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Publications
Editor

Peter vom Scheidt

Writers

**Meribeth Dingwall
Frank Pagnucco**

Port Colborne
correspondent

Dino Iannandrea

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**Cool copper**

When a rush order was awarded to machine special copper cooling fingers, the boys in the divisional shops came through with their usual efficiency and were able to machine 88 tons of copper in three weeks!

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Most downhill skiers have heard of the ski patrol, now a new breed of ski patrol has been developed to deal with the special problems associated with cross country skiing.

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Elmer Heikkila, a process laborer at the copper cliff mill, heads out on the Killarney trail. As president of the Broder-Dill Snowmobile Association, he and the Club were instrumental in blazing the first trail between Sudbury and Killarney. His story begins on page 16.

To everyone according to their abilities

Repairing breathing apparatus, welding torches and safety glasses, cutting various types of gaskets and reading hydro meters, specialized laundering, making deliveries, locksmithing, printing signs and cutting keys.

That's just a few of the jobs the some 30 employees at the Copper Cliff modified work centre are doing.

The modified work centre, located in the former number two change house at the Copper Cliff mill, provides meaningful and gainful employment wherever possible for those employees who are no longer able to perform their regular jobs due to injury or illness which has occurred either on or off the job.

Inco Metals has long maintained a policy of employing as many people as possible who have permanent partial disabilities, in work which is in keeping with their abilities.

"At the modified work centre, we attempt to bring together the available jobs and those permanently partially disabled people who can do those jobs," explains John Rickaby, superintendent of central services in the safety and plant protection department. "We try to suit the individual to the available job on the basis of what he can do rather than what he can't do."

The process of matching a partially disabled employee to a job which becomes available, begins with a review of eligible employees by the rehabilitation co-ordinator, Joe Rossi, who maintains a listing of all permanently partially disabled personnel in the division.

He selects prospective candidates

and contacts them by telephone. At this time he explains briefly the job opening and its requirements to the employee and asks him to attend an interview at his office. There, Joe explains the job more fully and arranges for the candidate to visit the job site and meet the supervisor.

Should the person accept the job opportunity, he is requested to obtain medical clearance from his physician and report to work.

Once he has reported for work, the employee undergoes a period of re-orientation and training. During this time he becomes acclimatized to the



Repairman Peter D'Aoust overhauls a breathing apparatus.

Modified work centre

working environment and is given the opportunity to test his physical and mental abilities.

There is close communication between the company's director of occupational health, Dr. Wally Woychuk, and the employee's physician as to the employee's present capabilities and the type of work he can do. Should the employee feel that he has recovered completely from his illness or injury, he may return to his original job provided he receives consent and a return to work slip from his physician.

The centre's supervisor, Gene Dankewich, maintains good communications with his people as a matter of policy.

Each morning Gene sits down with the employees to chit chat and, as Gene says, "to observe each individual's ability, to find out how he's feeling and if he's feeling fit for the work he is to do that day.

"We try to operate with a buddy system which involves the pairing of the employees," Gene adds. "This means that no matter where the employee is working, if he requires physical assistance he knows there's someone close by who can help him. The same thing applies to the employee learning the ropes. If he can't solve a problem, say with repair work, he can get answers from the veteran who has the experience."

"We all recognize and respect each other's needs," Gene concluded. "We're one big close family."



Larry Aubertin, repairman leader, left, tests a demand breathing apparatus regulator while centre supervisor Gene Dankewich looks on.



Laundryman Paul Oleksiw, right, and partner Rene Ross fold overalls from the dryer.



Out in the field, Denis Piette reads a hydro meter.



Rehabilitation co-ordinator Joe Rossi interviews employee Ed Landry prior to Ed leaving the modified work centre.

A big job done in record time



Maintenance mechanic Leo Bombardieri begins drilling an end hole in the copper cooling jacket.



"There are three kinds of people in the world; people who make things happen, people who watch things happen and people who wonder what happened. We're graciously endowed with people from the first group."

Thus spoke Bruce Warren, machine shop coordinator. His eloquence was inspired by the exceptional work done by maintenance mechanics in machining a special, "rush" order of 1,100 copper cooling fingers destined for the smelter in Indonesia.

Cooling fingers are jackets approximately two feet long and four inches square designed to have water flowing through their interior. Installed in five rows around the walls of the electric furnace in a one foot square pattern, the fingers cool the refractory. The higher temperatures required to smelt the lateritic ores of Indonesia necessitates the use of these fingers to prevent the refractory from burning.

Divisional shops was awarded the cooling finger project only after it outbid several Canadian and foreign concerns. Not only did it offer the lowest bid to perform the required work but divisional shops also agreed to have the job completed within the very tight time constraints. That meant machining 88 tons of copper in only three weeks!

Work began in earnest on November 20. Everyone that would be involved with the cooling fingers job met in the divisional shops conference room before the first drill bit began to turn to discuss the project and its importance. Thereafter the meetings were held, according to

Using Lek-Tek fluid and air pressure, Zeke Farrow, a machinist, checks the cooling jackets for leaks.

Bruce, every three or four days to keep everyone concerned posted on the work's progress.

The operation involved maintenance mechanics drilling two small holes about an inch and a half in diameter in the end of the rectangular copper finger. A larger, two and a quarter inch hole was bored in from the side joining the two smaller holes to form a coil.

A plug for the larger hole was manufactured and fitted into place. The finger was then tested for leaks using 100 pounds per square inch air. The entire cooling finger, in the final steps of the operation, was steam cleaned, degreased and deburred, put on pallets and loaded into container vessels. The cooling fingers were trucked to St. John, New Brunswick from where they will be shipped to Indonesia.

The most difficult part of the project, Bruce reveals, was threading the copper. The cooling fingers are made out of extruded copper, that is copper that was forced through a die block to give it its shape. For some unknown reason this type of copper does not thread easily.

The problem was solved when the maintenance mechanics replaced the normal clearance tap, used to cut the threads, with a high clearance tap. "Once we did that," Bruce says, "we had no problems at all."

When the last pallet of cooling fingers was ushered out of divisional shops with a one or two day cushion before the December 23 deadline, there was no man happier than Richard Dixon, a buyer for PT Inco in Toronto and the man responsible for the cooling finger contract.

Having visited the machine shop while work on the cooling fingers was proceeding, Richard comments that the pride of workmanship was evident among those involved with the project. "I could see that they had really taken personal interest in the manufacture of the cooling fingers,"

he notes. "I could see that personal pride went into each unit being done."

Richard expected some problems, he confesses, only because the machine shop had never worked with this type of copper before and others who had previously attempted this project had experienced "horrendous problems". He commended the

machine shop crew on their skilful labors. "They've done a job that has been practically without problems."

With an ever growing list of accomplishments including trunnions, rotate drive housings and thrust rolls, could anyone really have expected anything less when the machine shop boys applied themselves to copper cooling fingers? (Continued on next page)



Maintenance mechanic Lou Fantasia files the burrs off the plug area of the copper jacket.



Luke Pilon, a maintenance mechanic, hooks copper shavings out of the way while drilling the end hole in the cooling jacket.



Dave Roberts, a machinist, sets material in the chuck of the NC lathe to manufacture a plug for the cooling jackets.



Loaded on pallets and ready to be shipped to Indonesia, the copper jackets undergo a final inspection by first line supervisor Rolly Vecchia.

Family Album

Family Album Photos

If you are an Inco employee and would like your family to appear in the Family Album section of the Triangle please let us know by calling 682-5425, or send in your name to the address on the masthead.



