

the triangle

SEPTEMBER 1973

the triangle

Nickel to the rescue

Editor, Derek Wing

Associate Editor, Bert Meredith

Port Colborne, Les Lewis

Inside this issue

- 7 Family album
- 8 Shutdown maintenance
- 13 Big noise in Port
- 14 Westward Ho!
- 15 Looking at us
- 18 Suggestions
- 23 WOT IZ IT
- 26 Little League ball
- 27 Daredevil Drivers
- 31 Stack's first year

On the cover . . .

Viewed from any angle, the 1,250-foot tall superstack at Copper Cliff is an awe inspiring sight. Like any masterpiece it deserves to be framed and viewed occasionally. The frame here is formed by the tall trees that proudly spread their branches over Poplar Street. The occasion of course is the tall fellow's birthday — he's been operating since August 21, 1972. Read about it on page 31.

September 1973 Volume 33, Number 9

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 Triangle may be ordered direct from: Rene Dionne, 170 Boland Ave., Sudbury. Or call: 674-0474. Cost: \$2 each.



Flame spraying nickel alloy catalyst on Type 304 stainless steel component used to convert coal gas to substitute natural gas.

There is some agreement in the view that the United States is running out of natural gas.

However, one of the bright spots is the potential for producing synthetic natural gas from coal in plants large enough to convert 75,000 tons of coal into a billion cubic feet of gas daily and nickel makes it possible.

A Synthene pilot plant in Pennsylvania

employs a cluster of Type 304 chromium-nickel stainless steel tubes that are flame sprayed with a 42 per cent nickel-58 per cent aluminium alloy on the outside.

This pilot facility has successfully used the nickel catalyst-coated tubes for continuous operations over a period of four months.

Coleman Mine

Inco's latest

Nestled in the beautifully rugged hills near Levack on the Sudbury basin's north range, and a model of efficiency, Coleman mine continues to justify its position as a proud, albeit relatively new member of Inco's Sudbury area mines. On a strict tons-per-man basis it is currently one of the top producers and has been since its official opening in December, 1971. Mine superintendent Frank Kelly and the mine's personnel intend to keep it just that way.

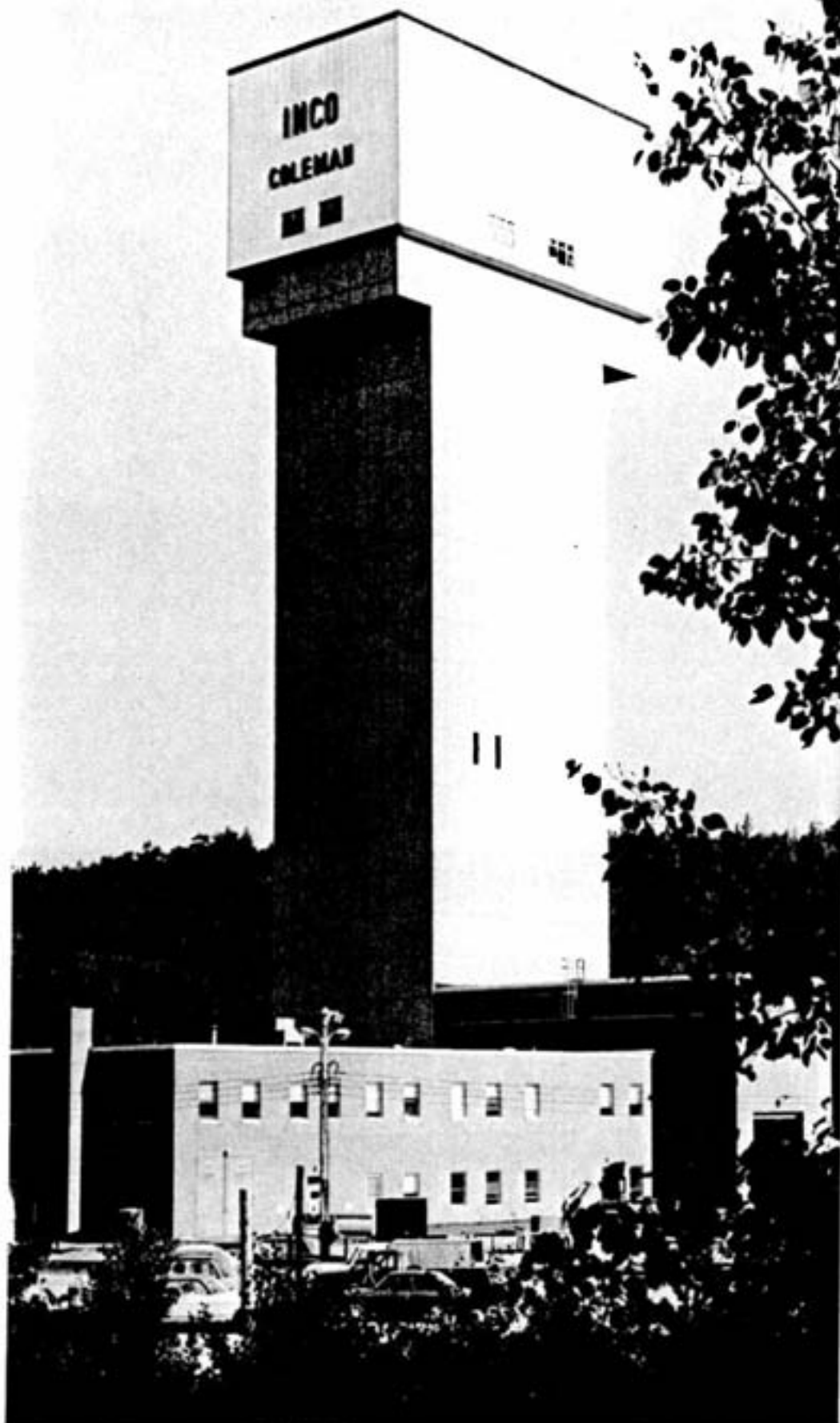
Currently, mining is confined to a limited number of levels and working places, however this comfortably produces some 4000 tons of "muck" daily, and more on demand.

The major mining method employed is Inco's adaptation of post-pillar mining. This permits the removal of a major portion of pillars along with the stope, a big plus efficiency-wise. An important feature of this type of mining is the increased mobility of mechanized equipment.

Uphole drilling from stope wagons is used effectively in stopes and rockbolting and screening are standard.

Eight stope wagons are kept busy drilling ahead of the blasting, and in addition three drill jumbos are used for development work. Seven ST8, three ST4, and two ST2 load-haul-dump machines keep the "muck" moving.

The ore is crushed underground to about six-inch size by a crusher located between 1880 and 1950 levels. The crushed ore is conveyed to loading pockets on 1950 level which feed onto a large belt conveyor on 2060 level, from there to a loading hopper, and finally into the 10-ton skips. From surface the ore is hauled about three and a half miles by 35-ton Terex trucks to the Levack mine for further crushing and milling.



Set among the wooded hills of the north range, Coleman's 227-foot-high headframe, with its functional office and ancillary buildings, is an attractive landmark in that area. The upper section of the headframe houses the Koepple hoists that transport men, ore and material between surface and underground.



Part of the day shift crew waiting for the cage at Coleman. No doubt talking mining — or would you believe girls.



Dwarfed by the "muck" pile, this is one of the mine's seven big STB load-haul-dump machines that shuttle between face and ore pass carrying about ten tons per trip.



Skiptender Frank Fournier tallies up another skip of "muck" while keeping a sharp eye on the flow of ore on the 2060 lever conveyor. The ore is discharged into a hopper that automatically controls the ten tons loaded into each skip that is hoisted to surface in the shaft directly behind Frank.

An Inco man for 22 years, Cliff Roy has been operating the skip hoist at Coleman since the start of operations there in December, 1971. Around 200 skips a shift is an average hoist but Cliff has, on occasion, hoisted a great deal more.



Providing access between levels this raise borer driven manway ascends to the 710 level. The trapdoor in the lower foreground opens to the manway leading to the level below.



Looking straight up, this is the interior of a five-foot manway driven by the raise borer method. Notice the smooth, clean walls. Platforms in the ladderway are established at set intervals.

Mine superintendent Frank Kelly (seated) and mine general foreman Harvey Judges (right) go over a new safety flip chart with safety supervisor Martin Larson. This form of visual aid is very effective during underground safety sessions.



IORP golfers had sun!



The lucky winners posing with lovely Judy Didoni are Dennis Moxam with a low gross of 56, and Leo Groulx with a low net of 82. Holding the broley, Leo O'Brien won a doggy bag of steak bones with the compliments of chef Army.

The 14th annual Iron Ore Plant golf tourney happened under rare blue skies at the Chelmsford Town and Country Club where 91 duffers pitted skills. Trophy and prize presentations took place

after a delectable barbecued steak dinner prepared by Army Didoni, his wife Mary, and their daughter Judy. All agreed that tourney committee chairman Gil Benoit and his crew did a great job.



Under the hungry eyes of IORP manager Mike Sopko, barbecue wizard Army Didoni serves sizzling two-pound morsels to Johnny Buchowski and Moe Gratton. No less than 225 pounds of beef passed over the charcoal.

