

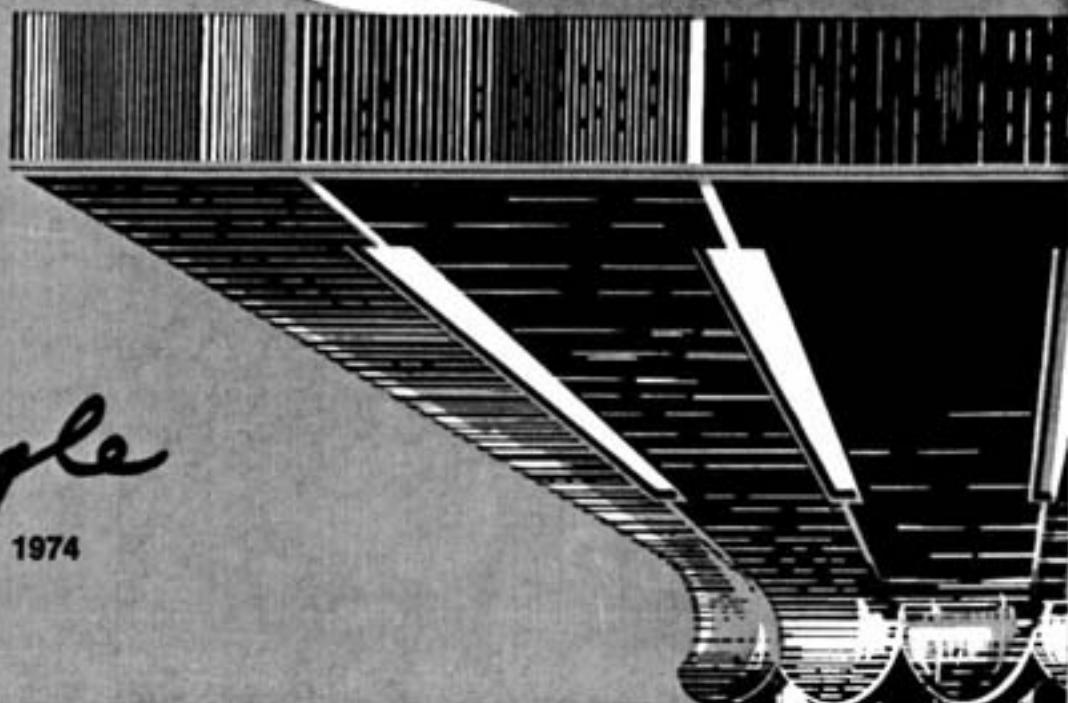


Ontario

**SUMMER
GAMES '74**

**City of Sudbury
August 3, 4, & 5**

*The
Triangle*
AUGUST 1974



Visitatori Italiani

The Triangle

Editor, Derek Wing

Associate Editors:

Bert Meredith

Les Lewis



On the cover . . .

A salute to the more than 1,500 athletes, trainers, and officials who'll be attending the Ontario Summer Games '74 — to be held in Sudbury, August 3 to 5.

Emblematic of athletic prowess, and located atop the stands at Laurentian University's track and field stadium, the games torch that will burn brightly during the three-day event, was fabricated in Inco's Copper Cliff smelter plate shop from type 316 nickel stainless steel.

Cover designer was talented graphics artist Richard Urysz. He's a member of the central mines training group at Stobie mine.

August 1974

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Clarabelle mill materials coordinator, Remo Canapini acted as guide for the recent visitors from Italy who toured that facility. In the control room, Remo, (second from left) explains the operation to (from left) Maurizio DeStrobel, Italian Ambassador to Canada; His Excellency Aldo Moro, Italian Minister of External Affairs and former Italian Premier; Mrs. Lonigro, Secretary to Mr. Moro; and Dr. Egidio Taverna, Italian Vice-Consul in Sudbury. The party also visited the Copper Cliff North mine hoistroom and the Copper Cliff smelter.

Appointments

Gary Foy, employee relations representative, Frood-Stobie area.

Ted Hodkin, superintendent, electrowinning department.

George Johnston, superintendent, industrial engineering, mines.

Ed Kirkpatrick, superintendent, Frood-Stobie mill.

Don McCroome, employee relations representative, copper refinery.

Pat Poland, employee relations representative, Creighton area.

He's in — are you?



Inco pensioner Carl Storey and roses.

How does your garden grow? Pretty proud of it? Sure you are!

Then how about entering the class "J", gardens, section 10 competition, organized by the Sudbury Horticultural Society, and get in the running for the Inco Rose Bowl and a cheque worth \$20. If you don't click for the bowl, there's another \$250 to be won by a long list of runner-ups. Open for competition to all gardeners within a 15-mile radius of Sudbury and in Levack, entries must be in by August 10. Send your name and address to Mrs. O. Kainola, 1243 Attlee St., Sudbury.

Awards will be presented during the society's annual exhibition at the Carmichael Arena in Minnow Lake on August 17 and 18.

F a m i l y



Representing the Port Colborne nickel refinery are Jim and Jackie Crawford and their family. Young Jeff is 9, Cheryl, 11, and Jim Jr., 12. Jim is a time-keeper at the refinery.



This is the Edgar Levasseur family who live in Azilda. Edgar is a drift driller at Coleman mine. Kneeling between he and his wife Carmen is Stella, who is 16, with 17-year-old Linda seated beside her mother. Standing are Joan, 15, and Guy, 9.



From Creighton mine we have Leo Laakso, his wife, Helen, and their family of blondes. Kenny is 7, Liisa, 8, and Tina, 4. A maintenance electrician, Leo is a hot hockey fan and plays some himself. The family is looking forward to a planned trip to Finland.

The two youngsters are Hillary, age 4, and Mathew, 2, sons of Peter and Judith Klimek of Chelmsford. Peter is with the maintenance group at Copper Cliff and he enjoys doing his own home improvements.



A l b u m

The ladies are turning in their aprons and packing their lunch-pails!

It all started when, earlier this year International Nickel announced its willingness and definite intention to bring women into the labor force. Response to this news was immediate, overwhelming, and, as can well be imagined, caused quite a reaction.