Joe Porcino, a 17 year veteran at the Port Colborne nickel refinery, is a welder in the research stations. Joe, his wife Josephine and children from left: Eleonora, 16, Lucy, 11, Maria, 15, and Fred, 14, make good use of their house trailer. Joe enjoys gardening and wine making. Josephine likes to sew and makes many clothes for herself and the girls.



The Romeo Venne family of Val Therese doesn't have to go far to enjoy the outdoor life. Romeo, a locomotive engineer in the transportation department, his wife Suzanne, children from left: Monique, 15, Louis, 21 and Francine, 19, relax in the summer months by their backyard swimming pool. Mom and Dad also grow vegetables, some of which are made into preserves for the winter months. Suzanne and Louis are employed in Sudbury while Francine and Monique attend Cambrant College and Hanmer Secondary School respectively.



Members of the Bill Dewar family are outdoor enthusiasts. Bill, a first aid attendant in the safety and plant protection department in Copper Cliff, his wife Bonnie and children Kimberly, 9, and William Jr., 3, enjoy camping and taking long walks in the wilderness. Bonnie is involved with the Walden Brownie and Girl Guide organizations and in her spare time knits and crochets for the family. Bill is an avid hunter and fisherman. He is presently working towards his private pilot's licence.

Old Gidi-ep go



How do you make the Randyjoy turn the right way? pondered Bill Glogger, left, and Ray Poulin, two individuals who worked for some time on the solution.



Shades of Shelley! Hints of Hawthorne! Bits of Blake! When an event of either humorous or dubious distinction occurs at Creighton mine, it usually becomes documented in the form of a semi-epic poem penned by the lampooning lyricist of 3,800 level, Louis Beres, a mine foreman.

One of Beres' best works, entitled "The Gidi-ep Woe Randyjoy", is a mirthful tongue-in-cheek look at the not-so-smooth development of a hybrid slusher known as the Randyjoy, a combination of the Rand and the Joy slushers.

The tale of the Randyjoy began in 1978 when it was noticed there was an overabundance of Joy motors in stock. Bill Glogger, mines salvage equipment shop leader at the Kirkwood mine salvage shop, devised an adapter that allowed Joy motors to be mounted on the Rand slusher. The crossbred machine worked well, so it seemed, passing inspections at the salvage shop and the drill fitters shop at Creighton before being commissioned underground. There lay the point of departure for Louis' satire.

Not enough slushers

To get out the muck

We had Rands without motors

Broken Joys - we were stuck

The brains got together

And started to scheme

With parts from these two

They made one new machine

It was not a Rand

and it was not a Joy

If you like you can call it

A Randyjoy

They turned on the air

And it sounded nice

As it - burled over

Once or twice

They painted it orange

And their chests stuck out

And they shipped it down under

To muck-er out

But not all was well in the land of slushers. Inspections of the "Randyjoy" overlooked the rotation of the Joy motor. It turns in the opposite

Louis Beres, left, and Bill Gagnon share a laugh over a copy of Louis' poem, "The Gidi-ep Woe Randyjoy".

direction of the Hand motor so rather than pulling in the tusher came the motor was letting it out. Bill Gagnon, drill shop leader at Creighton and the mechanic referred to in the poem said "It came to the drillshop and we fixed it. But we never checked the rotation so we didn't know it was going backwards" the chucker. As soon as it was hooked up underground it operated backwards. It turned on the air And was ready to go But the Joy went pining And the Hand man went woe The handles were pushed down And it turned around The cables didn't come in But went out instead

One of the miners dealing with the malfunctioning manure machine was store leader Louis Ruel a.k.a. "chum from Quebec". After he and his partner decided to believe their eyes, they applied a miner's typical resolve to making the best of a situation and getting back to the task at hand. The rusherman stopped And rubbed his eyes

And said to the others
Did you see that by a
My chum from Quebec
Said it must be a twist
It maybe the Joy
She goes in the wrong way
There's one way to fix this
He thought as he sat
To reverse the handles
From the front to the back
And stand in front
To start the chuck
With some side view mirrors
From a half ton truck
The motor ran too
And the drums ran free
And it seems somehow
I'm not sure
The mechanic by Gee
Says I was not the
It was done by a smart guy
Who has a degree
French Canadian slang is broken

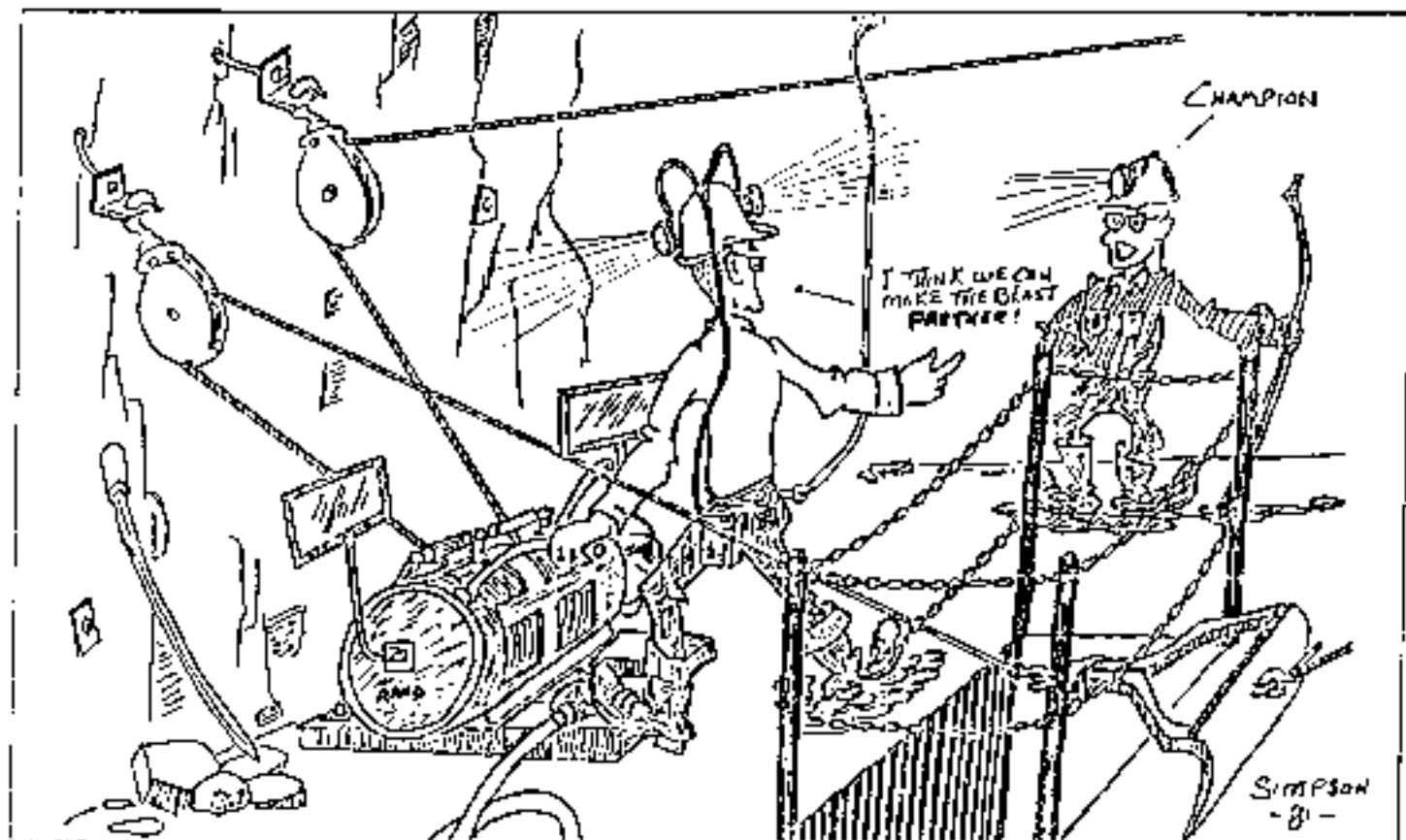
Both Bill Gagnon and Bill Grogger admitted that overlooking the obvious had their feeling that it was stupid. Everyone turned their attentions to solving the rotation problem. A lot of people were stumped for some time.