Helping hand

Appointments

Claude Kerr, senior field engineer.

Menno Friesen, mine engineer of Shebandowan mine.

BIG BROTHERS OF SUDBURY & DISTRICT



International Nickel has donated \$500 to the Big Brothers Association of Sudbury and district. Jean Nugent, left, an instrument mechanic at the Copper Cliff nickel refinery and himself a member of Big Brothers, presented the cheque to G. Wayne Brown, president of the local association. Jean praised "the important service that your volunteers bring to the fatherless boys of the Sudbury area."



Leo Charlesbois has been a pillar leader at Levack for almost nine years. Here he is with his attractive wife Claire and their two youngsters, Nicole, 8, and Marcel, 4.



Joe Mula joined Inco in 1952, one year after leaving his birthplace of Roccella Jonica in Italy. He works in the winding shop at Copper Cliff. A keen spectator of all sports, Joe's younger days included activities on the soccer field as left fullback for his home town team. With Joe are his wife Gemma, and their family of Ines, 17, and Frank, 12.

Family Album



There's no lack of smiles in the Reg Morin family. They live in Garson, and Reg is a garage mechanic with Garson mine's maintenance department. With dad and their mother Gladys are Jeffery, 5, Cindy, 10, and Judy, 9.



Enjoying a refreshing dip in their back yard pool in Port Colborne, are Bernard Fournier, his wife Veronica and their family: Elaine, Dennis and Marlene (Mrs. Dan McIntyre). A mechanical department carpenter at the nickel refinery, Bernard and band all agree that the hard work involved in putting the pool in was well worth while. "We really have a ball in it and around it," he commented.

SHUTDOWN MAINTENANCE

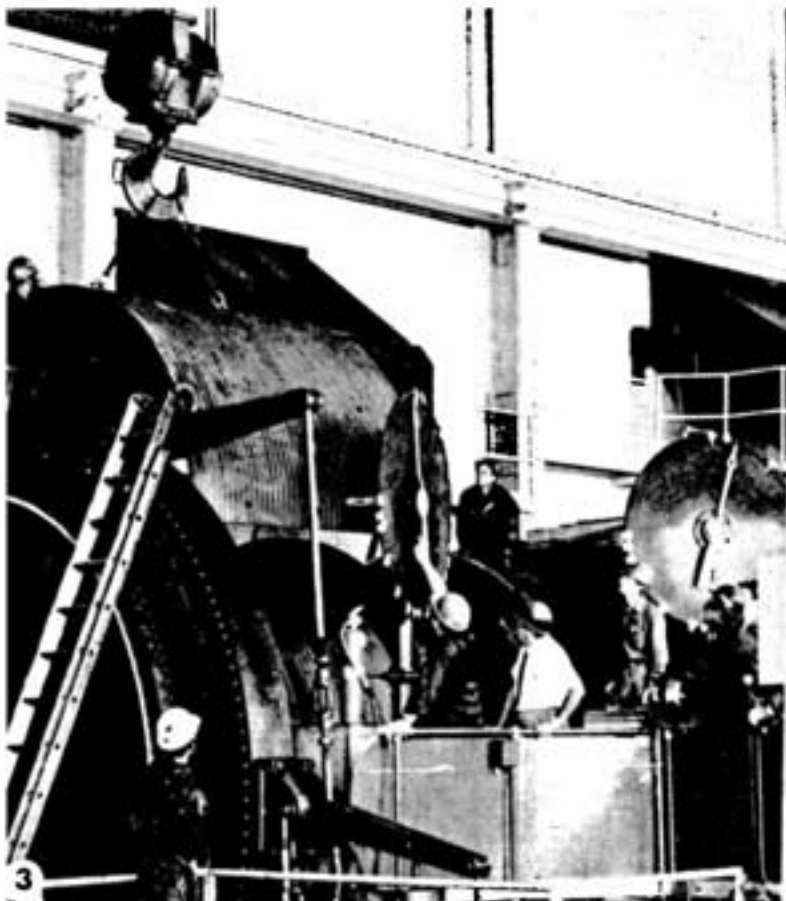


Men were busy working throughout Inco facilities during the three-week shutdown as they performed maintenance chores planned for the period. Approximately 500 men were involved in about 225 projects at the Copper Cliff smelter and refineries. The work ranged from rebuilding No. 9 flash furnace—a project involving bricklayers, carpenters, welders and maintenance mechanics—to changing valves on utility lines.



The mines department completed 105 projects with a work force of just less than 500 men. Their projects ranged from dismantling skip hoist drums at Froid No. 3 shaft to regular inspection of fire fighting and electrical equipment.

At Port Colborne, 90 men completed 10 projects during the mid-summer break.





1

Jack Allison gives hand signals to crane operator John Berube of the transportation department as they prepare to deliver the fluid drive from #2 pellet building recoup fan to the I.O.R.P. shop for maintenance. Vic Facret steadies the unit.

2

In the Copper Cliff smelter No. 2 powerhouse the 100 psi compressor was taken apart for inspection and cleaning. On the job are machinists Rick Obonsawin, John Muron, John Prudhomme, and Garry Hruska from maintenance engineering.

3

The drum shells on the Frood No. 3 shaft skip hoist were pulled and reconditioned, and drum splice bolts were replaced. The men who did it are: mechanics Bill Smith and Rolly Binette; area foreman Doug Prestage; mines technical assistant, maintenance, Art Simon; maintenance superintendent Norm Miles, and mechanics Harry Stephenson, Allan Bellefeuille and Terry Exworth.

4

Bob Edgar, of instrumentation, performs loop calibrations on an EMF converter in the smelter converter aisle control room.

5

The smelter carpenter shop applied company decals to about 50 transportation department vehicles that were idle. Applying identification is Rene Barbe.

6

The transportation department's track gang laid new ties and track on the trestle at the smelter sand bins. Working in the rain are track boss Joe Longhi, and trackmen Mike Kasinski, Bob Tuttle and Mike Rubic.

7

When lightning struck the No. 2 substation at the iron ore recovery plant during the shut-down, first-class electricians Steve Ranich and Ray Hammond were among the crew called out to effect repairs. Steve is attaching grounds prior to replacing power cables.

8

The line ore tripper at the Frood-Stobie mill had its drive and undercarriage revamped. On the job are mechanical foreman Len Tremblay, and mechanics Fred Taricani, Roger Ramsay, Len Deschamp, and Doug Scott.

9

Welder Phil Boudreau at work under a second stage stripper at the iron ore recovery plant. Phil was installing a nickel-stainless steel feed line for a by-pass.

10

Replacing 500 feet of worn overhead crane rail in the copper refinery tankhouse are: mechanics Earl Wright, leader Willy Perreault, Tony Fragomeni, Bain Hynes, George Mann, and Larry Appleby.

11

With the aim of delivering more power to labouring locos, the power department's line gang tackled the task of stringing 4,000 feet of extra heavy trolley wire between the smelter and the east scale, the steepest grade in the area's track system.



A flash-back to 1942 and the war years, with Gladys Rinta manfully handling a tugger hoist in the Creighton No. 3 shaft rockhouse.

"It was like jumping back 31 years in history," said Mrs. Gladys Rinta, one of a group of ladies who visited the Copper Cliff North mine on one of the mines department's wives' tours that were recently started.

For Gladys, the tour revived nostalgic memories of the Second World War when, in 1942, she joined Inco, donned coveralls and jaunty cap and took up a position beside a picking belt in the rockhouse at Creighton number 7 shaft.

"As much as I wanted to, I never did get underground while I worked at the mine," she said, "at last I've fulfilled my ambition."

The wife of Clarabelle open pit and North mine maintenance foreman Eino

Memories revived

Rinta, and mother of Merv, Eric, and Norm — a driller at the North mine — Gladys graduated from the picking belt to a tugger hoist controlled tripper conveyor which distributed ore to three bins.

"I had to make sure that the three bins were evenly loaded," she explained. "All went well till one day after a quick trip to check the skips I slipped, twisted my ankle, and couldn't make it back to the tugger hoist. The tripper conveyor continued its steady flow of muck into an already filled bin and soon the stuff was overflowing all over the place and the end result was a completely plugged rockhouse."

"I can't think why," she continued with



Thirty-one years later, Gladys Rinta on a wives' tour at Copper Cliff North mine, finally realizing her ambition to go underground.

