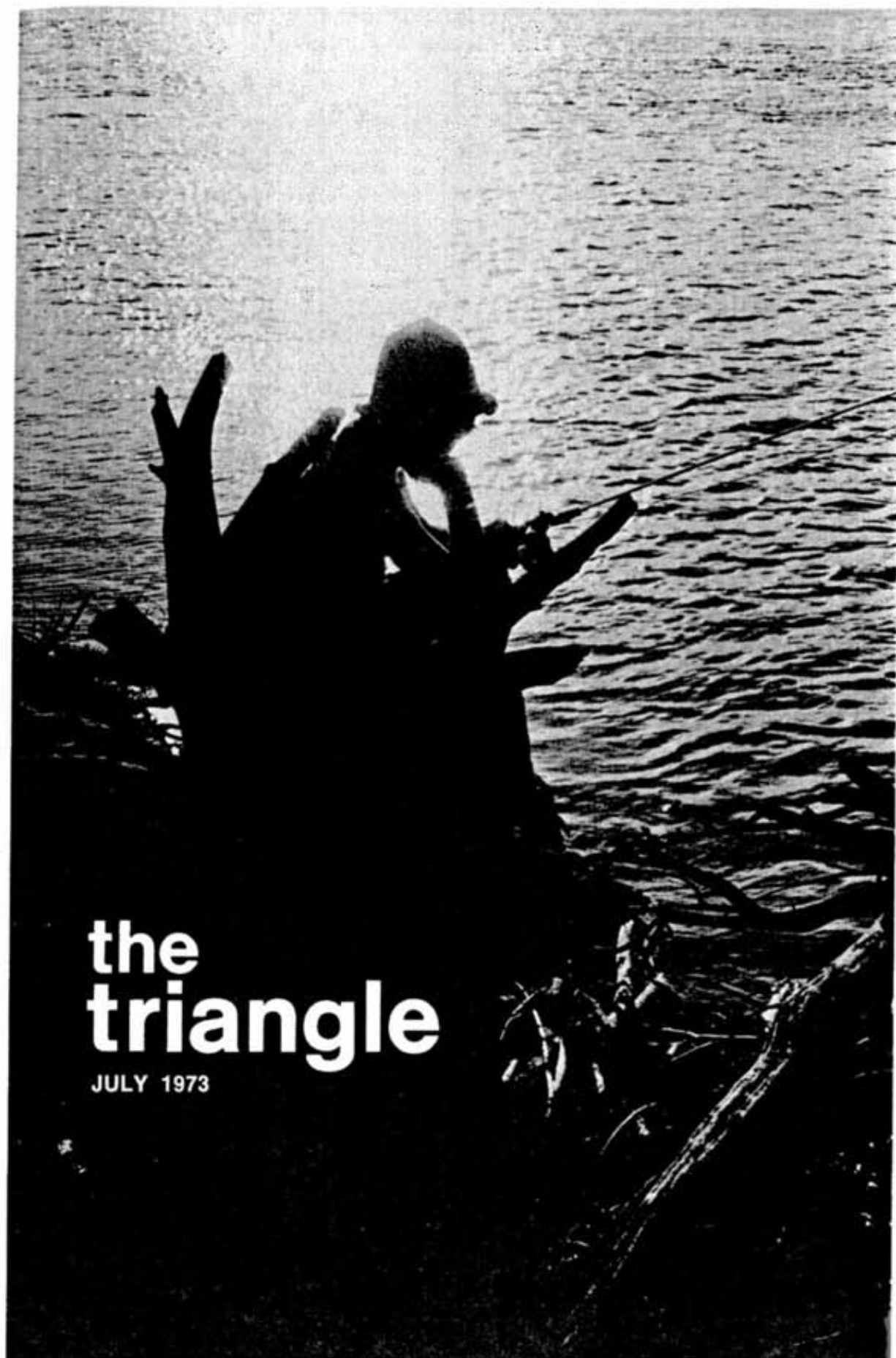


Those Lazy, Hazy, Crazy Days of Summer



the triangle

JULY 1973

the triangle

Editor, Derek Wing

Associate Editor, Bert Meredith

Port Colborne, Les Lewis

Inside this issue

Home From Home	3
Loco shop turns it on	6
Growth Unlimited	8
Breakthrough at Levack West	10
Scholarships	12
Double take at Port Colborne	18
Avoid vacation vapors	19
Poet's Corner	20
Quarter Century Club capers	21

On the cover . . .

School's out and summer holidays banish thoughts of books and desks and clocks. Instead, there are days ahead that blend endlessly into one long dreamy adventure. Like their dawn-of-creation forebears, youngsters, by force of some subconscious nudge, gravitate to water. They fish it, swim it, boat it — and they love it. A summer without a stream, a river, a lake, an ocean — or a back-yard wading pool, that's almost as unthinkable as a summer without blue skies and puffy white clouds, and frogs croaking, and the loon across the lake, and . . .

(See page 24 for the story behind our cover.)

July 1973 Volume 33, Number 7

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

Prints of most photographs appearing in the Inco Triangle may be ordered direct from: Rene Dionne, 170 Boland Ave., Sudbury. Or call: 674-0474. Cost: \$2 each.

OOMPAH-PAH! OOMPAH-PAH!



Paul Campbell

This is part of the huge crowd that thronged Stanley Stadium at Copper Cliff for the Oktoberfest Beer Garden portion of the annual Victoria Day celebration at Copper Cliff.

The most successful Victoria Day celebration was the 1973 edition. Everyone agreed that the Edelweiss Oompah-pah Band from Kitchener was a real hit and literally kept the capacity crowd on its toes (at least on its feet) most of the evening.

Other events in the four-day celebration

included a Sock Hop at the High School, free swimming, a parade, races and contests, an Oldtimers' baseball game, a Cadet inspection and an ecumenical church service. A great weekend and another imaginative, exciting and gala "24th of May" from those Victoria Day specialists at Copper Cliff.

Port pick-up

Employees of the Port Colborne Nickel Refinery were somewhat bewildered as they reported to pick up their cheques on a recent payday. It was a scene reminiscent of the old west. Were they at the International Nickel Company or the Long Branch saloon? There, tied to the hitching post (fence — that is) in front of the main office building was Bill Booker Jr.'s horse, Laddie. According to Bill, who rides him everywhere, "it's a cheap way to travel, the mileage is good, about 28 miles to a bale of hay, and there's no pollution problem, well, maybe a little."

With Inco since 1964, Bill is a shear operator in the shearing department. His 10 acre spread is located on Lorraine Road, just east of the main plant. The whole family, his wife Carol, and top hands, Debbie, 15; Donna, 14; Kim, 12; Bob, 8; Brian, 7; and Bradley, 6 also enjoy riding and helping dad with the many chores associated with looking after Laddie and their other horse, Rusty.





The independent traveler. His home's on his back. Maximum recommended load — one third of body weight.



This is the pup tent set. Their rig costs about \$10, sleeps two snugly (three in a pinch). Threesome are: Jeannine Lebel and brothers Eddie and James Casserly, sons of Creighton diesel loaderman Bernie.



This one's designed to sleep two comfortably. A high-wall, exterior frame tourist tent it costs around \$30. Under the canopy are David Essensa and Gerry Martel.