The solution was sparked by a joke. A fellow employee telephoned to tell Bill Grogger that his Randyppy headache would be relieved if he just turned the drill around. It struck him then. The rotation would be rectified if the rollers were reversed.

The problem's now solved
And it's pulling out rock
It was fixed by the roller.
They just never got stuck
And we thought perhaps
You might like to know
Do you can this tusher
Out G.O.P. Go

Louis served up the poem just after the rotation problem was solved and it immediately became a hit with everyone who read it from Creighton to Kirkwood.

Royce Simpson, a plate worker first class, supplied a cartoon of the Randyppy dilemma that compliments Louis' poem nicely. "It's excellent," beamed Bill Grogger, "admire the guy who wrote it, he shouldn't be a miner. He should have had an award for the poem alone."



L

stands for loppet, Inco's sixth annual. It stands for long ... and not so long, depending on which event you skied, five, ten, fifteen or thirty kilometers. It stands for laughter, laughter of husbands, wives and children enjoying a beautiful winter's day on cross country skis.

O

stands for oscar, as in the award some would get for their own way of skiing. It stands for over ... over hill and over dale, over field and over lake, where the well groomed trails behind the Voima Hall took skiers. It stands for oxygen, oxygen that lungs sought after long uphill climbs. O stands for oranges that were available to skiers at strategic points along the course ... a most welcomed respite from striding and gliding.

P

stands for people ... plenty of people ... well over 400 people who donned the planks for a day. It stands for pause, the pause many took to relieve hard working muscles or to view the wonderful wintery scenery or to talk about the weather, wax or other things of not so great significance.



P

stands for pancakes, piles of pancakes that hungry participants gobbled down before the shotgun start. It stands for poles that came in handy for getting you up a hill and for pushing you across the long, flat stretches. P stands for puff ... either the puff of lungs after some invigorating exercise ... or the puff of snow in which people disappeared at the bottom of certain hills.

E

stands for excellent. The weather, the organization, the cooperation of Voima people and the nordic division of the Canadian Ski Patrol ... all excellent. It stands for enjoyment and exhilaration and enthusiasm, all of which were evident in the faces of skiers, young and old.

T

stands for technique, which really didn't matter much as long as you got from point A to point B. It stands for turns that you made or missed. T stands for tired and triumphant, an apt description of those who finished their event.



Oldest mucking machine

Q. When does a mucking machine last several times longer than a modern day marriage?

A. Always.

While the spiralling divorce rate might serve to give mucking machines an unfair advantage in any comparison of longevity, there is one particular mucking machine at Creighton mine nine shaft that will defy just about any measure of durability. In fact, it is the oldest working muck loader in the nation.

Recently, Atlas-Copco, a mining machine manufacturer, launched a search for some of the oldest mucking machines.

"It started very innocently," said Bob McLeod, Sudbury branch

manager for Atlas-Copco. "It was a very simple request (from head office in Sweden) asking where some of the oldest mucking machines in Canada might be."

Aware of the fact that a number of the machines were sold to Inco, Bob took his quest to Creighton mine. Going by serial numbers he learned that number 772705 was operating in drift development on the 4,800 foot level. Number 772705 happened to be the first mucking machine delivered by the company in February, 1961!

According to Bob it is unusual for this type of machine to survive the rigors of hard rock mining for over two decades. "We consider seven years

as the write-off value of a mucking machine," stated Bob. It is, he continued, a reflection of the maintenance operation of the mine and the miners who operated the machine over the years. "We have seen loaders," Bob recalled, "that just get beaten to death. They don't last very long."

Isadore "Izzy" Seguin, a drift driller for the last 25 of his 33 years with the company, has operated old number 772705 for a good part of its life at Inco. "It was 1966 that I first got my hands on it," he remembered. "It was in good shape and we kept it that way, too."

Taking care of this machine for Izzy means lubricating it regularly. It also means washing it after every shift so muck will not accumulate. When anything goes wrong, he immediately calls in a drill fitter to rectify the problem. They're good machines, Izzy assessed, that go through "an awful pile of muck, day in and day out."

Operating the loader properly also helps extend its life, he noted. "There's no trick to it," Izzy said. "It's just a matter of learning how to do it properly. You've got to make sure you don't jump off the track too often."

When Atlas-Copco officials were taken to the worksite underground to view the mucking machine, they asked if it had been wiped to a spotless shine for the benefit of their visit. They were surprised to learn that this was the way it was always kept by the men operating it. Combine a good product with a good maintenance operation and good miners who take care of it and you get a machine that just keeps on mucking.

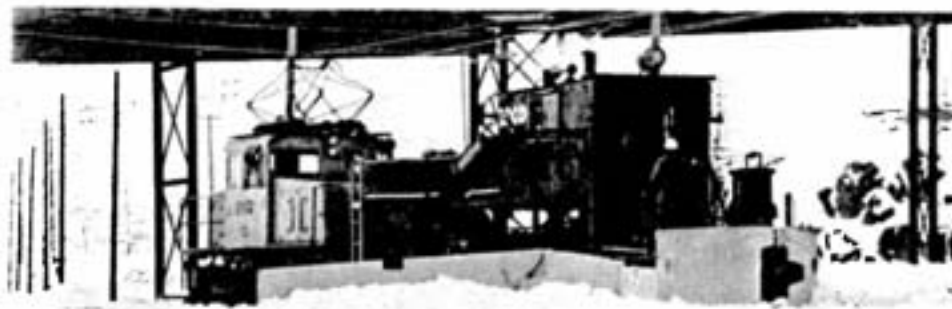
Isadore Seguin, left, tells Mickey McGuire, a writer for Atlas Copco, about the venerable LM56 loader.



Railway snow removal

Paralysis. It seems to be the intent of every winter storm that vents its

fury on us. Roads are blocked, airplanes are grounded and power is



The snow plow, pushed by an engine, clears the tracks in the tipple area near the Clarabelle mill



Angelo Cacciotti checks the wing of the snow plow as it pushes back the bank of snow near the track.

interrupted. Battling the elements and keeping 90 miles of vital railroad track in the Sudbury basin open is the work of Inco's transportation department.

From the first snowfall to the last melt the transportation department has 50 men, two snow plows, three mechanical switch brooms and three payloaders poised to keep the important arteries linking the company's various operations open.

It is the crews on the trains who inform the transportation foreman and the dispatcher of which sections of track need to be cleared, says Danny Brazeau, a track foreman. The amount of snow dictates what kind of equipment will be used.

A light snow cover that reaches the level of the rail, warrants the use of a mechanical switch broom, a kind of huge roller brush that sweeps the tracks clean. Anything more needs a snow plow pushed by one of the engines.