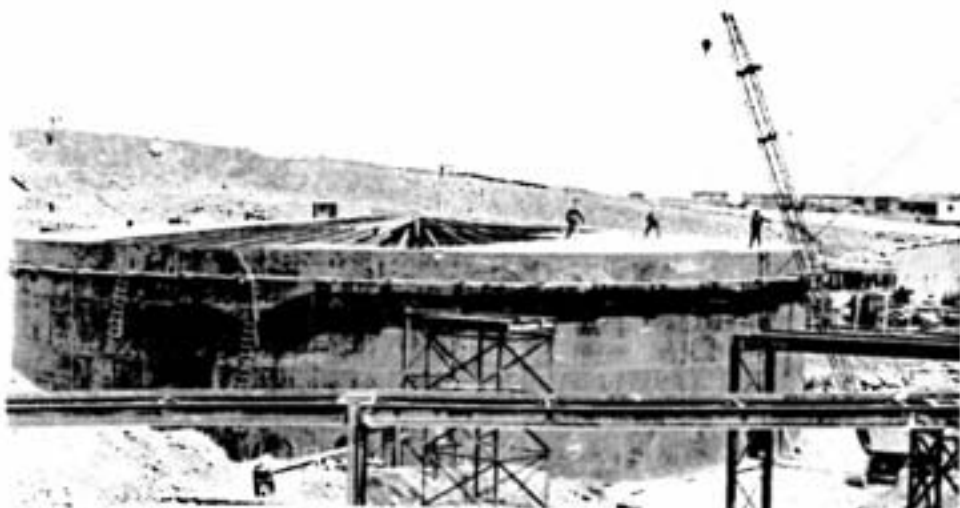
a twinkle in her eye, "but shortly after that I was transferred to the paint shop at Copper Cliff."

Gladys terminated her venture into man's domain in 1944 after a session of pressing drill bits in the steel shop at Frood mine. "My family was growing up without me," she said, "it was time to go."

New tanks at 'Cliff

One of the two bunker 'C' oil tanks under construction at Copper Cliff has reached the roof plate stage. The tanks are 125 feet in diameter, 30 feet high and together will hold three and a half million gallons. Bunker 'C' will be used as furnace fuel.

A viscous fluid, it requires special heating arrangements to maintain a temperature at which it will flow. Each tank will be encircled by an earth berm to contain oil in the unlikely event of a leak or spill.



First of two new oil tanks nears completion.

Safety men learn photography



Stobie mine visual aids designer Richard Urysz with Haileybury School of Mines instructor Kurt Schaefer.

An initial two-day course in photography conducted recently at the Haileybury School of Mines campus of Northern College was attended by Copper Cliff safety department visual aids designer Richard Urysz, of Stobie mine.

The course was designed specifically for personnel of the Mines Accident Prevention Association of Ontario, to prepare them for expanding roles in mine safety instruction.



Granite Street, Copper Cliff, 1939. Cheers from all as paving of the town's gravel roads began. Note the wooden sidewalks.

Remember when?

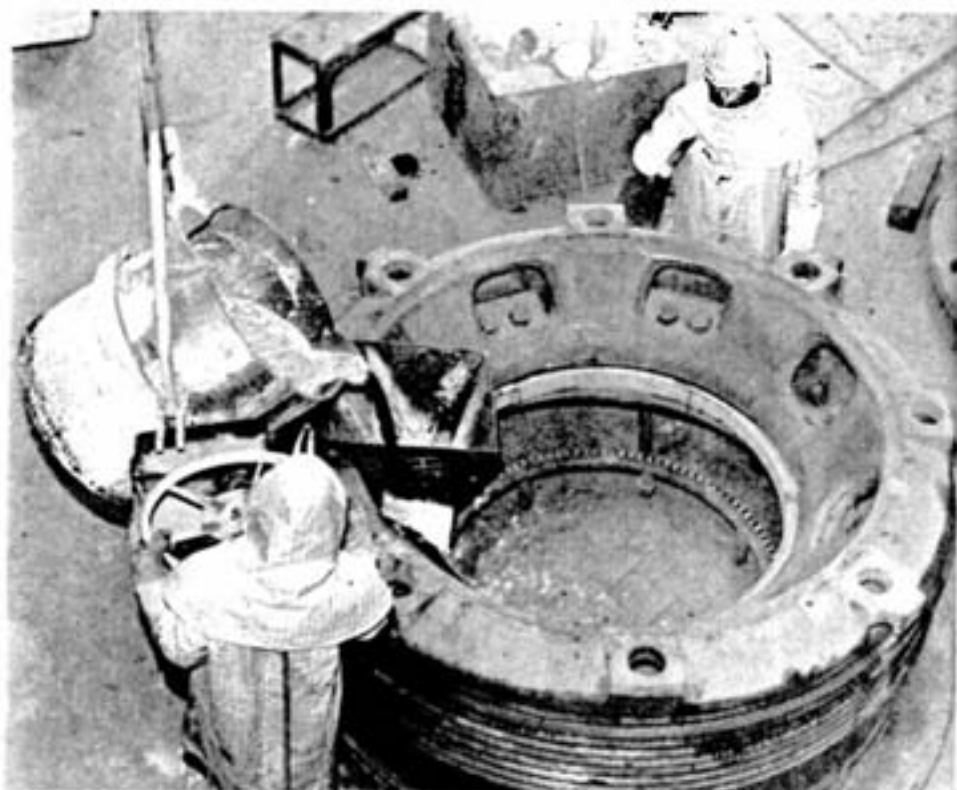
Gliding smoothly and silently over good paved roads, many people forget the "good old days" when most roads were hard packed and pot-holed gravel, and arrival by automobile was heralded well in advance by the appearance of a slow moving dust cloud. According to the Triangle of October 1939, relief from dust and mud started in the fall of that year when men and equipment moved in

to tear up the travelways and lay a substantial sub-layer of slag. Local oldtimers will probably recall vivid memories of noise and blocked driveways — but if they can't, the 34-year-old picture above will possibly jog their memories. Taken from the same spot recently, the picture below illustrates the changes that have occurred in the interim.

Granite Street, Copper Cliff, 1973. Taken from same spot as picture above. Dust and wooden sidewalks a distant memory.



A cushion of zinc



Resembling somewhat the common concept of men from outer space these mechanics in their aluminized, heat-resisting clothing and protective hoods, are "zincing-in" a liner on a standard crusher bowl at Clarabelle Mill. The ladle of molten zinc is suspended by a crane and controlling the rate of pour is Ed Geoffrey while Eliseo Curridor checks the flow and level, which can be critical. Pouring the 1,200 pounds of zinc takes about four minutes.

One of those interesting and vital maintenance procedures that keep the many crushers at Inco mines and mills in regular operation is the zincing of crusher bowls, heads and mantles to increase their resistance to the daily pounding they receive as they crush the hard nickel ores.

The space between the liner and the bowl or mantle (about three quarters of an inch), is packed with zinc to act as a cushion during the crushing action. The zinc forms an impact cushion when ore is in the crushing cavities and this helps to prevent the crusher from literally pounding itself to pieces in short order.

Zinc is a resilient metal, lighter than lead and of a fairly high impact strength.

It can absorb considerable punishment and tends to reduce noise and vibration.

At the Clarabelle Mill when a bowl liner or head mantle is ready for replacement due to wear or cracking, that section is removed to the repair bay and a spare part installed in its place.

At the repair bay the worn section is dismantled, thoroughly cleaned, the old zinc salvaged and a new manganese steel liner installed. That is when the zincing comes in.

While the crusher part is being cleaned and the liner replaced, about 1200 pounds of zinc is melted. Using an overhead crane and a large ladle, the molten zinc is poured through a funnel

arrangement to fill the space between bowl and liner. The rate of pour is controlled by a simple wheel device operated by a hooded and fully protected mechanic. Another mechanic keeps constant watch on the pour into the bowl liner and the two of them, in their aluminized, heat-resisting clothing, resemble somewhat the popular conception of men from Mars.

There are six standard and six crosshead crushers in the Clarabelle Mill crushing plant which means that on an average there is a bowl or mantle in for zincing about once a week, and no wonder. During the month of June this battery of crushers daily reduced about 27,000 tons of ore to size!

Big noise in Port



A momentary pause with the program log for Tony Sceppacerqua, part-time disc jockey and full-time Port Colborne Refinery employee.

In at least two areas, Tony Sceppacerqua of Port Colborne is a pretty smooth operator. Tony is a full-time lift truck operator at the Port Colborne nickel refinery and part-time disc jockey on radio station CHOW in Welland.

Since 1968 Tony has been producing programs in Italian for the 85,000 people of Italian origin in the Niagara district. It was a tough struggle in the early days to create enough interest and obtain the required number of sponsors to make it financially sound, but Tony has persevered and it's a tribute to his ingenuity that today he has over 30 sponsors.

Tony produces two programs, each two hours in length. The shows are heard

every Sunday at 1470 on the radio dial in the Niagara Peninsula, the first at 10 a.m., the second at 7 p.m. The four hours of predominantly Italian music — although Tony does take requests and will play anything from Bach to rock — are usually planned on the preceding Thursday evening.

Tony started at the refinery in April 1951 in the anode department. Two years later he transferred to the shipping gang in the yard department and has been operating a lift truck there since then. Among the biggest boosters are his wife Rosina and their three children, Albert, age 19, and the twins, Diana and Rosamaria, age 13.



Tony at work on one of two careers; this one a lift truck operator in the yard department at Port Colborne.

Westward ho!



Eagerly anticipating the flight to Thunder Bay, part of the 56-person tour boards the DC-9 jet chartered for the occasion.