However, Wilf Digby, employment and benefits superintendent, takes it all in stride. He feels that "the jobs will be handled adequately", and anticipates no adverse reactions. "The standard policy of recruitment applies, in that female applicants are treated exactly as the male", he said.

It's not the first time Wilf has encountered this situation; during the

late war years, there were some 200 women working within the C.B.A. "The only reason there haven't been women since is simple," he explained, "they just haven't applied".

Well, they're sure doing it now! Dave Chapman, supervisor of employment and recruitment, finds himself confronted by an increased number of applications. Nonetheless, his enthusiasm for this new development is quite apparent. "Men and women alike must meet basic qualifications, pass standard medicals, undergo established training programs; for this, they'll receive equal opportunities, equal benefits, equal pay". But, there are still some rather obvious differences to be considered. The "dries", or change and shower areas for

example. After all, you can only carry this "equality" thing so far.

Well, at least the problem of the "dries" can be readily overcome. United Steelworkers' representatives, local 6500, recently met with members of Inco's engineering and safety departments to discuss and finalize plans for immediate and extensive changes to existing "dries", particularly on the second floor of the number one changehouse. An expansion program in excess of half a million dollars is intended to not only upgrade facilities for the men, but will also accommodate approximately 100 women if the need arises.

For 20-year-old Laurene Wiens, a newcomer to the Copper Cliff nickel refinery, it all means a steady pay-

Next time you feel like giving one of your hard-hat buddies a playful slap on the back, better take a second look. That buddy with back turned just might be one of the new breed showing up for work in Inco operations.

~~Ladies~~

Left to right, Laurene Wiens, Rachel Barriault and Melody Midena proudly check their cheques. All three are on the job at the Copper Cliff nickel refinery. They were the first of the recent feminine influx at Inco's Sudbury area operations.



cheque and a certain pride in being among the company's first hourly-rated females in the current program. Previously a typist, her reasons for joining International Nickel were "change, improvement, money, and benefits". Just like that. She admits to being "really tired and stiff" for the first three weeks, but definitely plans to hang in there and hopes for some sort of apprenticeship. She's already "one of the gang", and joins in for shift league beer and ball-games.

After shift, she's an excellent cook, enjoys swimming, and keeps herself constantly in stitches . . . at the sewing machine!

So next time, fellas, take a second look. You can't tell a book by its cover, you know.



Nicole Lapointe, Carol Ann Martel, Alice Larabie, and Evelyn Brewer have taken on hard-hat duties in the Stobie mine rock house. It might be a new location, but the duties look familiar.

First Ladies

Laurene Wiens relaxes at home after a shift at the Copper Cliff nickel refinery.



At the Copper Cliff copper refinery, safety instructor Luis Fay (left) explains basic lifting techniques to Susan Vallier, Bob Floyd, and Cathy Duhalme. Safety school is a must.





5,500 miles to winter



The order of the day — no excess baggage please. Helpers are (left) wife Olga and daughter Ileana.

As the crow flies — it's about 2,500 miles from Port Colborne to Guatemala. For those without wings, the journey by road is considerably longer — add another 3,000 miles. Double the total and you're looking at a round trip of 11,000 miles — the distance that Port Colborne nickel refinery adventurer Luis Ponce, his wife Olga, and their daughter Ileana will drive during their summer vacation trip to Luis' Guatemalan home town, El Estor, which means "The Store".

No newcomer to the route — he's driven it twice since leaving Guatemala



Early produce from Luis' garden will provide fresh vegetables for the trip.



Packing the supplies, Olga slips in a couple of cold ones for Luis.



On the job, Luis and a Port Colborne number two research station kiln.



as Luis Ponce loads his family's home on wheels.



From Luis' finger to Ileana's finger — 5,500 miles by road from Port Colborne to El Estor Guatemala. The southern third of the trip is through mountains.

for Canada in '67 — Luis has few qualms. "The highways are pretty good all the way — we expect to make the trip down in about ten days," he said.

A brand-new hybrid four-wheel drive truck-cum-stationwagon with comfortable sleeping space for three will be the Ponce's home on wheels during their three weeks on the road. They plan to stop at campgrounds, where Olga, a self-confessed "expert campfire chef", will enjoy the challenges of her "kitchen-on-the-ground".

When the travellers reach Mexico,

they'll swing westward through the Sierra Madre mountains and then down the Pacific coastline. According to Olga, this stretch of the trip presents miles and miles of breath-taking scenery. She's hoping Luis will agree to a slight detour so that she can christen her new bikini on the beaches at Acapulco.

Personnel at Inco's Clarabelle open pit may remember Luis. He worked there after he joined the company in '67, then the same year, joined the number two research station team at the Port Colborne nickel refinery, where he's

worked since.

There's an odd twist to the Ponce's Guatemalan trip.

They'll leave here in mid-summer and arrive there in mid-winter. That's right folks — and all in ten days.

"It's a fact," Luis confirmed, "but it's a very mild winter. We certainly won't be throwing snowballs. The temperature stays around the 70-degree mark." A big grin spread across his face. "Who knows — mid-winter temperature there could be higher than mid-summer temperatures here — we'll see."

Predict

Word has it that Inco's environmental control department is up to something. 'Twould appear that certain personnel are now engaged in the fine art of weather forecasting. And with very good reason. This "weather study group" is an integral part of the relatively new voluntary "interruptive emission program."

Despite the super stack's fine performance and the maintenance of an emission level that more than meets Ontario's requirements, certain atmospheric conditions have a varied effect on the stack's "plume". Ideally, the plume travels straight up, four to five thousand feet, then disperses in the upper levels and is rendered impotent. Unfortunately, these ideal conditions do not always prevail: this is where our weather forecasters come in.

PREDICT:

And they know just what to look for. To hear superintendent of environmental control, Charlie Ferguson, tell it, you'd almost think the procedure bordered on simplicity.

Pertinent information is extracted from a weather mapping machine linked directly with the Department of Transportation's Toronto weather office. Wind direction and velocity must be considered; if there's little or no wind, stagnation occurs. Temperature profiles must be taken; if higher rather than lower temperatures are recorded at increasing altitudes, a limited mixing height occurs which puts a ceiling on the plume's ability to rise normally. Changing



Herb DeBray, Susan Nadeau, and Brian Bell, members of the new interruptive program, check weather information in order to predict and prevent undesirable environmental conditions.

weather patterns are watched constantly, for they affect the stack's plume.