This combo of exterior frame high-wall sleep tent and attachable dining shelter can be had for about \$150. Soaking up the early summer sun are Judy Blais with her three daughters Bobbi, Brenda, and Shelly and Nancy Fitzpatrick, daughter of Garson miner Les.



HOME FROM HOME



By TOM TURGEON
Geophysical Research, Frood mine
(Tom is a Field Director for the National Campers' and Hikers' Association, an international group with more than 70,000 member families.)

Campers today have a wide variety of equipment and housing available, ranging from the simple one-man tent to the luxurious \$30,000 motor home. Despite the increasing popularity of camping vehicles, the charm of tenting still attracts many campers.

The advantages of tents are the lower cost, low carrying weight, and the ability to transport to wilderness areas that would be inaccessible to other types of camping vehicles. The disadvantages are time required to set-up and knockdown particularly with the larger tents. They are more vulnerable to poor weather conditions than trailers and mobiles and have no built-in conveniences.

If you enjoy tenting, yet wish to avoid some of the disadvantages, the tent trailer may be your answer.

Advantages of the tent-trailer over the tent are built-in conveniences, less set-up and knockdown time, and off-the-ground camping. It has the advantage of less pulling weight and lower wind resistance than the regular travel trailer. Disadvantages in comparison to tenting are increased cost, and need to locate at campsites accessible by road.

We move now from "canvas camping" to units known as truck campers.

The truck camper is a unit that sits in the bed of a pick-up truck. This is an ideal unit for those who own a pick-up

Flood miner Robert Gordon and his wife Carol prefer this canvas-top tent trailer that retails between \$400 and \$500.



This over-cab truck camper usually sleeps six when Creighton mill pumpman Morris Bilinsky and his wife Florence set out with their family plus one. Price tag for this rig is around \$6,000.

This travel trailer cost Creighton stope boss Blondie Essensa \$7,000. With him are wife Shirley, Gerry Martel, and their family of Todd, Lois, Wade and David.



Put the drive unit and the living quarters together permanently and you've got a Mini-Motor-Home. Owned by George and Florence Boutin, this one set them back \$10,000. With them are son-in-law Garnet Gaudette a haulage truck driver at Little Stobie with his wife Linda and baby Gloria.

truck for other work or transportation. They are easy to drive and do not present the usual towing problems as they become a part of the truck when mounted. They are very compact but generally very well planned on the interior and most of them have complete built-ins, including toilet.

Next comes a very familiar unit known as a travel trailer which is towed behind the family car. In the last few years, during the tremendous growth in popularity of camping, this unit has become exceedingly popular and the number of these units in use may exceed the combined totals of all the others. Buy as large a one as you can afford because it may be used on many occasions under adverse weather conditions and the extra space provided in the larger trailers makes staying indoors quite acceptable, as opposed to the cramped quarters of the smaller ones.

The newest form of travel to appear on the market is the "5th wheel travel trailer". This is an entirely new concept in trailering and this type of recreational vehicle must be towed with a pick-up because the 5th wheel, which is part of the hitching equipment is installed in the bed of the pick-up truck. These vehicles are considered to be the easiest of the larger equipment to tow and are extremely safe.

One of the main advantages of trailers is that they can be detached from the car or truck and parked, leaving the car or truck for local transportation.

The most expensive and sophisticated form of recreational vehicle is the motor home. The mini home is generally built on a car or light truck chassis, while the motor home is built on a larger truck chassis. All the mini homes are about the same size, but motor homes range from 18 feet to 35 feet, in fact some of them are built to the size of a Greyhound bus. The interior design is generally exceedingly clever and well planned but there are drawbacks. Cost is generally about double that of obtaining the same amount of living space in a travel trailer. Secondly, unless one tows a small car behind, you have to take the entire unit with you wherever you go, even if it's just to go down to the store to get a loaf of bread and they can not be very successfully taken on back roads. This type of equipment, because of its high initial cost, is more suitable for retired persons or those who are able to use the equipment extensively to justify the extra cost.



This retired 31-foot bus cost Creighton miner Lionel Cormier and his wife Gwen \$800. Now, after an outlay of some \$2,000, it's a mobile home for the couple and their nine youngsters. A new unit with the same capabilities is valued at about \$25,000.



Price tag for this motor-home is \$18,000. Passing through Sudbury, Sault Ste. Marie pensioner John Stewart enjoys the comforts of arm-chair driving. It sleeps six and gulps gas at eight miles to the gallon.



Carl Turton and his wife Lynda, a billing clerk at the Port Colborne nickel refinery, prefer the water for their home-away-from-home. Boats similar to their 23-foot cabin cruiser "The Carlyn" cost about \$500 a foot. The classy houseboat in the background sells for something like \$33,000.

If you're not the travelling type, you might be able to find a summer home on the water like this one belonging to staff maintenance supervisor Bus Dyck and his wife Doris. On Black Lake, and just five miles from their home in Lively, it represents an investment of about \$15,000.



Loco shop turns it on

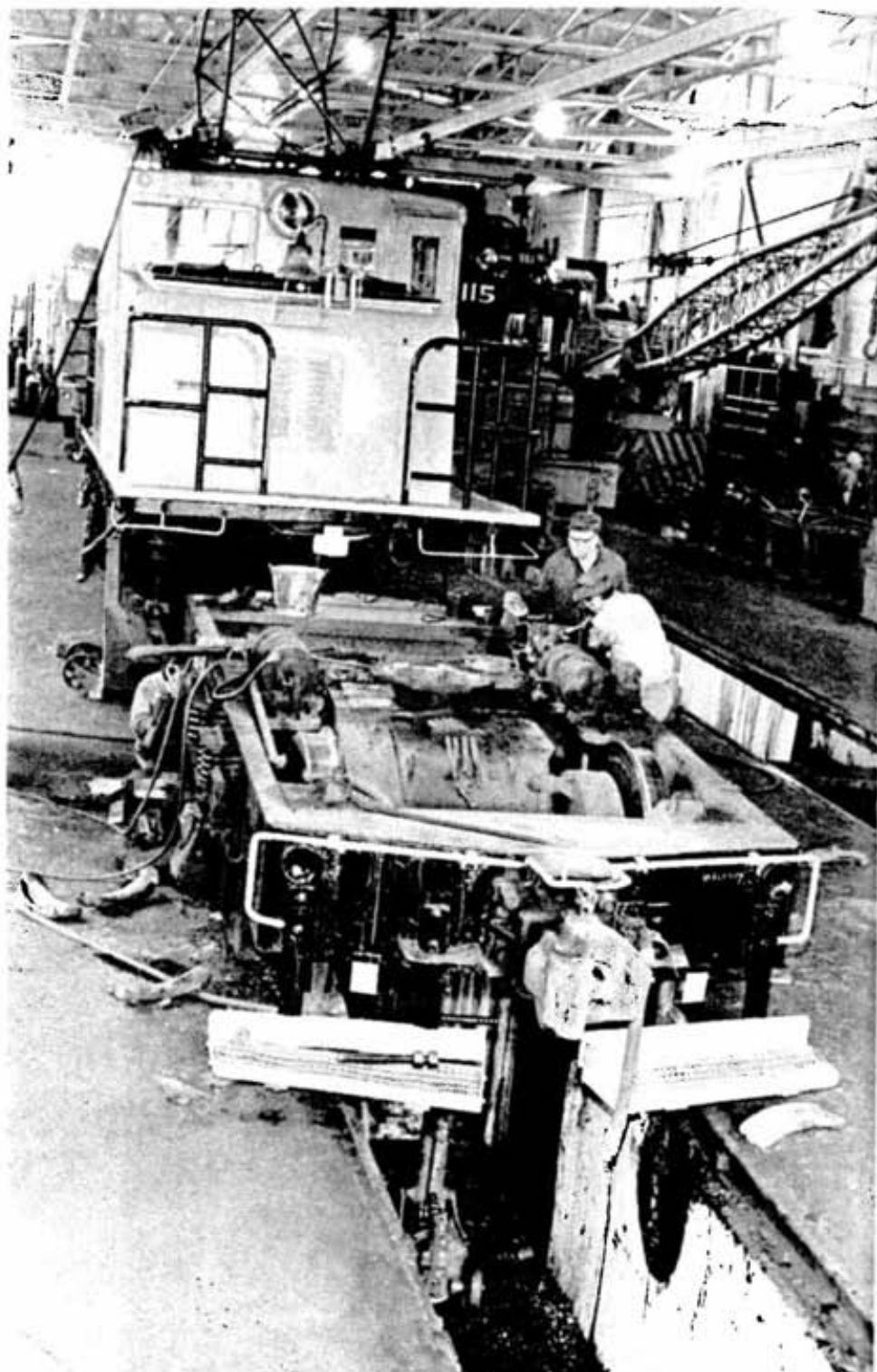
The shops at Copper Cliff have the reputation of being a pretty innovative group — and they are! In keeping with that tradition, Maintenance General Foreman Fred Savage and his gang from the locomotive shop have, during the past year, developed a safe procedure for turning down locomotive wheels right in the loco shop.