Early on a hazy, humid July morning, 56 people climbed aboard a DC-9 jet chartered by Inco to travel to Thunder Bay. Their mission? To explore living conditions there and job opportunities at the company's newly-opened Shebandowan mine and mill complex 60 miles to the west.

The group — all experienced miners and most accompanied by their wives — had shown keen interest in working at Shebandowan and were given this opportunity to visit the area by the employee relations department.

After breakfast in Thunder Bay, they boarded buses for a tour of the city and the ride to the mine on the shore of Lower Shebandowan Lake. Upon returning to Thunder Bay, they met with local real estate representatives and were at their leisure until the charter jet departed at midnight.



Of major interest to many was house construction in Thunder Bay. Real estate agent "Chip" Chapskiuk shows this home to Carl and Gail Carroll. Carl works at Kirkwood mine.



Admiring the scenery visible from an outcropping near Shebandowan's distinctive headframe are Ellen and Jim Bruce of Copper Cliff North mine and Bridget and Ilmar Rajaver of Copper Cliff South mine.

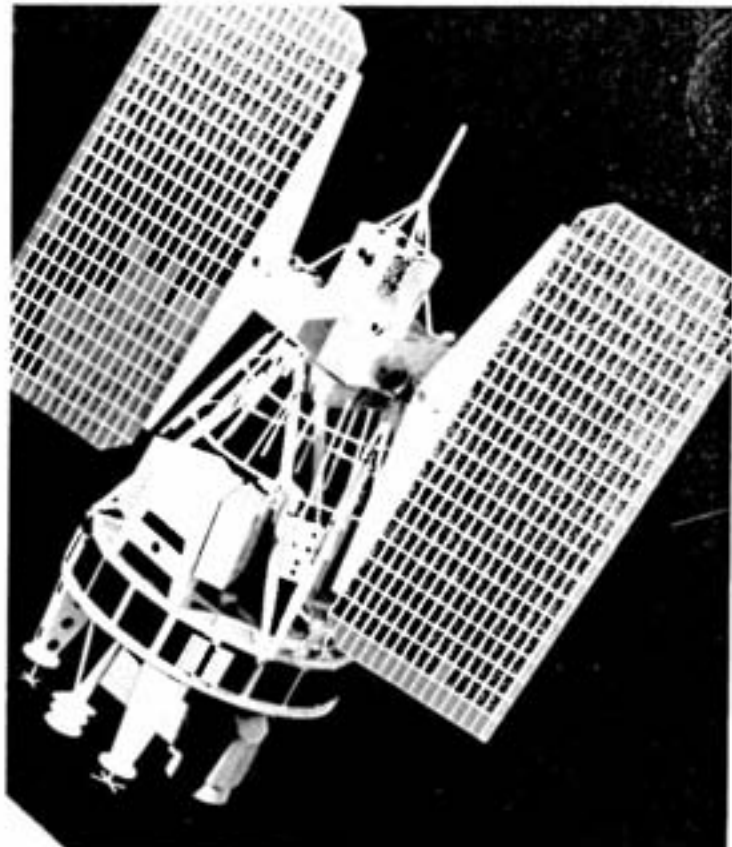


Mine manager George Johnston (left) conducted the visitors on a tour of operations at Shebandowan.



By **LLOYD WALFORD**
Protection supervisor at the Frood-Stobie complex (King of the Sudbury district rockhounds, Lloyd has over 1,200 different rocks in a collection that he started some 38 years ago).

Artist's concept of the Earth Resources Technology Satellite (ERTS) in orbit 569 miles up. The first satellite program devoted exclusively to the study of Earth's natural resources.



NASA

Looking at us

Man's first comprehensive inventory of the natural resources he requires for survival began on July 23, 1972, when the Earth Resources Technology Satellite, "ERTS" was launched by the U.S. into a sun synchronous polar orbit around the earth on an 18 day repetitive cycle.

"ERTS" is in orbit 569 miles above the earth. Remote sensors on the spacecraft transmit electrical images to NASA receiving stations in Alaska, California, and Maryland. Images are also received by antenna in Prince Albert, Saskatchewan.

With an ability to detect various spectra of light including infrared, "ERTS" will allow scientists to monitor — on a continuing basis — any country's agricultural production, water pollution problems, forests, glaciers, volcanoes and natural disasters.

The amazing photo on the following two pages was taken over the Sudbury

area last April by "ERTS" when most of the lakes were still ice covered. However, it is so clear that many of our lakes and rivers and other topographical landmarks can be easily identified.

Lakes such as Wahnapiatae, Whitson, Ramsey, Nepewassi, Windy, Kukagami, Barlow and the West Arm of Lake Nipissing are easily located.

The largest fresh water island in the world, Manitoulin Island is also included in the photo. Its shape is changed a little by the ice between its north shore and the mainland.

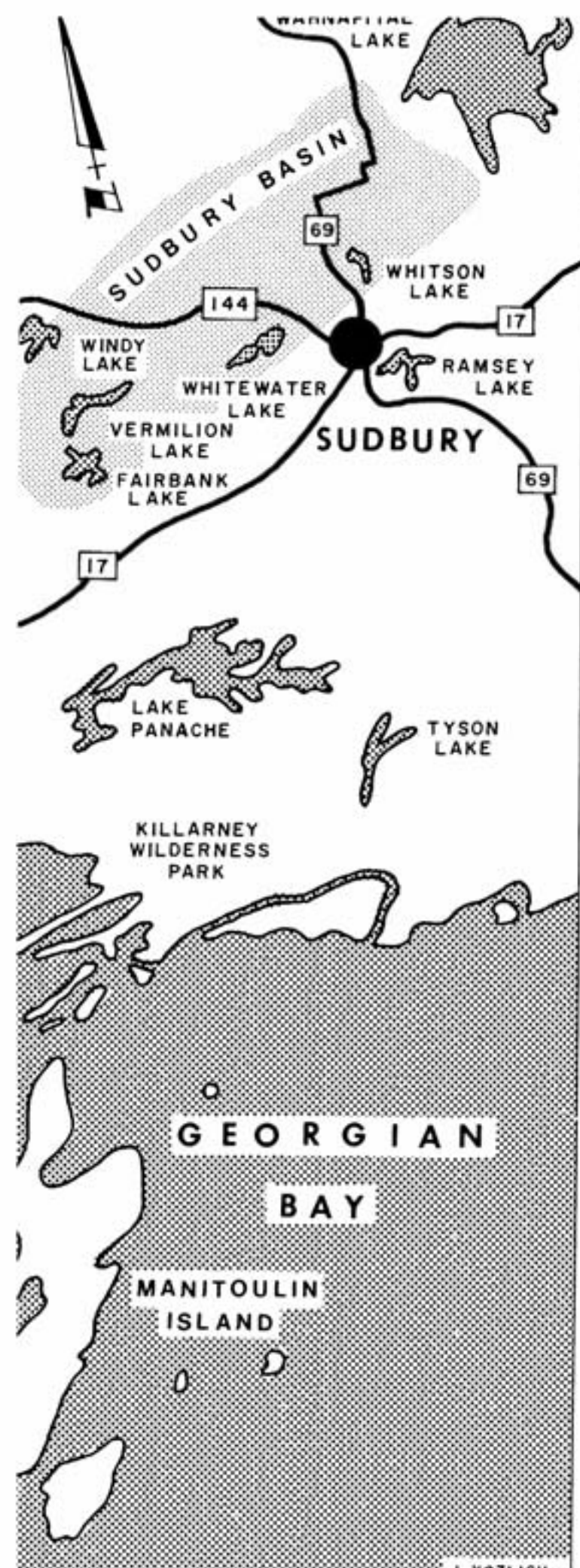
Returning to the Sudbury area we find that the lakes shown in the photo appear white. Using a magnifying glass on this photo, it is possible to pick out the outline of the Sudbury basin, the scar that is considered to mark the impact of a mighty meteorite that zapped in from outer space about two thousand million years ago.

It was because of this crater that two groups of astronauts visited the Sudbury area prior to their journeys to the moon. They came to see the shatter-cones and the other geological phenomena that can only be found in an impact area.

Space age scientists have recognized our area as a unique geological spot on this ancient planet.

The tip of the arrow on the photograph locates the Copper Cliff complex.

Dandy conversation pieces for recreation room or camp, copies of the aerial photograph on pages 14 and 15 can be purchased from the Eros Data Centre, Sioux Falls, South Dakota 57198, U.S.A. When ordering quote photo identification number 81265154655N000-5. A 9-inch by 9-inch print costs \$1.75, 20-inch by 20-inch \$3.50 and a whopping 40-inch by 40-inch monster can be had for \$9.00.



This map will help to locate Sudbury and surrounding lakes. The shaded area outlining the Sudbury basin can be seen on the photograph with its shape outlined by a mass of small lakes on its north range.

from
569
miles
up

Located between White-water Lake and Ramsey Lake on the photograph, the arrow locates the Inco complex at Copper Cliff.







Kneeling beside a matte cast that has cooled, Glen Butcher displays a piece of flat bar; the type of material he suggested be used to reinforce the rails in matte casting moulds. That idea paid him \$375.

