

INCO TRIANGLE

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Inside:

**Christmas fun, good old wintertime
and a pensioner's profitable hobby**

INCO TRIANGLE

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The cover

Some of the stories found inside are featured on the cover. George Furchner describes his hobby of collecting old money on page 11; a special section describing what some of our employees are doing this winter starts on page 6; and on page 12 you'll find our annual round-up of the athletic associations' Christmas parties.

Behind the scales

Take a look inside the Port Colborne nickel refinery's shipping warehouse and chances are that a lot of the floor area will be filled with containers of S Nickel Rounds and other forms of pure nickel. All the nickel in the building, which has a storage capacity of about 10 million pounds, is weighed when packed and placed in stock, and again when labelled for shipment.

The extra care taken to double check the weight is part of Inco's long tradition of service which guarantees the quality of the product and also guarantees that the customer gets his money's worth — in this case the weight stenciled on the container.

Elvin Bearss has a special interest in this guarantee. It's his responsibility to maintain all the scales in the Port Colborne nickel refinery and the adjacent research station.

Keeping track of the huge tonnages that move through and out of the refinery requires the services of about 40 different scales. The biggest belong to the shipping department which has two five-ton dial scales, four 10-ton beam scales, and the huge 100-ton railway scale located at the east end of the plant. The smallest is the two-pound postal scale located in the general office.

Elvin and his assistant, Stew Rowland, carry out regular daily inspections, routine maintenance, calibrations, and major repairs on all of them. Their job is a roving assignment taking them into all corners of the plant on a moment's notice sometimes, when a scale breaks down. Repairing the intricate pieces of machinery is a challenge both of the men seem to enjoy.

"Assigning the two of us to maintain the scales is good insurance," Elvin pointed out, "because the consequences caused by poorly-maintained scales are staggering." The refinery depends on a smooth flow of nickel from the anode furnaces to the shipping department. Broken scales cause bottlenecks and the refinery cannot afford to wait even a half-hour for outside repairmen to respond to a service call. The answer is a continuous preventative maintenance program to keep the scales "tuned", according to Elvin.

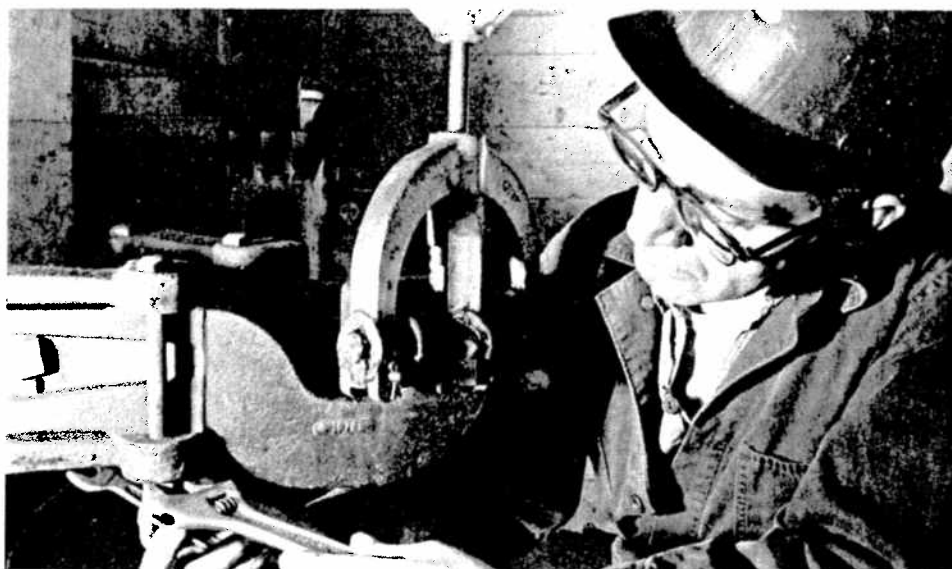
Inaccurate scales could cause shortages to customers' orders and embarrassment to the refinery. To ensure that scales in the shipping department are accurate, the federal government's Weights and Measures Branch checks them once a year against a standardized test weight. Once a scale receives its



Elvin Bearss and Stew Rowland confer about one of the shearing department's half-ton dial scales. Minor accidents, such as falling boxes, often destroy the scale's balance.



Stew tried adjusting the scale's zero balance first, but finally decided to open up the scale and adjust its lever arm and ribbon tension.



In the pit under one of the shipping building's beam scales, Stew adjusts the nose iron. This moves a long lever which changes the weight on the beam above.

seal of approval from the government, it's up to Elvin and Stew to maintain the day-to-day accuracy.

How accurate? "Right on," Stew said, "for the smaller ones and to tolerances for the big ones like the railway scales. It's accurate to within 20 pounds of its design capacity of 100 tons."

You don't learn about scales from a text book. Both men trained on-the-job with Frank Gallinger, Jr., now retired (see page 20, this issue). Elvin spent six years working with Frank, and Stew three years. "That's the only way to learn this job," Elvin said, "because there's a lot of little things on a scale to adjust. Trouble-shooting experience is essential so you know where to look when things go wrong."

Because some of the scales are old and parts are difficult to locate, Elvin and Stew make a lot of their own replacement parts. In their corner of the refinery's machine shop, the two tackle repairs requiring them to design jigs to fabricate new metal parts from scratch, or to completely strip and rebuild large dial scales.

Dial scales are gradually replacing older beam scales because weights can be read directly on the face. The dial scales are more complicated to maintain, however, because they contain so many moving parts. Narrow strips of metal, 7/1000ths of an inch thick, called "ribbons", connect the weighing table to the dial scale. The dial head measures the pull on these ribbons to determine the weight of an object. Beam scales are simpler. A heavy weight on the table causes a long lever to raise one end of the beam. A known weight is put on one end of the beam and then weights are added or subtracted on the other end

until the beam balances.

A variety of accidents cause headaches for Elvin and Stew. Boxes falling on the weighing table damage delicate pivots, while pencil lead, splinters, shattered glass, or scrap nickel from the shears have been found in bearings. "Ice and snow cause problems to the truck and railway scales," Stew said, "but dirt is the worst thing we run into."

"The most unusual thing we ever found was a muskrat," Elvin recalled. "That happened to Frank. He couldn't

get the scale to balance and when he investigated, he found the animal calmly sitting on the beam." The small animal crawled into the plant through a drainage hole in the pit underneath the beam scale in the shipping building.

Elvin joined the company in 1940 and is now a machinist 1st class. Most of his spare time is spent tinkering around his home and garden. Stew, a machinist 2nd class, became an Inco employee in 1951 and off-the-job keeps a stable of three horses.



Back in the shop, Elvin fabricates a jig to make replacement links for the 100-ton railway scale, while in the background Stew overhauls one of the plant's older dial scales.

South mine's monster

Looking and sounding like some sort of prehistoric monster, the ho-rams installed at four local mines are actually temporary stand-ins for crushers. The machines are an ingenious solution to the problem of reducing oversize development ore and rock at Creighton No. 9 shaft, and Stobie and Little Stobie mines. At Copper Cliff South Mine, three of the ungainly-looking machines are handling all of the No. 2 shaft's 2,000-tons-per-day ore production until the permanent crusher becomes operational later this year.

Located on 2250 level, South mine's monster has two ho-ram impact hammers mounted on modified back-ho booms removed from conventional surface tractors. The third hammer is mounted on a heavy-duty boom of special design for underground work.

Getting the ho-rams underground is a prime example of the teamwork used to accomplish anything at a mine. Mechanics dis-assemble the machine on surface

