilf's presentation will deal with the introduction of electric load-haul-dump equipment at Inco. **Claude Piette,** divisional planner, Creighton mine, will also attend the conference and his talk will cover electric-hydraulic drilling at Inco mines. Last year's Underground Conference was held in Sudbury and drew over 300 delegates from across Canada and the United States. It was hosted by the Sudbury Branch of the Canadian Institute of Mining and Metallurgy.

This 35-ton capacity Haulpak is discharging a load of rockfill into the 7-foot diameter raise borer hole at the Copper Cliff South mine. To date, nearly **one million tons** have been transfered from the Clarabelle Open Pit into mined-out stoping areas at the South mine since commencement of the backfill program in late Spring, 1975.

Inco ranks were well represented during the recent 89th annual Northern Ontario curling bonspiel when 128 competing rinks from across Northern Ontario played at the Coniston, Copper Cliff, Falconbridge, Idylwylde and Sudbury curling rinks. Those smiling faces belong to **"Sparky" Harry,** left, an Inco pensioner and head scorekeeper for the event, **Tom Parris,** executive assistant to the vice-president, mining and milling, and **Walter Saftic,** chief draftsman, field exploration. Walter was a member of the Dumontelle rink, winners of this year's Grand Aggregate Trophy.

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

You've probably walked by washing machines hundreds of times without giving them a second glance. But the one pictured above might make you stop and notice. Why? Because it's filled with rubber boots! It is specially designed to do this job and can handle rubber gloves, raincoats and just about anything made of plastic. **Filippo Rocca,** an employee at the Copper Cliff rehab centre, checks the boot before placing it into the machine. Employees of the rehab centre also look after the packaging of clay into plastic bags. Used for a sealant along refuge station doors, the special clay is heat-sealed and shipped underground. The two-man packaging team consists of Filippo Rocca, left, and **Agostine Poliesel.**

* * *

Frustrated and bewildered when it comes to paying your phone bill? Perhaps the following will make you see things in a different perspective: **Inco's** average monthly **telephone bill,** for the Sudbury area alone, runs around the **$60,000** mark, covering some 2100 Bell phones.

* * *

Inco's post office at Copper Cliff handles in excess of 200,000 pieces of incoming and outgoing mail each month. This, of course, includes both the Royal mail and inter-office mailings.

After the storm . . .

* * *

Pilot **Norm Linington** cleans the snow off the Inco Twin Otter, presently located on the Frood-Stobie runway. According to Norm, the aircraft will be back in operation during the early part of this month.

Logo Writer – Hector MacKinnon

over 39 years of accident-free service

This month's logo, penned by Hector MacKinnon, is a tribute to 39½ years of accident-free service, certainly worthy of special mention.

Hector, a stationary engineer at Garson mine, joined the company in 1936 at Frood mine, and two years later transferred to Garson mine, where he's been ever since. His entire career at Inco has been totally accident-free . . . no dressings, no injuries, not a scratch, ever, in almost 40 years!

Always a safety-conscious man, Hector attributes his record to not only "a lot of luck" but also the constant care and awareness that go into such a fine achievement.

A Garsonite since 1942, Hector is married with two sons, John and Stewart, and a daughter, Mary Jane. Wife Elizabeth's two brothers are both Incoites — John Lennie is at Frood mine, and Dave Lennie retired two years ago as area manager, Levack.

As well, Hector's four brothers are all with Inco — John Albert's with security at Coniston, Ken's at the Iron Ore Recovery Plant, and Rod and Frank are both at the copper refinery.

In addition, Hector's sister, Annie MacKay's husband, Neil, is an Inco pensioner, retired from Frood mine three years ago.

With no plans for retirement, Hector is hoping to celebrate 40 years with the company and 40 years without an accident this coming June.

Congratulations, Hector!

Printed in Canada.