For the uninitiated, turning down or re-turning wheels is an essential part of regular maintenance. The big locomotives ride on two trucks consisting of four wheels each. Constant running and braking results in wear on the wheel tire and this increases the height of the wheel flange relative to the amount of wear on the tire.

A new wheel is fitted with a three and a quarter inch tire and the flange, which prevents the wheel from sliding off the rail, is one and one eighth inches high. When the wear on the tire increases the height of the flange to one and five



Jack Tuttle handles this Inco built control unit which eliminates the necessity of using locomotive electrical components to turn the wheels.



At this point the locomotive cab has been raised and one of the trucks wheeled out ready to have its tires pared down. Shop foreman Del Briscoe and machinist Henry Lewandoski set up the cutting tool.



Del Briscoe and machinist Henry Lewandoski prepare to adjust the cutting tool to trim back the roll-over from the rim of the tire.

eighths inches, the high flange causes damage to frog and switch components in the track system and must be corrected. With normal use wheels should run up to two years before this occurs.

Previously when wheels required turning down, the locomotive was out of service for up to ten days, since it meant removing the wheels completely and sending them to the machine shop. During the down period it is customary to carry out a major overhaul of the locomotive.

With this new procedure, which takes about 16 hours per locomotive, it is not necessary to dismantle the truck and remove the wheels. A temporary turning down job is done right in the shop. How? Nothing magic, just the practical application of knowledge and experience plus the benefit of some trial and error.

Now when a locomotive comes in for Fred's paring service, the cab is first

raised by 50 ton jacks and the trucks rolled out from under. Working from the top a cutting tool is set up on the locomotive truck frame, the wheels are turned by the loco's own traction motor powered from a control unit built by Inco electricians, and the turning down starts.

The cutting tool is set to trim off the roll-over from the rim of the tire and then, working from the pit beneath the truck, another cutting tool is set to cut the flange down to size. This tool, Fred explained, consists of a brake shoe with a cutting tool holder since it's necessary to control the speed of the wheel with the brake while cutting.

Fred told us they've performed some parts of this operation for several years, but only recently have they been able to put it all together in a safe, practical and complete package. And it's all working very satisfactorily, postponing the need for a major overhaul by some six months.

Copper Mariner

Four more on order



The success of the copper-nickel hulled Copper Mariner in reducing fuel and other costs, increasing shrimping time, and achieving greater speeds has prompted a big fishing firm and exporter in Southeast Asia to order four such copper-nickel hulled work vessels.

"This is the first commercial order for copper-nickel hulled trawlers in which the only motivation was to buy a better boat for better shrimping — no tests will be run," explains Eugene Thiele, industrial equipment market development manager for Copper Development Association Inc., developers of the Copper Mariner concept. "Like Booth Fisheries with the Copper Mariner, Ocean Foods & Trades feel a maintenance-free hull is well worth the extra expenditure for copper-nickel. Company officials believe the longer shrimping season combined with improved operating efficiencies delivered by a copper-nickel hull will be the most economical buy in the long run."



Growth



Barney Hamilton, life-long Copper Cliff resident, discusses change.

Shebandowan's three

The total feminine staff employed at Inco's latest producer, the Shebandowan mine-mill complex, Debbie Baxter, Susan Ramsey, and Loreena Cumberland enjoy a picnic style lunch break just a stone's-throw from the mine's headframe. (Personal secretary to complex manager George Johnstone) Susan echoed the sentiments of all three when asked why she'd chosen to become part of the mining game — usually viewed as a man's world. "I wanted to get ahead," she said, "and not be confined to strictly secretarial chores. I've escaped from the secretarial pool. I hate the thought of going to work anywhere else after working here," she added with a twinkle in her eye, "at times I think we're quite spoiled."

Metropolitan Insurance Claims

A change is being made in the processing of Metropolitan Insurance Claims.

Presently all employees unable to be at work are contacting our calling stations with their reasons for being absent. We have nine calling stations situated at the mines and surface plants.

As of July 3, 1973 the nine calling stations will be closed. A centrally located office will replace these calling stations. This office is in the Inco Club, Sudbury, and will handle calls related to Metro claims, that is calls from employees absent due to non-occupational sickness or accidents.

This office is also prepared to handle by phone, or personally, enquiries related to all Company benefits.

Location of Inco Metro Claims Office:

77 Fir Street, Sudbury

Phone Nos. 675-6416 and 675-6417

When pensioner Barney Hamilton was born in Copper Cliff, Park Street presented a pretty bleak profile. By 1973, most of the houses in the early view have either been moved or demolished.

"Now", at the end of a shady tunnel of overhanging branches, the home of pensioner Cliff Wing is visible, appearing much as it did "Then", when mechanic Charlie Lyons lived there. Here's Barney's list of residences in the mid-20's, starting on the left and moving clockwise: Earl Lambert, works auditor; George Sprecker, transportation superintendent; the Gorange Club, site of many a community dance; Charlie Lyons; Bill Chapman, shift foreman in the Orford Building, the Presbyterian Church; an unidentified residence; Jim Pawlins, chief metallurgist; George Craig, mechanical superintendent; and Leslie Sheridan, chief engineer.

The view began to change in the late 1920's, Barney says, when a company tree-planting program was begun. The church building was torn down in 1953 and the present building erected, to aid in the transformation.