Armand Rousselle indicates where the teflon rapping shaft in his left hand is used in the cottrells. The grounding of power may deeply scar these shafts. Armand suggested an economical way to repair them and picked up \$250 for his effort.



SUGGESTIONS

Two majors plus another dozen

During July 17 employees were rewarded for suggestions that proved to be effective.

Glen Butcher, a maintenance mechanic in the cooling and casting building, came up with a simple but practical suggestion that netted him \$375. Glen proposed welding two sections of flat bar to the bottom rails in the matte casting moulds to prevent distortion caused by heat. It worked beautifully.

A cottrell operator, **Armand Rousselle's** brain wave was worth \$250 to him. It extended the life of teflon rapping rods that were previously discarded when they became deeply scarred.

Allan Seery of the Copper Cliff smelter is \$120 richer for suggesting a grizzly at No. 21 conveyor.

At the Copper Cliff nickel refinery

Melvin Roberts picked up \$50 for his suggestion to convert thickener air purge systems to water purge.

At the smelter **Yvon Savoie** and **Stefan Lemega** received \$30 for their joint suggestion to put hinges on floor panels near the roasters. **Raino Kainulainen** proposed identification plates to show the source of high voltage power and was awarded \$25. **Anthony De Benedet** netted \$20 for suggesting stands for conveyor maintenance. **Andre Hamilton** won \$15 for suggesting drain holes at washroom doors and **Arnold Chabot** got \$10 for his idea of spotlights at conveyor chutes.

In matte processing, **Ken Armstrong** came up with a method of replacing roaster spray valves with blank flanges that netted him \$25, and **Phillip Pharand** picked up \$20 for devising a safety catch for baghouse doors.

At the oxygen plant **Garry Bradley** was a double winner with his idea for pipe revisions to reduce rupture disc failure, worth \$35, and the use of a container for safe disposal of liquid oxygen, a \$25 award. And also at that location **Bohumel Kipp** received \$30 for suggesting an improved type of valve wrench.

And this month we're happy to welcome three Port Colborne members to the winners' circle. **Julio Breton** proposed a modification to the cathode box grooves for 'S' nickel rounds mandrels that was worth \$15 to him; **Julius Burger** received \$15 for his idea of a drying table for harperizer sludge, and **John Karpinchik** suggested a safer method of repairing pachuca and oxidizer tanks which won him a \$15 award.

A tip of the Triangle tam to all these observant and ingenious award winners.

What became of Hortense alias Leaping Lena alias Old Bus?

By
Dave
Barr

With the stiff, haughty pride of a beauty, she glided through her life; through a succession of men who used her hard and who discarded her when done; from assembly line to scrap heap, a 1927 Studebaker known variously as Hortense, Leaping Lena and Old Bus, she served well and died quietly.

Does anyone feel a sense of remorse, a feeling of loss? We backtracked to find out and here's the life story of a car, with thanks to the first installment written in the August, 1945 Triangle by editor Don Dunbar.

The "miracle machine of Copper Cliff" she was called in those years; the pride and joy of one Ginny Bertulli, "an enterprising youth", Don Dunbar records, "with an eye for a bargain."

Ginny, who now works at the Copper Cliff warehouse, is well known around International Nickel for his achievements as a baseball catcher in those, and later, years. He bought the car — the name "Leaping Lena" is his doing, for her feats as a curb jumper — from her original owner, Frank Taylor, for \$15.

"What magic Ginny wrought upon her, only he can tell," wrote Don in 1945, "Perhaps a good feed of chicken and spaghetti now and then; perhaps even a shot or two of rich red wine to warm up her poor old pistons; perhaps only a pat on the snout and a kind word in the evening when he came home from work. In any event, the old girl perked up.

"When not in action she stands serenely in front of the Bertulli home — no pampering in a garage for her. Fenders have dropped off, paint has peeled away, but she runs; anywhere, anytime and never a cent for repairs. Her proudest moment is when 14 or 15 members of the Copper Cliff baseball club clamber over and into her, Ginny takes the wheel and away she snorts to a ball game.

"She's quite a lass, is Leaping Lena. And not ready for the boneyard yet, by a long shot."

But the grim reaper claimed her just 10 years later.

Already a vintage automobile, Ginny kept Lena running for five years before



Last seen by Triangle readers in 1945, 18-year-old Leaping Lena was waving her fenders and posing behind Ginny Bertulli who purchased her for the lowly sum of \$15.

buying a Plymouth station wagon and giving the antique to his cousin, Geppino Pieri, now a reverb furnace helper in the Copper Cliff smelter. Geppino called her Old Bus, because that's what she reminded him of, and their relationship lasted another five years.

Geppino recalls driving Old Bus on a hunting expedition at Crean Hill when her first seizure struck. She stayed a week in the bush before he could get back out and retrieve her with a truck.

Old Bus finally gave up the ghost in 1955, a cracked block relegating her to the scrap heap.

But she changed hands again, even after she had passed on. Geppino gave her to Italo Mengoni, now a pumpman in the separation building, who performed the last rites, shipping Hortense-Leaping Lena-Old Bus to Toronto for scrap, thus proving the old adage; A one-family car is not a one-family car when it's passed around the Inco family.

5,000th visitor takes tour



One of six Copper Cliff tour guides, Morris Bertrand greeted Glenda Lojek, this summer's 5,000th visitor to the Sudbury district to take Inco's guided tour. With her husband Jan, Glenda was given a Canadian nickel dollar and the safety cap she's wearing.



Making a final head count in the visitor's guest book as the magic 5,000th entry was approaching, are Inco's six tour guides, sitting; Dennis Pella, Steve Garrett and Bob Sweet. Standing; Morris Bertrand, Tom Plexman and Marcel Begras.

A Virginia woman has been honoured as this summer's 5,000th visitor to the Sudbury district to take the guided tour provided by International Nickel in Copper Cliff.

Glenda Lojek, a junior high school teacher from Lynchburg, Va., was notified of her selection Wednesday, August 1, as she signed the guest book with her husband, Jan.

She received a Canadian dollar minted in nickel to mark the centenary of the entry of Prince Edward Island into Confederation and a safety cap used on the tour as souvenirs of the occasion.

Tours of Inco's facilities in Copper Cliff continued through the shutdown and will cease September 3. Guided by six full-time Inco employees, the tours highlight the Clarabelle Open Pit, the Copper Cliff North mine hoist room, the 1,250-foot superstack and the tailings reclamation area.



Sudbury Red Cross president John Wilson receives \$20,000 donation from Inco division comptroller Jim Fowler.



Copper Cliff nickel refinery nurse Linda Hopkins presents \$3,500 Inco cheque to VON nurse Dela Van Essen. Between them is VON campaign chairman Donald Fish.

INCO donates \$23,500

Red Cross

The International Nickel Company of Canada, Limited, has donated \$20,000 to the Sudbury Branch of the Canadian Red Cross Society.

Jim Fowler, division comptroller at International Nickel, recently presented the company's donation to the Red Cross campaign to John Wilson, president of the local branch.

"The people of Sudbury and

surrounding district are most fortunate in having your Blood Bank, Homemaker service, Meals on Wheels and Water Safety programs available to them," Jim Fowler said.

Victorian Order

The company also donated \$3,500 to Sudbury's Victorian Order of Nurses.

Linda Hopkins, a nurse employed by International Nickel at the new nickel

refinery in Copper Cliff, presented a cheque to Dela Van Essen of the VON recently. Donald Fish, campaign chairman for the VON was also present.

Linda presented the cheque "to assist the VON in their very worthwhile community services."

"The money will be used to help meet a deficit incurred when patients are unable to pay for the services we offer," Donald Fish said.

Show judge

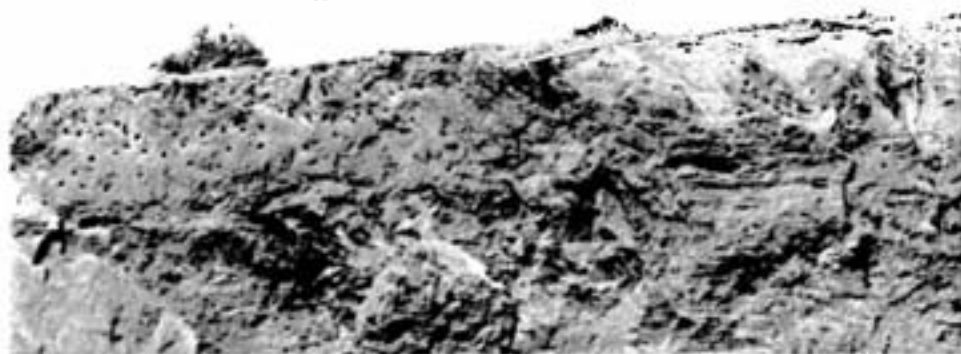
The Parry Sound Horticultural Society's annual show was judged August 28 by Inco agriculture foreman Alex Gray.

Alex is a qualified judge with 20 years of practical experience in floriculture. In his position he is responsible for the planting of 120 varieties of annually-blooming flowers each year, a responsibility that has grown to about 50,000 plants annually.