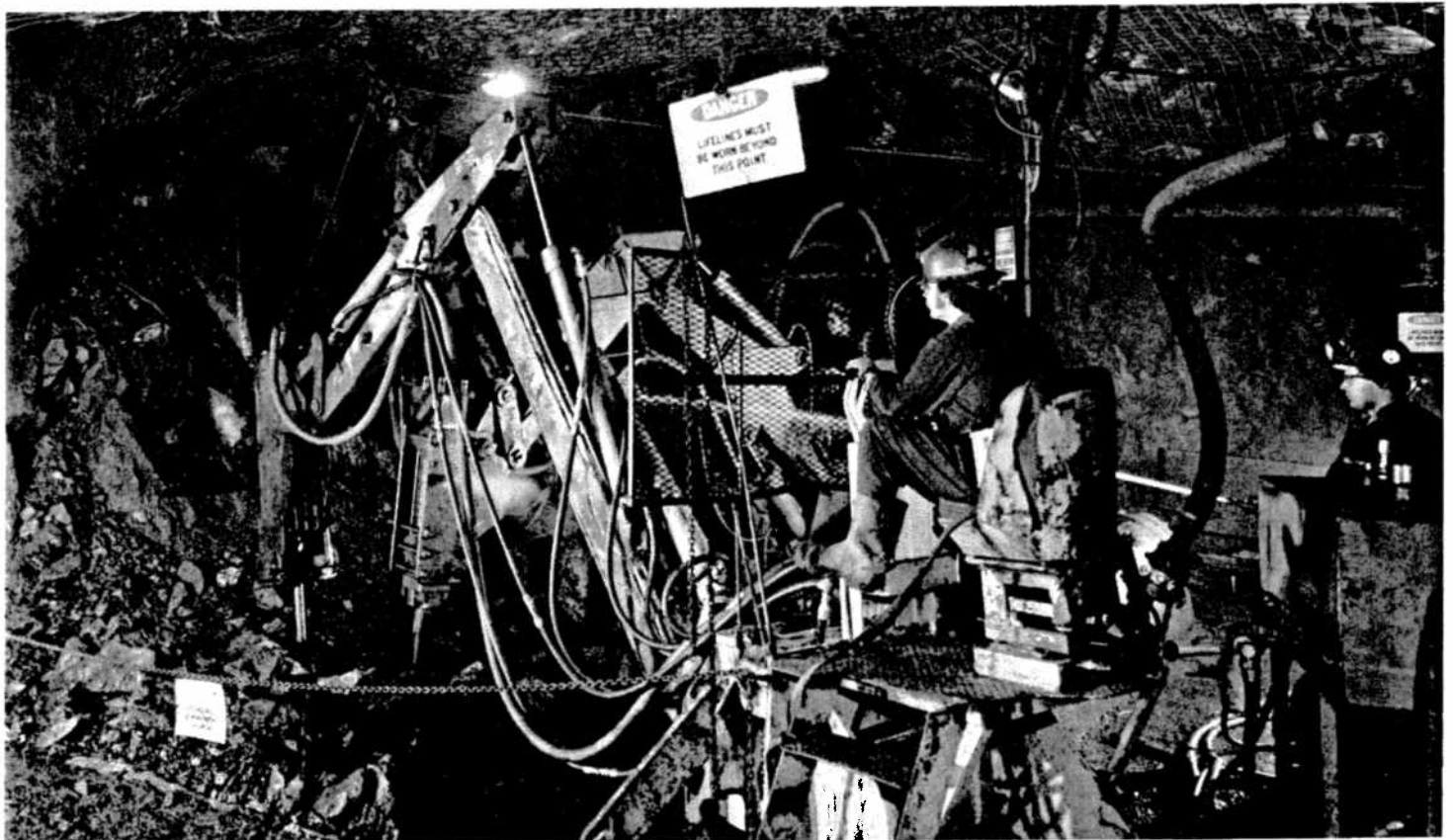
and transfer it to the riggers who sling it under the cage and deliver it to the level requiring a ho-ram. Then a train crew takes over and trams it to the working location. In the meantime, a construction crew has built a concrete pad, and together with another group of mechanics, they re-assemble the machine and fasten it to the floor with large bolts.

A two-man crew, one per hammer, operates two ho-rams. These machines operate almost continuously for three shifts a day. The third ho-ram is kept in reserve in case of a break-down or when one of the other machines is shut down for maintenance. The men use levers to control the direction of swing and lift of the hydraulically-powered booms, and a foot-switch for the air-operated hammers. The two men are surrounded by the bolted metal screening which is standard underground protection, and have an additional metal screen mounted on the control dashboard to

protect them from flying pieces of rock and ore.

The crew also raises and lowers the control gate to feed the ore on to the grizzly. Ore is also dumped directly from the buckets of ST4A and ST8 load-haul-dump machines. Ore which is smaller than the 14-inch opening falls into the loading pocket and then into the skip for hoisting to surface. Over-size chunks are manoeuvred or "raked" by the boom into position for breaking by the hammers. A 60-pound piston drives each hammer at 400 blows a minute.

With over 400 pieces of mechanized equipment of all sorts in operation, the Ontario Division is one of the world's largest users of sophisticated mining machinery. The turn-around from the older mining methods has taken less than six years, and besides opening up exciting new jobs for our employees, it's come hand-in-hand with significant improvements in on-the-job safety.



South mine's trio of impact hammers are a temporary measure until the crusher becomes operational later this year. The operators are Don Wilson, Bill Himsi and Brad St. Jacques, almost hidden in the background.

Powder comes of age

You'll be hearing a lot about powders later this year when the new Copper Cliff nickel refinery comes on stream. Nickel powders are the newest and latest type of product. Their popularity stems from convenience in the manufacture of components where high volume production is combined with a requirement for dimensional stability and high strengths. Manufacturers have discovered nickel metal powders permit close quality control because of their high purity. Great savings are also possible because the final finishing operations are either eliminated or greatly reduced. This high tolerance control means little material is wasted as scrap.

Nickel powder costs more per pound than nickel available in conventional refined forms, but the price differential is largely offset by reduced manufacturing costs.

Nickel powder will be made from nickel carbonyl which is produced by processing nickel sulphide crudes, precious metal-bearing intermediates and refinery residues from Copper Cliff, Port Colborne and Thompson. These raw materials will be treated using two brand-new Inco-developed techniques. One is the top-blown rotary converter for non-ferrous smelting, and the other is the Inco Pressure Carbonyl process for the recovery of pure nickel.

Twenty million pounds of nickel powder and over three million pounds of iron-nickel powder, a new product for Inco, will flow out of the new plant each year. The nickel powder will be very pure, while the iron-nickel powder will have a mixed composition of about 30% nickel and 70% iron. The refinery's other product will be nickel pellets — 100 million pounds of them.

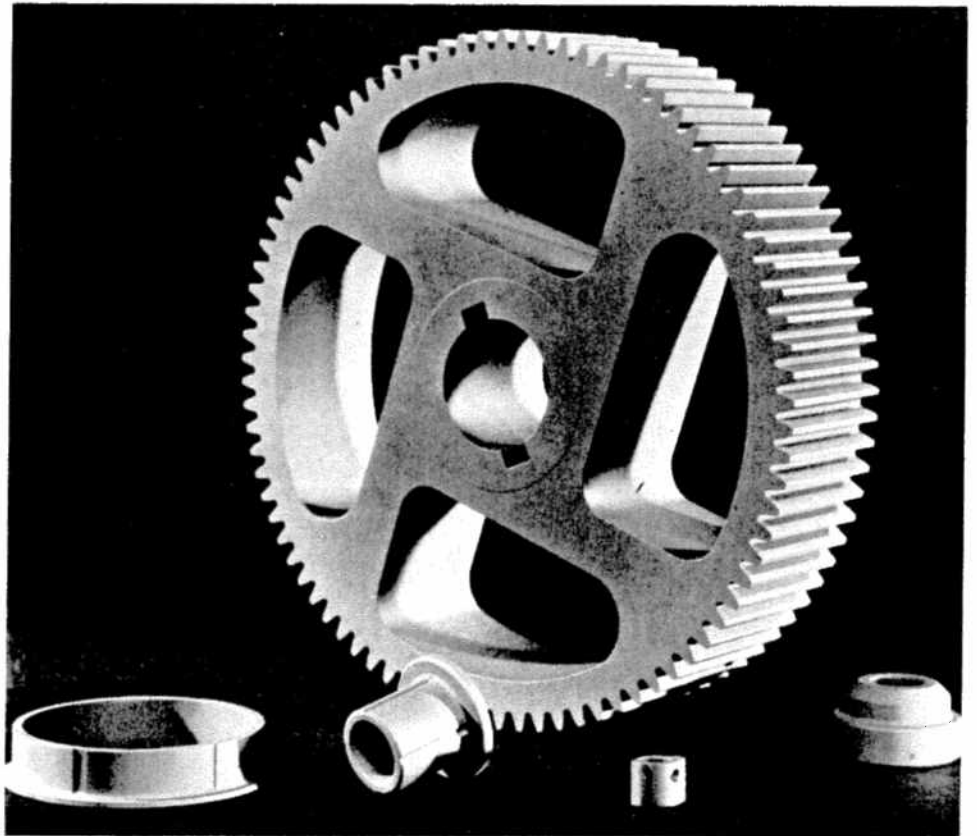
In appearance, nickel powder is grey-black in color and particle size averages in the order of 4-7 microns, a micron being 1/1000th of a millimetre.

While nickel powders come in a number of grades, only Type 123, the most common grade, will be produced here. The "1" distinguishes it from the low density grades used for nickel-cadmium batteries, etc., while the "23" approximates the bulk density, which varies from 2.0-2.7 grams per cubic centimetre.

Type 123 is classed as a "general purpose" powder and is used in the production of high purity nickel chemicals and catalysts. Some other uses include the direct rolling of pure nickel or nickel alloy sheet or foil, alloy steel parts, magnets, pressed electrodes for welding, and as a binding agent for metal carbides. Automotive parts such as side window pinion gears, oil pumps, hydraulic pumps, rod bearings and brake anchor blocks are now made of sintered nickel steel, which started as nickel powder. Other everyday applications include parts for washing machines, lawn and garden tractors, mowers, snow-

machines, business machines and computers. Most of these small parts are produced in presses, at pressures as high as 30,000 p.s.i. In the United States, one manufacturer is using surplus 16-inch naval guns as pressure vessels.

Research on the carbonyl powder process was done at Port Colborne where a seven-ton top-blown rotary converter and fully-equipped carbonyl pilot plant helped build up the Ontario Division's experience. Most of the powder development work has been done at the company's Clydach refinery in the United Kingdom.



Weighing eight pounds, this 7¼-inch diameter drive gear is made from powdered metal nickel alloy steel. It's used in the final gear train of a transmission for a hay and grain cutter. The only finishing operations required are grinding the inside diameter and hub face.

