

The Triangle

AUGUST 1976



The Triangle

Editor,
Rudolph Kneer, Copper Cliff



ON THE COVER . . .

What could be more appropriate for our August cover than a boy, an ice cream cone and the ever watchful eyes of the neighbour's dog. Jamie McAllister, son of George McAllister, assistant superintendent of maintenance for the Frood-Stobie area, reluctantly shares his cone with "Princess", a Dachshund, near his home. Photo by the editor.

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William Correll Appointed Assistant Vice-President Of Inco Limited



William Correll has been appointed an assistant vice-president of Inco Limited. He has corporate responsibility in the area of employee relations. Mr. Correll, who had been director, industrial relations, joined Inco in 1971. Previously, he had held senior industrial relations and personnel positions in both government and industry. A graduate of McMaster University, Mr. Correll is a past president of The Personnel Association of Toronto and a member of its advisory committee. He is also a member of the labor relations committee of the Metropolitan Toronto Board of Trade.

Appointments

Divisional:

George Belancourt, cashier, Copper Cliff.

Bob Butler, supervisor, environmental control, Copper Cliff.

Bob Browne, assistant to the vice-president, administration and engineering, Copper Cliff.

George Cairis, designer, maintenance engineering, Copper Cliff.

Don Conversand, surveyor, Levack mine.

Aurel Courville, audio visual aid coordinator, Sudbury.

Arnold Dowdall, geologist, Crean Hill mine.

Bruce Dreisinger, supervisor, environmental control, Copper Cliff.

Bill Elliott, supervisor, environmental control, Copper Cliff.

Edward Forget, process foreman, Copper Cliff smelter.

Stu Gendron, superintendent, process technology, Copper Cliff copper refinery.

Al Hickey, assistant division comptroller, Copper Cliff.

Sadik Kassam, design engineer, engineering, Copper Cliff.

Jim Klotz, supervisor, capital expenditures, Copper Cliff.

Donalda Laframboise, financial analyst, Copper Cliff.

Tony Ledgard, designer, maintenance engineering, Copper Cliff.

Ed Leblanc, project planner, engineering, Copper Cliff.

Margery Martin, salary data analyst, Copper Cliff.

Johann Noob, designer, maintenance engineering, Copper Cliff.

Bill Ostrowalker, smelter foreman, Copper Cliff.

Dave Paganucci, design engineer, engineering, Copper Cliff.

Ed Patton, senior specialist, engineering, Copper Cliff.

Karen Taggart, stenographer, Copper Cliff copper refinery.

Ian Tissington, senior design engineer, engineering, Copper Cliff.

John Vanderburg, supervisor, sales tax, Copper Cliff.

Fay Wafer, executive secretary, Copper Cliff.

Wayne Wilson, superintendent, process technology, technical services, Copper Cliff.

Berno Wenzl, energy management coordinator, utilities, Copper Cliff.

Warner Woodley, manager, Port Colborne nickel refinery.

Inco Limited:

Tom Baker, salary administrator, Toronto.

Bruce Boughen, international service employees administrator, Toronto.

Bill Kirk, personnel coordinator, Toronto.



From the Port Colborne nickel refinery we have the Lloyd Anderson family. Lloyd and his wife, Kay, have three children, Linda, 9, Lori, 8, and Timmy 1. Lloyd is an ironworker helper in the mechanical department.



This is the Andrew McLean family. That's Victoria, 5, between Andrew and his wife Patricia. In the back are, Sherry, 15, Douglas, 13, Anne, 17, and Brian, 11. Andrew is a maintenance general foreman at Stobie mine.



Meet Larry Napran and his wife, Hazel, from Markstay. That's Cassandra, 10, on the right, and Janice, 8. Larry is an electrician at Stobie mine when he is not raising his cattle or mending fences on his farm near Sudbury.



This is the Pat Tremblay family from Levack. Pat and his wife, Judy, have raised three fine youngsters. They are, Pat junior, 11, David, 9 and Nicole, 6. Pat is employed as a maintenance mechanic at the Levack mining complex.

Family Album

Over 10,000 In Attendance

Largest Crowd Ever Gathers In Nickel Park For Canada's Birthday Celebration



A spectacular fireworks display lit up the sky and made all the waiting worthwhile.

A wonderful evening of exciting entertainment was in store for those who attended the Canada Day celebration in Copper Cliff's Nickel Park recently. While July 4 is particularly special to Americans, Sudbury area residents celebrated on that day only because inclement weather had left them no choice.

The delay seemed worthwhile, as the crowd settled down across the park to enjoy a fine summer evening, plenty of company and the music of the Sudbury Silver Band.

Turnout for the evening was plentiful as the crowd, estimated at ten thousand, sat back on the green grass and enjoyed the music portion of the show, which was sponsored by Inco and the Sudbury Federation of Musicians.

None of the thunderclouds that had caused the concert's three-day delay could be seen in the sky. However, the sky did turn out to be the centre of attention after the sun went down, as a giant fireworks display exploded over the park, courtesy of Inco and CKNC-TV. Appropriately, the colorful display could be seen for miles, in proper style for a really big birthday celebration.

Through foresight and good sense, concert organizers had planned for a large turnout at the Sunday evening show and were well prepared to handle the large crowd. With the aid of Copper Cliff Highlanders cadets, all traffic was parked in good order, allowing for easy dispersal after the concert.

Judging by crowd reaction during and after the show, it should be termed a highly successful birthday party for a very worthy country.



An estimated crowd of 10,000 was on hand to listen to music and view the fireworks.



The Sudbury Silver Band played both old favorites and contemporary music.



Lucien Coutu, rotary raise helper, adjusts the table fork on the powerful 71R raise borer.

1,035-Foot Raise Successfully Completed At Garson Mine

An eight-foot diameter raise bore hole, 1,035 feet in length, was successfully completed at Garson mine by the mines drilling department recently. Bored with a 71R raise borer, the amazing feat took a little over four months to complete.

Average penetration for the pilot hole was 38 feet per shift, while reaming averaged about seven feet per shift. It is interesting to note that only one bit was required to drill the 11-inch pilot hole and that the full length of the hole was reamed in one pull, with no cutter

changes required.

Specifically designed for Inco operations, the reaming head is also equipped with four stabilizing cutters. The innovative design also includes a removable eight-foot section and stem to facilitate transportation.

The 1,035-foot hole was bored at an incline of 73° and will be utilized as a ventilation raise and is the first leg of a new 15,000-foot fresh and return air ventilation system, scheduled for completion in 1978.



Steve Santerre, rotary raise driller, left, and Lucien Coutu, rotary raise helper, inspect one of the sixteen cutters following completion of the bore.

Inco's Bob Burke Still Looking For Fancy Beer Steins And Mugs

It started with a gift from a friend 15 years ago and grew into something beautiful. Bob Burke, of Inco's transportation and traffic department in Copper Cliff, was working at the Froid-Stobie time office when the beer stein collection began.

A miner, the late Hermas Wells was moving to another apartment and offered Bob three of his mugs as a gift. Bob accepted them gratefully and the collection, which now occupies a place of honor in Bob's recreation room at his new home in Candlewood Park in Lively, was under way.

Over the years, as the collection and interest grew, friends and relatives added to the collection with gifts they discovered in far-off corners of the world. One of Bob's favorites was picked up in a bar in East Germany. "It was on display, but not for sale," Bob said,

"but when my buddy offered the bartender two Canadian dollars for it, he couldn't refuse."

The collection now includes steins from Europe, Africa, Russia, Barbados, Hawaii, Iran, Ecuador and Peru and points in between. Numbering over 200, the collection is far from complete, Bob claims, as he still needs mugs from the Far East, Scotland, Scandinavia, Greenland, Iceland and South America.

Several of the mugs in Bob's collection lay claim to being the smallest beer mug in the world, but the smallest in the lot are a matching silver set, no bigger than Bob's little finger. The largest in the collection, if filled to capacity, could send the hardest beer drinker into oblivion.