By interpreting the forecast and combining it with knowledge of the plume's behaviour, the study group can predict when and where the possibility of an undesirable concentration of sulphur dioxide will occur. In such cases, the smelter is advised and cutback procedures instituted.

PREVENT:

The prediction is then immediately substantiated by a visit to the actual area

in question. A specially-equipped four-wheel drive mobile monitor is used to double-check the prediction, and the results are radioed back to home base. After further analysis, additional decisions are made regarding the cutback.

PROTECT:

The high standard used by the company's environmental control section is aimed at protecting vegetation, thus our new voluntary interruptive emission programme ensures a high level of air quality in the Sudbury area.

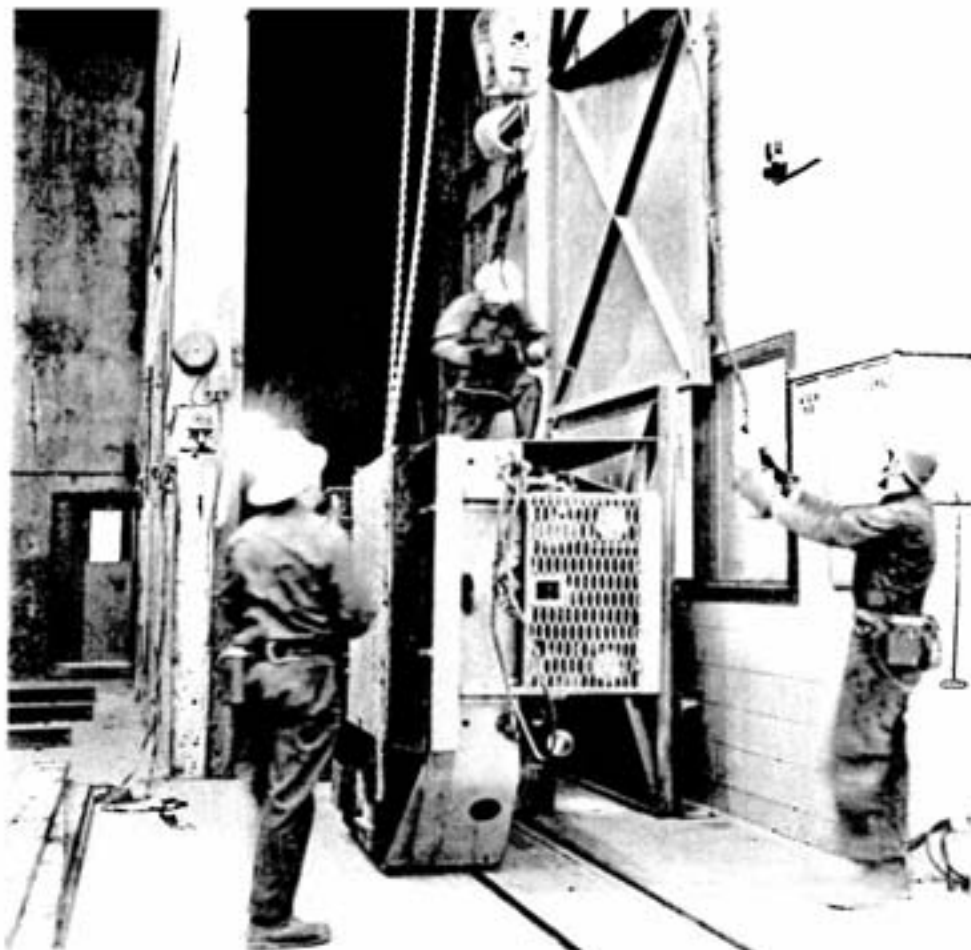
& Prevent & Protect



The weather study group's specially-equipped vehicle is used for mobile monitoring. Data is transmitted to home base for further consideration.

Environmental control analysts, Phil Salo and Vic Gazzola, use the mobile monitor at a possible problem area to immediately substantiate earlier predictions.





At Creighton mine number nine shaft, rigger Bill Blackwell attaches the cables to a load-haul-dump machine in preparation for slinging it under the cage. John Melanson handles the crane controls while rigger boss Bob Nelson keeps a sharp eye on proceedings.

Riggers

Rigger — "a person whose work is fitting the rigging of ships or one who works with hoisting tackle and the like." That's one dictionary definition of that occupation. And while mine riggers generally may not be too adept at fitting the rigging on a ship, just turn them loose on any of the heavy equipment in use at the mines and they'll fit it or move it with deceptive ease.

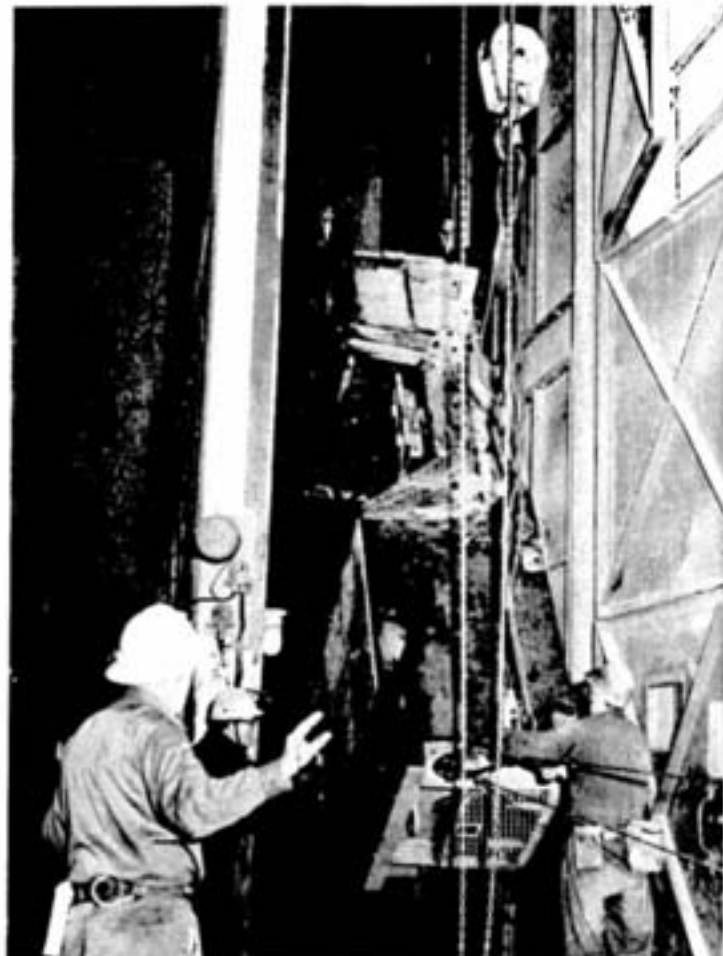
Load-haul-dump machines, ore cars, locomotives, pumps, transformers, crushers, tipples and conveyors are moved and installed as required by riggers at the various mines. Such tasks take considerable skill and know-how.