IN THE GOOD OLD WINTERTIME

Opportunities for winter sports abound in the nickel district. Every type of activity imaginable can be enjoyed — winter camping and cooking out, snowshoeing, horseback riding, and, of course, the three “esses” — skiing, skating and snowmobiling. It all depends on what you want to do. A white topcoat covers our rugged bush, and hundreds of frozen lakes and rivers await your exploration and enjoyment in the good old winter time. We interviewed a few employees and found some interesting people who are involved with winter.



Figure skating requires lots of practice. Margaret Coyle dropped into the Levack Arena to watch her daughter, Margaret, and 3-year-old Mary Shannon Connors.

Figure skating

If most winter activities seem aimed at boys, there's one which is almost exclusively feminine: figure skating. Levack's Margaret Coyle agrees: "If they didn't have it, there'd be nothing else for girls to do in winter."

The old saying goes, look for a busy person if you want something done. Margaret, the wife of Levack mine electrician Alex Coyle, has organized the Levack Figure Skating Club's winter carnival for the past two years. When she's not busy with the carnival or other town activities, she's raising her two daughters

and running her own hair dressing salon.

The Levack club has about 150 children registered, ranging in age from 3 to 14 years of age. All but seven are girls.

"You've got to be enthusiastic about skating because it's a hard, hard sport." Learning even the simplest manoeuvre, the figure-eight, takes hours of practice. It takes up to three weeks for beginners to successfully complete a circle. "Drop into the rink and you can see them going around and around. They have to learn to do it on the inside and outside edges of their skates, and the circle has to be perfect without any wavy lines."

Good instructors help and Levack is fortunate, Margaret said, to have two very patient teachers, Allan McPherson, senior pro, and Ina-Lynne Purvis, the junior pro. The club has ice time four days a week, "but the really keen ones are out practicing as early as 6:30 most mornings," Margaret said.

"We've got some really good skaters

here, such as Karen Parenteau, Kim Jalsich and Jamie Johnston." Both Kim and Jamie have won district championships.

Margaret and Alex arrived in Levack from Scotland about three years ago. Margaret, who doesn't figure skate, involved herself in the sport because it was interesting and because "it was a good way to get to know people." Both her daughters, Janice, 12 and Margaret 5, are members of the club.

Margaret says the skating is good for girls because it provides exercise for young growing bodies, and helps develop balance, grace and muscle coordination. A progressive series of tests determines a child's figure skating progress and they are presented with badges or pins at each level. "They get a big thrill out of achieving a badge and it gives them something to look forward to in the winter evenings."

This year's carnival will be a pantomime of "Snow White and the Seven Dwarfs". Work on the ice fantasy started in November when the theme was set. "But it will get really hectic three weeks before the show when we complete casting and start rehearsals." Kim Jalsich will be Snow White and Jamie Johnston has agreed to be Prince Charming. Two shows will be held April 8, with the carnival proceeds going to finance out-of-town competition expenses for some of the talented skaters. The club will also raffle a trip to Nassau. The winner will be announced at the carnival. "Last year we had almost 1,000 people watch the show and that was three times as many as the year before. I think that's proof the club is catching on in Levack," Margaret says.

"There's a lot of team work involved to put on the carnival and I get a lot of help. The skaters' mothers work on costumes and sets and we'll have a large committee to help with the final organization. It becomes a real community project."

Minor hockey

Ask anyone what's the most popular sport in the Sudbury district and the answer will be almost inevitably hockey. But Jim Davidson and Fred Mansfield don't need to be told. They know. Joint convenors for Copper Cliff's house league hockey, they've organized 350 boys from 4 years to 14 into 19 teams and four divisions. "Every year there are more kids," Fred said, adding that "we had so many applications this year that we had to set up a 'hold' list. We'd like to have more teams but we can't get the ice time."

Notwithstanding that complaint, the price of success, the Copper Cliff minor hockey set-up is one of the best in the region. The youngsters have a good rink to play in, dressing rooms, and a warm rink for parents and other fans to watch the games.

"It looks like a tremendous year for house league hockey in Copper Cliff," Jim said. "We feel we have the best coaching and officials in the district and because of their interest and enthusiasm, everything is running well."

Fred echoed Jim's comments: "The coaches are the backbone of our system. Jim and I register the kids, make a schedule and then the coaches take over."

Games are played in Copper Cliff Arena on Saturday, Sunday and Monday. Practises have been done away with according to Fred because "we found the kids would rather be playing games." Instead, games during the first three weekends are used by the coaches to drill their teams, teach hockey skills, and form lines.

"Our coaches are more interested in teaching than baby-sitting," Fred said, "and between periods they give chalk talks on strategy and help individual players with their weaknesses on the ice."

"We're really lucky," Jim said, "because we get an over-view of the whole thing. We can see the kids improving day-to-day, week-to-week, and that's what makes it worthwhile."

Aside from the squirts, boys aged 4 to 8, many of whom are on skates and playing hockey for the first time, the Copper Cliff system is a long way from "bush league" hockey. It's well-played, well-organized hockey. "We'd like to see more parents come out to watch their sons," Fred said. "We can see a big difference in the children's play when the parents are there."

The house league is sponsored by the Copper Cliff Athletic Association which provides goaler's equipment and ice time. The Association insists that all registered



Fred Mansfield (Copper Cliff plate shop) and Jim Davidson (Clarbelle mill) work together to organize Copper Cliff minor hockey.

players be fully-equipped to prevent injury, and each parent must equip his own son.

Besides registering players and scheduling games, Jim and Fred keep a close eye on the play for a unique reason. "We try to watch as many games as we can so we can balance the teams. In that way, one team doesn't win too often. If a team starts to dominate its league, we arrange an exchange of players, because young kids get discouraged being on a consistently losing team," Jim said. "Another thing we insist upon is that each player has equal ice time, and fortunately our coaches agree with this regulation."

Providing assistance behind-the-scenes are Jack Newell (Copper Cliff cottrells), the top official for the house league and a member of the Athletic Association's hockey committee, referee-in-chief Dan MacNeil, and Bob Perry who is league statistician. A complete breakdown of goals for and against, goaltenders' averages, and leading scorers is maintained for all 19 teams.

Jim has been involved in minor hockey for almost nine years. "I played hockey when I was younger and I used to stop in

at the Cliff arena after work to watch the kids play. After a while, I volunteered and worked with Yacker Flynn and took over after he left."

The job soon became too much for one man to handle and Fred came on the scene three years ago when his son began to play. "I simply asked Jim if he needed any help," Fred said.

The big event for the league is the minor league hockey tournament. To be held March 2, 3, 4 at the Copper Cliff Arena, it will be a round robin tournament. The annual awards banquet will be in April, after which Jim's and Fred's wives look forward to seeing them around the house on weekends.

Skiing

If there's a boom in winter sport, the two activities which have to share the credit are skiing and snow machines. Skiing, of course, has been around longer, but it's only with the advent of down-hill slopes with proper tows, that it's really taken off and attracted the crowds. To snow machines goes the credit for finally providing the incentive for manufacturers to design winter clothing that really does something about keeping out the cold.

Winter fun



The skiing Tuuris: Elmer, Tim and Ken.

The Sudbury district is fortunate that its 10 ski slopes cater to all degrees of expertise. The beginning family can find different levels of instruction, and the good skier has a variety of satisfying hills, where the lift line-ups are short and the tickets inexpensive.

Residents of communities such as Copper Cliff, Levack and Lively have an unequalled opportunity since they can enjoy inexpensive ski clubs just minutes from their doorstep.

Elmer Tuuri and his sons Ken and Tim are enthusiastic members of the Lively Ski Club on 1st Avenue. Elmer is a cage-tender and relieving hoistman at Creighton mine.

Elmer likes the convenience of the Lively ski hill, which is only a five-minute drive from his 11th Avenue home. He enjoys skiing because "it gets you out in the fresh air and it's a healthy sport. You face a challenge every time you go racing downhill because you have to make instantaneous decisions on how fast the hill is. Skiing is the best thing I like about winter."

Born in Creighton, Elmer started skiing as a teenager. "We didn't have organized hills like our Lively club. We just went out in the bush behind Meatbird Lake and made our own trails. We didn't know there was any difference between cross-country and down-hill in those days. We went cross-country through the bush to get to our hills, and it was hard work climbing back up without a tow."

Elmer's interest in skiing died when he started work, but it revived with the opening of the Lively hill and his sons' eagerness to learn the sport. "Some weeks it's the only thing we talk about at the dinner table."

15-year old Tim has been skiing since he was 6 and is "very good" now, Elmer said. "He tells me what I do wrong." Tim has just joined the Lively High School ski team and may race for his school later this year. Ken started two years ago when he was 12. Both boys were members of the Lively-Creighton Junior Ski Club when it captured the Northern Ontario Nancy Greene Ski League championship in 1971. Elmer speaks very highly of the Nancy Greene competitions: "They're terrific. The coaching is excellent and it gets youngsters organized into thinking of team work, not individual effort. We're lucky in Lively, too, because we have two great coaches in Gary Foy and Con Walker," he added.