Also occupying a place of honor on one of the collection shelves is a mug

purchased in a Sudbury store for only 29 cents.

"My daughter Sheri-Allison bought it for me when she was six years old," Bob said. "She wanted to help me with my collection."

Another of Bob's favorites is an antique hand-made pewter mug which came from Ireland for Bob's collection. He has been offered \$400 for the mug, but refuses to sell it as a matter of ethics and collector's sense.

The collection sits in massive wooden cases, given to Bob by his brother Billy. They were scorched by flames, the result of a fire, and Bob spent many hours scraping and sanding them into perfect condition. A couple of hundred dollars worth of polished glass now lines the cases, indeed a handsome home for the treasured collection.

Holding one of the largest beer steins, Bob Burke proudly displays the others in the corner of his recreation room. The hobby started with a gift from a friend years ago and grew as relatives and friends added to the collection with mugs found on vacations in foreign countries.



Newly Installed Super II Tumblast Unit Boosts Product Quality In Foundry Additives Plant

In May 1972, the foundry additives plant went on stream at the Port Colborne nickel refinery to produce nickel magnesium additives for the foundry industry. As with any new process, difficulties were encountered in the early stages of production, but through the efforts of the operating, engineering and mechanical departments, the problems were quickly rectified.

Since that time, many innovations have been added to the plant, which not only lighten the burden of the workers, but also increase the quality of production. One of the major changes was the addition of the billet casting machine in July, 1974, which has the capability of casting 3 and 15-pound alloy billets on a continuous basis.

The most recent problem to be overcome was the mould wash and the magnesium oxide which forms on the outer surface of the billets. This is being removed by the recently installed Super II Tumblast, built by the Wheelabrator Company. This machine loads itself with a predetermined weight of billets and tumbles them. During this tumbling action, an abrasive material is blasted at the billets from a power-driven wheel, which throws the abrasive by controlled centrifugal force, removing all impurities from the surface. This sophisticated equipment then separates the product from the impurities and unloads the billets. The quality of the abrasive is controlled by a complex system of vibrating screens and air currents, removing the contaminants and poor quality abrasive and recycling the remainder.

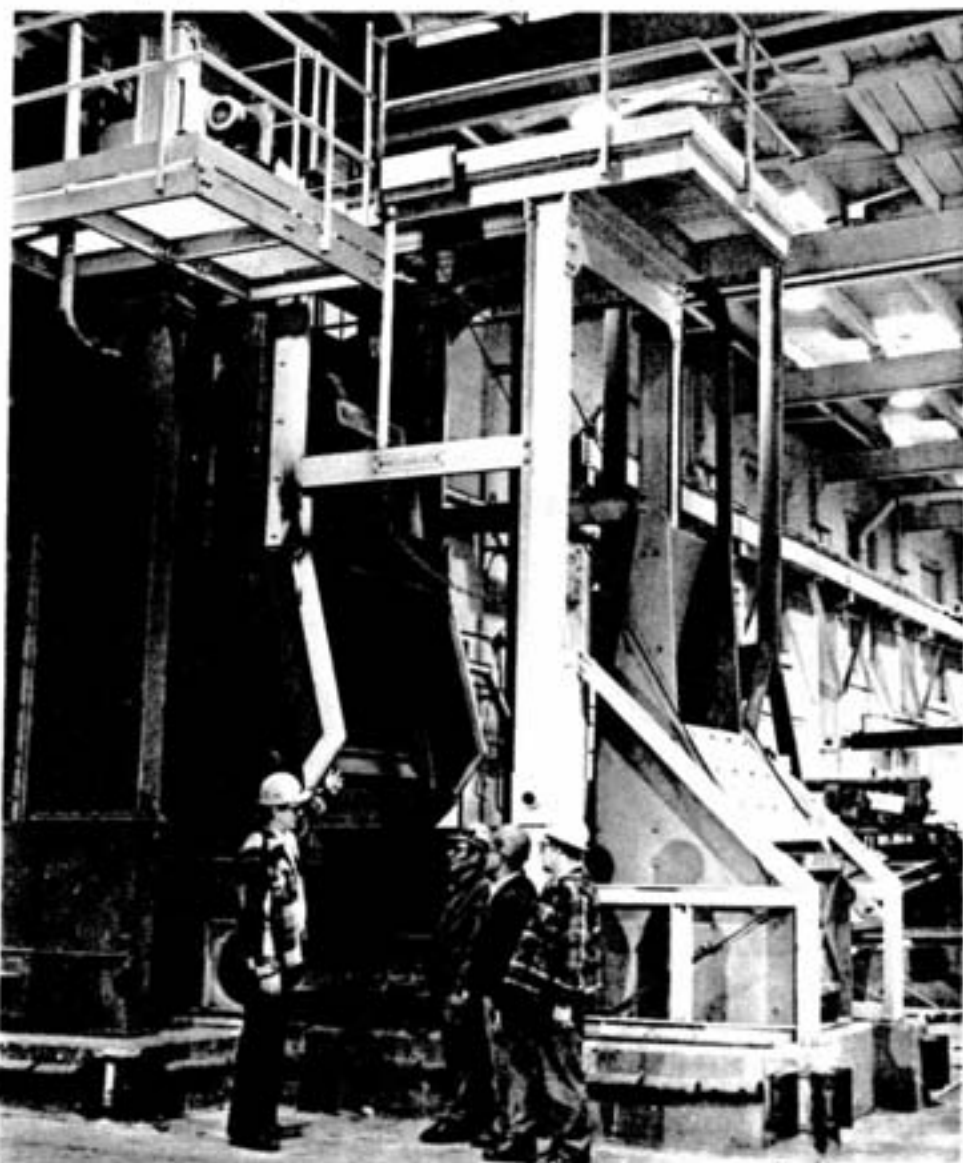
Dust control is achieved by various sizes of pipes that contain and direct the dust to collection bags by the drawing action of fans. The dust is released at timed intervals by pulsating jets of air and is collected and emptied into a container by a rotary valve at the bottom of a large hopper.

Because of the skills required to operate the unit, properly trained operators were required. This gave Jim Babirad, who had recently inaugurated

a new training and development program, the perfect opportunity to test his methods. His first undertaking for the project was to gather information and write an operating instruction manual. Three men were then designated from the foundry additives plant for an intensive training program. On concluding the course, the men were not only efficient at operating the machine but could also spot potential problems and

suggest a method of rectifying them.

Through the joint effort of the new Training and Development Centre and the anode department, the Super II Tumblast machine has quickly and efficiently become an integral part of operations in the foundry additives plant at the Port Colborne nickel refinery and is further helping to enhance the appearance and salability of its products.



Jim Babirad, supervisor of the newly established Training and Development Centre, points out some of the features of the new Super II Tumblast machine to trainees Nunzio Dimatteo, left, Tony Favero and Tony Anziti.

Long Arm Of The Law Grabs Unwary Speeders Far Below

In the ten years since its implementation, aircraft patrol of the King's Highways by the Ontario Provincial Police has proven to be an effective enforcement method in respect to moving traffic violations.

Corporal Bill Crawford of the Sudbury Detachment of the O.P.P. claims that since the program was started, many drivers have eased up on the accelerator. "If drivers see a plane while driving in the patrol zone, their immediate reaction is to slow down," Corporal Crawford said, "that way all aircraft in the area are working for us. Since the objective is to slow down speeders the aircraft patrol system is still working even though there may not be an officer in the air for hundreds of miles."

There are presently 1,759 miles of King's Highway in Ontario marked for aircraft patrol. Six aircraft are strategically located in areas having a high volume of traffic and accident experience. O.P.P. planes are presently based in London, Burlington, Downsview, Barrie, Ottawa and Sudbury.

The Sudbury Aircraft Patrol covers a large area along Highway 17 from Sault

Ste. Marie to just past North Bay. The patrol also checks the highways as far as Parry Sound and along Highway 11 to MacTier.