Moving heavy equipment on surface is one thing; slinging it down a mine shaft and snaking it through drifts underground

is another matter entirely; one at which the mine riggers excel.

At Creighton mine number nine shaft recently, the riggers moved a partly disassembled load-haul-dump machine, weighing about six tons, from surface to 6600 level.

In that operation the cage was first raised above surface in the shaft and then, from a safe platform in the shaft, the riggers attached special wire rope slings to the bottom of the cage. These in turn were hooked to the LHD and, operating on a "slow bell", the cage was raised until the scooptram was pulled into the shaft beneath the cage. Thus suspended, it was slowly lowered to the 6600 level and, in order to ensure safe passage, was lowered at a maximum rate



As the cage is raised the machine is slowly drawn into the shaft. Bob Nelson signals to the tugger hoist operator to ease the restraining cable which prevents the load from swinging freely into the shaft causing damage.



On 6600 level, Bill Blackwell handles the hoist signals as the machine is slowly lowered and drawn out onto the station deck by a tugger hoist. Note the more confined work area. The other riggers are John Melanson and Gordie Golden.

of 100 feet per minute. Normal cage speed is 2,450 feet per minute.

At the 6600 level, after a trip of more than one hour, the job of pulling the machine from the shaft into the station is a tricky one, with a restricted work area. However, using the station tugger hoist and a fine sense of timing, the riggers made that task look easy.

On the level, the LHD machine was loaded onto a flat truck, taken to the stope, and hoisted to the working area, where it was assembled and readied for muck moving. Rigger boss Bob Nelson was in command throughout the whole operation.

Of course, all rigging jobs are not as spectacular. One of the routine rigger

tasks is the inspection, servicing and testing of all hoisting ropes, safety devices, head sheaves, skip dumps and all shaft conveyances.

Hoisting ropes and cage safety devices are inspected daily. A weekly rope inspection is made in more detail and, monthly, the rope size is measured by micrometer.

Every three months all cages equipped with safety devices are "drop-tested" at location, and on drum hoists, the hoisting ropes are recapped every six months. Recapping consists of cutting that section of the rope around the thimble and within the clamps, plus an 8-foot length which is sent to the Ministry of Natural Resources for testing. A smaller section is kept at the mine. A fresh

section of rope is then bent around the thimble and clamped.

The section retained at the mine is carefully examined and a "bend test" is carried out. This consists of taking a single strand of wire from the rope, placing it in the vise in a special tool, and manually bending the wire back and forth until it breaks. A new strand will stand in excess of 12 bends before breaking but this decreases to eight or nine bends with wear. Each wire in a single strand is tested in this manner.

When the riggers are not moving equipment or inspecting hoisting ropes and conveyances, there is always work in the shop; slings to splice and a myriad of block-and-tackle equipment to keep in first class shape.



A one-foot section of 2 1/4-inch hoisting rope used for testing, the test tool that holds the wire firm, and the six outer and six inner wires that make up each strand of the rope.



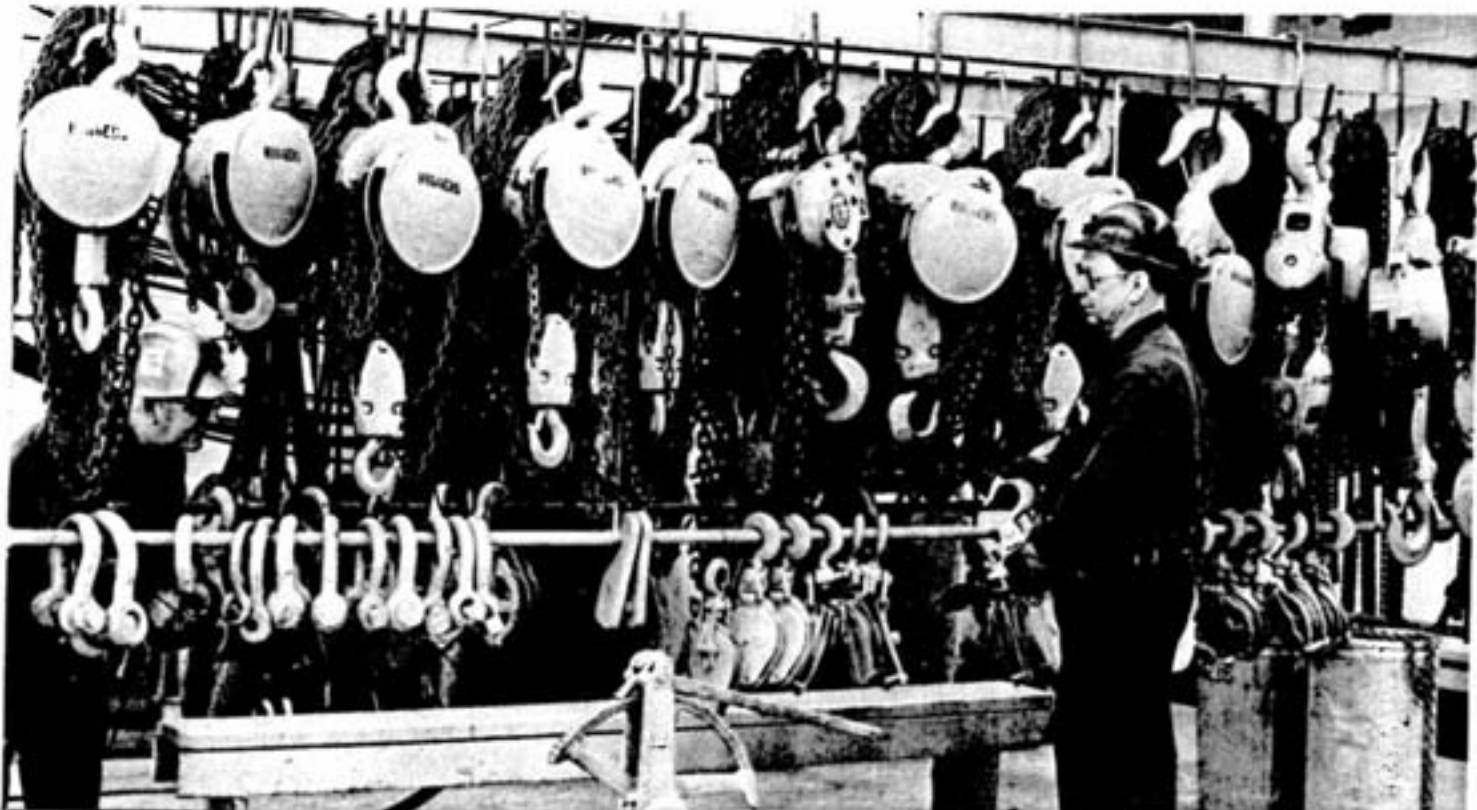
Rigger boss Bob Nelson carries out a bend test on a wire from a hoisting rope. A special bending test tool in the vise holds the wire firm while Bob bends it until breaking.