The Gorange Club was torn down, and on that site now stands a home built for Dr. Hal Mowatt that is currently occupied by Inco's medical director Dr. B. F. Hazlewood.

Copper Cliff was a sporting town even "Then", Barney says, and Algoma Eastern trains used to come to town to take fans to Creighton for baseball games.

Unlimited

THEN — The mid-1920s



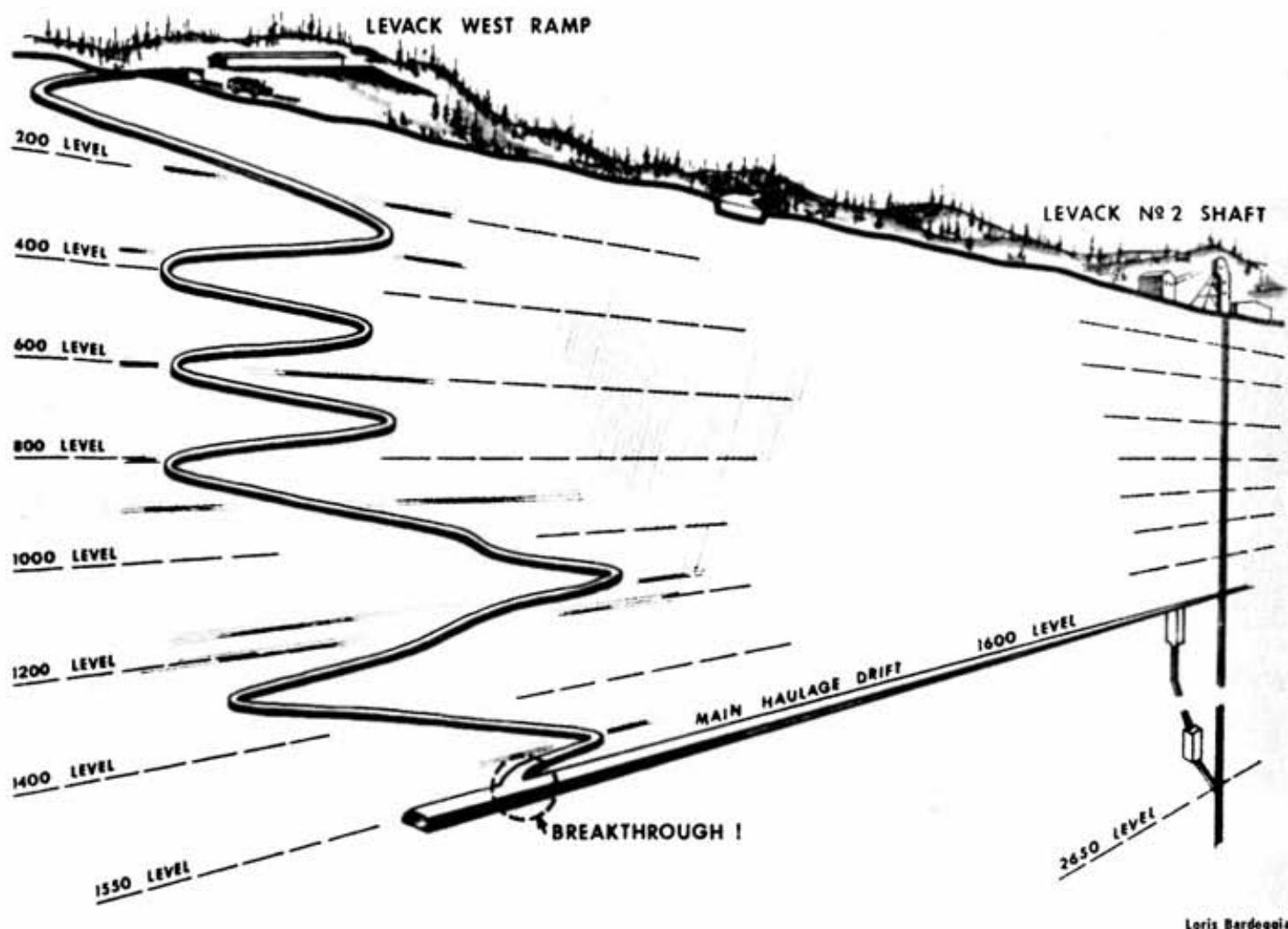
Park St. - Cop. in CH. O.J.

The view on Park Street

Now



Breakthrough at Levack West...



Loris Bardoggia

...right on target

In today's fast-paced world of science, technology, space and medicine the word "breakthrough" is used frequently to describe yet another great milestone or other pinnacle of progress.

At Inco's Levack West mine, a real and literal "breakthrough" took place recently when an 8000-foot long ramp drift, driven from surface to the 1560 foot level, made a perfect "hit" and intersected a main haulage drift which had been driven from Levack Mine some one and a half miles away.

This engineering feat is a credit to the cooperative expertise of three engineering groups; Gren Rogers and his land survey group who provided the original

surface horizontal control survey, and the Levack Mine and Levack West engineering crews who surveyed and detailed the plans then checked and rechecked both grade and line with accuracy.

It all started back in November 1970 when the 12-foot square main haulage drift was collared from the Levack Mine 1600-foot level and at the same time the 12-foot by 16-foot ramp drift began its spiral descent from surface at Levack West.

The main haulage drift was driven by experienced crews who worked on a three shift basis. Approximately every 12 hours a 10-foot round was drilled, blasted and "mucked" out.

A three-boom drill jumbo punched out the holes, Amex was the common blasting agent and a yard load haul dump machine quickly loaded the muck into 140-foot Granby cars that were hauled by diesel locomotive to Levack No. 2 shaft. Canton switch arrangements at roughly 400-foot intervals eased tramming problems which increased as the footage advanced.

A Canton switch is a mechanism, set into an excavation in the side of the drift, which permits an empty Granby car to be moved laterally off the track to allow the loaded car to pass, the "switched" car is then returned to the track and advanced to the face for loading.

The main haulage drift ran straight as an arrow for a distance of 7500 feet and was driven on a slight incline (.04% grade) which put the connection at Levack West at about the 1560-foot level.

In order to reach that level from surface, the Levack West ramp drift spiralled down at an average 20% grade.

The excavations of these two major underground arteries required the removal of close to one quarter of a million tons of rock.

Both drift and ramp are well ventilated and also rockbolted and screened for safety.

Levack West mine engineer Derrick May attributes much of the success of the "right on" breakthrough to the thorough and meticulous work of the survey crews; Clarence Vowels, Frank Cooke and Mike Pottier from Levack West with Ron Matte and Maurice Lauzon from Levack Mine,

not forgetting Gren Rogers' crew which plotted the original triangulations.

While quietly admitting he was confident that perfect contact would be made, Derrick May agreed, it was reassuring that the service and ventilation raises they drove as the ramp advanced, enabled them to check and prove some of their own calculations in the ramp.

And when you're trying to hit a 12-foot by 12-foot opening some 1600 feet below surface via a very circuitous 8000-foot route any check is most welcome.

High above the Levack West portal on the 150,000-ton rock pile accumulated while driving the ramp, Derrick May and Dave Lennie discuss the problems overcome while driving the haulage drift from Levack mine, seen between them and a mile and a half away on the horizon.