Starting in May and running through the summer, Provincial Constables John Roe, Ray Albert and Marcel Belanger share the responsibilities of the aircraft patrol. One of the constables, accompanied by a civilian pilot, flies the skies above the "T" marked highways. Interceptor cars are set up in prearranged positions along the highway, usually three miles apart.

While the patrol cars position themselves at either end of the three mile zone, the plane is flying parallel to the highway at an altitude between 1,000 and 1,500 feet. The airborne officer has a clear view of the plainly marked highway with large white "T"s painted on the pavement edge at exactly one quarter mile intervals. The officer can time any vehicle as it passes the markers and thereby determine the speed.

Timing is carried out with two precision stopwatches, triggered to start at exactly the same time with the tap of a handle. Two watches are used in case a protesting driver should decide to challenge charges in court by claiming the O.P.P. stopwatch was inaccurate. "In cases like this we have the watches examined by a professional watchmaker who testifies to their working order in court," Corporal Crawford said, "since this can be expensive, the driver found guilty pays for the inspection."

Cars travelling at 55 miles per hour will cross the quarter mile in 16.3 seconds. Any car timed in less time, is over the limit, and the exact speed is quickly determined by consulting a chart, accurate to fractions of a second. If over the limit, the car is timed another quarter mile, and if the results again indicate speeding, the patrol cars are notified.

The aircraft patrol system is effective in controlling violations other than speeding as well. Tailgaters, erratic drivers and stolen vehicles all come under the watchful gaze of the "eye in the sky," a helpful tool for the O.P.P. in their fight to reduce accidents.



O.P.P. Constable John Roe keeps a watchful eye on the traffic below. Two watches are used to ensure accurate timing.



An effective method of controlling traffic violators along the King's Highways, the Ontario Provincial Police are continuing their program of aerial traffic surveillance. Marked highways in high accident areas give airborne police officers the exact speed for fast-moving cars below.

"Take Me Out To The Ball Game..."



A large, appreciative crowd was on hand at Copper Cliff's Nickel Park to watch the Redmen and Shamrocks at play.

"Take me out to the ball game . . ." — a line from a popular song, but also the cry of many people who are again enjoying senior baseball in the Sudbury area.

Yes, sports fans! Senior baseball is alive and doing well after an 18-year drought! The Nickel Region Senior Baseball League is in its inaugural season with a three-team roster that includes the Sudbury Shamrocks, the Coniston Redsocks and the Copper Cliff Redmen.

Instrumental in forming the new league are two well known Incoites, Berk Keany, from Frood mine, and Gerry Wallace, from the accounting department in Copper Cliff. They, along with young Danny Gallagher, a sports reporter at the Sudbury Star, sparked the revival of senior baseball in Sudbury.

Both Berk and Gerry played in the old Nickel Belt Baseball Association which was composed of six teams and

run by the Athletic Association at each location. The teams in those days were the Frood Tigers, the Coniston Redsocks, the Copper Cliff Redmen, the Sudbury Shamrocks, the Creighton Indians and the Garson Greyhounds. Many fans will tell you that they were treated to some of the best senior baseball in the province.

The old association folded in 1958 because the cost of operation became prohibitive. Today's league is a whole new ballgame, if you'll pardon the pun. The players are all local boys who solicited their own sponsors to help defer the cost of uniforms which cost some \$40 each. Each player buys his own spikes and gloves.

Gerry Wallace helped write the constitution for the new league, and some of the items it contains are aimed at keeping the league local and making baseball a better game. For instance, there is one clause that gives the three

original teams the power to approve any new entries in the years to come. This keeps the control with the players. Every member of a team must have been a resident of this area for at least one year.

"What we're trying to do," says Gerry, "is to bridge the gap between the minor league and the professional system. There are all kinds of minor leagues that take care of players up to the age of 17, but what about interested players past this age group?"

"Our immediate objective is to keep the league operating and to build up fan support and public interest. Also we hope to expand in the immediate future, but we first want to get this season behind us."

Gerry's been playing ball in this area since 1938 when he started with the Sudbury Pirates. He played for the Copper Cliff Redmen from 1939 to 1946

Revival Of Senior Baseball



That's Gerry Wallace, umpire, with catcher John Flesh and batter Ron Mason. The ball got away from John on this pitch.



Bill Hews, pitcher for the Redmen, releases while Pat Digby keeps a close eye on the ball.

and later joined the Sudbury Shamrocks and the Froot Tigers. In 1949 he won the most valuable player award and the Wiggy Walmsey trophy for the batting championship. He has a lifetime batting average of .340.

He still is active in baseball and has umpired many games for the fledgling league this year. Berk Keany, also active in the old association, has donated his time to coaching and managing the Sudbury Shamrocks.

Although the league may be small, it is major league in class and player dedication. The regular season is almost over, but playoffs will start mid-August. Why not come out and support the boys? They'd appreciate it, and you'll enjoy a fine ball game.

By the way, the Redmen play at Nickel Park in Copper Cliff, the Redsocks play at Coniston Field, and the Shamrocks play at Sudbury Stadium.



Gerry Wallace, right, and Pat Digby in conference.



Berk Keany, on the job at the blacksmith shop at Froot mine.

3,000 Square Feet Of Sail:

Port Colborne Has Visitor From Abroad

The 82-foot spritsail barge "May," currently on a tour of Canadian and American ports on the Great Lakes, stopped in Port Colborne recently for a one-day visit. Sailing from Buffalo, N.Y., the barge motored into the harbour from lack of wind, despite having more than 3,000 square feet of sail.

After clearing customs, dignitaries from the Port Colborne Chamber of Commerce and the city council boarded the ship, along with representatives from Tate and Lyle Industries, owners of the boat, and Redpath Industries, which chartered the visit. Captain David Copsey greeted the delegation, and after a brief inspection of the deck, Mayor John Buscarino welcomed the captain, his crew and the ship to the city. As a memento of the occasion, the Mayor presented pure nickel medallions to the captain, his crew and other dignitaries.

Two years ago, Inco donated to the City of Port Colborne 10,000 such medallions, depicting the city's crest on one side, and on the other a bridge, a ship and the nickel refinery; all an important part of life in Port Colborne. More than 4,000 of the coins have been given to visitors since that time.

The "May" was originally built in 1891 to transport cargo on the Thames. It was recently purchased and restored by the Tate and Lyle group of companies, one of its original owners. The hold was converted to a small museum showing the ship's history.

On leaving Port Colborne, the sailing barge was bound for Toronto and a one-week stay at Ontario Place, then for Kingston and Montreal for the Olympics. On completing its tour, the "May" will be placed on a large freighter and returned to its home port of London, England.



The spritsail barge "May" docked along the Welland Canal in Port Colborne. The 82-foot sailing vessel was bound for Montreal and the Olympics before returning home to London.



Port Colborne mayor, John Buscarino, presents nickel medallion to Captain David Copsey while John Collard, a representative from Tate and Lyle, looks on.

COAST TO COAST ON A BIKE



Riding a ten-speed bicycle is good exercise and a lot of fun — so much so that Dave Homer decided to ride his for 5,000 miles!

Dave is the son of Frank Homer, Ontario division supervisor of employee benefits, who felt it was about time he saw the country, and what better way than by bicycle! But to Dave it was more than just a way to see Canada, it was a personal challenge and something that he had planned for over a year.

Last summer, Dave rode from Montreal to St. John's, Newfoundland. "That trip was a trial run," said Dave. "Also, it was a good way of testing my endurance."

In early May, Dave flew to Vancouver and then took the ferry to Nanaimo on Vancouver Island. He unpacked his trusty bike and started on his journey. Dave estimates that he covers about 100 miles a day. "On my best day so far I have covered 168 miles, but that was on flat terrain across the prairies," he says.