He has judged flower shows in North Bay, Timmins and Sudbury and adjudicated the Val Caron Horticultural Society's Home Beautification Contest on August 12.



The owner of two green thumbs, show judge and Inco agriculture foreman Alex Gray casts a calculating eye over a petunia bed that beautifies the Copper Cliff general office area.



Riddled with nest holes, this wall of tailings has become a housing project for a great number of swallows, three of whom may be seen returning from foraging flights into the nearby meadow.

La Golondrina



A reclaimed tailings area, this is the meadow that the swallows enjoy as their backyard and which provides ample food to support them. A lone swallow cruises the area in search of insects.

The lyrical beauty of Capistrano has long been extolled in word and song and, according to all reports, is the favourite resort spa for the swank swallow set.

Like all popular gathering places however, overcrowding sets in and the tourist, feathered or otherwise, starts looking elsewhere.

We don't know if that has happened at Capistrano or whether this is an ornithological LIP program, but we do know that the swallows have come back, not to Capistrano, but to the Copper Cliff tailings disposal area!

Along the sheer 30 foot high wall of an inactive and reclaimed section of the tailings area several hundred cliff swallows have taken up residence and their nest building gives the face the resemblance of a Swiss cheese.

Inco agriculturist Tom Peters proudly points out that this is further proof that nature's life cycle, the eco-cycle, is returning to this area which has been transformed from dusty wasteland into several hundred acres of parkland.

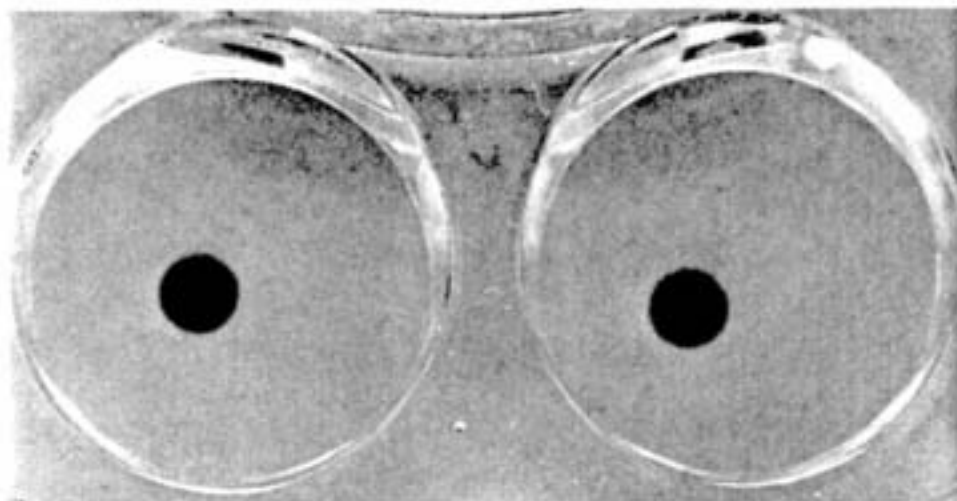
Some 50 yards from the top of this wall of tailings is a large area of fine tall grasses which attracts and harbours myriads of insects. This is the swallow's main food supply and traffic from the grassland to the nest is quick and constant.

Other meadow birds such as bobolinks and sparrows are also returning and hawks have been seen in the area searching the fields for mice, the first of the animals to return and take up residence. Muskrat and fox have also been sighted.

One fascinating aspect of the "Rye On The Rocks" project has been the opportunity to observe at first hand how arable soil is formed.

It has been said that the world lives on, or from, the top six inches of topsoil. In the natural state, nature, by blending all decaying matter and trace elements from air and water, takes about 100 years to build just one inch of topsoil!

A recent check of the tailings area that was seeded in 1955, where tall strong grasses and young trees now abound, shows quite clearly the development of at least one-eighth of an inch of fine topsoil. This is most encouraging to the agricultural department and confirms their basic philosophy that with a little assist from man, nature will gladly take over and rebuild our good earth.

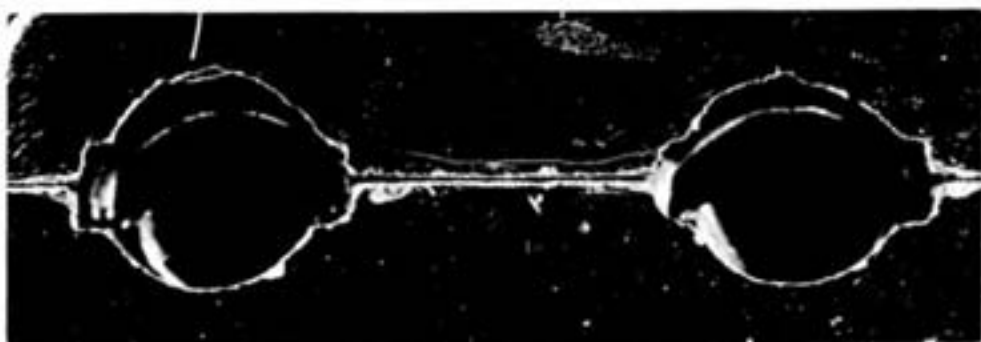
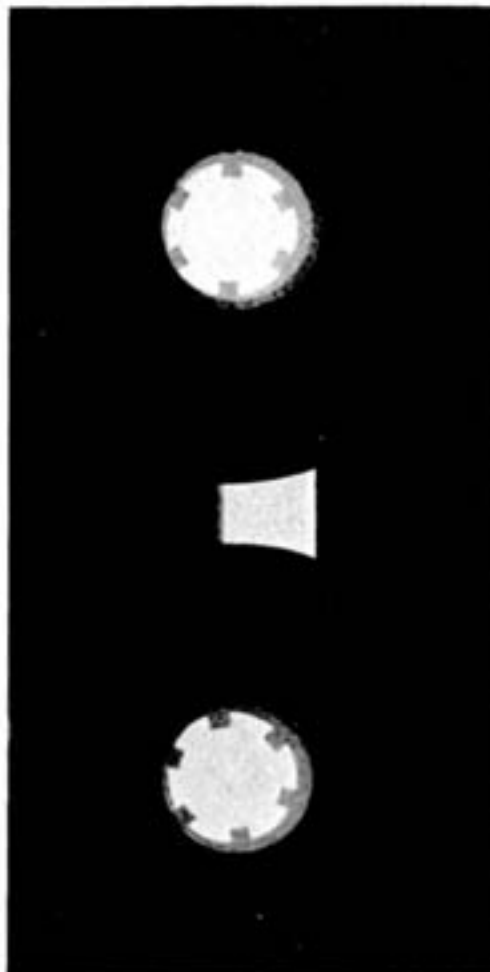


WOTIZIT?WOTIZIT?WOTIZIT?

WOTIZIT?WOTIZIT?WOTIZIT?

WOT IZ IT?

WOTIZIT?WOTIZIT?WOTIZIT?



OK, here's where you test your imagination and your powers of observation. Identify the objects in the four photographs at the top of this page. Send your answers together with your name and address to:
The Public Affairs Department,
The International Nickel Co. of
Canada Ltd.,
Copper Cliff, P0M 1N0
Ontario
Mark your envelope "WOT IZIT" contest.

One winner will be drawn from all entries with four correct answers post-marked not later than September 10th, 1973.

The prize, shown at the right, is a mint set of Canadian coins containing two commemorative items. The dollar marks Prince Edward Island's Centennial; the quarter marks the 100th anniversary of the RCMP. The contest is restricted to employees and pensioners only. Include employment or pension number.





With his eye on the target, Rick Petrenko aims a kick to his opponent's chest.

KARATE

To many people, Karate is a vicious sport — its devotees breaking boards, bricks, and sometimes heads. To those who practice it nothing could be farther from the truth. According to them it's the most effective method of weaponless self defense, an intricate art, an exciting sport, and a surefire method of maintaining physical fitness.

Sudbury district fans had a good chance recently to get the facts first hand when they were treated to a full day of free style sparring (kumite), and formal pre-set exercises (kata), at the Sudbury Inco Club. The third annual Northern Ontario Karate-Do Revival, hosted by the Sudbury Goju-Ryu Karate Dojo under the direction of chief instructor Bob Dalglish was held here this year.

Contestants traveled from as far away as New York, Boston, and Montreal to attend the meet.

Among many local participants were young David and Mark Gillett, aged eight and ten, sons of Gerry Gillett, superintendent of process technology mineral dressing at Copper Cliff. David took home a gold medal in the PeeWee sparring division and a silver medal in the formal exercise.

In the women's division, 16-year-old Sue Desabrais won the silver medal for sparring and the 4th place award in formal exercises. She is the daughter of Copper Cliff welder Art Desabrais. Clair Chaput, daughter of Copper Cliff transportation department engineer Gerard Chaput, won a bronze medal in the formal exercises.

Tony Ledgard of the engineering department and Jerry Curry from IORP maintenance handled the financial responsibilities of the tourney, and Billy Scott of the Copper Cliff machine shop was the official score keeper.