Ice fishing

Doug Ogston and his 8-year-old son Robbie are avid fishermen . . . through the ice. Every weekend during the winter months they load Doug's snow machine into the back of his truck and head off for

their favorite lakes. Doug recommends Penage and Fairbanks lakes, or Half-Way Lake, Pathway Lake and Fox Lake along Highway 144 for lake trout; Mud Lake for speckled trout; and Nipissing for pick-erel.

"Pick up a copy of the latest fishing

regulations, though, to make sure the lake is open and check what the bait and limit restrictions are," he warned.

Worms or beef liver bring best results when fishing for speckled trout, and Doug says a medium silver "Williams Wobbler" with a piece of sucker fastened to the



Sometimes ice fishing calls for a lot of patience, as Doug's son Robbie found out on this trip. He waited most of the day for his first bite.

Wear a waterproof outer boot with a felt liner. "Don't cram your foot into the boot. Leave a gap for airspace to provide natural insulation."

Doug and Robbie like to fish near narrows, off points, around islands, or near creek or river inlets. They get into their favorite spots by snow machine. For best results, Doug suggests fishing in 10 to 50 feet of water for lake trout, five to 15 feet for pickerel.

Whether you use live bait or artificial lures, jig or gently move your line in the water, a strike will be exciting. When a strike occurs, Doug jerks the line smartly upwards to set the hook. Then it's a matter of bringing the line in hand-over-hand and pulling the fish on to the ice.

Doug and Robbie take along hot drinks and warm meals in insulated containers, so they can picnic in comfort beside their fishing holes. Coffee and hot soup taste especially good outdoors.

To help others avoid accidents, leave a frozen branch by your fishing hole as a signal for other fishermen that there are holes in the area.

There are some easy guidelines to remember when crossing ice. A skier requires 1¼ inches of blue ice to support him; a man on foot need two inches; a man on a snow machine needs at least five inches of blue ice; and a car or half-ton truck needs eight inches.

hooks should attract lake trout.

Doug is a safety supervisor in the planned maintenance department in Copper Cliff. A well-known sportsman, he has led the Copper Cliff Rod and Gun Club for some years, and has written a number of articles on hunting and fishing in the Sudbury district.

A variety of equipment comes in handy for ice fishing. A sharp ice chisel or auger is a must for cutting holes in the ice. Any kind of fishing line — flax, nylon or mono-filament will do — but buy the strength of line according to the size of fish you are after. Doug advises that a light line, such as an 8-pound test

line, allows better bait movement than a 30-pound test line. As each angler is allowed two lines while ice-fishing, he suggests you make them up in the warmth of your own home. Several devices are used for ice angling. Doug prefers a home-made "tip-up", but some sportsmen use a short rod and reel and "I've seen people fasten the line to a branch over the hole."

Perhaps the most important consideration is the choice of clothes and footwear. "A cold fisherman is a miserable fisherman," Doug says, "so don't short-change yourself on comfort." Nylon down-filled parkas, or snowmobile suits are best.



Snowmobiling

Snowmobiling is no longer a craze but a way of life in Ontario, where it is now the second most popular sport after skiing. Snowmobilers, there are close to 200,000 in Ontario alone, spend over \$16 million a year to enjoy their sport. This money pays for vehicle operating expenses, park and club registration fees, accommodation, meals and clothes.

Rosaire Hamilton of Whitefish is a member of this group. Rosaire uses his machine to go trapping and for transportation to his camp, 11 miles across Lake Penage. Summer and winter, his family of two daughters, three sons

Rosaire's grand-daughter Gisèle Gignac and her friend Mary-Ann Giroux enjoy every opportunity they can to go snowmobile riding.

Winter fun

and 11 grandchildren congregate there. "We have quite a fleet of snow machines when we're all there," Rosaire said.

Rosaire retired in August from the iron ore plant after 37 years with the company. He started in 1928 in the O'Donnell roast yards but quit in 1931 to try his hand at other things. He returned to Inco in 1935 and spent 28 years in the Copper Cliff crushing plant before transferring to the IORP.

An experienced hunter and trapper, Rosaire really appreciates snow machines. He's owned one for three years, and bought a second one recently for his wife. She often rides along with him to camp overnight in one of the cabins along his trapline. Enjoying an outing like this together would be impossible without a snow machine. "It sure saves a lot of walking through deep snow and you can get anywhere you want to go in winter."

Rosaire's grandson Norman or his grand-daughter Gisèle are his two favorite snow machine companions. Norman, who is 10, has been driving a machine for three years, but Rosaire is cautious about letting him drive out of sight. "Snow machines aren't for kids. I let Norman drive it in the fields or on the lake when we're going out to the camp." Besides the drives to the camp, Rosaire

and Norman often go ice-fishing together. Norman's prize catch was an 8¾-pound pickerel he caught three years ago during his grandfather's first season with the snow machine.

In common with most enthusiasts, Rosaire does his own repairs. One tip he passed along is that clutches should be greased every 10 running hours. "I learned that the hard way by burning out one in the bush," he said. It was a long walk back," he recalled ruefully, "and it cost me a crankshaft."

Rosaire has a healthy respect for winter. "I like the fresh air and being outdoors, but I always check the weather and wind chill before I go out to drive." A proper snow machine suit and boots with a top drawstring to keep out water and snow are essential to comfort. Rosaire has found that wearing light cotton socks under his heavy-duty socks helps because the cotton absorbs sweat and helps retain body heat.

The dangers of snowmobiling are a matter of record and Rosaire is well aware of the perils. "I'm serious about safety. I had no accidents in 37½ years with Inco and I don't intend to have one now." He suggests driving slower with passengers because the driver hasn't the same freedom of movement as a solo operator. "My snow machine is twice as

hard to drive with two people aboard as one, because it's more difficult to compensate and balance properly in turns."

Some of Rosaire's other tips:

After standing overnight — on start-up, raise the back of the machine or tip it over on its side so the track is clear of the ground. Gently open the throttle to rotate the track and ensure it isn't frozen. A frozen track could cause serious and expensive damage to the drive mechanism.

Never idle the engine more than three to five minutes. Idling is the major cause of spark fouling and sluggish engine operation. A shut-down and restart is better and easier on the engine than prolonged idling since two cycle engines warm up in one or two minutes at most.

Carburetor icing can occur at the wrong time. Carry a few small squirt bottles of alcohol de-icer fluid or windshield washer anti-freeze to fix this troublesome problem. Alcohol is also handy to dry off fouled plugs caused by flooding from over-choking or cold starts.

And it's good insurance to carry spare spark plugs, headlights, a fuel filter, drive belt and extra fuel, as well as some tools, if you're going on an extended drive. Rosaire suggests a shovel may come in handy too if you're driving along a slushy lake.

WIND CHILL CHART

WIND

(mph)	32°F	25	20	15	10	5	0	-5	-10	-15	-20	-25	-30	-35
5	32	25	20	15	10	5	0	-5	-10	-15	-20	-25	-30	-35
10	22	14	8	2	-4	-10	-15	-21	-27	-33	-39	-45	-50	-56
12	19	11	5	-2	-8	-14	-20	-26	-32	-38	-44	-50	-56	-62
14	17	8	2	-5	-11	-17	-24	-30	-36	-42	-49	-55	-61	-68
16	15	6	-1	-8	-14	-20	-27	-33	-40	-46	-53	-59	-66	-73
18	13	4	-3	-10	-17	-23	-30	-36	-43	-49	-56	-63	-70	-77
20	11	2	-5	-12	-19	-25	-32	-39	-46	-52	-59	-66	-73	-80
25	7	-2	-9	-16	-24	-30	-37	-44	-51	-58	-65	-72	-79	-86
30	5	-5	-12	-19	-27	-34	-41	-48	-56	-63	-70	-77	-84	-91
35	3	-7	-14	-22	-29	-37	-44	-51	-59	-66	-73	-80	-87	-94
40	2	-8	-16	-24	-31	-38	-46	-53	-61	-68	-75	-82	-89	-96

Winds over 40 mph. do not significantly increase chill factor.