Rigger Don Spurr splices a 3/4-inch cable sling with a 36-inch eye. To a rigger, wire slings for lifting are as important as a lariat to a cowboy.

more about riggers

Harry Haddow (left) removes a clevis and Eddie Woltgram a snatch block that they'll need on a lifting job. In this shop, all the one to ten-ton chain blocks, snatch blocks, cable cutters, cable reels, chain, comealongs, and assorted clevises, are neatly stored ready for instant action.





If you've a calendar handy, grab anything that writes and circle a couple of dates — August 14 and August 21.

You're an Inco employee, and, together with your immediate family, you're invited to two special evenings of music under the all-out-doors, complete with lunch and an opportunity to take a bus tour of nearby Inco surface plants. The minimum age for the bus tour is 16.

The time — 6:30 to 8:30 p.m. The place — Nickel Park in Copper Cliff.

Under the baton of conductor Dick Perras, the 25-member Sudbury Concert Band will be there to entertain you, and, while there will be limited seating, we would suggest you make it a BYOB (bring-your-own-blanket) party, just in case you and yours end up as standees.

Lunches and tours are free, but limited to ticket holders only.

Contact your supervisor for the number of tickets you'll require, then come on out and enjoy the joint Inco and American Federation of Musicians "Music in the Park" programme — employees edition.

Should the weatherman or the fickle-finger-of-fate deliver a low blow by way of a rainstorm, causing cancellation on either night, you'll be advised over local radio and TV — we've got our fingers crossed.



you're invited



ERSS at your service

The radio receiver crackles with information and XM46-804 is on his way to fight a fire.

A local fire hall scene? No, Emergency Radio Service, Sudbury, has received information about a fire, and Lynn Mitchell has answered the call.

Lynn, a diesel loaderman at Froid mine, is XM46-804 and an ERSS member. The two-way radio in his car has just informed him of the fire.

ERSS is a 35-member organization, of which more than half are Inco employees. The group operates on the citizens band radio frequency, and is divided into five geographical areas, with each area consisting of a base monitor plus assigned mobile units.

The 30 radio-equipped mobile units

and the 25 base stations of ERSS aid and assist police and fire departments in the Sudbury region, as well as private citizens and the Emergency Measures Organization.

One example of the group's service to the community was the recent blood donor clinic held by the United Steelworkers of America Local 6500 at their hall on Froid Rd. On that occasion, members of ERSS provided donors with transportation to and from the clinic. The calls were monitored by Dave Smith, a stationary engineer at the Copper Cliff number one sub-station, and, from his home in Sudbury, mobile units were dispatched to the donors' homes. The group also collected donations for a recent Girl Guide telethon and provided Sudbury Cancer Society canvassers with trans-



On the air is Dave Smith, Copper Cliff number one sub-station stationary engineer, and commenting on the modulation percentage of the broadcast is Dave's dad, Bill, an assistant shift engineer at the Copper Cliff smelter reverb waste heat boilers.

portation during their canvass of the Sudbury area.

During the past three years, ERSS members have assisted citizens on some 380 separate occasions. Two hundred of these calls were to Regional Police headquarters, usually concerning traffic accidents.

The ERSS is the largest amateur radio group in the Sudbury area and recently placed its 25 base stations on 24 hour-a-day service.

"Our plan for Emergency Radio Service," says Bill Smith, public relations officer for the group, "is to expand and become a more effective organization in order to aid the citizens of the Sudbury area, and to work closely with other organizations to provide emergency service through radio communication."



Meeting prior to a recent blood donor clinic, ERSS members, from left, are Bill Mason, Coleman hoistman Al Fraser, geological research lab assistant Murry Pierce, John Marshall, and Copper Cliff smelter first aid man Reuben Phillips.



Bob Chaloux confirms information about the location of a grass fire. Bob is also a member of the Sudbury volunteer fire brigade.



Al Fraser awaits further instructions on the location of a blood donor who requires transportation to the Steelworkers Union building. Many of Al's friends at the Emergency Radio Service and those who talk to him on the air simply refer to him as XM46-686.



Draining operations in the fall of '73 exposed jagged rocks, thick "ooze", and dangerous deadheads.

Judy, daughter of IORP manager George Nowlan, officially opened the swimming hole.



In April '73, Inco presented plans to Walden representatives, together with a promise to make that town's swimming hole — located at the west end of Meatbird Lake, just off highway 536 mid-way between Lively and Creighton — one of the finest in Ontario.