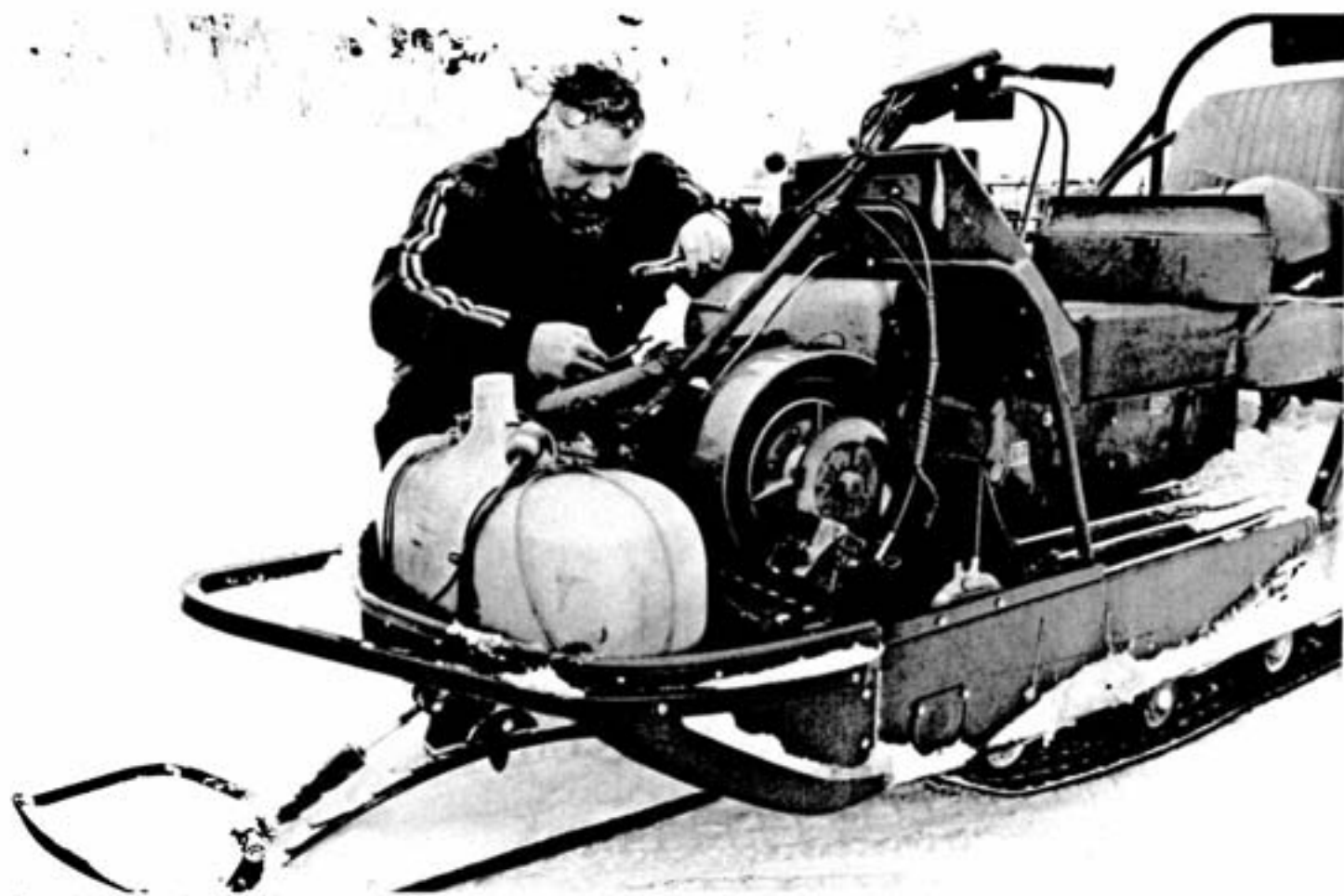
In addition to the plow blade itself, the snow plows are equipped with a "wing" that allows snow to be pushed off to the side. Large build-ups of the white stuff are removed with one of the payloaders.

With the great lengths of railroad that have to be maintained, it is natural that some areas are more prone to drifting and more difficult to clean than others. One such area, notes Danny, is the slag dump "cut", a kind of winding alley at the east end of the Copper Cliff smelter that the slag trains follow to go to the slag dump. Payloaders and trucks are called in every three or four snowfalls to remove the snow that builds up along its restricted confines.

Thus continues the seasonal struggle against whatever winter can throw. Fortunately it is the transportation crew that usually wins.

Snowmobiles:

A way of life for Elmer Heikkila



Elmer does safety check on his snowmobile.

There is hardly a day gone by, whether it be winter or summer, rain or shine, that Elmer Heikkila hasn't been thinking about snowmobiling. He'll be the first to admit with a wry grin at his wife, that he lives for his hobby.

"It wasn't always so," says Elmer, a process laborer at the Copper Cliff mill. Up until 1964, he was an avid skier. An injury however, forced him off the slopes. At the same time, the purchase of his home in the backwoods of Long Lake introduced him to a less rigorous sport his entire family could enjoy together.

In 1974, Elmer and a few other snowmobilers formed the Broder-Dill

Snowmobile Association, of which Elmer is now president. But it wasn't long before everyone concerned realized there wasn't a safe place to travel on their machines — away from subdivisions, traffic and water.

So with this in mind, and a small grant from the Ministry of Natural Resources, they began work on what is now known as the Killarney Trail. Starting at Long Lake, Elmer, his five sons and a couple of friends blazed their way with chain saws through the bush that first summer in the direction of Killarney. In the beginning, all the work was to be done by hand, the rough terrain too much for machinery.

"We carried the logs, some of them 35 feet long, on our backs," says Elmer. "It was all done by volunteers — took every weekend, my two weeks holidays, daylight to dark for two summers to complete our 38 miles of the trail (a Killarney club was in the process of coming up to meet us)."

"Blazing the trail would have been easy," says Elmer, "if it had been the only job required of the men." But as things go, it wasn't. A good snowmobile trail offers safe riding away from open water. And around every corner, it seemed, there was a creek, a swamp or a river. Along the way it became necessary to

construct bridges, 12 hand-hewn bridges, some with a span of over 150 feet. In building the last one, near Killarney, the crew was able to employ a tractor and jeep, the trail behind them now as smooth as a road.

Last year with close to 45 miles of groomed trail completed, there was only one project left to complete — a refuge station near Killarney for weary or stranded snowmobilers.

"Our chalet is hand-built, made of logs from the area. It measures 20 feet by 20 feet, complete with bus seats for beds, cooking utensils, a stove, an axe, saw and a guest book for visitors. All we ask is that they leave it as they found it."

"The trail and chalet are open year-round," says Elmer, "and would make an ideal nature trail during the summer months for hikers."

"It's wilderness out there," says Elmer. "We've seen a few bears ourselves. They came right up to our tent at night. You could hear them sniffing around but they never bothered anything. Except once — they took our coffee, jam and margarine. Why they took the instant coffee — I don't know."

Several times a year Elmer conducts snowmobile training courses through the Ministry of Natural Resources and Cambrian College. The majority of his students are teenagers, seeking to obtain their snowmobile drivers' licences. Although safety is the main point of these courses, a few tricks for survival are thrown in for good measure.

"We advocate the buddy system, which is to take someone with you. In that way, you aren't stuck by yourself if your machine breaks down. If you can't do this, tell someone where you are going. After driving for an hour at 15 miles an hour, you're 15 miles from home. You can't walk that far out of the bush in eight hours. Most likely you'd start sweating and perish. If you've told someone where you're going and you break down, just stay where you are and build a fire. Then make a shelter. It won't be long

before they find you."

"Building a fire when stranded is essential," says Elmer. "And so are waterproof matches, something which many people forget to pack. A little tin foil will help to deflect the heat. For stubborn fires that just won't stay lit, a small rag dipped into the gas tank of the snowmobile will help when added to the kindling."

"People think that something like wine will warm the body, but it doesn't. All it does is bring the blood closer to the surface of the skin. All you're really doing is cooling the body inside as well as out. But if a person is going to do it anyway, they should

not overdo it. If they are caught they will be charged with impaired driving and could lose their licence."