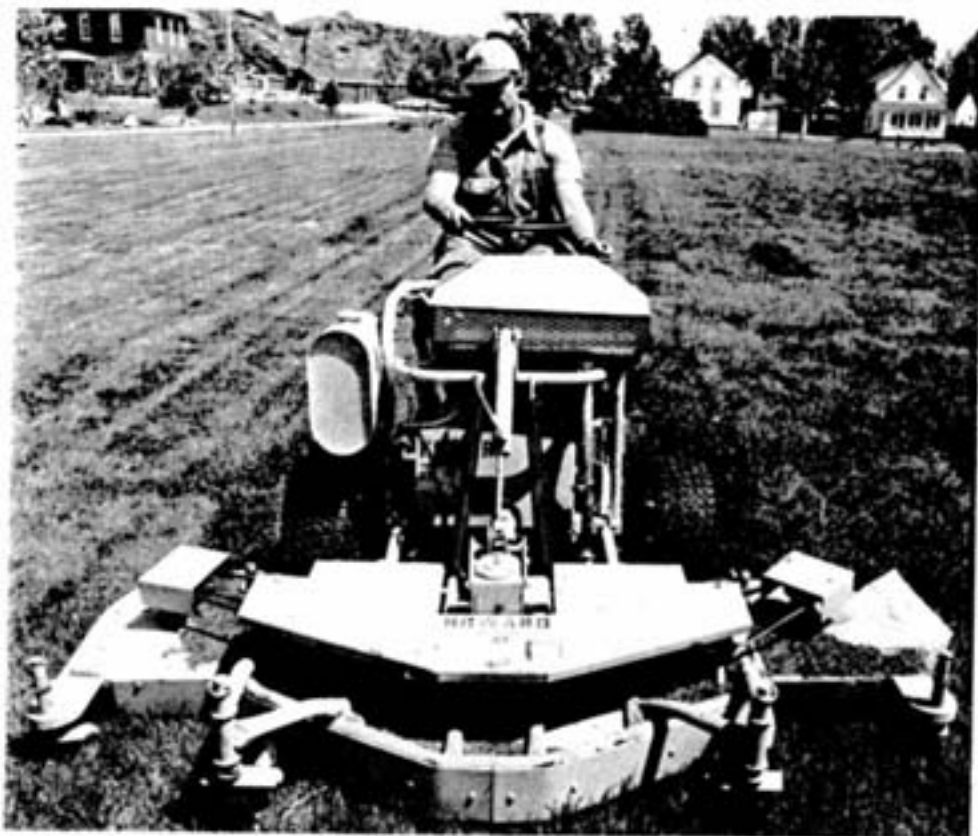
Dave bought his bicycle in Toronto for \$600. The price may seem high, but according to Dave, it is not out of line. In fact some custom machines cost three times that much!

"The Triangle" talked to Dave when he was in Copper Cliff on June 11. He

had been on the road since May 4 and reached St. John's on June 26. He now plans to travel through the north-eastern United States and observe a number of bicentennial celebrations.

Dave estimates that it costs him \$8 a day for living expenses, not including the price of equipment.

Any tips, Dave? "If you're planning an extended trip by bicycle, first check with your doctor and make sure you are physically fit. Then buy the best possible bike you can afford! Oh yes! Make sure you take along plenty of sun tan lotion — especially for your nose!"



Pat Dopson mows grass in Nickel Park.

THEY THEY THEY



Barry Bissonnette using a "weed-eater".

With the arrival of summer also comes the arrival of gardening chores — such as cutting the grass, cleaning the yard and planting the garden. Just think of the amount of work that is necessary to get Inco spruced up for the summer!

This responsibility is in the capable hands of Tom Peters and the Inco agriculture department. His regular staff is augmented by an additional 40 students this summer, and they're responsible for all Inco grounds in the Sudbury area.

"They do anything and everything," said Tom, "from planting trees to harvesting rye. Some of our students are in agricultural programs at school or are interested in agriculture. But we also have students from other disciplines."

The Inco agriculture department has been involved in landscaping and beautifying Inco grounds for a long time. But it is really only in the past few years that the most noticeable changes have taken place.

One good example is the tailings

MOW PLANT SOD



Donna Plexman and Sharon Laing lay sod.

area. Once nothing but barren rock waste from the mills, there are now acres of grass. The grass, firmly established, can now be planted with tree seedlings such as red pine, jack pine, spruce and other trees and native shrubs.

This year alone more than 9,000 seedlings have been planted in the C and D areas of the tailings section, most of them by summer students. In years to come, this once desolate area could well resemble prime park land.

Copper Cliff's Nickel Park is another good example of Inco's agricultural management. This area was once an open roast bed where copper and nickel ores were processed. The baseball diamond in the park just recently received a facelift, with two feet of new topsoil added, plus instant green in the form of fresh sod. Without doubt, this park is now one of the most picturesque in the Sudbury district.

So whenever you drive past the finely manicured Inco lawns and gardens, keep in mind that it took a lot of hard work and planning by the green thumbs in the Inco agriculture department.



Janet Ludgate and Danielle Brunet plant seedling.



Giving the extra gang a boost, a crane is used to mount a rail cutter on the track. The rail cutter is used to take out worn sections of track which will be replaced with new steel to ensure a safe foundation for passing trains.



Teamwork is essential in laying rail, and Inco's extra gang down a few more yards of track while track boss Fra seated correctly.

Exercise And Added Bonus Fo

Keeping everything on the right track can sometimes be confusing, but keeping the track right is a straightforward job that requires knowhow and elbow grease. Inco's track gangs have plenty of both, according to Rocco Cuomo, supervisor of track for Inco's transportation department in Copper Cliff.

"We have the highest standard of industrial track maintenance in North America," Rocco says, "and we've made many innovations that keep our rail services in top shape."

Maintaining the 100 miles of Inco railway track that link the many industrial complexes involves eight crews and an "extra gang." The extra gang is involved mostly with construction and the installation of new track.

When a flaw is detected in the track, crews are sent out to correct it as soon as possible. If the track is clear, no time is lost in getting a crew to the work site with the necessary equipment.

The rail-repair equipment, including tampers, track liners, bolt tighteners,



Learning from a real pro, summer student Dave Rochon listens while track foreman Joe Longhi describes a section of track that needs to be repaired. Joe is lining the track with a scope which indicates warps that can be corrected with the help of the track liner.



ang, with the help of an overhead crane, gets Binotto, at right, makes sure the connection is



Using muscle power to get the job done, extra gang workers Dan Imbeau, Ken Graham and Ido Vettoretti pound spikes along Inco's 100 miles of track. During the summer, eight crews take a section of up to 12 miles for necessary repairs and renovations.

Healthy Tan Are Inco's Track Gang

spike pullers and pounders, make the track gang's work much lighter, but hard muscles are still the usual result for many of the summer students who take on a track gang job. In addition to plenty of exercise and a healthy tan, trackmen gain expertise in the tricky art of swinging a 10-pound track hammer over their heads at full force and pounding a six inch spike into a railroad tie.

Most of the equipment in use is standard for railways all over the world, but some has been developed by Inco employees to suit the particular needs of an industry that moves heavy-laden ore cars at a brisk pace. One invention, which was developed a couple of years ago by former car shop supervisor John Toivonen, was designed for breaking slag along the rails at the slag dump.

In addition to maintenance carried out on Inco track, the gangs also assist in inspection, recommendation and repair of six miles of track owned by Canadian Industries Limited, located near Copper Cliff.



Track liner operator Danny Brazeau explains to trackman Don Alexander how the machine registers a warped rail. A beam of light is passed from the front of the track liner and is picked up by an infrared receptacle at the rear. If the beam is uninterrupted, the track is straight.

Gunner's \$1,600 Richer

Over \$6,200 Awarded
To Ontario Division
Employees This Month!



Gunner Lovin \$1,600

Ontario Division employees shared well in excess of \$6,200 in the latest award list from the suggestion plan committee. Why not submit your suggestion today? You never know when that bright idea of yours will pay off!

Topping the money winners for this month was **Gunner Lovin** of the Copper Cliff plate shop. He was awarded \$1,600 for coming up with an improved method of repairing 600 series converter hoods.

At Stobie mine, **Thomas Burke** figured out a better method of securing sandfill pipe lines from surface to the 600 level. He collected \$495 for his efforts.