By the look on the face of the kickee, it's obvious that the side kicker, Sudbury's Bob O'Neill, has won his point.



All prepared for a workout on the lawn of their home on Cobalt Street in Copper Cliff, young Karate medallists David and Mark Gillett take time out to relive the events that led to the winning of their medals. In three competitions during the last year David, eight, has won a gold, a silver, and a bronze medal plus two 3rd-place ribbons, while Mark, ten, claimed two gold and one silver medals. Proud mom and dad are Mary and Gerry Gillett, superintendent of mineral dressing.

International Nickel in Huntington tries old sport — archery

OK, you Inco archery types, how come you've let The Huntington Alloy Products Division of Inco, Inc. beat you to the target.

This is going to make you "quiver", but they're a goodly step ahead of you since they formed a new archery league last June, and already over 50 employees have signed to join the club. How about it? Is it time to organize an Inco Sudbury district shift league? Who knows, maybe we've enough Robin Hood type talent to challenge the Huntington Alloys boys to a little inter-division competition. Any one wanting to set the wheels in motion could drop a line to Rick McCreery, league secretary-treasurer, Huntington Alloy Products Division of The International Nickel Company, Inc., Huntington, West Virginia 25720. Let your editor know of any reactions.



Bryan Bills, Engineering, left, and Gary Shaver, Research and Development, take a sight on the target. They are using bows of an advanced type, providing more power, speed and accuracy than can be obtained from those of the more conventional type.



They take a look at the arrows they put into the target, at the archery range on Mt. Union Road.



COPPERCLIFF LITTLE LEAGUE BASEBALL WELCOMES YOU TO *Tournament '73* JULY 13th-18th



This reaction from the Copper Cliff bench as Peewee Renaud . . .



. . . diminutive catcher for Copper Cliff, hits the dirt to score the tying run in their well earned win over Noranda.

The Copper Cliff Minor Baseball League, now in its third active year, hosted the Northern Ontario Little League baseball tournament in July.

From the opening on Saturday, July 14, to the final out on Thursday, July 19, the results of good organization were evident and the double round robin series, involving ten teams, was completed with hardly a hitch.

Two games were played each day at Nickel Park in Copper Cliff and a good crowd attended. Games were six innings of heads-up baseball and were well handled by the officials.

Gerry Mills from the warehouse and Gerry Bertrand from the pay office handled the Copper Cliff entry which made a very creditable showing with three wins and two losses. This is their second appearance in Little League playdowns and indications are that the big win is only a year or two away.

Winner of the tournament was the team from Rouyn who beat out Chelmsford in the finals. They now move on to Thunder Bay for the all-Ontario finals. The Canadian tournament this year is to be held in British Columbia.

Terry Jackson is president of the Copper Cliff Minor Baseball League and Bill Carlyle, safety supervisor at Clarbelle, is secretary-treasurer. Much of the credit for the success of the tournament goes to Terry, Bill and their committee who, among their many other tasks, arranged billeting for close to 100 of the some 150 young players whose ages ranged from nine to twelve.

The local league consists of four teams and is supported by the Copper Cliff Legion. Bill Carlyle says that with the keen interest shown this year they will likely go to six teams next year.

Cracking a low pitch down the third base line, this batter appeared to have hit a sure out, but . . .



. . . the throw was high and he was safe.





Packed bleachers at Hurricane Park Speedway, ready for the thrills, chills and spills as the racers roar past at more than 100 miles an hour.



Nick Beynan of the copper refinery counts laps, Grace Vandenzelen records, and speedway manager Johnny Verhoeven, on the right, is the announcer.

DAREDEVIL DRIVERS

Did you hear the one about the farmer who thought a stock car was a railroad freight car for livestock? Well, he was right and he was wrong, and just a little behind the times.

Ask stope boss Frank Thistle or driller Stretch Munroe what a stock car is as you pass through the warm room at Creighton Mine No. 9 shaft and you'll get a different answer. Or get in the cage at



The anatomy of a pile-up. 1. Charlie Sheaves 666 spins out on the curve. Creighton driller Doug Hirtle in 44, skins by on the outside, while Lorne Campbell in 70 heads for a broadside. 2. Completely turned around, Charlie skids backwards. 3. Danger past, 44 spins out on the shoulder while 666 burns rubber attempting to stop. Meanwhile 70 steals the lead.



Top super-stock driver, Creighton stoop boss Frank Thistle listens as his mechanic, Jackson Peters, warns of a damaged wheel.



Regardless of warning, Frank gets back on the track, and in the curve at 60 miles an hour breaks a spindle and loses a front wheel. (Arrow).

Levack Mine and ask the same question of driller Cliff St. Amand, or of Kirkwood diesel loaderman Mario Villeneuve — they'll bend your ear for an hour on the subject, and leave you with no doubt at all about the matter, because they each own a stock car and race 'em like crazy every Sunday afternoon at the Hurricane Park Speedway near Blezard Valley.

Opened two weeks after and named for the violent storm that hit the Sudbury district in August of 1970, Hurricane Park has been a whirlwind of speed and sound ever since.

Located on a 350-acre farm and operated by General Manager and one-time Incoite Johnny Verhoeven, the Park boasts three-eighths of a mile of 35-foot wide paved oval track, a generous "pits" area, and tall wall-protected bleachers. Weather controls attendance, which has been as high as 2,000.

Three classes of car battle for the checkered flag. The throaty ones are the super-stocks, then come hobby-stocks followed by mini-stocks.

Frank Thistle, our Creighton miner, drives a super-stock, a class that allows unlimited engine (mill to the boys in the pits) displacement and a four-barrel

carburetor. "It's a 1970 Ford Cougar," Frank explained. "It left the showroom floor to become a racing car, was stripped of all its finery, fitted with a sturdy roll cage and turned loose."

A native of Waterford, Cape Breton Island, and an Inco employee since 1967, Frank found his car and started on the racing circuit just a year ago, and now claims the spot of top points man at the speedway.



Back at the pits, and racing against time, Frank and pit crew member Pat Peters feverishly install a new backing plate.

With front wheel replaced, Frank Thistle gets his 1970 Ford Cougar back on the track and continues to win heats. Flagman is Frood electrician Paul St. Amand.





Kirkwood mine diesel loaderman Mario Villeneuve gets set for the start of a mini-stock race. His four-cylinder, front-wheel drive car has gained him the position of top points man in mini-stock class.

Creighton miner Stretch Munroe rounds the Hurricane Park oval (usually on two wheels) in a hobby-stock class Mustang, which is limited to a 300 cubic-inch "mill" and a single barrel carb.

Mini-stock, a class that limits a car to four cylinders — usually a front wheel drive Austin 850 — is the type driven by Kirkwood's Mario Villeneuve, current title holder as top points man in his class.

Thrills, chills and spills come hot and heavy under the lights every Sunday night between 8 and 10.30, but it's by no means a no-holds-barred

session designed to smash 'em up and let the last car limp home the winner.

"No way," said Frank Thistle. "I spent a lot of time putting oversize pistons in my mill together with an expensive enlarged-lift cam shaft and clearance bearings on the crankshaft. That mill's worth over \$2,000 and one good rear end collision could put it all down the drain."

"We drive to win, naturally," he continued, "but we win by driving well, knowing maximum corner speeds, allowing the right amount of drift, when to brake, when to shift. With speeds on the straightaway of over 100 miles an hour

you can't afford to throw your weight around."

Other events at the speedway are designed to satisfy those who like to see wheels and fenders fly in all directions. Demolition derbys are very popular, and figure-eight races for clunkers provide enough mayhem for even the most bloodthirsty fan.

Hear this, ladies. Johnny Verhoeven is organizing powder-puff events. Here's your chance to prove that those male chauvinists are all wrong about that "only good for back seat driving" bit. See you at the races!



Cliff St. Amand, a Levack driller, ruefully examines the two loose spark plug leads that lost him the race. His mechanic is Frank Crites, slope boss at Falconbridge.



This is Stretch Munroe's first year at racing. Off the track he's a driver at Creighton 9 shaft.

Bridge Brains Battle



Joe St. George (centre), a 30-year veteran of Stobie mine and game director at a recent bridge tournament sponsored by the Nickel City Duplicate Bridge club, gets a close look at an all-Inco game. Around the table (from left) are Helen Nicholson, whose husband Charlie works in the Copper Cliff smelter, Bob Blaney, of Stobie mine engineering, Leona Leech, whose husband Bert has retired from the Copper Cliff machine shop, and Bob Gravestock, also employed in the smelter.

Scanning the softball circuit

While support for and interest in shift league softball is still high at Copper Cliff and Frood-Stobie, other Inco areas around the Sudbury district are experiencing a cyclical decline in the old fervor. This has happened in the past and is usually followed by a strong upsurge in the game.

The copper refinery and iron ore plant have no official entries in any league this year. Levack, Creighton and Garson, while not operating mine shift leagues as in the past, do have entries in other leagues, and this would seem to indicate that the spark is still there waiting to be rekindled.

LEVACK

Levack has two teams entered in the Onaping Falls Shift Softball League and there is naturally keen rivalry between the Inco and Falco entries.