Now that the Killarney Trail is completed, Elmer has another project to think about. In the future, he and other association members hope to begin work on a trail which will run from the Killarney Highway to Espanola where it will hook up with a proposed cross-Canada trail already in existence from Sault Ste. Marie to Spanish and from southern Ontario to Britt. The only problem they might run into, says Elmer, is building bridges large enough to span open water such as the Spanish River.



Elmer Hekkila and friend Matti Luoma.

Hot water savings at Creighton

Can you get into hot water saving energy? Certainly, say members of the Creighton Mine Energy Management Committee, who have devised automatic showers that will save considerable amounts of water and heat in that area's dries.

"We were looking at ways to save energy," relates Ray Condie, area maintenance superintendent at Creighton, "when it was suggested that we could save a lot of money by saving water in the showers."

The committee figured that the showers at Creighton ran an average seven and a quarter hours per day. This was because the mine has a very extended shift change due to the

great depth of its shaft. Calculations showed that each man used 60 gallons of hot water. This works out to a total of 72,000 gallons of hot water per day at nine shaft.

The committee began investigating automatic shower shutoff systems to replace the existing system. Two different types available on the market were tried and found to be inadequate. Dave Butler, Joe Cappelletti and fellow committee members addressed themselves to designing their own unit.

They devised a system consisting of an electrical push button operating a solid state time switch which controls a solenoid valve. So instead

of the manually controlled "gang" shower, each shower head is activated by means of a push button. It gives an individual three minutes worth of hot water each time it is pressed. The duration of the average employee's shower at Creighton is six minutes.

All 76 showers at the Creighton number 9 shaft dry were converted to the new system by the end of last December. Now each bather consumes only 24 gallons of water instead of 60. Considerable savings are being realized in water and natural gas used to heat the water. Implementation of the devices cost over \$40,000.

The committee also improved the method of dispensing soap in shower rooms. The small dispensers scattered throughout the room were replaced with an air pump which supplies soap under pressure.

So far both the water and soap innovations have worked admirably. OSHE and ASHE committees have reported great employee acceptance of the new systems. In an effort to make other energy management committees aware of this energy saver, Ray and his associates hosted a meeting at Creighton where it was explained and exhibited. Each will determine if Creighton's new system can be applied in their own areas.



Dave Butler, left and Ray Condie demonstrate the automatic showers in Creighton nine shaft dry.

The Spencer seven

When the Triangle ran a story of two families that had six brothers each, all working at Inco, Aldege Spencer, an operating shaft boss at South mine, could honestly say "we got them beat." You see, there are seven, that's right, seven members of the Spencer clan with the company.

Aldege, 59, is the senior member of the bunch with 42 years of service under his belt. Rolly, 56, a car repair man in the Copper Cliff car shop, and Wilbert, 58, an electrician in the locomotive shop, both have been with Inco for 40 years. Leo, 54, a carpenter at Froid mine, has 38 years while Len, four years younger, is a first class maintenance mechanic with 35 years of association with Inco. Bob,

40, a mechanic first class at the copper refinery and Roger, 34, a brakeman in transportation, round out the Spencer septette with 23 and 17 years of service respectively.

The sons of Fred Spencer, a veteran of 41 years with the company, these fellows are part of a brood numbering 12 who were raised in Coniston.

Aldege remembers the large family living in a house through the Depression that was slightly too small for the numbers it held. "I remember sleeping three to a bed during the Depression," Aldege recalls.

While Aldege tries to keep track of his brothers and sisters with the

occasional telephone call, they generally all meet at special events such as anniversaries, weddings, Christmas and New Year's gatherings, and at their respective camps during the summer.

Second generation Incoites who have amassed over 2 1/3 centuries of service, the Spencer's have 21 children among them. One, Chris, a drafting technician at general engineering, is Rolly's son and represents the third generation of the family with the company.

There have been a lot of family acts over the years at Inco but it is doubtful indeed that any can match the Spencer seven.



Youngest grapples with oldest, for Spencer family honors. Roger Spencer, left, takes on big brother Aldege as five other brothers look on. They are, from left Bob, Rolly, Len and Leo.

St. Patrick's Day

For some mysterious reason, St. Patrick's Day brings out the wee bit of Irish in all of us. On March 17 we don a patch of green or maybe sing a few bars of "We're off to Dublin in the green".

March 17 is the anniversary of the death of St. Patrick in 461 A.D. St. Patrick, the patron of Ireland and a saint of the Roman Catholic Church, was born around 389 A.D.

According to legend, St. Patrick lead an adventurous life. At the age of 16 he was captured by Irish pirates who took him from Britain to Ireland

as a slave. There he tended the flocks of an Ulster chieftain.

During the six years as a slave, St. Patrick underwent a spiritual transformation. Upon escaping from his captors, he fled to the coast of Ireland where he boarded a ship for Britain.

He decided to devote his life to religious work and made his way to the monastery of St. Martin in France. After spending almost two decades on the continent, preparing himself for his work, St. Patrick was commissioned by Pope Celsine to work in Ireland.

He returned there in 433 A.D. as a bishop.

The saint worked zealously to bring Christianity to the pagan Irish. His attempts were so successful that he came to be known as the one who "found Ireland all heathen and left it all Christian." It is believed he founded more than 300 churches and baptized more than 120,000 people during his ministry.

One of the best known legends told about St. Patrick was his ability to charm the snakes of Ireland into the sea where they drowned.



Putting finishing touches on St. Patrick's Day decorations are, from left, Tom Shendan, a dryman, and Con Kelly, a sinter treatment operator, both from the copper refinery. Pat Geraghty, a maintenance mechanic, and Pat Weir, a maintenance planner, both from the smelter. The Gaelic phrase on their decorations means "Ireland Forever".

Another popular legend maintains that St. Patrick used the shamrock to explain the Trinity to the Irish people. The three leaves represented the three persons of the Trinity and the stem on which they grew symbolized the godhead.

Some of St. Patrick's own writings are the earliest surviving documents of Irish history. The most notable is his Confession, written in defense of his ministry and the main source of information on his life.

A further source of information on St. Patrick's Day and related activities is Sudbury's Shamrock Club. The club, which was established in 1959, has close to 40 members, approximately three-quarters of whom are Inco employees. All were either born in Ireland or are of Irish descent.

"One of the main purposes of the club is to provide moral and financial assistance for other Irishmen who come here from Ireland," explains Pat Geraghty, president of the Shamrock Club and a maintenance mechanic at the smelter. "We are also dedicated to preserving the culture and we do this by holding social activities for the whole family such as dances and picnics."

Adds fellow member and one of the founders of the club, Pat Weir, a maintenance planner at the smelter, "We're like a family who looks after each other and helps each other out."

The club also makes donations from money raised at its social activities to various charities and health organizations in the Sudbury area.

The organization keeps its cultural flavor by stipulating that only those born in Ireland may sit on the club's executive. If at least one family member is of Irish descent, the rest are welcome to join.

Club members are busy making preparations for their big day which they will celebrate officially March 13 at a dinner dance at the Steel Hall in Sudbury. There will be live entertainment throughout the evening.

So if you feel that wee bit of Irish coming out sooner than expected, partake of the festivities March 13.

In the true Irish tradition, as you click your mug of beer with that of the Irishman next to you, there's one word you should remember to say: Slainte!

That's Irish Gaelic for Cheers! or Good Health!

Legion dedicates plaque at Civic Square

Fifty-three years ago the president of Branch 76 of the Royal Canadian Legion, J.J. Ferry, asked Rudyard Kipling to compose an inscription for a proposed memorial plaque. The famous writer penned these lines:

"We, giving all, gained all, neither lament us nor praise, only, in all things recall - it is fear, not death that slays."

This tribute to the fallen warriors of World War One was inscribed on a memorial that was housed in the old Branch 76 building on Frood Road that was sold to the United Steelworkers of America in 1965. Fearing that the cracked base of the inscription would disintegrate with any movement, officials left it in the Steelworkers Hall.