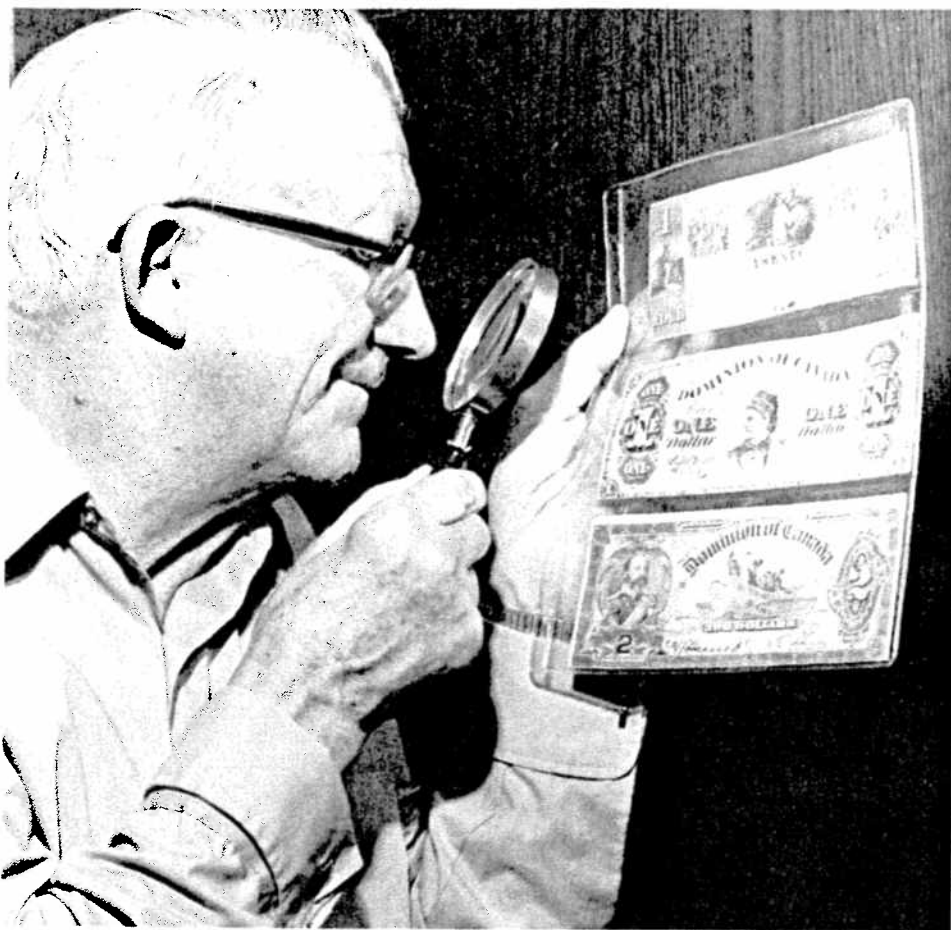
Remember to calculate the speed you are travelling.

Clip this chart and hold it for future reference.

At 10° F. and no wind, there is little danger that exposed flesh will freeze and,

if you are properly clothed, you shouldn't feel the cold. But, if a wind is blowing

at 20 mph., its effect is equal to -19° F. and there is danger of freezing.



George examines some of his prize notes.

Collecting keeps George busy

George Furchner's face lights up when he talks about paper money. His eyes twinkle and a grin spreads across his face as he describes "radar" notes, asterisk numbers, or shinplasters. One of the Nickel Region's first numismatists, his collection of paper money and Canadian coins is now one of the finest in the country.

Far from being a frivolous hobby, George points out that "Prices keep going up and that makes money a good investment." George had a collection of gold coins, "but gold prices went up so high, I just had to sell. I made a nice profit, too," he chuckled.

George started collecting seriously in 1957; prior to then he divided his loyalties between stamps and coins. He traded his stamps "for a few coins", however, because he found coins were more interesting.

George retired from the copper refinery as chief chemist in 1963, after a 33-year

association with the refinery and the copper industry. George's wife Alice died in 1948, but his family of three has stayed close to their father. Son Charlie is a machinist at the copper refinery and Bud is an electrician at the Frood-Stobie mill. His daughter Nancy is married to Bob Kanerva, and lives on Long Lake. George has already started coin collections for each of his 10 grandchildren "so I'll have something put away for their future." His chief retirement pastime, though, is adding to his own extensive collection.

Seeking out the rare items he wants helps George combine his hobby with another passion: travelling. "I pick up my best uncirculated bills at auction sales. And, while you can do a lot through the mails, it's best to attend in person."

In his search for unusual specialties, George has criss-crossed the continent, and last year attended auctions in Los Angeles, Vancouver, Toronto, Chicago, New York and St. John's, Newfoundland.

"I try to sell something as well as buy something on each trip."

A dedicated collector, George could not resist the temptation even on his winter vacation in Hawaii. Last year, he acquired a prized United States five dollar Hawaiian banknote, issued in 1934. He's since picked up the note's 10 and 20 dollar partners and on next month's trip to the Pacific paradise, he'll be on the look-out for the special Hawaiian dollar bill.

George's large collection, housed in a bank vault for protection, includes an uncirculated sample of every Canadian coin since the first one minted in 1858, examples of most denominations of banknotes issued since Confederation by provincial, industrial, and city banks, and many banknotes and scrip issued before Confederation. George is concentrating now on idiosyncrasies.

"Radar" notes are so-called because just as radar is the same spelled from either end, so the banknote's serial numbers are a mirror image of each other. An asterisk preceding a serial number indicates that the note is a replacement for a defective one removed and destroyed in the printing process. Another oddity George owns is a set of notes with solid serial numbers, for example, L/S 2222222. Since there are 10 million numbers in each series, these notes are very rare and very valuable. George also collects notes bearing the different signatures of the governor and deputy governor of the Bank of Canada. There have been seven such sets since the Bank issued its first notes in 1935.

George's rarest note is a specimen or proof bill. This is the first bill made off the engraving plate. He has a couple and each is worth \$450.

George maintains that there is more to be gained from numismatism than just the acquisition of more and more different kinds of money. A true collector is interested in history, too, he said. "Studying the history of money gives an insight into both our past and that of other countries." A good example is shinplasters. These were small 25 cent banknotes issued three times in our past. In 1870, they were introduced to counteract a surplus of American coins. "We were practically flooded out with U.S. coins then because the American dollar was only worth 80 cents. They came across the border and dumped their coins here." In 1900 and 1923, the small bills were issued again because the government thought we should have another fractional note, George said.

He warns that while some shinplasters

Continued on Page 15

FUN BEFORE CHRISTMAS



A child's greatest thrill

Christmas has come and gone once again in the Nickel District. It was a white one, and a happy day for all our readers, we hope.

If the true spirit of Christmas is sharing and giving, then all the members of the various Athletic Associations at Inco plants in Copper Cliff, Levack, Creighton, Garson, Frood-Stobie, Lively, Willisville and Port Colborne, have their hearts in the right place.

This year, as every year, they volunteered their time and enthusiasm, to provide an advance interview with Santa Claus for more than 13,000 sons and daughters of Inco employees.

Their unselfish contribution to the Christmas season — buying and individually wrapping gifts, arranging entertainment, providing refreshment — received its reward in the faces of the youngsters.

The astonishment of children suddenly brought face to face with Santa Claus, the wild excitement of being held in his red-sleeved arms, the delight of receiving gifts, and the bright glow of pleasure on the faces of parents as they watch this annual show of faith and affection, are thrills that only the Christmas party can provide.

Some of the happy faces recorded by the Triangle's camera are presented on the next three pages.





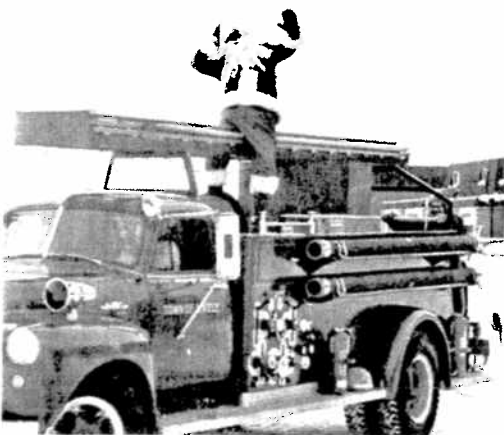
meeting Santa Claus — this time in Willisville.



4



7



1. A young tad gets a good grip on some popcorn at the copper refinery's party. Held as usual in the Sudbury Inco Club, the youngsters received gifts and watched cartoons while their parents were served refreshments.
2. Pensioner George Furchner distributed candy to almost 700 youngsters, who trooped up to the stage, in an almost endless line, at the copper refinery party.
3. Asked what she wanted for Christmas, this youngster, one of 750 of all ages at the Port Colborne party, seems either overcome or undecided.
4. Herbie the clown returned to provide a barrel of laughs for the young audience attending the Port Colborne party at the Recreation Club.
5. The Yates Sisters and their father were popular attractions at the Lively party. Over 300 kiddies were entertained at the high school by a magician, the world's champion yo-yo expert, and acrobatic dancers.
6. Before dropping in to distribute candy and hear the childrens' Christmas wishes, Santa toured Lively on the town's fire truck.
7. Creighton's Inco Employees' Club was overrun by almost 400 excited youngsters who waited through cartoons and movies to talk to Santa Claus. This little girl appears to have taken a liking to his jingle bells.



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8. "Busier than usual", Santa's helpers described the Levack and Coleman mines party. About 2,700 children received gifts, although this toddler doesn't appear very impressed by the whole thing.
9. This youngster seems to be debating whether or not to take Santa's candy. Surplus gifts and candy from the Levack party were donated to the Valley School for Retarded Children.
10. CKNC-TV's Marcel A. Mucker was emcee of the Copper Cliff Athletic Association's party at the Sudbury Arena.
11. Frood-Stobie's spark plug Eldred Dickie organized another successful party at the Sudbury Inco Club for the three mines in the complex.
12. Copper Cliff North Mine and Clarabelle Open Pit also used the Sudbury Inco Club for their party. A big secret is being shared here, for sure.
13. For everyone who says he doesn't exist, Santa has a true believer. Taking her turn to thank him is this child at Garson mine's party.

Pensioner goes to fur school

It's a long way from traplines and furling fur farms, but Canada's first integrated fur course is on the George Brown College campus in Toronto.