That promise has been kept. The rejuvenated two-acre pool and park area was officially opened and turned over to Walden council last month.

How does Inco's agricultural department rejuvenate a swimming hole? Very carefully! Here's the recipe:

Remove water and 12,000 tons of "ooze" etc. Add 4,000 tons of beach sand, 500 tons of river stone, 5,000 tons of fill. Then top with 200 trees, half an acre of sod, and one acre of seeding.

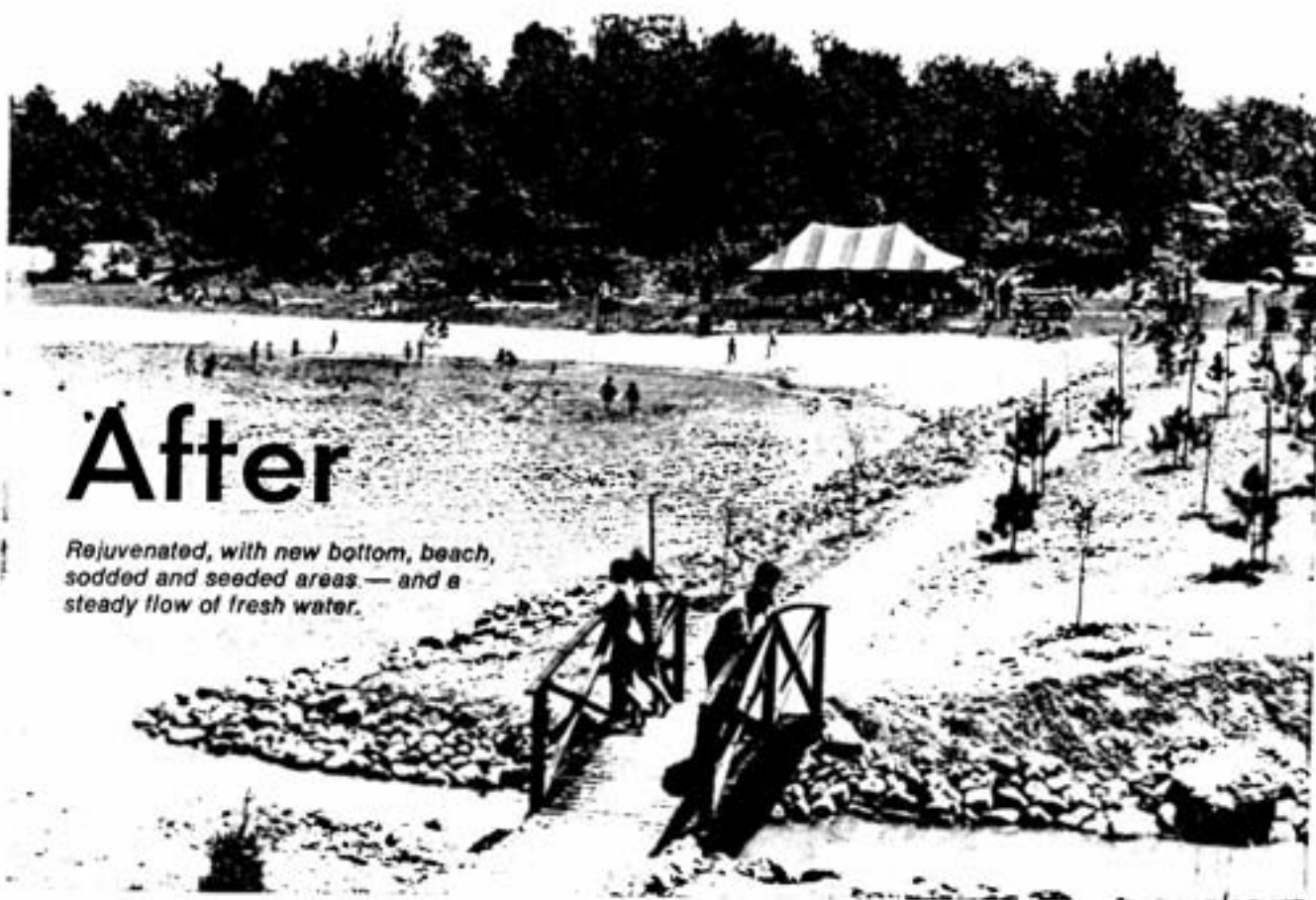
Blend with tender loving care, then fill with drinking water from the Creighton water treatment plant.



Walden mayor Tommy Davies, councillor Ray Wheaton, and Inco agriculturist Tom Peters discuss planting.



Drinking water, at the rate of 400 gallons per minute, enters the pool via this fountain.



After

Rejuvenated, with new bottom, beach, sodded and seeded areas — and a steady flow of fresh water.



WALT DISNEY'S MAGIC KINGDOM CLUB™

Inco is passing out keys to a Magic Kingdom!

Well, not exactly keys, but, rather, something that will help you open the doors to the magic kingdoms of Walt Disney Land in California and Disney World in Florida.

The "keys" are membership cards, offered for the first time to all Inco personnel and company pensioners. The membership plan will enable you and your family to enjoy many Disney wonders at family budget prices.

And, the best aspect of the plan is that it's free!

Just the fact that your membership cards will cost you nothing should make your visits with Mickey Mouse, Pluto, and the gang, as enjoyable for you as for the kids.

Now that's not bad for starters, but there's even more!

If you visit Disney Land, or Disney

World, you'll need a ticket book for entry into the various attractions. With a Magic Kingdom Club membership card, you'll be able to buy a ticket book at a price considerably lower than that paid by the general public.

The Magic Kingdom Club also offers extras such as mini-vacation plans to its members, with special rates for occasions like a golfing holiday or a camping jamboree.

There are reduced hotel rates and other exclusive year-round benefits for club members only.

And now, YOU can be a club member. All you have to do is send a written request for your free membership card to MKC director Dee Jaye, the "triangle". The International Nickel Company of Canada, Limited, Copper Cliff, Ontario, P0M 1N0.

By the way — say hello to Mickey for us!