(Continued on next page)

Bert Guillet, right, and Inco pensioner Ernie Schroeder, unveil the memorial plaque in Civic Square.





Part of the memorial plaque ceremonies at Civic Square.



Ernie Schroeder, left, and Bert Guillet read the pages of book containing the names of Sudbury's dead soldiers from two world wars and the Korea conflict.



The letters were lifted and set onto a new marble base in 1972. A special memorial committee chaired by Bert Guillet, a past president of Branch 76, investigated a number of possibilities and found Civic Square to be the appropriate place to put the memorial.

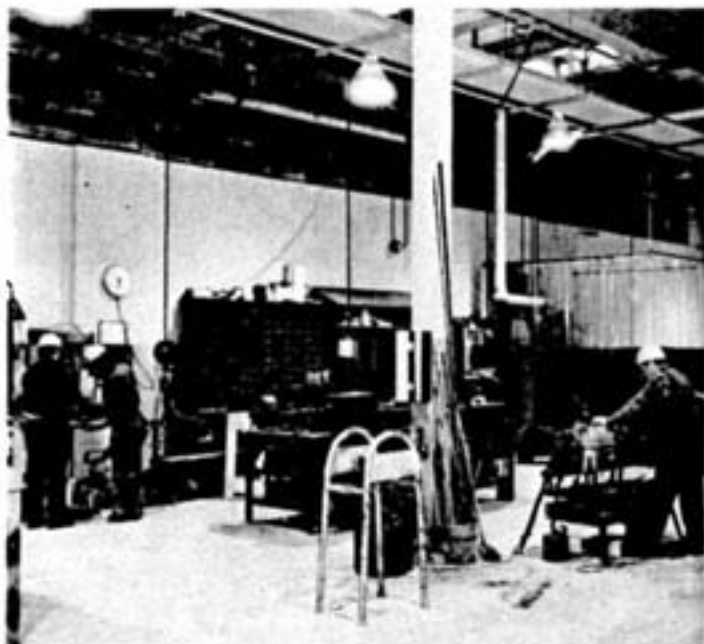
"It is the most appropriate place we could find," commented Bert. "The public has access to it and we have a number of visitors from out of town and out of the country who visit there."

More than 75 Legion members, as well as local dignitaries, attended a ceremony in Civic Square recently, dedicating the memorial. Ernie Schroeder, an Inco pensioner, participated in the dedication ceremony.

A prayer is said prior to the plaque unveiling.

AROUND THE PORT

news and views from the Port Colborne nickel refinery



As a result of a new program introduced at Port Colborne called the Maintenance Area Concept System, new shop facilities in the E.N.R. department are now operational. The E.N.R. is the first building to have its own shop area. Previously, all maintenance personnel reported to a central area. The refurbished area of the building has large working spaces, a new lunchroom, a tool crib and offices for supervision. In photo above, pipefitters **Steve Osadec**, **Emmanuel Borg** and **Louis Agro** make up a section of pipe. Below, general foreman of E.N.R. maintenance, **John Lennie** and planner **Bill Gaboury** discuss a project in John's bright and roomy office.



Several computer-based equipment controllers are being installed at the Port Colborne nickel refinery. In order to properly service this new equipment, electricians and instrument technicians are being trained on a special training controller. **Gary House** of the instrument shop is shown setting up the special training unit. This unit will not only teach employees how to repair the controllers but also to install and program them.



The Fort Erie Y.W.C.A. has received permission to hold exercise classes at the recreation hall at the Port Colborne nickel refinery. The classes, called **Aerobics in Motion**, are open to the public and have been so well attended that two other classes are tentatively planned to start up in April.

Canadian Ski Patrol



The nordic division of the Canadian Ski Patrol at work. From left, Lorne Corlett, John Filiatrault and Gary Desabrais apply a splint to let of the victim, Jamie McDonald, while Craig Shea maintains his warmth and keeps him relaxed.



It wasn't long ago that members of the Canadian Ski Patrol System were seen exclusively on downhill slopes throughout Canada. Now, with the growing popularity of cross country skiing, patrollers have taken their valuable service to the nordic trails.

John Filiatrault, a blue-eyed athlete of medium proportions, employed as a train dispatcher with the transportation department, is vice-president of the nordic division of the local branch of the Canadian Ski Patrol and an active ski patroller. He, along with two other individuals, Gary Desabrais, a drift driller at Copper Cliff South mine, and Lorne Corlett, an employee with Ontario Hydro, form the nucleus of a young, expanding organization.

On many weekends throughout the winter, this trio can be found at their base at Rocky Mountain Riding Ranch practicing first aid and rescue techniques. Other times they are on duty at loppets, such as the one sponsored by Inco, or cross country ski competitions, ready to help injured skiers.

With more people cross country skiing over more kilometers of ski trails on faster skis, embellished with more sophisticated waxes, the number of accidents on trails has risen markedly. So has the need for nordic patrollers. "The basic difference between alpine and nordic patrolling is in removing a victim," stresses John. "It's a matter of moving someone a hundred metres on a hill, versus taking a person out five or ten kilometers over rough terrain."

Gary Desabrais, Craig Shea and Lorne Corlett prepare victim Jamie McDonald for the application of a splint.

The training of a nordic ski patroller consists of a first aid course taken each autumn, various seminars throughout the year and a two-day training session where recruits are taught how to remove a victim properly. They use a rescue toboggan donated by Inco and a collapsible framework in their packsacks that, along with the skis, can be fashioned into an effective rescue sled.

Intermediate skiing ability is one of the prerequisites of nordic patrolling. That means, defines John, being able to ski a fairly difficult series of trails without falling and hurting oneself, that is, being able to ski under control.

The great distances patrollers must ski over a winter, in some cases several hundred kilometers, practically ensures their development into very proficient skiers.

In his experience as a patroller, John has encountered a variety of injuries on the trails. Sprains, scrapes and the occasional separated shoulder are the type of wounds cross country skiers inflict upon themselves. The most frequent problem suffered by skiers, John continues, is frost bite.

People out for a pleasurable afternoon ski, rarely pack extra clothing or other necessities so that they are caught unprepared for the cold. Lengthy exposure to cold may induce a rapid cooling of body temperature, a serious, life-threatening condition known as hypothermia which calls for immediate first aid measures.

John and his associates have turned their attention to conducting the country's first junior nordic ski patrol program. Youngsters between the ages of 12 and 15 are trained in rescue techniques in a three-phase program. Five junior age skiers were trained this winter.

John welcomes anyone, junior age or otherwise, wishing to become a ski patroller. Interested individuals should contact John at 969-3091.

With Lorne Corlett pulling the toboggan and John Filatrault acting as the "brakeman" controlling the speed of the toboggan, the victim is moved from the backwoods to safety.



The splint in place, the victim is carefully placed onto the first aid sled.



PEOPLE

Levack safety

Levack mine has not one but two crews that have worked over one year accident-free, with no dressings reported.

Art Morin's crew worked two years and 15 days with no dressings. Marcel Arbour's crew worked one year and one month with no dressings.

Suggestion reminders

Receipt of each suggestion made to the company's suggestion plan is acknowledged promptly. Employees will be notified of the adoption or non-adoption of the idea as soon as possible or will be specifically advised of the reason why the idea requires further study.



Members of Marcel Arbour's crew are, back from left: **Ahmed Kadric, Rene Leduc, Arman Berthiaume, Bob Armstrong, Frank Lavryssen, Richard Krieg, Andy Fogel, Norm Leclair**; front from left: **Al Drover, George Leduc, Morris Timchishen, Denis Bigras, Rolly Bonin, Bob Vachon** and mine foreman **Marcel Arbour**.