Standing on the muckpile generated by the final blast that broke through "right on target" at the point where the 8,000-foot long Levack West mine ramp drift intersected the main haulage drift driven a mile and a half from neighbouring Levack mine, area manager Dave Lennie beams as he congratulates Levack West mine engineer Derrick May. "That's what you'd call going out in a blaze of glory," said Dave, "perfect timing." The breakthrough was made on his last working day before retirement. Others in the picture are Milt Jowsey, incoming Levack area manager, and survey crew members Clarence Vowels, Mike Pottier, Maurice Lauzon, Ron Matte and Frank Cook.



Arlene Anttila



Chester Buczek

Twenty-one reserved scholarships valued at more than \$5,000 have been awarded to employees' children under the 1973 aid to education program. The scholarships, which cover tuition and other fees, a living allowance and a supplement grant to the university, are made on a one-year basis and are renewable for three additional years. Eighteen were awarded to children of Ontario employees, three in Manitoba.



Bob McDonald

Inco scholarships to 21

The Ontario winners are: **Chester Buczek**, a graduate of Sheridan Technical School in Sudbury, who will attend the University of Waterloo to study computer science. His father is Frank Buczek, a furnace operator assistant in Copper Cliff; **Arlene Anttila**, a graduate of Nickel District Collegiate, who will attend Laurentian University to study chemistry. Her father is Allan Anttila, a garage mechanic at Copper Cliff North mine.

Bob McDonald, a graduate of Upper Canada College, who will attend the University of Waterloo to study Urban and Regional Planning. His father is R. C. McDonald, superintendent of industrial engineering, mines; **David and Gary Ritzel**, both graduates of Sudbury High School, whose father is pensioner Vern Ritzel. David will attend Queen's Uni-

versity to study chemistry, Gary will attend McMaster University to study bio-chemistry.

Sylvester Skakoon, a graduate of Sheridan Technical School, who will attend the University of Waterloo to study physics and mathematics. His father is Sylvester Skakoon, a miner at Froid mine; **Ruth Trainor**, a graduate of Lasalle Secondary School, who will also attend the University of Waterloo to study maths. Her father is Jack Trainor, mine foreman at Froid.

Mary-Lou Wuksinic, a graduate of Marymount College, who will attend the University of Western Ontario in a general science program aimed at medical school. Her father is Martin Wuksinic, a motorman at Stobie mine.



David Ritzel



Gary Ritzel



Sylvester Skakoon



Ruth Trainor



Mary-Lou Wuksinic



Brenda Longfellow



Dallas MacKeigan



Rena Surins



John Hamilton

Brenda Longfellow, a graduate of Copper Cliff High School, who will attend the University of Western Ontario to study history. Her father is Roy Longfellow, electrical foreman in Copper Cliff.

Dallas MacKeigan, a graduate of Lively District High School, who will attend the University of Waterloo to study engineering. Her father is Don MacKeigan, general foreman, Copper Cliff North mine; **Rena Surins**, also a graduate of Lively District High School, who will attend Laurentian University to study computer science. Her father is Valdis Surins, a driller at Creighton mine.

John Hamilton, a graduate of Levack District High School, who will attend Laurentian University to study sports administration. His father is John Hamilton, a surveyor at Levack mine; **Jane Tait**, a graduate of Garson-Falconbridge Secondary School, who will attend McMaster University to study bio-chemistry. Her father is John Tait, who works at Garson mine.

Chris Taylor, a graduate of Oakville-Trafal-

gar High School, who will attend Queen's University to study engineering and physics. His father is Ron Taylor, president of the Ontario Division; **Brian Conrad**, a graduate of St. Charles College, who will attend York University to study fine arts. His father is Mervin Conrad, a slope leader at Creighton.

Frank Colantonio, a graduate of Lockview Secondary and Port Colborne High Schools, who will attend the University of Waterloo to study maths. His father is Luigi Colantonio, a craneman in the Port Colborne Nickel Refinery; **John Luczak**, a graduate of St. Catharines Collegiate Institute, who will attend York University in a bilingual arts course aimed at law school. His father is the late Peter Luczak, a former blasting boss at Creighton mine.

Karen Henriksen, a graduate of Erindale Secondary School, Mississauga, who will attend McMaster University to study biology. Her father is Terje Henriksen, manager of civil engineering in Toronto.



Jane Tait



Chris Taylor



Karen Henriksen



John Luczak



Frank Colantonio



Brian Conrad

Creighton mine—Inco mine rescue champs



Last minute tips from briefing officer Gary MacLean (centre) for Creighton mine rescue team captain Phil Fournier occupied the final moments before their recent test. The Creighton team were named Inco champions at a banquet held later at the Copper Cliff Club, where they were collectively presented with the coveted John McCreedy trophy and individually with crisp \$100 bills. By defeating teams from Garson, Levack, Frood-Stobie and Copper Cliff North mines, the Creighton entry earned the right to meet other district winners to determine the provincial champions. Checking the briefing sheet are (from left) Dale Muirhead, Len Kutshaw, Fournier, MacLean, Al Simpson, Brian Carson and Leo Seguin. Their problem involved a load-haul-dump machine bucket which had fallen on a man and started a fire. Further complications were provided when Fournier was "trapped" in a refuge station.



Twelve hundred miles from their reserve at Pukatawagan in northwestern Manitoba, these grade nine youngsters and their chaperones, teacher Sister Pigeau and education counselor Mrs. Glashan, stopped by to tour Inco's operations while on their way from Ottawa where they visited the Parliament Buildings. The deerskin vests and purses with intricate beadwork were handcrafted by the young traveller's parents. The group's genial guide tour co-ordinator Sam Laderoute was on hand to greet the visitors.

Appointments

- Milt Jowsey**, manager, Levack area.
- Bob Ludgate**, manager, Garson-Kirkwood area.
- Paul Parker**, superintendent, Garson mine.
- Tom Peters**, agriculturist.
- Vince Orlando**, supervising industrial engineer, industrial engineering — special projects.

It's show time

During the month of June, the company invited Grade six to eight students from Sudbury area schools to showings of the company's 35-minute movie "Mining for Nickel". The show was held at the training and development centre in Sudbury. The youngsters also got a chance to examine and handle a display of safety gear which is used by company personnel employed underground, and many couldn't resist the opportunity to dress up "like Dad".



Fred Brown talked with Wembly school students Joy Cartwright, daughter of Frood miner Earl; Eddie Nagy, son of Copper Cliff pensioner Les; Linda Roininen whose Dad is chief of maintenance engineering at Copper Cliff, and tully equipped Jimmy McDougall, son of Frood slusherman Archie.

Sudbury sailors



Leading Wrenette Marg Dangers (right), 17, daughter of Werner Dangers, ventilation assistant at Stobie mine, took part in raising the sailboat at the annual inspection of the Sea Cadet and Wrenette corps recently. P2 Alfred Kuale (second from left), son of George Kuale of the Copper Cliff Mill, also participated. With them are AW Debra Dickson (left) and LC Jim Lajeunesse.

Twice Borrowed

The June 2, 1973 edition of "NEW YORKER" magazine quoted the following item from the Burlington Vermont "FREE PRESS". "About 65 per cent of the non-Communist world comes from one company. The International Nickel Company of Canada Limited."