Douglas Breathat and **Robert Smethurst**, Levack mine, received a total of \$285 each for designing a method to recycle water in the sand plant in order to decrease water consumption.

At Copper Cliff South mine, **Leonard Hirvela** picked up \$185 for figuring out a way to patch worn areas of the wear sleeves on Sulzer pumps.

Harold Boluk, Copper Cliff copper refinery, received a \$100 bonus for replacing collector shoes with trolley wheels on tankhouse cranes.

At the \$95 mark was the trio of **Robert Kujala**, **Dan O'Reilly** and **Stephen Brazeau** from the Copper Cliff central shops. They designed an improved method of installing loco shop lights.

The team of **Moe Jolly** and **Allie Myers**, from Copper Cliff South mine, pocketed \$75 for their idea to install a tugger hoist to lift and lower the door going to the outside of the collarhouse. **Milton Baxter**, also from South mine, received \$75 for his suggestion to purchase tap and die sets to eliminate the waste of usable bolts and nuts. **Ray Fortin**, from South mine, was awarded \$75 for his idea to install a water hose above the centralizer table on In-The-Hole drills. **Glen Johnston**, of Little Stobie mine, received \$75 for proposing that "O" rings be installed on brass sleeve bearings in cooling fans. **John Ratushniak**, Copper Cliff North mine, pocketed \$75 for devising a method to recover stuck, In-The-Hole drill rods and hammers. **Armand Savard**, Clarabelle mill, was awarded \$75 for rebuilding apron feeder sprockets. **Roland Savignac**, of Creighton mine, received \$75 for his idea to install a swivel on the small air hoist chain attached to the raise bore machine.

Aurele Poulin, Little Stobie mine, collected \$70 for suggesting that air filter covers be used on scooptrams.

The team of **Douglas Breathat** and **Robert Smethurst** received \$60 for suggesting that the slimes be redirected to the tailings ponds in order to prevent them from mixing in the water supply for the mill and sand plant.

The following employees were awarded \$50 cheques: **Aime St. Martin** and **Weldon Ashick**, utilities; **Silvo Brkljacick**, Levack mine; **Allen Oliver**, Copper Cliff copper refinery; **Robert Peacock**, Creighton mine.

At the \$40 mark are **Randy Taylor** and **Marcel Regimbald**, Levack mill; **Alex Gillies**, Copper Cliff South mine; **Glen Johnston**, Little Stobie mine; **John Raiche**, Copper Cliff North mine.

Receiving \$35 were **David Mazerolle** and **Doug Scott**, Frood-Stobie mill; **Clyde Beaudry**, Copper Cliff South mine; **Cecil Dennie**, central shops; **Leonard Deschamp**, Frood-Stobie mill; **Anton Kerekes**, Copper Cliff copper refinery; **Robert McJannet**, Copper Cliff North mine; **Donald Proulx**, Crean Hill mine.

At the \$30 mark are **Roger Emond** and



Thomas Burke \$495



Lyle McCutcheon \$210

Harold True, Frood-Stobie mill; **Haig Elliott** and **Ivan Leblanc**, Copper Cliff South mine; **Vittorio Brunato**, Copper Cliff smelter; **Bryan Grace**, Copper Cliff copper refinery; **Franz Pruegger**, utilities.

The following received \$25 awards: **Craig Bradley**, **Roger Bouffard**, **Daniel Gagne**, and **Robert Croteau**, Copper Cliff South mine; **Garry Silcher** and **Ernest Bray**, Stobie mine; **Thomas Blanchette**, Copper Cliff copper refinery; **Greg Brooks**, Copper Cliff copper refinery; **John Crepeau**, Creighton mine; **Robert Dillezay**, Creighton mine; **John Duggan**, Frood-Stobie mill; **Leo Hamilton**, Frood-Stobie mill; **Eugene Laframboise**, Frood-Stobie mill; **Art Landry**, Creighton mine; **Robert Langdon**, Crean Hill mine; **Normand Mailhot**, Stobie mine; **Albert Nault**, utilities; **Allen Oliver**, Copper Cliff copper refinery; **Gilles Papineau**, utilities; **Paul Poulin**, Copper Cliff North mine; **Rheal Prevost**, Little Stobie mine; **Brian Smith**, Copper Cliff North mine; **Jim Trapasso**, Copper Cliff North mine; **Gerald Turbitt**, Copper Cliff South mine; **Mickeal Verbiwski**, Stobie mine.

At the \$20 mark we have **Johannes Goedhard** and **Leland Blois**, Iron Ore

Recovery Plant; **Alfred Beck**, Stobie mine; **Garry Bradley**, utilities; **Alcide Carriere**, Iron Ore Recovery Plant; **Alex Gillies**, Copper Cliff South mine; **Robert Horner**, Little Stobie mine; **Helmut Hundrieser**, Iron Ore Recovery Plant; **Jack Mikkola**, Iron Ore Recovery Plant; **Robert Schwentner**, Crean Hill mine.

Receiving \$15 were **John Miron** and **Gary Dupont**, Iron Ore Recovery Plant; **Archie Kean** and **Harold True**, Frood-Stobie mill; **Don Tolson** and **Bruce Kutchaw**, Clarabelle mill; **Harold Boluk**, Copper Cliff copper refinery; **Frank Chirka**, Frood-Stobie mill; **Teddy Clarke**, Copper Cliff copper refinery; **Clark Cordeau**, Clarabelle mill; **Harold Dewar**, Copper Cliff Copper refinery; **Harvey Eaton**, Stobie mine; **Haig Elliott**, South mine; **Michael Gillies**, South mine; **John Gomme**, Stobie mine; **Wayne Kerr**, Copper Cliff copper refinery; **Roger Latour**, matte processing; **Dwight Middleton**, Crean Hill mine; **John Miron**, Iron Ore Recovery Plant; **Ivan Moore**, Garson mine; **Chris Ray**, Copper Cliff copper refinery; **Howard Ryan**, Clarabelle mill; **Ernest Schwemline**, matte processing; **Wayne Villemere**, Clarabelle mill; **Sid Yates**, utilities.

Receiving \$10 awards were **Edmond Casey** and **Bernard Whalen**, Crean Hill mine; **Alfred Bellerose**, Iron Ore Recovery Plant; **Lionel Bouclier**, Crean Hill mine; **Frank Chirka**, Frood-Stobie mill; **Donald Gibson**, Frood-Stobie mill; **Keith Godin**, Little Stobie mine; **John Henry**, Iron Ore Recovery Plant; **Gary Hunter**, Crean Hill mine; **Raymond Leclair**, Stobie mine; **Yvon Lepage**, matte processing; **Murray McBride**, Crean Hill mine.

At the Port Colborne nickel refinery **Lyle McCutcheon** received a \$210 award for his suggestion regarding the use of 7" x 9" rollers to apply resin when laminating joints in F.R.P. pachuca and oxidizer tanks. **William Reich**, of the mechanical department, made \$140 for suggesting that the production hoist in the 'S' rounds building be turned 90 degrees, thereby preventing damage to the hoist frame. The following employees of the mechanical department also cashed in on suggestion awards: **Anthony Augustino**, \$30; **Arnold Jones**, \$25; **John Lyrette**, \$25; **Rudolph Toth**, \$25; **Don Marion**, \$25; **Jim Suess**, \$25; and **Robert Horvath**, anode department, \$25.

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



Bill Lang, construction leader at the Copper Cliff North mine, was pleasantly surprised the other day when three of his workmates stopped by his place to wish him well. Bill, who is recovering from a bout with pneumonia, exchanged colorful conversation with his friends about his garden, axe collection and numerous escapades the men have shared over the years. Testing the edge of the axes are, from left, **Bob Dembek**, **Vanio Luolaja**, **Bill Lang** and **Clyde McCulloch**. All men are construction workers at the Copper Cliff North mine. Bill is best known for his active involvement with the Copper Cliff Mines Association.