Dave Steeves holds the high pressure hose that broke and, had he not been wearing safety glasses would have blinded him.



Members of Art Morin's crew are, back from left: **Jean Lechappelle, Endi Dozzi, Nick Preyma, Carl Olckie, George Perrin**; front from left: **Nazaire Belanger, Clarence Benoit** and mine foreman **Art Morin**.

Wise owl

Over a year ago Dave Steeves, then a process laborer in the Copper Cliff nickel refinery, was gunning refractory material into the number two top blown rotary converter, when the lance on the high pressure line became plugged. The air pressure was increased to unplug the line. The hose fitting broke off instead, causing part of the

broken fitting to strike Dave directly on the right lens of his safety glasses. The impact shattered the lens and caused a bruise around the eye but no injury to the eye itself occurred. As a result Dave has been inducted into the Wise Owl Club of Canada, that organization of fortunate individuals who have had their eyesight saved by safety glasses.

PEOPLE



M.C. (Eric) Kossatz has been appointed vice-president, mining, of the Ontario division of Inco Metals Company. Eric will be responsible for all mine production, mine engineering, mines research and mines exploration activity in the Ontario division. He succeeds Tom Parris who retired recently following 33 years of service with the Ontario division.

Eric Kossatz joined Inco as a contract engineer at Creighton mine in 1953 following graduation from the University of Toronto with a B.A. Sc. degree in mining engineering. He was assigned positions of increasing responsibility in Ontario division mines and was appointed manager of safety and plant protection in 1972. He became manager of the Shebandowan area in 1974, manager of the Levack area in 1977 and manager of the Froid-Stobie area in 1981.

Graham W. Ross has been appointed assistant vice-president, mining of the Ontario division of Inco Metals Company. Graham will be responsible for the operation of all mines in Inco's Ontario division. He succeeds Milt Jowsey who retired recently following 33 years of service with the Ontario division.

Graham graduated from the University of Toronto with a B.A.Sc. degree in mining

engineering in 1960 and joined Inco as an efficiency engineer at Garson mine. He held supervisory positions of increasing responsibility in Ontario division mines and was appointed superintendent of Froid mine in 1973. He became manager of the Garson area in 1976 and manager of the Creighton area in 1979.



Reunion

Jean Lawton who worked at the crushing plant and concentrator during World War II is trying to locate any ladies who worked with her during that time for the purpose of holding a reunion. She asks anyone interested to phone her at 522-9548 or write her at 1708 Southview Drive in Sudbury. The postal code is P3E 2M2.

Suggestion reminders

Even though your suggestion to Inco's suggestion plan may not be accepted today, it is kept in the active files for an additional two years. You may resubmit it for renewed consideration after this time if you feel it is still a good idea.

In the suggestion plan not only are material and labour saving suggestions eligible, but ideas to improve safety are also acceptable. Of all the suggestion awards paid in 1981, 43% were proposals which improved safety conditions.

The following people have also received the new responsibilities listed below:

Bill Anderson,
manager, Shebandowan

Jim Ashcroft,
manager, Froid-Stobie complex

Veikko Jarvi,
superintendent, Garson mine

John Kelly,
manager, Creighton complex

Peter Venus,
superintendent of safety, mines

RECENT STAFF APPOINTMENTS

Gerard Benedetti, security guard, plant protection, Copper Cliff
John Breau, analyst, copper refinery
Allan Cameron, planner, mines engineering, Garson mine
Jack Corrigan, senior Workmen's Compensation Board claims administrator, safety, Copper Cliff
Peter Cunningham, maintenance assistant, Copper Cliff mill
Kenneth Fitzgerald, maintenance foreman, Froid mine
Donald Glomml, junior analyst, process technology, Copper Cliff
Jon Head, senior process assistant, process technology, Copper Cliff
Osmo Koski, survey party leader, mines engineering, Stobie mine

John Krystia, plant protection officer, plant protection, Copper Cliff
Patrick Lacelle, plant protection officer, plant protection, Copper Cliff
Norman Ladouceur, plant protection officer, plant protection, Copper Cliff
Richard Leclerc, planner, mines engineering, McCreedy West mine
Michel Legault, industrial evaluator, industrial engineering, copper refinery
Gordon McCann, plant protection officer, plant protection, Copper Cliff
Celine Meginnis, secretary, Port Colborne nickel refinery
Paul Montpellier, sales tax and customs clerk, division comptroller, Copper Cliff

Christian Morin, planner, mines engineering, Froid mine
Ronald Moxam, statistics and procedures analyst, division comptroller, Copper Cliff
Mark Newton, plant protection officer, plant protection, Copper Cliff
Richard Riach, mines research assistant, mines research, Copper Cliff
Roger Szydzial, maintenance assistant, Copper Cliff smelter
James Truskoski, project leader, Clarabelle mill
Jack Tupling, plant protection officer, plant protection, Copper Cliff
Danny Zanetti, senior process assistant, matte processing, Copper Cliff

PEOPLE

Single parents week

The month of March is best known for St. Patrick's Day but locally this year it will also be known for Single Parents' Week.

Officially declared by the City of Sudbury, Single Parents' Week will be held from March 22-27. The activities and exhibitions held during the week will be organized and supported by the local chapter of Parents Without Partners. Some members of the chapter are Inco employees.

Parents Without Partners is an international non-profit, non-sectarian educational organization devoted to the

welfare and interests of single parents and their children.

At a Parents Without Partners workshop, single parents and their children, including John Libochan, a slag dumper in the transportation department, and his daughters Michelle and Yolande, combined their talents to make various posters, booklets and signs for the main Single Parents' Week exhibition at the Sudbury Public Library on Mackenzie Street.

For further information about Single Parents' Week or Parents Without Partners, contact Stella Pepin at 566-8292.



Members of the local Parents Without Partners' chapter, from left: **John Libochan**, daughter **Michelle**, **Mary Serpell**, widow of Inco employee **Roy Serpell**, **Walter Collins**, chapter vice-president, and John's younger daughter **Yolande** put the finishing touches on a poster for Single Parents' Week.

Creighton curling

Creighton mine held their third annual curling bonspiel recently at the Copper Cliff

Curling Club. The day long event was open to both employees and pensioners of the Creighton complex.



Bill Lockman, right, the bonspiel co-ordinator congratulates winning skip **John Woznow**. Other team members are, from left, **Gino Gonnella**, **Harvey Zurbulls** and **Paul Roy**.

Did you know?

In excess of \$200,000 was paid in suggestion awards in 1981. 1,350 suggestions were adopted for an average award of \$152.00. Three suggestions received the maximum \$10,000 award during the year.

Engineering students

Recently 150 students from the School of Engineering of Laurentian University toured the general engineering office. They were guided to the civil, mechanical, electrical, instrumentation and maintenance engineering design groups.



The last place team, representing the 3,800 level at Creighton won special lettered hard hats with the titles, "waste skip", "broken vice", "second grade" and "mistired lead". In photo are, from left, **Bernie Desjardin**, **Albert McCallum**, **Jim Thompson**, who presented the hard hats, and **Mike Charron**.



Design engineer **Dave Wells** explains the use of a printing machine in the reproduction area of the general engineering building.

PEOPLE



Nick Wasyliv, a maintenance mechanic in the FBR extension, and a new vanpool driver, shows **Hugh Judges**, centre, manager of matte processing and **Charlie Lineham**, superintendent of maintenance at matte processing, that the van is indeed built for comfort.



Richard Lachapelle, left, a switchman at Creighton nine shaft, and **George Francis**, centre, a motorman at Creighton nine shaft, are presented with keys to the newest additions to the vanpooling fleet by **Graham Ross**, at the time, manager of Creighton mine.