The "NEW YORKER" added the observation "How about that". We second the motion, with the observation that it surely proves a very valid point — when "Nickel" is added in the right place, everything comes out just right.



Bill Thorpe, manager of purchasing and warehousing, inspected Sudbury's Navy League corps recently, after presenting the company's \$500 donation. Lieut. Jim Ilnitski, of the maintenance department, officer commanding the Navy League, looks on as Bill chats with O. C. Glendon Daly.

Suggestions-Suggestions-Suggestions

Here's where we give a tip of the hat to the twelve thinkers who sliced up \$470 of award money for suggestions accepted by the company.

High man on the totem pole is Tom Smith of the copper refinery who clicked for two awards; \$120 for suggesting supports for a bar feeding machine, and \$20 for ideas on improvements around sheet straightening machine rollers.

Other copper refinery winners were Jack Dominique, \$40 for a revision to a crusher belt chute in the pig storage area; Jacques Violette, \$20 for platform revisions at the west end heaters; Jim Dowdall, \$20 for seeing the need for warning signs in the No. 2 electric furnace transformer room; Gaetan Bedard, \$15 for suggesting the installation of fire extinguishers at the starting sheet machine; and Jim Jerome, \$15 for dreaming up housekeeping improvements to the dumping chute at the acid plant slurry tank.

Seven awards went to five iron ore plant personnel. Cecil Frisken is \$85 richer for suggesting that nickel oxide drum plastic cap covers be returned to the supplier for re-use, he also received \$20 for his thought on collecting escaping nickel oxide dust in the blending building. Jean Gagnon devised a method for reducing spillage from a leaching building repulp tank and came out with \$30 in his pocket, while Rudy Ignacy had a \$20 brainwave regarding electrical switching for a leaching building crane. Ed Hasting's two \$15 awards involved the relocation of a quench tank, and the application of recessed handles for quench tank doors. Suggestion of a guard on recovery building second stage filter agitator and drum netted Leo Pagnutti \$10.

In the smelter, Jerry Golebiowski's \$25 award was for suggesting an alternative method of repairing matte mould cover lugs.

Geologists and mine engineers meet

One of the busiest "health spas" in the district on weekends is the sporty Lively Golf Club. In fact playing dates are in such demand that two local tournaments were run simultaneously on a recent Saturday.

The geological department's Foot and Hangingwall Society and the mines engineering department teamed up and while each had its own tournament, they played together.

Frank Truskoski reports that the Foot and Hangingwall Society had a smaller entry list than they anticipated, 23 players, however, he credits that in part for the fact that he won the low gross with a fine 79. Carl Gourley was runner-up with 84 and the most honest golfer was Andy Chamberland with a nifty 157.

The mines engineering group, in their second annual tournament, had a field of 36 players, Creighton's Peter Craine told me. Graham Squirrel with a red hot 70 took the low gross and that old master of the fairways Charlie McCoy was runner-up with 74. Ed Skene from Frood won low net with 65 and Mike Davie of Copper Cliff North Mine proved to be the most honest golfer with 136 strokes.

B.M.



No "gimmees" in this match from the looks of those putts. Preparing to hole out on No. 1 green are, left to right, Nick Krpan of mines engineering, John Globensky of Dravo and his son John (on the extreme right) from Laurentian, along with Mike Skirda of general engineering. That's the fine new Lively clubhouse in the background.

Marketing men view nickel refinery pellets



Chris Dunkley (left, front), manager of the Copper Cliff nickel refinery, displayed a new nickel pellet packing method to a group of marketing men recently. They are (from left) Dick Cooper, of Abex Corporation, Carl Vesselle, of International Nickel's Cleveland District Sales Office, Ken Lowstetter, Tom Wagner and Jerry Sheffield, all of Abex, Dave Anderson, of International Nickel's New York Sales Office, and Don Wilkinson of the Copper Cliff process technology department.

COPPER CLIFF CURLING CLUB CHAMPS

A first-time curler matched the Copper Cliff Curling Club champion trophy-for-trophy at the club's annual meeting and awards presentations recently.

The rookie is Yves Leborgne, who curled on four event-winning rinks. The club champion is Art Romanick, who won that event with the rink of Ron Gauthier, Chick McDonald and Ken Milner, and who also curled on four event winners. He skipped Bob Campbell, Vic Campbell and Yves to the Toronto-Dominion event win, and led Jack Newell, Don Morrison and Yves to the Inter-Rink title. Art and Yves also curled on the Colts event winning rink, with skip Dick Hobden and vice-skip Don Morrison. Yves picked up his fourth win in the Waterbury event with skip Ed Hreljac, John Newell and Roy Chapados.

J. R. Gordon event winners were skip Jack Gladstone and his rink of Verdy Villeneuve, Leo Brown and Yacker Flynn. Single Rink event winners were skip Ralph Shore, with Ed Riddoch, Leo Pevato and Ray Caverson.



Bernie Leclair (left), newly-elected president of the Copper Cliff Curling Club, looks on as club champion Art Romanick accepts the Spence Beavers Memorial Trophy from Bill Beavers (centre) at the club's recent annual meeting.



Big winners of the evening were Art Romanick (left) and Yves Leborgne, who appeared on four event-winning rinks. They collected merchandise prizes as well as trophies.



Event winners eye their trophies; (from left to right) Dick Hobden, Ralph Shore, Jack Gladstone, Art Romanick and Jack Newell, who vice-skipped for the absent Ed Hreljac.