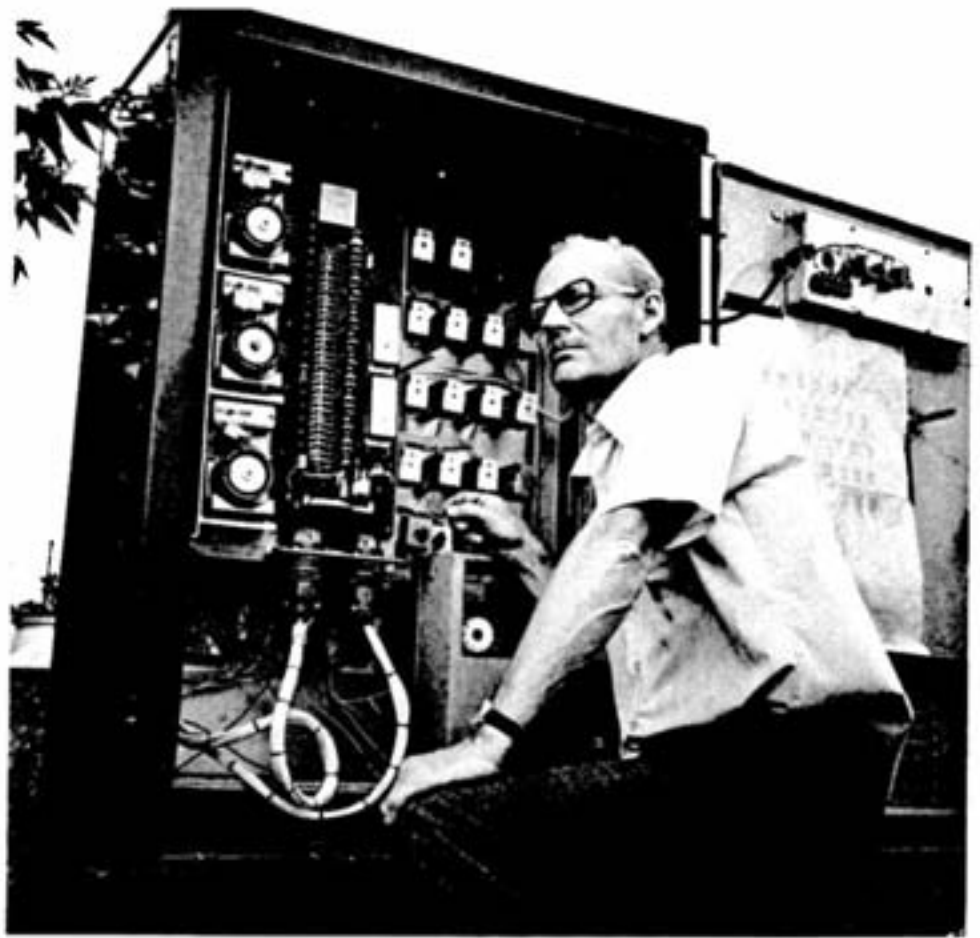




A familiar area to thousands. The Sudbury octopus that posed one of Canada's most complicated traffic signal problems. Recognize it?

"Hisssss"-story

Once upon a time, a long time ago, there was a little intersection that wanted, more than anything in the world, to be "different". It worked very hard to achieve its goal, and after many years, it was finally recognized by one and all as truly . . . "different". It boasted eight spokes, including the Trans-Canada Highway, and even went so far as to add a strategic set of railway tracks. Oh, how happy was our little intersection. But oh, how sad the confused travellers! Alas, our intersection had outdone itself. And so it happened that, in April of '58, a recommendation was approved for traffic lights at the intersection of Lorne and Regent and Riverside and Ontario and Haig. Yes, "our little intersection". But read on . . .



Wilf Ripley, Sudbury's city traffic engineer, and the complicated signal controller that keeps traffic moving at the Lorne and Regent intersection. He was responsible for a majority of the design.

– believe it or not – 35,000 a day!

Because the intersection was so unique, it would naturally take a similar traffic signal system to control it. Wilf Ripley, Sudbury's city traffic engineer and former Copper Cliff mines mechanical department employee, was responsible for a majority of the system's design, notably his first in this particular field. He recalled quite vividly the challenge and frustration, the problems and triumphs, which resulted in the ultimate success.

Of prime concern were the proposed signal head arrangement (which did not conform to the standards then required by the Department of Highways) and the actual controller itself (which would not only handle twelve lanes of traffic, but

would also have to be compatible with train signals.)

After much planning and great effort, the system was fully operational in December of '59, and functioned with only minor adjustments till December of '72, at which time a more elaborate controller was installed. Speaking of which . . . the controller features a "fixed time control" which switches on automatically during rush hours, providing for an increased traffic flow to and from Copper Cliff. In all, an extremely capable and sophisticated system that expedites traffic while minimizing accident frequency.

Details were provided by Wilf Ripley regarding an accident tabulation covering last year — thirty-five accidents

with nine injuries. It's interesting to note that no trains were involved, and, despite its nickname, the crossing was responsible for no fatalities. Ripley's "believe it or not" . . . the peak projected figure for mid-July traffic was 35,000 vehicles daily, with a maximum of 3,900 between 4:15 and 5:15 p.m.