Jim Lawrence and Bob Parker coach Palumbo's, one of Levack's entries, with

big Ron Matte, Parker and Jean Quesnel wielding pretty potent bats. Roger Wells provides reliable pitching.

Levack's other entry, Crest Hardware, has Dick McDonald as manager, top hitter and relief pitcher. Ted Atkinson and a number of Levack junior B hockey players have helped keep this team at the top of the league. Palumbo's is in third place. Other teams are Eiks, Police, Electrical and Hardy.

CREIGHTON

Over at Creighton quite a number of softball stalwarts are playing on one of the five sponsored teams in the Walden Softball League. In fact the league leader late in July was the Tradewinds Expos with several Creightonites including Ray Chateauvert, Graham Squirrel, Bob Withers and Wayne Gutjake.

Another team with strong Creighton-Lively ties is Rouleau's Men's wear with

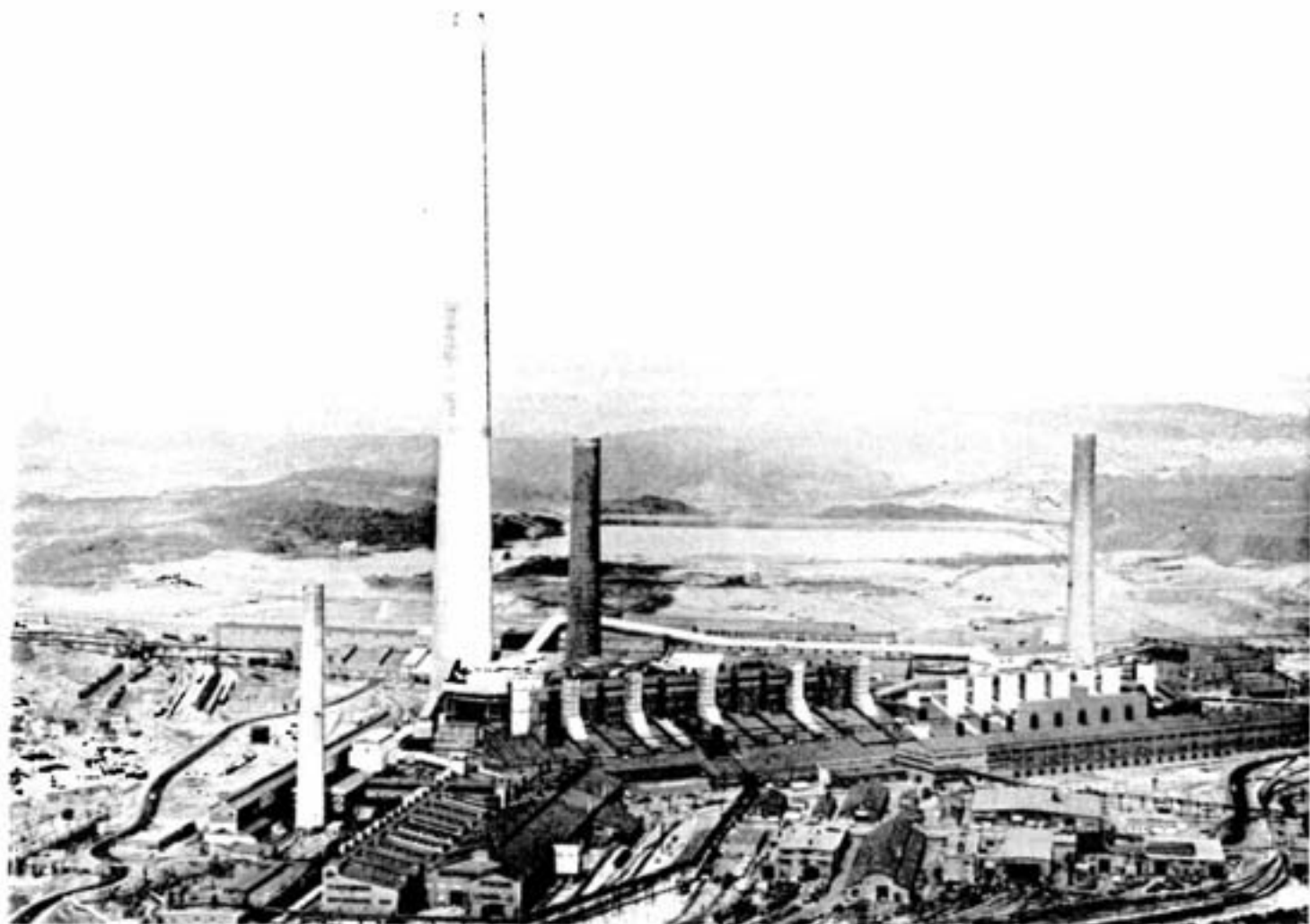
Gary Prowse as coach and brother Wayne in centre field. Jack Blackwell pitches and other Incoites include Denis Tucker, Bill McCoy and Larry Young.

GARSON

Sparked to a large extent by the enthusiasm of Garson's Jack McDonald, the Garson Community Softball League came into being this year. The Garson-Kirkwood Athletic Association has an entry in this nine-team league which include players from the town, Inco and Falconbridge.

Paddy McColeman coaches the Garson entry and the top hitters are Bert Pilatzke, Moe Renaud and Jim MacLellan. Dave Green and Tom Gunn handle most of the pitching chores.

George Simard of Falconbridge is president of the league with Garson's Blondie Moratz and Harry Parsons as vice-president and secretary-treasurer.



Rene Dionne

Thrusting 1,250 feet skywards, the superstack dwarfs the Copper Cliff smelter and the three capped stacks that previously did its job.

Stack's first year benefit to area

The 1,250-foot "superstack" and its associated gas cleaning system constructed at Copper Cliff by The International Nickel Company of Canada, Limited at a cost of more than \$25 million marked its first anniversary Tuesday, August 21.

Nobody ever called local rock outcroppings "the green hills of Sudbury", but vegetation in the area has noticeably

improved in the year following the completion of the superstack, according to Mrs. Otto Kainola, president of the Sudbury Horticultural Society.

"There's been quite a change for the better," Mrs. Kainola said. "Things are much, much better now."

The first of 21,564 cubic yards of concrete used in the construction of the

superstack was poured on June 1, 1970 and pouring was completed less than three months later. It came "on stream" August 21, 1972.

Gardeners throughout the area have echoed Mrs. Kainola's views on the effect of the superstack, which minimizes ground concentrations of waste from the smelter.

FORE!

Mine team tops tourney

Good weather, excellent organization, and the usual top-notch conditions at the Idylwyld Golf and Country Club all combined to make the annual Inco golf tournament a rip-roaring success.

A field of 53 teams whacked and putted their way around the 18-hole course, and here and there some loud muttering could be heard, once when otherwise mild and jovial Roy Maud took a practice swing and nicked his ball for a two-foot drive, and again when Murray Nelson took a mighty swing to get out of the rough and wrapped a six iron around a tree that shuffled a little too close.

Eight of the tourney's top scorers; Roy Maud (75), Don Ripley (76), Don Peloguin (76), Leo Hayes (77), Hurlie Hreljac (77), Marcel St Amour (77), Elziar Roy (78) and Ron White (80), played off at the Idylwyld August 18 for the privilege of competing with golfers from Port Colborne and Toronto for the coveted President's trophy on September 16. Sudbury area representatives will be Roy Maud, Don Ripley, Don Peloguin and Leo Hayes.

Winners of the tourney's three team trophies are identified in the photographs. Runners-up who should receive honourable mention are; for the Beattie trophy, Eddie Thompson, Henry Lewandowski, Jack Newell and John Turnbull. For the Lambert trophy; Don Levac, Ron White, Ken Kay and Fred Svenson. For the Godfrey trophy; Jerry Cullain, Alf Kaelas, Bernie MacMillan and Gary Miller.

Individual winners and runners up for low gross were Roy Maud, Don Ripley and Don Peloguin. For low net; Bill Buchanan, Roy Maud and Leo Hayes. The only lady golfer Jeannette Ayotte of data processing was most honest golfer with a tally of 178.

Bouquets for their efficient organization of the joust go to the general engineering department team of eight headed by drawmaster Sandy Sandiford and committee secretary Mike Sharpe, and to scorekeepers Carl Lynch, Henry Fiacconi, Don Marshall and Fred Tranquilli.



Winners of the R. L. Beattie trophy for the team with lowest gross score, Leo Hayes, Graham Squirell, Brian Crowder and Hurlie Hreljac received their prize from Ontario division president Ron Taylor.



Bill Buchanan and Roy Maud accepted the E. C. Lambert trophy for the team with lowest net score for the morning round from vice-president, engineering and maintenance, Roy Aitken. Missing team members were Don Ripley and Ernie Bruggos.



Champagne was in order for the winners of the Alex Godfrey trophy for the team with lowest net score for the afternoon round. Pouring and watching are Elziar Roy, Marcel St. Amour, John MacDougall, director of engineering, who made the presentation, and Len Beseg. Missing was Don Stewart.