Zygmunt Bankiewicz, from the Copper Cliff Rehab Centre, was putting the finishing touches to the steel safety posts that protect fire hydrants when we snapped his picture. All the fire hydrants in the Copper Cliff smelter area and their protective posts are cleaned and repainted by employees of the Rehab Centre. This protects the hydrants and also makes them highly visible should an emergency arise.



One of the university students hired at the Port Colborne nickel refinery is pretty **Denise Concessi**. A switchboard operator for the summer, she will return for her third year of secretary and administrative study at the University of Western Ontario at London in the fall. Her father, **Frank**, is an electrician at the plant.



Maintenance mechanic **Tom Perry** and fourth-year apprentice **Hubert Seguin** look on as maintenance mechanic **Bill Dumencu** points out interesting factors on one of the 14 portable compressors that were in use at Creighton mine recently to supply compressed air while the mine's Brown Boveri compressor was being overhauled. It is interesting to note that the portables used in excess of 2,000 gallons of fuel daily to supply compressed air for the mine's loaders, drills and hoists.

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



Rod Bennet, a pipefitter at the Port Colborne nickel refinery, points out a weak spot in the opposing team's fielding to his twin sons, **Norman and Richard**. The boys were participating in the final game of a week-long tee-ball tournament and must have listened to dad's advice, emerging winners in the competition.



Top golfers from across the country were in Sudbury recently to take part in the 29th Annual Idylwyld Invitational Tournament for the much coveted Inco Trophy. Taking top spot in the tournament for the second year in a row was **Fred Silver**, right, former Copper Cliff native and a four-time winner of the trophy. Fred's win made him the second man to take the trophy two years in a row. Fred's father, **Ron**, is a former Inco employee. **Ron Taylor**, president of Inco Limited, Ontario Division, and Idylwyld Invitational committee chairman, **Brian Knight**, presented Fred with the trophy. Although forecasts predicted rain for the weekend of the tournament, golfers were in for excellent weather for the matched play action.



Shebandowan mine engineer **Bill Allard** checks a flow meter located on the Matawin River, twelve miles downstream from the Shebandowan mining complex. The flow meter is designed to indicate the amount of water that flows over the tailings dam and into the natural watershed. Information obtained from the unit allows for control of water flowing from the pond.



Rene Plouffe, electrical foreman at the Copper Cliff North mine, left, explains the operation of a hoist motor to a group of visitors from Belgium and France, who were returning a visit made by Canadians to France and Belgium two years ago. The visitors observed mining, milling and smelting operations at Inco before attending a luncheon at the Copper Cliff Club, where they were greeted by **Senator Rhéal Bélisle** and **Mel Young**, Inco's assistant to the president, Ontario Division.

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Any way you look at it, the eight new haulage trucks now in operation at the Clarabelle Open Pit are mind boggling in size. Above, **James Zohar**, a student employed at the Copper Cliff North mine for the summer, gives an indication of their size as he is dwarfed by a number of the newly acquired trucks. Viewed from the top of the pit, below, the camera fails to capture the immensity of the equipment. It takes nine six-yard scoops to load the 75-ton trucks to capacity.



Copper Cliff North mine is the major attraction for hundreds of visitors who take part in Inco mine tours. Guests from all over Ontario and the other nine provinces, as well as Northwest Territories and Yukon, have looked over the modern mining facility. Visitors from foreign countries are also a common sight at the mine. Guests have been received from Australia, China, England, Germany, India, Indonesia, Italy, Mexico, Northern Ireland, Peru, South African Republic, Sweden, Wales and most American states. Scanning through the guest book, **Grant Bertram**, superintendent of Copper Cliff North mine, points out a few of the many interesting points of origin to foreman **Walter Sokoloskie**, left, and training supervisor **Lyall McGinn**.

Approaching Age 65?

Are you approaching age 65? If so, you will be entitled to Old Age Pension and Canada Pension Plan benefits. You also will have your basic Ontario Hospital Insurance Plan (OHIP) coverage paid for by the Government of Ontario, and you will receive a new identification card from the Government with a new number. Inco Limited will continue to provide Blue Cross semi-private coverage and you will receive an identification as well. Therefore, you will produce two identification cards if you are admitted to hospital.

The Government of Ontario will also pay for certain drugs when you become a senior citizen (age 65) but Inco Limited will continue to pay for your Blue Cross Drug Plan as well so that you may have complete coverage.

Have you any questions regarding the above benefits? If so, call Employee Benefits at 682-4438.

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



The first Inco Japan employee to join the Inco Quarter Century Club, **Mrs. Miyo Kurashige**, recently received her pin from **William Sparr**, Inco assistant vice-president. Looking on is **Osamu Hirano**, Inco Japan's president. Mrs. Kurashige, who was born in China, graduated from Tsuda College in Tokyo in 1936, majoring in English and English literature. She joined the Inco office in Tokyo in March, 1951, as a librarian.

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A summer student in Inco's agriculture department in Copper Cliff, **Danielle Brunet** admires new blossoms and bananas formed on a banana tree in the Copper Cliff greenhouse. The tree, started from a cutting, is only two years old and produced its fruit slightly ahead of schedule. Just for the record, banana trees are actually members of the grass family and are classed as giant tropical herbs. In their native habitat they obtain a height of 25 feet and form leaves nine feet long. Banana trees produce fruit only once in their life and then die. Quipped Danielle: "We've already got a few cuttings started, and should have new trees growing shortly."



Drilling holes to accommodate mag switches on this 18-ton skip are Copper Cliff North mine construction electrician **Olva Maki**, left, and plater **Steve Gazdic**. Placed into service just recently, this is the first installation of a roller-chute skip at the Copper Cliff North mine.



Paving the road from Creighton mine's number three shaft to number nine shaft was a big job, but with the help of this 40-ton truck, the job was done quickly and efficiently. The main road was also paved past the main gate to the far side of the Fire Hall for comfortable riding into the mine site.

NEWSMAKERS . . . NEWSMAKERS . . . NEWSMAKERS . .



It's not every day that a youngster gets to view a fire engine. That's **Billy Van Embden**, a victim of muscular dystrophy, who was recently given the royal tour at the Lively station of the Walden Fire Department. David Taylor, national field director of the Muscular Dystrophy Association of Canada, the firemen's official charity, was also on hand to accept \$500, which the Walden Fire Department had raised at their recent Fireman's Ball. Pictured with Billy are, from left, **Mike Demers**, **Dave Taylor**, **Bert Behenna**, **Jack Parry** and **Brian McGregor**. Mike, Jack and Brian all work for Inco and are volunteer firemen at the Lively station. According to Dave Taylor, firemen from across Canada raise in excess of 70% of all MDA funds. As for Billy, he will soon be taken to a special clinic in Toronto for further diagnosis and treatment.



George McPhail, left, inspector of mine rescue training for the Ministry of Natural Resources, was at Garson mine recently to present individual plaques to each member of the Garson mine rescue team for their win of the coveted John McCreedy Trophy in 1976. Team captain **Jim MacLellan**, right, accepted his plaque along with team members **Tom Poulin**, **John Hughes**, **Rick Ketter**, **Placide Dubois**, **John Lacey** and **Camille Belanger**.



Markstay residents are keeping their shoulders to the wheel in order to raise money for their arena, according to arena manager **Bob Racine**. The Wintario program has promised \$176,000 to aid in construction costs for the building, leaving local residents with the task of raising an additional \$88,000. Through door-to-door campaigning, fund drives, Winter Carnivals and monthly dances, the bulk of the required amount has been raised, however, an additional \$20,000 has to be collected. In order to keep costs to a minimum, volunteers have helped with excavating, landscaping and painting for the arena building. Here **Louis Laforest**, left, a slope boss at Garson mine, helps clerk-treasurer **Pat McDonald** and arena manager **Bob Racine** lay drainage tile.

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Les Lewis, public affairs coordinator at the Port Colborne nickel refinery, and for many years the associate editor of "The Triangle", recently retired and is taking life a little easier. Without doubt, Les is going to be a familiar figure at the Port Colborne Country Club now that he has plenty of time on hand to get his handicap down to where he thinks it should be.