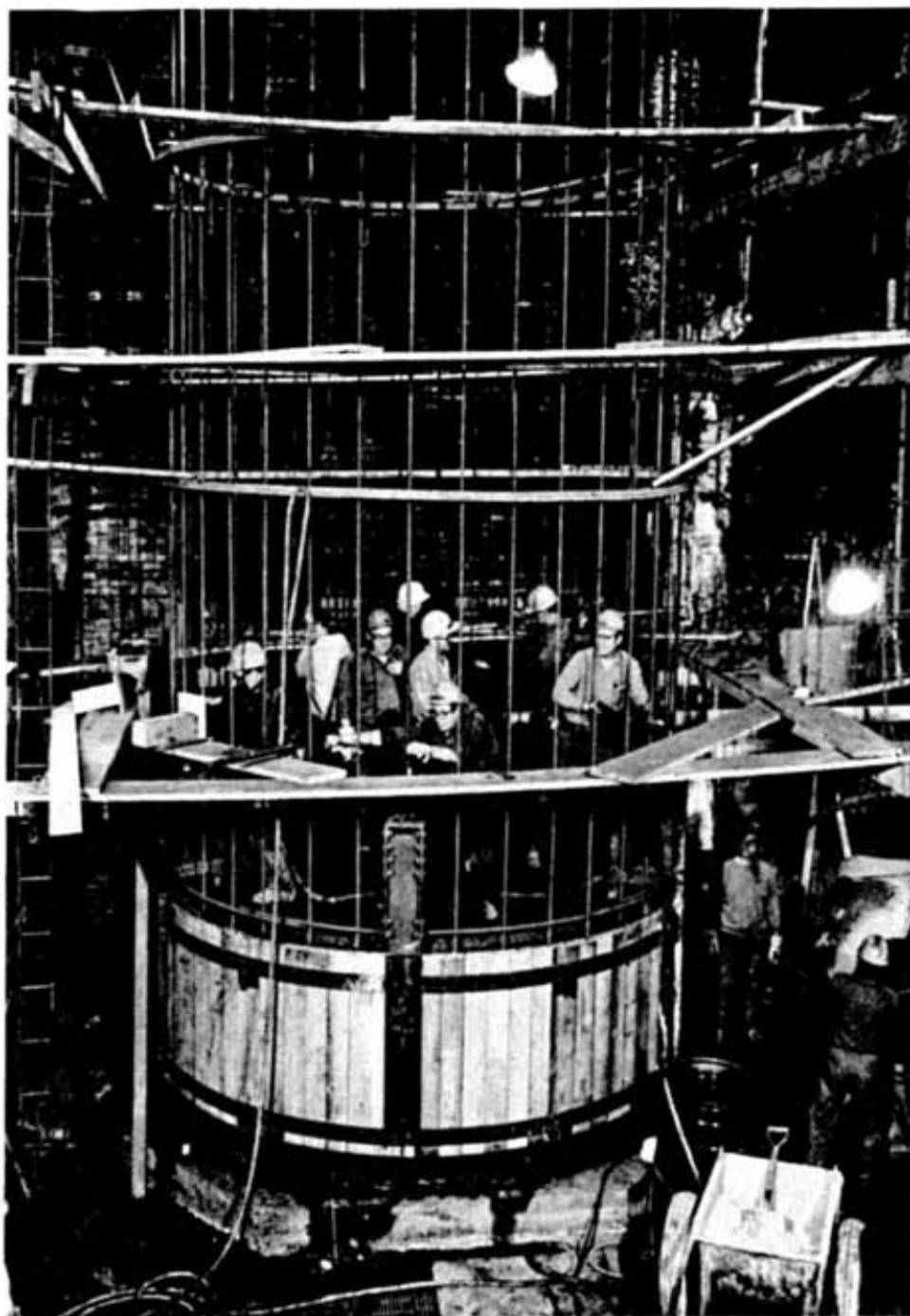
Port hosts tour for civic officials

Bob Browne (left), manager of the Port Colborne nickel refinery, was host for a tour of the plant by civic officials recently. With Bob are Port Colborne Mayor John Buscarino (right), regional Chairman John Campbell (centre) and Wainfleet Mayor Stan Pettit.



Port Colborne Evening Tribune

Double take at Port



At first sight, this picture might have you thinking that we visited the zoo, with an indication of what might happen when the animals take over. Not so. What you're seeing is the construction of one of the two 12-foot diameter by 30-foot high concrete re-treatment tanks that recently took shape in the cobalt treatment plant at the Port Colborne nickel refinery.

Using a continuous pour and sliding form technique similar to that used to build the 1250-foot super stack at Copper

Cliff, the pour for each unit was completed in 32 hours.

Behind bars, the captive crew are the Port's bricklayers who handled the mix, and the plant's carpenters who constructed the form and, in unison, provided the motive power to the six jack rods for the upward movement of the rig.

"For a while there," said one anonymous bystander wag, "it sounded like a boat race, with the coxswain chanting the pace."

63 new maintenance pensioners

One of the biggest and best banquets of the year, or any year for that matter, is the Copper Cliff Maintenance Pension Club's annual bash. That's when every new maintenance pensioner for that year is presented with a gold watch, free dinner and drinks plus flowers for the lady at home.

This year they hosted the 38th annual pensioners' banquet at the Caruso Club when 63 new members were honoured.

Past pensioners were also out in force and among the oldest of these, in years, was Mike Lesiak who is 84.

This Club is unique in that there are no dues. Operating funds are raised through a \$10 per ticket restricted sweepstake plus a couple of lesser draws.

The Club was formed in November, 1938 and has made a fine contribution toward the continuing friendship and fellowship of the men in maintenance.

Over 500 attended this year's banquet and the stories exchanged; the friendly ribbing; the renewing of old friendships and the making of new ones; that was nostalgia at its best.

Current president of the Club is Terry Rupoli from the Copper Cliff plate shop. Other officers are Albert Amos, Bob Garrow, Art Closs, Bob Roberti, Buster Powell and Elmer Zinkie. Elmer was chairman of the banquet festivities and others who participated in the formal program included Jack Quenneville, Jimmy Davidson, Fred Burchell and Roy Aitken.

In keeping with past custom, first rate entertainment was imported from New York and this, coupled with an esthetic endeavour from a near local performer, made for quite a night all round.



Like father, like son. While Bill proudly shows his wife Win and son Gordon his Hall of Fame trophy, older son Jeff puts the "out" sign on him in true umpiring tradition.

A prince makes hall of fame

Bill Prince that is. Yes, our genial hourly rate Paymaster was recently inducted into the Kinsman's Sports Hall of Fame (and not before time) along with two other local sports figures, Sam Rothschild and Arnold Chisnell.

Bill was raised in Sudbury and among other sports played midget and juvenile hockey here. He later played goal for the University of Toronto Varsity Blues, 1947-50. However, his real claim to fame is in the field of sports officiating. Bill has been umpiring and refereeing since way back in 1944, and is still going strong.

Back in the 1950's, during the heyday of the very popular Nickel Belt Baseball League, Bill was one of the younger but more colorful umpires. When Prince called them out there was no doubt left in the minds of player or fan.

Bill was good, and even in a league where the late and great Barney Barnett practised his colorful umpiring his-

trionics, Bill stood out as a character with plenty of crowd pleasing show as well as a sharp eye and mind for the game.

Of late years Bill has refereed basketball to a large extent, with his talents spread between the secondary schools, Cambrian and Laurentian. Bill notes that the current crop of young referees all played at one time under his officiating or have attended one of his instruction classes.

What do you need to be a good official? Bill is rather modest when that question comes up but it is not likely he'll disagree with three very basic qualities; a pretty thick skin, a terrific sense of humour plus a keen knowledge of and interest in the game.

Bill has all those qualities and more and it was with a feeling of great pride that a host of players and fans in the Sudbury district read recently of the recognition afforded Bill by his peers.

B. M.

Holiday hints or How to avoid those vacation VAPORS



Home is where the heart is, but all the fun at vacation time is on the road. A little care taken now, and during your trip, will insure happy memories of your summer sojourn.

Try not to tip off any light-fingered fiends lurking in your neighborhood if you plan to be away overnight. Leave a few lights on, and be sure it's more than one, because that's a dead giveaway. Buy an automatic timer or light sensor to turn your lights on and off; it's cheap insurance.

Other insurance will give you peace of mind. Check your personal liability coverage in case of holiday mishaps. Check your policy on that trailer you're pulling. Are you covered for its contents? Insurance companies say most people have cameras and radios stolen not at night, but during the day when stops for lunch or sightseeing leave them unguarded. Keep your credit cards in your wallet, not in your luggage, and leave your jewellery in a safe place at home, where you've already stashed a list of serial numbers from appliances in your

more

home. That will help you identify and recover them if they're stolen.

Your feet may be in no shape if you socialize too much, according to the Ontario Addiction Research Foundation.