"Fur Business and Manufacturing Techniques" is a 40-week course in George Brown's fashion technology program and its students range from would-be designers to a veteran Sudbury area trapper. The latter is Roland Roy, a 48-year-old ex-trapper and miner who is parlaying his trapline experience into a new fur industry career.

Rolly has spent most of his life supporting his family of six by trapping and mining, starting at Frood in 1946. He transferred back and forth between Frood and Stobie mines, spending most of his Inco career as a driller, but also working as a loaderman, construction leader and stope leader. He retired in 1970 as a maintenance mechanic 2nd class at Frood, and went back to his traplines almost full time.

A long-time member of the Ontario Trappers Association — they call themselves "fur harvesters" now — Rolly is familiar enough with the northern pelts. Now he is learning of other furs — Persian Lamb, for example — which have made Canada not simply the source, but the largest exporter of manufactured fur apparel in the world. At the college, he's working with some 70 different furs in 200 variations. Rolly is learning the sequence from trapline to the furrier's showroom; the dyeing, cutting, blocking, and assembly of skins into high styled garments; and the design, styling, pattern-making and furrier's craftsmanship that goes into the coat. The course also includes advertising and fur merchandising, and book-keeping.

There is presently a shortage of retail sales and service people in the fur trade. Successful graduates are qualified as furriers, which is Rolly's new ambition.



Roland Roy holds a string of pelts used in the course he's taking at George Brown College.

Bradshaws celebrate anniversary

Pat and Elizabeth Bradshaw returned to church late last year to celebrate a milestone: their 50th wedding anniversary. The couple renewed their marriage vows in a special ceremony at Christ the King Church in Sudbury. Later, in a 1933 Packard car, especially loaned to them for the occasion by Charles Helpert, they led the way to the Copper Cliff Legion Hall for a reception.

More than 160 guests attended the dinner-dance at the hall, where telegrams from Governor-General Roland Michener, Prime Minister Trudeau, Premier Davis and John Diefenbaker were received and read. The couple's daughter, Mrs. Mickey Carmichael, baked a beautiful three-tier wedding cake which was presented to the Bradshaws.

Pat and Elizabeth were married in Ottawa, their hometown, in 1922. They came to Sudbury in 1930 when Pat joined Inco. He retired as an electrician in 1963. Besides being a member of the Quarter Century Club, which he joined in 1955, Pat is an active member of the Soutar Senior Citizens' Club, and holds a pin for 45 years of membership in the



Happily married for 50 years, Pat and Elizabeth Bradshaw recently renewed their marriage vows.

Royal Canadian Legion. He is one of the few local veterans of the Battle of Vimy Ridge.

Elizabeth keeps active with club and church groups and is a member of the Legion Women's Auxiliary.

Collecting keeps George busy

Continued from Page 11

are valuable, it depends on the bill's condition and which series it is. 1923 shinplasters are not necessarily very valuable, he said, because so many were produced.

George's advice for collectors starting out is that they buy the best coins or banknotes they can afford. "When you start, it's a common mistake to buy inexpensive samples. Then you can't get rid of them when you finally buy better qualities." The condition of the money, which can vary among seven grades from poor to uncirculated, makes a great difference in the price to be paid or received.

Despite this advice, George suggests it's not wise to pass up a rarity, even if it's in poor condition. Card money was introduced in 1685 in Quebec. Playing cards were issued in different denominations to supplement the official currency, which was in short supply. "I had a chance to buy one, but I blew it because its condition was poor and I didn't know enough," George recalled. Now examples are too expensive to buy when they come on the market.

Besides card money, other Canadian

monetary oddities include Army bills, used to pay troops; treasury notes, with the denomination written in by hand; and merchants' scrip, which was issued by early merchants, often as payment to employees.

If money doesn't seem to go as far as it used to, it could be true. According to George, the average dollar bill lasts only 10 to 18 months in circulation. \$5, \$10 and \$20 bills last longer, up to three years for the twenties; \$50 bills can last up to seven years and \$100 bills up to 20 years, before they are withdrawn as worn due to usage. The Bank of Canada destroys about \$4 million worth of old bills each day.

One of George's proudest possession is not money, but a rare book. It was privately printed in 1937 by Inco and describes nickel coins of the world. In 1937, 29 countries, including Canada, had issued nickel coins and the book contains elaborate facsimiles and a brief description of each.

A charter member of the Nickel Belt Coin Club, George says new collectors can get a lot of help from the club's more experienced members. The club meets every third Sunday at the President Hotel in Sudbury.

Port man top winner in Suggestion Plan awards



Ray Beauregard's hand rests on his idea.

Raymond Beauregard of the Port Colborne nickel refinery is \$394 richer as a result of the first suggestion ever submitted by him to the Suggestion Plan. He was awarded the cheque just prior to Christmas by his superintendent, Ross Butler, and according to Raymond, "It really came in handy".

His winning suggestion was to raise the sides of the conveyor carrying the sheared strips of electronic nickel from No. 1 shear to No. 2 shear for cutting into 1, 2 or 4-inch squares. This is the last step in processing before the nickel is packaged to customer requirements. Ray's idea has substantially cut down on spillage and the time required for clean up.

Ray joined Inco in 1945 in the shearing department but transferred to the mechanical department in 1951 starting as a helper. He attended night school for one year learning sheet metal layout. Ray also spent three years as an electric welder. Today, he is an ironworker 2nd class in charge of maintenance in the shearing department.

Gabrielle Gauthier, a Quebec girl, became his wife in 1948 and they have five children and two grandchildren.

Thinking over his head start in the Suggestion Plan, Ray says that he has a few more ideas up his sleeve to submit. "It's surprising", says Ray, "that what may seem a simple suggestion at the time can eventually prove such a big winner".

Port Colborne Nickel Refinery

Name	Subject	Award
R. Beauregard	Modification to conveyor between Nos. 1 and 2 nickel shears to prevent spillage	\$ 394
J. Severinsky	Different method of loading and strapping pallets of 4 x 4 for shipment by rail	270
H. Lambert	Replacement of cast iron burner nozzle on anode furnace to an extended nickel alloy burner tip	185
S. Rudyk	To use an FRP pipe in conjunction with the present 1" plywood to contain the lower end of the FRP stand pipe in No. 10 retreatment tank	170
R. Stickies	Pre-print weights of container on weight reports used when shipping nickel to customer	40
W. Monfette	Changes in method of placing band iron around bundles of nickel on pallets	25
J. Kovacich	Devised a jig for holding button samples being drilled at sample room	20
L. James	Suggested installing corrugated iron sheeting to divert spillage of FEP from covering anode furnace tie-rods	15
TOTAL		\$1,119

Copper Cliff Plants

Name	Plant	Subject	Award
M. Hrytsak	Garson	Holding device for grinding drill ratchet pawls.	\$ 75
D. Bean	South Mine	Changes to underground electrical wiring.	45
G. Chartrand	North Mine	Change to chute gate, 2000 level.	45
J. E. Hanson	Little Stobie	Relocated ST-8 brake cylinder.	45
L. Lagrove	C.C. Shops	Changes regarding repairs to rotary drill hoist motor.	45
G. A. Rae	Frood	Mechanical means to trip underground crusher.	45
B. Vellow	C.C. Shops	Method to fill motor wash pressure tank.	45
T. S. Bryson	C.C. Mill	Changes to storage cupboard for oxygen and acetylene torches.	35
U. Riutta	Clarabelle Mill	Permanent air supply to crusher tugger hoists.	35
F. McKnight	South Mine	Guard rails sheeting for "M" floor around No. 1 FBR.	30
J. A. Croteau	Creighton	Changes to window in swing doors.	25
P. A. Grant	Levack Mill	Emergency lighting at mill.	25
M. Haukenfrers	Little Stobie	Change to seat on boom truck.	25
R. Henry	Clarabelle Mill	Means to collect oil spillage from crusher bowl stems.	25
R. L. Pilon	Clarabelle Mill	Access steps to water valves.	25
R. Smethurst	Levack Mill	Alarm lights at railway crossing.	25
A. Wolfram	Clarabelle Mill	Additional lighting at end of No. 7 and 8 conveyors.	25
R. Brightman	Levack Mill	Lights at fuel oil car.	20
U. Riutta	Clarabelle Mill	Safety chains at feed boxes of crushers.	20
R. Thompson	Levack Mill	Protection for workers in mill aisle.	10
TOTAL			\$670

Names to remember — new appointments

Michael D. Sopko, acting manager, iron ore recovery plant;

M. C. Kossatz, manager, safety and plant protection;

Peter W. Souter, manager, industrial engineering;

James E. Wharton, superintendent of utilities, iron ore recovery plant;

Dr. Jack Juusola, superintendent, process technology, iron ore recovery plant;

R. T. Haworth, superintendent, industrial engineering, smelting and refining;

R. C. McDonald, superintendent, industrial engineering, mining and milling;

J. E. Brodie, maintenance superintendent, Copper Cliff mines;

O. T. Tuori, maintenance superintendent, Garson mine;

Robert Remington, assistant superintendent, maintenance, iron ore recovery plant;

K. Stone, chief maintenance planner, Copper Cliff mines;

K. Hoop, chief maintenance planner, Levack mine;

A. C. Blackwell, chief maintenance planner, Creighton mine;

H. J. Derks, area protection supervisor, Froid - Stobie, Garson - Kirkwood and Coniston complexes;

J. B. Spencer, protection shift supervisor;

L. Legault, protection shift supervisor;

R. G. Roy, protection shift supervisor;

M. Zettler, protection shift supervisor;

J. Linney, protection shift supervisor;

J. Dyck, supervisor, staff maintenance;

John Malysh, administrative assistant, smelting and refining.