Inco's Music In the Park

A Country Music Special is slated for Sunday, August 8, in Copper Cliff Nickel Park. Starting at noon, ten area bands will be performing in a twelve-hour concert of continuous music. The following bands are scheduled to perform.

"Young Country"—12 noon-1 p.m.

"Happy Days"—1 p.m.-2 p.m.

"The Rainvilles"—2 p.m.-3 p.m.

"Stan and the Valley Boys"—3-4 p.m.

"Sue and the Rubies"—4 p.m.-5 p.m.

"Happy Gang"—5 p.m.-6 p.m.

"Ernie and Company"—6 p.m.-7 p.m.

"The Reeds"—7 p.m.-8 p.m.

"The Bandellarios"—8 p.m.-9 p.m.

"Johnny Bruneau"—9 p.m.-12 a.m.

Music for this occasion is presented by Inco Limited, through a grant from the Music Performance Trust Funds, obtained with the co-operation of Local 290, Sudbury Federation of Musicians.



Those daring young men in their jaunting jalopies are always looking for an approving eye, and there were many approvals at the Rainbow Country's Second Annual International Parade of Motor History, held in Sudbury recently. Here, **Rick Morrison**, of Inco's Copper Cliff office, tries to get **Maria Porycky** interested in his 1930 Model "A" Ford. Below, **Bill Dyck**, of Garson geology, polishes his 1957 Chev under the watchful eye of car owners **Bill Charsley**, a mechanic at Garson mine, **Bill Dyck**, **Eldon Ginson**, a stoep leader at Garson mine, **Ed Miller**, a maintenance mechanic at the Copper Cliff mill, club president **Terry Heale**, a maintenance services coordinator at the Copper Cliff copper refinery, and **Ted Schmidt**, of North mine's geology department.



Inco Golf Tourney Slated for Aug. 14

The Annual Inco Golf Tournament will get under way on Saturday, August 14, at the Idylwyld Golf and Country Club. Shotgun starts are scheduled for 7:30 a.m. and 1 p.m. The top four low-gross winners will play in the President's Cup Tournament in Port Colborne. A winners' dinner, along with prize presentations, will be held August 18 at the Copper Cliff Club.

Holiday Time

Vacation time is here and we all look forward to our special kind of relaxation. Whether it be driving 5,600 miles to see this beautiful country of ours, staying home to loiter around our newly installed swimming pool, or leisurely laying in the sun at a campground on Manitoulin Island — wherever, or whatever you do, do it safely! Have fun, take care, enjoy your vacation, and remember that safety makes vacation days happy days!

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



Ralph Parker, right, and **Donald McGavin Q.C.**, Company secretary, are reflected in a special stainless steel plaque during unveiling ceremonies at the Thompson Mine discovery hole. The plaque commemorates the 20th anniversary of the discovery of the Thompson, Manitoba ore body. Mr. Parker, who played a major role in the development of Thompson, retired in 1963 as senior vice-president. A diamond drill rig, situated above the collar of the first hole to intersect the Thompson Mine ore body, is typical of those used by geologists and drill crews between 1946 and 1956 when Inco Limited explored and drilled for minerals in Northern Manitoba.



Two officials with the German Democratic Republic's Olympic track and field team, **Heinz Czewinski** and **Dr. Hans Rube**, completed arrangements for the 68-member team to stay at Sudbury's Laurentian University residences and use its modern track and field facilities prior to the Olympics. Several countries decided against housing their teams in Montreal, preferring quieter and less distracting atmospheres so their team members could concentrate on training. Laurentian's track and field facilities are considered among the best in Canada and of world-class standing.



That's Froid mine caretaker **Armand Belanger** receiving the Ontario Medal of Good Citizenship from Lieut.-Gov. **Pauline McGibbon** at a recent Queen's Park ceremony. One of the 15 Ontario residents so honored, Armand was lauded as a conservationist and community worker. The medal goes to those who contribute to the "common good . . . without expectation of reward."

You can stay young indefinitely if you eat wisely, get plenty of sleep, work hard, have a positive mental outlook — and lie about your age.



Devised by Stobie mine drill fitter **Allan Kaven**, this model of a hydraulic system on diesel operated units is now being utilized to instruct employees in the proper regulation of pressures and the flow from the auxiliary to the main air systems. Here Stobie maintenance foreman **Guy Chute**, left, demonstrates the unit to drill fitters **Allan Kaven**, **Albert Klussmann**, **Emil Langois** and **Joe Sus** at the Stobie mine drill shop.

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



Jennifer Woodley and "Poco Peach Moore" cut a close corner during the Inco Quarter Horse '76 Show Barrel Race. Jennifer's father is **Warner Woodley**, recently appointed manager of the Port Colborne Nickel Refinery.



It appears not everyone appreciates beautiful Nickel Park in Copper Cliff! During the last three months, more than \$2,000 worth of damage has been done to its various facilities: walls in the wash-rooms have been severely damaged; the tent canopy has been ripped, and trees and plants have been uprooted. This wanton and senseless destruction is presently under investigation by various authorities. Here Inco tour guide, **Robert Fleming** examines one of the acts of vandalism, a knife slash in the tent canopy. A much larger cut was made near the top of the tent and had to be covered by a tarp, as pictured below.



Bill Vickman, a summer student at Creighton mine fired a one under par 131 to capture the Jim Dewey Memorial Trophy at the Lively Men's Open Golf Tournament recently. **Chris Hreljac**, son of Creighton mine hoistman **Hurtie Hreljac**, was second with 136. **Brian Crowder**, employee relations representative at Levack mine, was a close third with 137, while **Michael Curry**, of the Copper Cliff pay office, came fourth with 138. The ideal playing conditions were reflected in the scores: there were 13 rounds recorded under 70 in the two-day event. Above, enjoying a steak barbecue following the tournament, are **Bert Squirell**, an electrician at the Copper Cliff smelter, **Vic Bachmeier**, a mine foreman at the Copper Cliff North mine, **Richard Sitko**, a miner at Creighton mine, **Bill Vickman**, a summer student at Creighton mine, **Graham Squirell**, a planner at Stobie mine and tournament chairman, and **Rob Dillipio**, a driller at Creighton mine.



Working safely for 40 years paid off for drill fitter **Jack Myers** when management at Frood mine presented him with a modern clock radio recently. Frood-Stobie area manager **Bill Collis**, left, and assistant maintenance superintendent **George McAllister** presented Jack with the gift. During Jack's forty years of service, he has never had an accident or dressing of any kind. He was born in Massey and started work with Inco in February of 1937. He worked as a pipeman, driller and timberman until October, 1946, at which time he started working as a drill fitter. All of Jack's working days were spent at Frood mine, where he witnessed mining from the shovel days up to today's highly mechanized mining operation. Congratulations to Jack Myers, with the hope that the rest of his working days are as successful as the past forty!

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Ed Patton, senior electrical specialist for construction services at Inco's general engineering office in Copper Cliff, and **Largo Albert**, hoisting specialist, mines maintenance department, Copper Cliff, travelled to Mexico recently to commission a hoist that will service an existing mine shaft in Guanajuato, where Inco is involved with Mexican partners in rehabilitating the workings of an old silver mine in preparation for an underground exploration program. Standing in front of the 50-foot steel headframe at the El Refugio exploration shaft in Guanajuato, above, are **Ed Patton**, **Raul Rendon**, area mines engineer for Draco, the joint venture company, **Aurello Petracchi**, Draco's superintendent of operations, and **Largo Albert**. At left, one of the common carriers found on the road to the El Refugio property, agreed to have his picture taken with Ed and Largo.



Alex Gray, Inco's agricultural technician in Copper Cliff, was a recent guest on "Open Line", a popular program on CKSO Radio in Sudbury. Alex and show host, **Mike Hopkins**, left, exchanged information and answered many questions from listening gardeners. Alex previously appeared on the program and, as usual, attracted a large number of calls.