Alcohol hits the extremities of your body first and hardest, the addiction foundation says. "Your brain and arms and hands may be functioning well, but your feet may be drunk. And remember, it's your feet that operate the gas pedal and brake." The worst time for accidents? "Between 4 and 6 p.m." says the Ottawa-based group.

They recommend this safety program before you leave your driveway: get a mechanical check, don't overload the car (remember to put more air in the tires if you are carrying more people or luggage, because soft tires overheat), be sure the driver isn't tired (that means no coming home from work at 5 o'clock and driving off on your trip).

If you are still intent on going on your trip, don't forget to make hotel reservations in advance. A free long-distance call to Hotels Unlimited in Toronto can get you reservations in many hotels across Canada. In the eastern provinces, except Newfoundland, call 1-800-261-6222. Elsewhere, call 1-800-261-6362. If you're taking your kids along, don't forget to check for family plan rates.

As far as eating is concerned, avoid hamburger-and-soft drink monotony. Have tomato or orange juice instead of cake or pie. If it must be pie, fruit pies are best. If it must be hamburgers, have a milk shake instead of that soft drink, but aim for variety. Chinese food is good because it's usually inexpensive but loaded with vegetables.

If you're flying to your destination, allow a day to recuperate from time zone changes. Don't fly on an empty stomach, says Air Canada, have a light meal. Travelling can tire you and you'll need strength. Don't overpack, and if you are leaving the country, you'll need extra time to register your camera (or whatever) with customs. They'll be easier to bring back. Check what you're allowed to import and don't exceed the limit. You'll be charged duty on whatever goes over.

And a final word. When you leave your hotel, check your room for forgotten belongings. Remember the back of the bathroom door—that's where most people forget their pyjamas.

POET'S CORNER

THINGS I LIKE

By
KERRY JOHNSON



Kerry's poem — a delightful peek into a youngster's mind — was borrowed from the 1973 edition of *Northern Lights*, a collection of the best poetry from our young people in elementary and secondary schools throughout the mid-north, published by the Northern Ontario Council of Teachers of English.

Age 13, and a student at St. Paul the Apostle Separate School in Coniston, Kerry is the son of June and Copper Cliff smelter labour boss "Admiral" Roy Johnson. Kerry has three sisters, lives in Wahnapiatae, and is going to be an actor when he grows up.

Do you have a poem that you feel other people would enjoy reading? If you have we'd be delighted to see it. Send it along to the editor — Public Affairs department, Copper Cliff.

*If the world was made of things I like,
All lakes and rivers would be filled with
pike.*

*And Christmas would be every day,
And I'd always have my own way.*

*I'd go bare feet and swim all day,
Yes! No work! Just always play.*

*A cruiser to voyage across the sea,
A loyal army to follow me.*

*I'd like a shiny new submarine,
To see the world that is unseen.*

*Or a castle that would be my own,
And there I'd sit upon my throne.*

*Of course there wouldn't be a school,
Perhaps I'd make that a golden rule.*

*I'd like a wild bucking mare,
Strong and sturdy—but very rare.*

*I'd like to live beneath the water,
And spend my time with a live sea otter.*

*And a chocolate cake to eat myself,
And jelly beans on every shelf.*

*I'd really like so many things,
That I can't wait to see what my future
brings.*



747 join Sudbury District Chapter of the Inco Quarter Century Club

Three events for Inco's veterans

Following this year's addition of 747 new members, the largest group in the history of the Inco Quarter Century Club, the Sudbury district chapter now boasts in excess of 5,200 members both employees and pensioners. There are over 8,000 members in the Company's world-wide chapters.

The new members, divided into two near equal groups, were wined and dined royally at the Italian Club in Copper Cliff. The first evening, about 350 new members from the mines section received their gold pins from senior vice president John McCreedy, assisted by Ron Taylor, president of the Ontario division, and Gar Green, vice president, mining. Both

Ron and Gar received their own pins that night.

The next evening new members from the mills, reduction, refining and iron ore plant sections along with others were inducted into the Club by Ron Taylor along with Gord Machum, vice president, processing, and Walter Curlook, vice president, administration.

At both banquets the members enjoyed refreshments and a delectable Italian Club speciality wine marinated beef, plus entertainment, both professional and impromptu. During his Monday night's address, John McCreedy gave assurance that the company is now well prepared to meet the challenge of our many new

competitors. He also noted that current production is projected well into 1974.

Ron Taylor welcomed the new members on Tuesday and in a brief address he also indicated a brighter future for our company.



The Sudbury arena was the scene of the gala windup to the festivities when all Quarter Century Club members and their wives were invited to a fine three hour entertainment show from Toronto headlined by Tommy Hunter. A great turnout thoroughly enjoyed the show and the opportunity to renew some old acquaintances. The words " - - hey, remember when - - " got a real workout that night.





W E L C O M E
Q U A R T E R C E N T U R Y
C L U B M E M B E R S



Quarter Century Club Capers at 24th Annual Celebrations

Italian Club – June 11 & 12
Sudbury Arena – June 14



Port Colborne twirlers

The Port Colborne Sailorettes' Baton Twirling Corps has come a long way since their formation in 1963. The many trophies won by the girls in the parades and competitions held throughout the Niagara peninsula and in western New York state are a glowing tribute to the calibre of their performance. In addition, numerous individual awards stand majestically on the mantel in the homes of the proud parents.

The Corps, sponsored by the Port Colborne Recreation Commission, consists of 3 groups with a total complement of 55 girls. The Pee Wee group starts at age 4, the Junior group at age 8, and the Senior group at age 11, topping off at age 18. For the past three years they've been under the expert guidance of Hilda Cyugei of Welland. The girls are respon-



sible for providing their own colorful parade costumes which are made by Mom.

Highlighting the year for the Port Colborne group is their annual Twirl-a-Rama held in the Port Colborne arena. During the competitions, the Pee Wee group came 5th in their class of 10 entries; and the juniors won the trophy in their group with a first class performance over the other 6 teams.



Bernie Quesnel, daughter of Paul Quesnel, an Ironworker in the Mechanical department. In addition to her duties with the Sailorettes, Bernie has taken over as instructor for 30 girls in the Wainfleet Baton Club.



Nancy Kun makes last minute adjustment to her daughter, Mary Jean's hat, prior to final dress rehearsal. Nancy's husband, Steve, is a plating tankman in the electrolytic nickel refinery.



Story behind the story

In the photographic game, a bonus is the picture that's taken as a light-hearted afterthought and turns out to be a useable shot.

This month's cover picture is one of those lucky bonuses.

Maybe you recognize the silhouette—it's Kerry Johnson, our page 20 poet.

I sat him on an old bleached driftwood tree stump on the banks of the Wahnapiatae River near his home, asked him to think poetry, and recorded his likeness using an over-the-shoulder late-evening sun for illumination.

Curious to see what a view from the opposite direction would show, I broke all the well known rules about not shooting into the sun and came up with a bonus, our cover.

For you shutter bugs with adjustable cameras, the camera used was a 35mm Leica M3 with 50mm lens, using Kodak Tri-X 400 ASA black and white film. Exposure was one thousandth of a second at f16 through a medium yellow filter.

D.W.