Triangle changes

If you've been wondering why the Triangle was "late", look for us on a new date in 1973: the last working day of the month. We took the opportunity with the start of a new volume and a new year to introduce a few changes. Our new distribution day was selected because it is more convenient compared to the confusion which often arose over our former circulation target, the middle Friday of the month. Besides this change, we've adopted a more contemporary page size and the company's standard typeface. 1973 is going to be an exciting year for the Ontario Division. Look for more innovations in the Triangle as we reflect these developments and keep you, our readers, informed about them as they happen.



Gordon Hurst and his wife, Beverley, groom "Billy the Kid" daily.

"Billy the Kid" is top dog

Port Colborne's Gordon Hurst always wanted to become a dog breeder. Two years ago he took his first step towards that aim when he bought a champion female golden retriever and built a kennel.

Two litters and 17 pups later, Gord has achieved his ambition. A pup from his second litter, "Gojana Billy the Kid" was judged "best Canadian-bred puppy in his class" at a show in Sarnia.

Of his 17 pups, Gord kept only two, Billy and Gojana Bashful Bridget, a female. The rest were sold. All the dogs' names are prefaced by the kennel name Gojana, which Gord has registered with the Canadian Kennel Club. In each litter the names start with succeeding letters of the alphabet: first litter "A", second litter "B", etc.

Besides the Sarnia show, scene of Gordon's triumph, he's shown his dogs in St. Catharines, London and Toronto. A champion dog depends a great deal on his handler, Gord says. "If a dog isn't handled properly, it won't win." The handler sets the dog up, runs him around the ring and generally exhibits it to the

judges. Gord's son, 16-year-old Donald, has been handling the dogs at the shows. Donald said the judges look for quality of breeding and bloodline, the shape of the head, and the texture of the animal's muscles, among other things, in reaching a decision.

As a hobby, dog breeding is an expensive one, according to Gord. Besides show registration fees, travel and accommodation are costly. "One dog won't eat you out of house and home," Gord commented, "but six dogs will." The dogs are fed every night and he has obtained one economy by purchasing dog food wholesale from a local manufacturer. Proceeds from sales of the pups, which bring in almost \$100 apiece, also help to cover expenses.

While golden retrievers will always remain his first love, Gord plans to expand his kennel to include another beautiful breed, Irish setters. His son Donald is in charge of this project and has recently purchased a female setter from Calgary.

Gord joined Inco in 1953 and has been the nickel refinery's supervisor of data processing for the past six years.

Faces & Places



The first blood clinic held inside an Inco surface plant collected 73 pints from employees of the Copper Cliff Nickel Refinery. The nickel refinery's recreation association sponsored the clinic, organized by John Nugent, Red Butler and Bill Ashenden. Red Cross volunteer Myrna Faddis keeps a close eye on John Nugent as he makes his donation.



Members of mines engineering departments from Sudbury district mines recently held their second annual curling bonspiel. Fifteen rinks competed in the two-day event at the Copper Cliff curling rink, organized by Peter Kaynes. Ray Bouclin skipped the top rink, with Rod MacDonald, Bob Lewis and Peter Dupak. Bob Coulter's rink of Cam Smith, Chabbi Bhusal and Peter Kaynes came second, followed by third-place skip Mike Sharko and Bob Corrigan, Jerry Mather and Dino Longo.



Adding insult to injury to residents of Port Colborne is this sign at a marina just east of the city. Winds gusting up to 50 mph sent Lake Erie battering against the ramparts along its north shore on January 8.

L/Cdr. Charles Coldnutt, Navy League area officer for northern Ontario, presents Chief Petty Officer Tim Butler with the Cadet of the Year award. Tim is a member of Navy League Cadet Corps 44 of Sudbury, and was chosen the best in Ontario from amongst over 4,000 other cadets. Tim's Dad, Allan, is a machinist at the Copper Cliff smelter.



Copper Cliff Rod and Gun Club held its annual meeting at the end of December and presented several members with awards. President Doug Ogston hands popular Lands and Forests Department pensioner Charlie Bibby his certificate of life membership in the club.

At the same rod and gun club meeting, Elmer Laakso received the Big Fish Award for landing a 12-pound pickerel last summer. Bill Johnson was named the Copper Cliff club's sportsman of the year and was presented with the Darrach Memorial Award.



RETIREMENTS

Alex Blanchard, a general foreman at the iron ore recovery plant until his recent retirement, is very active as a member of the Sudbury and District School Board.

Alex and his wife, the former Margaret Blackwell of Copper Cliff, were married in 1932 at Sudbury. They raised their family of five children in Lively and have just recently moved back to Sudbury. Their son, Jim, is part of the electrical department at Copper Cliff. Five grandchildren round out the Blanchard family.

The couple is planning a trip to the British Isles next spring to visit some of Alex's relatives in Swindon, England, the place where he was born.

John Twardy left Poland in 1930 to come to Copper Cliff to be with his brother Walter. A year later he joined the workforce at the copper refinery. For the last seven years before retirement he's been a shift foreman in the casting building.

A Sudbury girl, Mary Kuchney, became Mrs. Twardy in 1939. They have two children. Their daughter, Sandra Hammond, is employed at Inco in the data processing department as a librarian clerk in the tape library. Her husband, Ray, is a first class electrician at the iron ore recovery plant.

The Hammonds enjoy fishing and gardening and are presently busy remodelling their home in Lively.

With 28 years' service at the Port Colborne refinery, Wilf Saumure has retired. Wilf was born in Bouchette, Quebec, in 1908, and at 15 started work for a paper company. He moved to Port Colborne and started with Inco in 1944 on the 12-8 shift in the leaching, calcining and sintering department. He soon transferred to the electrolytic department and remained there until retirement. For the last 15 years, he has worked on the stripping floor.

Wilf and Helen Lafreniere, also from Bouchette, were married in Ste. Therese in 1935. They have five children and nine grandchildren.

"After 50 years working, I'm going to take it easy," says Wilf and has made plans to do just that. The summers will be spent in a cottage at Ste. Therese where fishing is excellent but the couple will return to Port Colborne each winter. For a change of pace, they travelled to Florida last fall.



The Flowerdays are taking advantage of Fred's recent retirement by travelling to all points in their truck camper. This past summer the couple's trip to Yukon Territory and British Columbia extended over two and a half months. Their destination for this year is Newfoundland.

Before joining Inco, Fred was employed with the firm constructing the cottrells at the smelter. It wasn't until 1935 that he actually started working for Inco at the Copper Cliff smelter in the reverbs. He later transferred to the cottrells and was a cottrell operator when he retired.

Amy Gagne, of Espanola, married Fred in 1945. Their son, Peter, is a member of the mechanical department team at the iron ore recovery plant. One of their three daughters, Jeannette, is married to Richard McCormick of the transportation department in Copper Cliff. Twelve grandchildren complete the family.

All of the 36 years that Edward "Speedy" Carver worked at the Port Colborne nickel refinery have been spent with the paint gang in the mechanical department. His specialty for the last few years has been painting all the signs used in the plant.

Stevensville, Ontario, was his birthplace and, after leaving school during the depression, he obtained part-time employment with a planning mill. He became an expert at puttying windows and this experience stood him in good stead when he joined Inco. He was so good at it that Bill Wincott, a fellow worker, began calling him "Speedy" and it has stuck with him ever since.

"Speedy" and Helen Reinhart were married in Stevensville in 1935, and have two daughters.

Besides providing tender loving care to his vegetable garden, "Speedy" plans to spend some time fishing next summer.

Maintaining all the scales in the Port Colborne nickel refinery (see page 2) has kept Frank Gallinger busy for the past 23 years. "Gally", as he is better known, has put his toolbox away for good after 38 years' service.

"Gally" was born at Frood Mine in 1913 but moved to Port Colborne in 1917. He joined Inco in 1934 with the paint gang in the mechanical department. One of his most memorable moments was catching a fellow workman who had fallen off a 50-foot ladder. For this feat, he made Ripley's Believe It or Not.

Betty Kellar, a registered nurse from Deseronto, Ontario, and "Gally" were married in Kitchener in 1948.

"Gally" is immediate past president of District 3 of Gyro International and this keeps him busy. Besides playing lots of bridge year-round, his schedule calls for fishing and golfing in the summer, and trips to Mexico and Florida in the winter.

Charlie Bennett's career as an electrician dates back many years when he worked for Canadian Comstock and Dominion Electric. It was only natural that when he joined Inco in 1935 he would start in the electrical department at Copper Cliff. He has also been stationed at Copper Cliff North mine and Frood mine as a first class electrician.

Scotland-born Rhea Logan was married to Charlie in 1936 at Sudbury. Mrs. Bennett has worked at Silverman's for a number of years. They both enjoy visiting their three children and five grandchildren. Charlie's hobbies include taping music and playing golf at different clubs in the area. They plan to remain in Copper Cliff.