Moving an oil storage tank 14 feet high and weighing some 15 tons is no easy undertaking, even for Inco's transportation department. The tank was recently moved from the smelter complex to the iron ore recovery plant storage area. A 25-ton float and a 55-ton crane were required for the move, and a line truck was called in to raise wires along the route. Welders were required to remove gateposts at one of the plant entrances to allow passage of the 20-foot-wide tank. The move was supervised by **Bob Burke** of the Copper Cliff transportation department. **Vic Henderson** and **Les Cresswell** assisted in the move, along with an escort by the Sudbury Regional Police and a CPR flagman stationed at level crossings.

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Ken Anthes, a foreman in the shearing department at the Port Colborne nickel refinery and currently assistant to the safety supervisor, **Joe Rossi**, has been spending Sunday nights as the announcer at Humberstone Speedway for the past 13 years. Very popular with the spectators, Ken always enjoys passing on a humorous story. His long standing success is probably attributed to strolls through the pit area of the speedway, gathering bits of information about the drivers and later relating them to the audience. His good strong voice is also an asset.



Triangle readers are reminded that cyclists and moped riders are legally entitled to *half* of the roadway — it's the law, but they must move to the right to allow faster moving traffic to pass. Like cars, trucks and buses, bicycles and mopeds are considered "vehicles" under Ontario's Highway Traffic Act. And the same rules of the road apply to drivers of all vehicles. Cyclists and moped riders are not required to drive on the shoulder of any road to allow a motor vehicle to pass. When overtaking a bicycle or moped, the driver of a motor vehicle must turn out to the left as far as necessary to avoid a collision. Leave the right lane only when it is safe to do so. Signal your intentions. Cyclists and moped riders should drive as close as possible to the right-hand side of the road and in single file.



Founded five years ago, the Walden Little League Baseball Association now boasts a registration well in excess of 200 players. According to president **Bill Narasnek**, general safety foreman, Copper Cliff mines, some 70 parents are also actively involved in volunteer help to operate the three divisions. In the above photograph, manager **Bill McLaughlin**, a rigger at Creighton mine, discusses a forthcoming game with team members. Next to Bill is assistant manager **Robin Campbell**, a summer student at the Iron Ore Recovery Plant. Below **Eldon Munroe**, left, a dryman at the Copper Cliff North mine, checks the lineup with Bill Narasnek. Eldon is the volunteer umpire for most of the league's games.



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



A first-aid training program has been set up at the Port Colborne nickel refinery to instruct hourly rated employees who have not received previous training. Two qualified instructors from the mechanical department are handling the teaching duties for the two-day courses, which are being held every month during the summer. Beginning in September, a class consisting of 10 men from different departments of the plant, will be formed every two weeks. At the conclusion of each course, the men have the option of writing the exam for a St. John's Ambulance certificate. Pictured above are members of the first class graduated recently, all having written and passed the examination for their St. John's Ambulance certificate. They are front row, from left, **Bruno Favaro, Reno Della Ventura**, instructors **Orval Martin** and **Robert Lambert, Millard Minor**. Back row, from left, **Ches Stanley, Gary Grondin, Al Rollins, Ernie Punyi, Mario Ottavian, Reg Smith**. Checking out "patient" **Al Rollins**, below, are **Ernie Punyi, Bruno Favaro, Reno Della Ventura** and **Reg Smith**.



Paul Corey, above, receives last minute instructions from coach **Doug Ploughman**, an electrician at the Port Colborne nickel refinery, during a recent tee-ball tournament. Engrossed in the game, below, Paul's parents, **Gerry** and **Nola**, keep an eye on the play while his grandparents, Mr. and Mrs. **Elias Corey**, are equally intent. Gerry is general foreman of Number One Research Station in Port Colborne. Tee-ball is designed to teach youngsters the fundamentals of baseball, being quite similar to the game except that each team has eleven players and each gets a turn at bat every inning, regardless of the number of outs. The ball, rather than being pitched to the batter, is hit from a tee at home plate.



"The Triangle" photographer snapped this photograph while walking through the Frood mine blacksmith shop. The boys in the shop wanted to get a picture with **Homer Chayer** on his last day at work so we are pleased to present the result. In front are **Art McEwen**, left, and **Homer Chayer**. In back are, from left, **Bill Kowulchuk, Walter Lammi**, foreman **Jack Armstrong, Marc Rochett, Gerv Hickey** and **Berk Keaney**.

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Inco Pensioners Golf Tournament On August 26



Bill Lake was a happy winner at last year's tournament.

The second annual golf tournament for our retirees will be held at the Chelmsford Golf Club again, this year on Thursday, August 26, 1976. Deadline for entries is August 20 so that the draw may be arranged and players notified. Entries should be mailed to: **Bert Meredith**, IN Touch, Public Affairs Department, Copper Cliff, and you should give your full name, address, phone number, and preferred starting time, that is morning or afternoon, if two draws are required. With a shotgun start and two draws, morning and afternoon, we can accommodate a maximum of 144 players. Entries will be restricted to that number. An entry fee of \$3 will be paid before tee-off, and will include green fees, lunch and prizes. **Leo Desilets, Tom Gladstone, John Woznow, Wes Hart and Leo Fletcher** head the committee in charge.

MONEY WILL buy only things which are for sale, and happiness is not one of them. The two greatest rewards in life are love and achievement. All else is secondary.

F. ALEXANDER MAGOUN



Enrique Arce Behrens, who is in charge of community relations at Exmibal's plant, Guatemala, was a recent visitor to Inco operations in the Sudbury District. Enrique toured many of the surface plants, but claims his biggest thrill was an underground tour of the Copper Cliff South mine. "I was just amazed," quipped Enrique. "It was a most wonderful experience — like going into the heart of the earth." With Enrique, centre, are, from left, **Menno Friesen**, mine engineer, **Sam Laderoute**, tour co-ordinator, **Jim Byrne**, general foreman, and cage tender, **Willie Belland**. After visiting Sudbury, Enrique went on to tour Inco's operations in Thompson, Manitoba.



Inco insurance personnel from Canada, the United States, the United Kingdom and Bermuda gathered for a three-day meeting in Sudbury recently to review the Company's policy with regards to insurance coverage. While in Sudbury, the group toured Inco underground and surface facilities. Following their underground tour at Stobie mine, members of the group posed for "The Triangle" photographer. They are, from left, **Stan Dutchburn**, division insurance analyst, Copper Cliff; **John Taplin**, president, Aegis Indemnity Limited, Hamilton, Bermuda; tour guide **Sadiq Zaidi**, divisional supervisor, Stobie mine; **Walt Turner**, insurance manager, ESB Inc., Philadelphia; **Bill Finnerty**, manager, insurance, Inco Limited, New York; **Ron Muckleston**, risk management advisor, Inco Limited, London; **Jack Steelman**, management staff assistant, Huntington Alloys Inc., Huntington, West Virginia; **Bill Armstrong**, insurance analyst, Inco Limited, New York; **Jack Rosa**, assistant division comptroller, special projects, Inco Limited, Thompson, Manitoba.



Joe Sullivan – Logo Writer

The foremost harness racing event of the Sudbury area is the "Nickel Plate," slated for August 14 at the Sudbury Downs. With that in mind, we thought it would be appropriate if this month's logo writer were involved in horse racing. We hit the jackpot when we asked Joe Sullivan to pen this month's cover.

Joe, a maintenance mechanic at the Copper Cliff nickel refinery, has been with Inco for the past 25 years. A proud horse owner and a driver at Sudbury Downs, he currently owns two six-year-old geldings: that's "Shadydale Gem" on the left and "Orphan Buster" on the right.

Joe, who operates a 100-acre farm of prime pasture in Azilda, hopes to get into raising horses on a larger scale within the near future.

"I owned a saddle horse for a couple of years before I bought my first race horse," said Joe, pointing out that he acquired his first race horse in 1972, just a month after Sudbury Downs opened its doors to Northern Ontario racing fans.

Joe is now fully qualified and licensed to both train and drive horses.

Naturally, he hopes to have one of his horses entered in the Nickel Plate. So, if you see him go by, give him a cheer! Who knows, he might even come in first!