Copper refinery events

The athletic association at the copper refinery has a number of interesting events planned for 1982. All association members take note of the following events. Further information can be obtained from Bud Ellis, at the copper refinery.

April 25 — snooker tournament at Holiday Lanes on Regent Street

May 7 — retirement supper at the Italian Club in Copper Cliff

June 12 — spring golf tournament at Cedar Green Golf Club in Garson

September 11 — fall golf tournament at Lively Golf and Country Club

December 13 — Christmas tree party at the Caruso Club

All athletic associations take note

The Triangle will be pleased to list all your events in advance. All we ask is that you send them to us in writing at the public affairs office.

Van pool grows

The vanpooling fleet at Inco has grown by three, bringing the total number of vehicles on the road to six. The new vans were brought into service in January and all serve the long distance area west of Sudbury.

Two carry passengers to Creighton mine from the Massey area, while the third travels to the Copper Cliff smelter complex from Nairn Centre.

With each van carrying 12 people to and from work there are now 72 people who enjoy the benefits of vanpooling.

Bob Zadow, vanpool coordinator, estimates that a

van travelling an average of 80 kilometers a day saves about 22,000 litres of fuel per year. He adds, "The company remains committed to vanpooling. Whether or not we put any more vans on the road will depend on response. It depends on the number of people who apply. We're looking for the commitment of 12 people in one specific area."

The emphasis, Bob adds, is still in the long distance areas and van allocations will be made on a first come first serve basis. Any employee interested in vanpooling should call 675-9550.

Teachers visit

Eighteen primary school teachers from the Sudbury Board of Education were recently given a tour of Stobie mine as part of their Professional Development Day activities.

A first hand look at underground mining gave them insights that will help them in conducting the mining courses they teach to young students.

Ken Yazlnowski and **Glory Sky**, both teachers at Adamsdale Public School prepare for a tour of Stobie mine on their Professional Development Day.



Tour guide **Walter Martin**, an Inco pensioner, adjusts cap lamps for **Joyce O'Connor**, left from Prince Charles Public School, and **Carol Charlton** from Azilda Public School prior to their tour of Stobie mine.



Murray Jewitt
\$2,630



Raymond Poulin and Bill Glogger
\$545



Edward Harper
\$500

Suggestion plan awards

- \$2630** The biggest pay out in this edition of the suggestion plan went to **Murray Jewitt** of the **Clarabelle mill** for his idea of using splice kits on magnetic separation cables to stop oil from running through the cables into the switchroom gear. This saved on the replacement of entire lengths of cable when problems with oil occurred.
- \$545** **William Glogger** and **Raymond Poulin** from **Garson mine** combined their talents to design a new vent cap for slusher air motors. The old variety of vent cap broke frequently and was generally replaced with a small perforated plug that did not allow enough air to be released. The new vent cap performs better and cuts down on materials as well.
- \$500** The removal of heavy slimes from **Copper Cliff South mine** was a problem that attracted the attentions of **Edward Harper**. Where electric and air pumps had failed Ed proposed to use a clam arrangement. Now heavy slimes are being removed in a safer, more reliable fashion.
- \$395** Too much time was being used installing and removing a work staging when repairs were made to crushers decided **Boris Lariviere** of **Creighton mine**. He proposed that a combination work staging and muck deflector door be attached below the swing jaw onto the wall. When the crusher is operating it acts as a deflector and stops buildup on the floor. When the crusher is down the plate swings over the discharge hole, hangs on a safety chain and acts as a work staging. This effectively eliminates the time consuming work of installing and removing a staging. It shortened crusher down time and improved safety around the crusher.
- \$390** **Garnet Schruder** of **Garson mine** addressed himself to the problem of controlling ore in the ore pass to prevent wet muck from "running" and suggested installing an air cylinder above the ore pass slide. This pushes a plate down to stop the muck from running and eliminates muck runs and the labor needed to clean them up.
- \$375** The ball mill grates in the separation section of **matte processing** were difficult to remove for inspection because of build-ups, noticed **Moe Papineau**. He suggested installing carbon steel grates in the discharge end of these mills to prevent build ups. This idea was found to save material and to improve safety.
- \$350** **Elisio Curridor** of the **Clarabelle mill** earned a suggestion plan award for the modifications he proposed to the crusher bowl hopper. The hopper had been bolted to the bowl with various bolts until he suggested welding lugs on the bowl and using a flat bar bolted to the feed hopper and bowl. Since no holes have to be redrilled when changes are required, the idea saves time and labor.



Garnet Schruder
\$390



Moe Papineau
\$375



Elisio Curridor
\$350

A total of \$12,675 was awarded this month. Due to the large number of suggestions, only those suggestion of \$150 or more are listed here.

- \$305** **Raymond Gagnon** and **Bob Simon** of **divisional shops** discovered that the left hand thread on the coupling end of the SRL pump shafts allowed the nut to back off and break the housing covers. They recommended that the thread be changed for a right hand SKF nut and washer. This prevents the nut from backing up and eliminates the need to buy a new housing cover every time this equipment is in for repairs.
- \$225** After a trial period it was found that ceramic tiles proved a superior material for use as skirting on conveyor transfer chutes at Clarabelle mill. The old material had to be replaced frequently. The tiles last longer and save on downtime. The idea to change materials on the chutes belongs to **Stuart Dickson** and **Douglas Morrison** of the **Clarabelle mill**.
- \$220** **Nat Bradley** of **matte processing** advised that the discharge lines of the no. 36 and no. 37 Denver pumps should be rerouted. The rerouting was found to eliminate spills and wear on the Denver pumps, saving material, energy and labor costs.
- \$200** Finding that the end blades on certain roasters wore out too rapidly, **Joe Clark** of the **Copper Cliff smelter** submitted the idea of installing inserts on the blades. This prolongs the life of the blades cutting material and labor costs.
- \$150** Problems associated with overheated grid banks on the number three cottrell and their inaccessibility for servicing were circumvented when **Brian King** and **Copper Cliff smelter** suggested the grid banks be moved to the operating room and mounted at a convenient height.
- \$150** **Denis Landry** of **Levack mine** recommended that the band saw's steel table in the salvage shop be modified to facilitate the cutting of heavy wall pipe. His design provided a safer, more efficient method of cutting pipe.
- \$150** **Paul Thompson** of **Levack mine** designed a cylinder plate for installing track air switches that eliminated air switches from moving in the old ties and allowed for easy maintenance of switches.
- \$150** **Calvin McFarlane** from **Garson mine** solved the problem of water entering main telephone junction boxes in the power raise and corroding connections by proposing that the boxes be sealed and level boxes be installed.



Attention Curling Pensioners

The seventh annual IN Touch Curling
Bonspiel for retirees will be held at
the Copper Cliff Curling Club

**Thursday, April 15, 1982
- 6:00 p.m.
and**

Friday, April 16, 1982 - 8:00 a.m.

All Pensioners Welcome

Entry forms can be picked up from any of the curling committee. The registration fee of \$6.00 must accompany the application and includes prizes and lunch. Out of town pensioners who wish to enter can mail their entry to:

Jim Bryson
630 Pine Street
Sudbury, Ontario
P3C 1Y8

Curling Committee

Verdell Price at Coniston, **Jesse Morrison** at Copper Cliff, **Rusty Duberry** at Walden,
Wes Hart at Sudbury, **Fred Spencer** at Levack, **Ralph Brown** at Idylwyld.

IN Touch Curling Bonspiel

Name _____ Phone _____

Address _____

Bring your own broom
and
clean curling footwear

*Entries must be received by April 9, 1982
in order that the draw may be made.*