The rail yards surrounding the Copper Cliff smelter have been a second home to conductor John Hall. For 35 years he has been with the transportation department and his most recent train run was hauling copper matte to the copper refinery.

The year 1937 brought not only a new job, but also a wife. That was the year he married Ida Guy of Sudbury and they have two children and five grandchildren.

John looks forward to the hockey games each week to "pull" for his favorite team, and one of the leading contenders, the Montreal Canadiens.

Their summer months will be spent at their daughter's camp on the French River. The Halls made a trip to Florida last winter and are looking forward to going again.



Nils Johnson has retired from Inco as a second class plumber, but still enjoys helping out friends and neighbors with their plumbing problems.

Nils was born at Kipling, Ontario, and came to the Sudbury area in 1936 when he joined Inco at Frood mine. After driving a truck in the Frood open pit for several years, he transferred to Creighton's plumbing gang.

He married a school teacher from Parry Sound, Sagrana Hall, in 1936. Mrs. Johnson has also taught school in this area as a supply teacher. Their two sons have presented them with seven grandchildren.



Emile Blondin, the charge mixer operator in the anode department at the Port Colborne nickel refinery for the past eight years, has retired.

Emile was born in Hull, Quebec, in 1909 and worked for 12 years clerking in a grocery store before moving on to Ottawa and then back to Hull in 1946 to work for a meat packer.

Learning that Inco needed men at the Port Colborne refinery, Emile moved to Port Colborne in 1947. For three years he worked in the sinter building before being transferred to the anode department where he was gas loco operator and wheelman on the casting wheels before becoming charge mixer.

Florida Rockburn and Emile were married in Hull, Quebec, and have three daughters and seven grandchildren. One son-in-law, Andre Rollin, works in the electrolytic department.



A foreman in the mechanical department at the Port Colborne nickel refinery for the past 14 years, Thomas William "Bill" Skinner has retired.

Bill was born on the outskirts of London, England, in 1910 but moved with the family four years later to Canada.

In 1929, Bill first joined Inco in the mastic gang, which at the time came under the mechanical department. During the depression in 1931, he was laid off. Bill was recalled to Inco in 1933 and began working in the lead burning section of the mechanical department and continued with them until being made a pipefitter foreman in 1958. In 1960, Bill was loaned to the Thompson Refinery to lend an experienced hand during start-up operations there.

Alice Parr, a registered nurse from St. Davids, Ontario, became Bill's wife in 1942. They have two children and two grandchildren.



One of the most colorful characters at the Port Colborne nickel refinery has retired after 37 years' service. Eugene "Smoozy" Kowalsky is going to drag the canal for his old 10-pin bowling ball and vows to get it back into action better than ever.

"Smoozy" was born in the Ukraine in 1912. After leaving school, he worked at delivering milk and bread before setting sail for Canada in 1926 to join his Dad in Port Colborne.

After spending six years sailing on the lake boats, "Smoozy" first joined Inco in 1934. After a temporary lay-off, he returned permanently in 1935 in the anode department, spending the last 30 years as operator on No. 9 charging crane.

Frances Stefanshen of Welland became his happy bride in 1936. They had four children but one son has since deceased. Five lively grandchildren keep them pleasantly occupied.

Although born in Scotland in 1907, Anthony "Wick" Wassilaskus moved to Canada with his family two years later and settled in Cape Breton Island where his dad was working in the coal mines. At 14, Wick left school to work in the mines also and spent 20 years there before joining the armed forces in 1940.

After the war, Nick returned to Sydney and was recruited by the Port Colborne nickel refinery in 1947. His first job was in the shearing department but he transferred to the electronic department, working mostly in the cobalt plant.

His wife, the former Edna Lovell, was born in North Sydney and they were married in 1940 at Sydney Mines. They have one son.



A helper and boxmaker in the Carpenter shop for the past 24 years, with Inco service dating back to 1936, Bill Wilson has retired.

Bill, still a happy bachelor, was born in the village of Humberstone in 1915 but moved soon after with the family to Port Colborne. His first job on leaving High School was looking after the books for an insurance agency but when the opportunity came to join Inco at the Port Colborne refinery, he literally jumped at the chance. "It was quite a jump in pay," he recalls and "I have been happy here ever since".

A hometown boy at heart, Bill has spent all of his life in the Port Colborne area except for his Army service overseas in the Italian Campaign.

Bill now makes his home with his sister and his favorite recreation is travelling.

Being a bachelor, Lucien "Red" LeBlanc now has plenty of time to pursue his favorite pastime which is following the standardbred racing circuit throughout the country. Red, a self-professed expert, is planning to purchase a yearling colt and get into the sport as an owner. "Who knows," he says, "it may turn out to be another Albatross and make me a millionaire."

Red was born in Ottawa in 1911, and left school at age 15 to go sailing on the Great Lakes as a deckhand.

During 1945 the Port Colborne refinery canvassed Quebec for prospective employees and Red signed up in Hull, Quebec. His first job for Inco was working in the shearing department, but he transferred to the mechanical department in 1948. He went through the full gamut of jobs in the shops before settling in the blacksmith gang.



Add Joe Bourguignon to the long list of Inco pensioners thoroughly enjoying retirement. During the summer months, Joe plays golf every day, weather permitting, and the years he put in as a caddy at the Royal Ottawa Golf Course in Hull, Quebec, are standing him in good stead.

He joined Inco in 1947, starting on the P.M. calciner. In 1950, he transferred to the anode department as furnace helper and furnaceman.

Yvette Juneau, a Hull girl, became his wife in 1941. They had five sons but one was deceased in 1963. Three other sons, Yvon, John and Andre work at the Thompson plant. Four grandchildren complete the family.

An Italian by birth, Frank Shephard has his own little bit of nostalgia of his homeland right in his back yard in Sudbury. A photo in the October, 1971, Triangle showed Frank with his crop of grapes that he nursed through the cold winter months. His best vine is now entering its sixth year.

Frank's career with Inco dates back to 1926 when he joined the Mond Nickel Company at Levack. In 1933 he transferred to Frood mine and on retirement was a construction leader.

His wife, the former Nelli Fluvian, was born in the village near Stobie mine. They were married in 1934 at Sudbury.

Frank and his wife enjoy having their four children and four grandchildren visit them at their farm-cottage near the French River.



Howard "Howie" Oram had a varied career before joining Inco at the Port Colborne refinery in 1937. He worked for a shoe company, helped build the Welland Canal, and sailed the Great Lakes.

Howie's first job on joining Inco was in the anode department but soon he transferred to the electronic department where he remained until retirement. Howie was a boxman in the tankhouse for the past eight years.

During the last war, he spent five years with the navy on convoy duty in the North Atlantic. On D Day, he landed with the Americans on Omaha Beach but was lucky enough to come out of it without a scratch.

Olive Whatton of Niagara Falls and Howie were married in Port Colborne in 1937. They have one son.

FAMILY ALBUM



Emmanuel Hili couldn't help but have a happily married life. He landed in Canada from his native Malta on Christmas Eve 1950. He married his wife Mary on Valentine's Day, 1953, and they have two beautiful daughters, Joyce, 17 and Joanne, 14. Mary is an excellent seamstress as their new drapes attest. Emmanuel, a former billiards champion in Malta, has been at the Port Colborne refinery since 1951 and is presently working in the carpenter shop in the mechanical department.



Ray Bouchard is well known for his community involvement in the Coniston area where he was a first aid man for many years at the smelter. He and his wife, Yvette, have lived there since 1956. Ray is now a personnel assistant with the Copper Cliff maintenance department. Seated in front are Anita, and Claudette, a teacher in Coniston. Standing is Bob, and beside him is Don who now lives in Winnipeg and is on his way home from a vacation in Florida. Ray and his family spend the summer at their cottage on Rock Lake.



Rod Aelick and his wife, Gert, are both from Manitoulin Island. They still maintain a farm there where they are raising horses and sheep. Steven, 8, is now learning to play their 70-year-old piano and will soon be playing duets with his mother. He also looks forward to the summer when he and Darren, 6, can play with their own colt and filly, which they also keep on the island. Rod travels from their home in Wahnapiitae to the Clarabelle open pit where he has been a miner for the past four years.



Tom and Rose Guthrie and their three smiling young boys make themselves comfortable in the recreation room of their home on Westmount Ave. The boys are: Alan, 6, Todd, 3, and Jason, 2. Tom built the room himself. He is also a successful hunter. He got his deer this fall and has the antlers mounted and hanging to prove it. Tom has been at the copper refinery for 19 years and is a maintenance foreman in the millwright department.



1973 Scholarship Program for Children of Employees

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

ELIGIBILITY

Children of Inco employees enrolled in a program of studies required for university admission and who will graduate with a secondary school diploma in 1973.

SELECTION

An impartial Scholarship Committee will meet in May 1973 to select award winners on the basis of scholastic records and personal qualifications. It is hoped the names of the winners can be announced by June 1, 1973.

APPLICATION

Application forms, instructions and conditions governing the awards may be obtained from local schools or from:

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

APPLICATION DEADLINE

Applications must be completed by *March 15, 1973.*