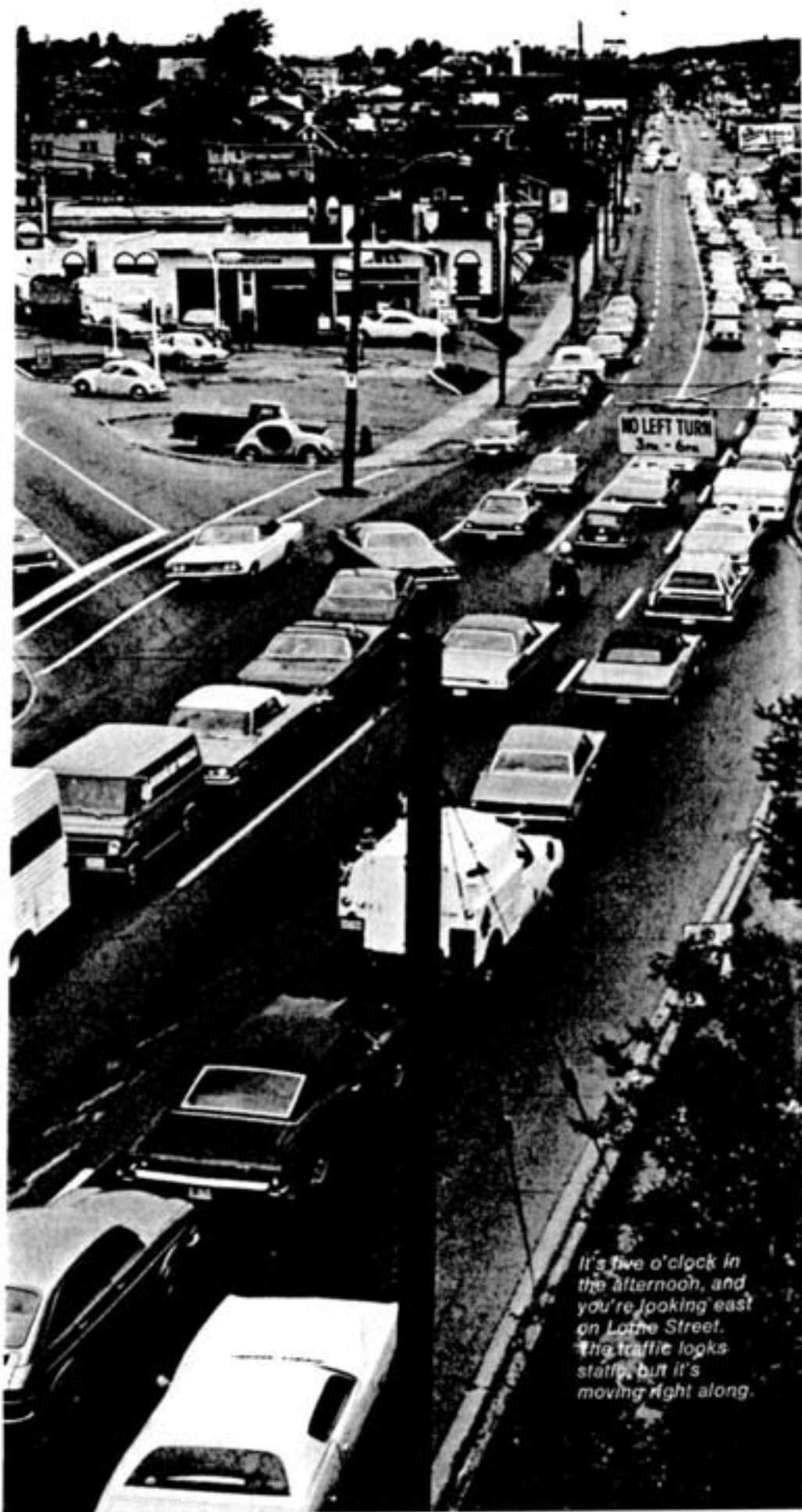
However, no matter how efficient the system, there will always be accidents. In April of this year, a single-car collision very nearly demolished the system's controller. In the two-month interim, while the controller was being rebuilt, traffic was handled surprisingly effectively by simple stop-caution lights.

Tomorrow? "The future", says Wilf, "holds substantial changes. Perhaps as

soon as 1975 or 1976. The entire crossing is expected to be simplified as the result of a million-dollar transit improvement project. However, regardless of ultimate re-location plans, the railway track will remain. Actual track-traffic will probably be reduced, perhaps re-routed, particularly during rush hours".

Value of this unique traffic signal system, to replace, is estimated at \$20,000. Small price to pay for one of Canada's most complex traffic signal systems.

Editor's note: Some people, I suspect, have devised some pretty tricky back-street maneuvers in order to avoid the Lorne and Regent intersection. Drop me a line and let me know how you do it — you'll be helping the world's worst navigator — me!



It's five o'clock in the afternoon, and you're looking east on Lorne Street. The traffic logs slowly, but it's moving right along.



Festival offered many opportunities for leisurely strolls.



Attendance high for third annual Northern Lights Folk Arts Festival.



Bell Park provided an excellent setting for the three-day folk arts festival. After browsing through the arts and crafts displays, spectators enjoyed sounds from three stage areas.

Festival Folk



Fred Pawluk, festival co-ordinator, was a busy man.

A rare guest made a most impressive appearance at this year's third annual Northern Lights Folk Arts Festival. The occasion was appropriately marked by a display of the incomparable "aurora borealis", otherwise known as . . . northern lights! And a good omen it was, for hot sunshine and cool moonshine prevailed throughout the three-day affair.

Purpose of the festival is to create and further local interest in arts, crafts, and folk music. To this end, special

display booths were scattered throughout Sudbury's Bell Park grounds, and intermingling strains of guitar and fiddle could be heard from the three concurrent stage areas.

As a charitable, non-profit organization, the festival's existence is entirely dependent upon grants and donations. "Inco's \$1,000 contribution", according to festival co-ordinator Fred Pawluk, "was one of the big factors that made it all possible."

have you discovered

Want to learn about the birds and the bees . . . and rattlesnake grass and large-tooth aspen and muskrats and weasels?

All of this knowledge is as close to you as the Lake Laurentian Conservation Area, where, "if you go down to the woods today, you're in for a big surprise."

Comprising 2,000 acres of land and water within the jurisdiction of the Nickel District Conservation Authority, the centre is an outdoor preserve of plant and animal life native to the Sudbury area.

Located on the southeast shore of

Lake Ramsey, the conservation area is one of the largest of its kind in Northern Ontario and, as such, offers something of interest to everyone.

Since it opened in '63, it has received a steady stream of students, hikers, nature nuts, photography buffs and just plain folks seeking some pleasant relaxation.

You say you're interested in seeing wildlife? Well, if you trek along the nature trail network, there's a chance you'll encounter a muskrat, mink, or weasel. If you're really "lucky", you might see a skunk . . . or a bear! There are ten active beaver lodges around the

Some 2,000 acres of land and water within Sudbury's city limits have been preserved in their natural state to make up the Lake Laurentian Conservation Area.

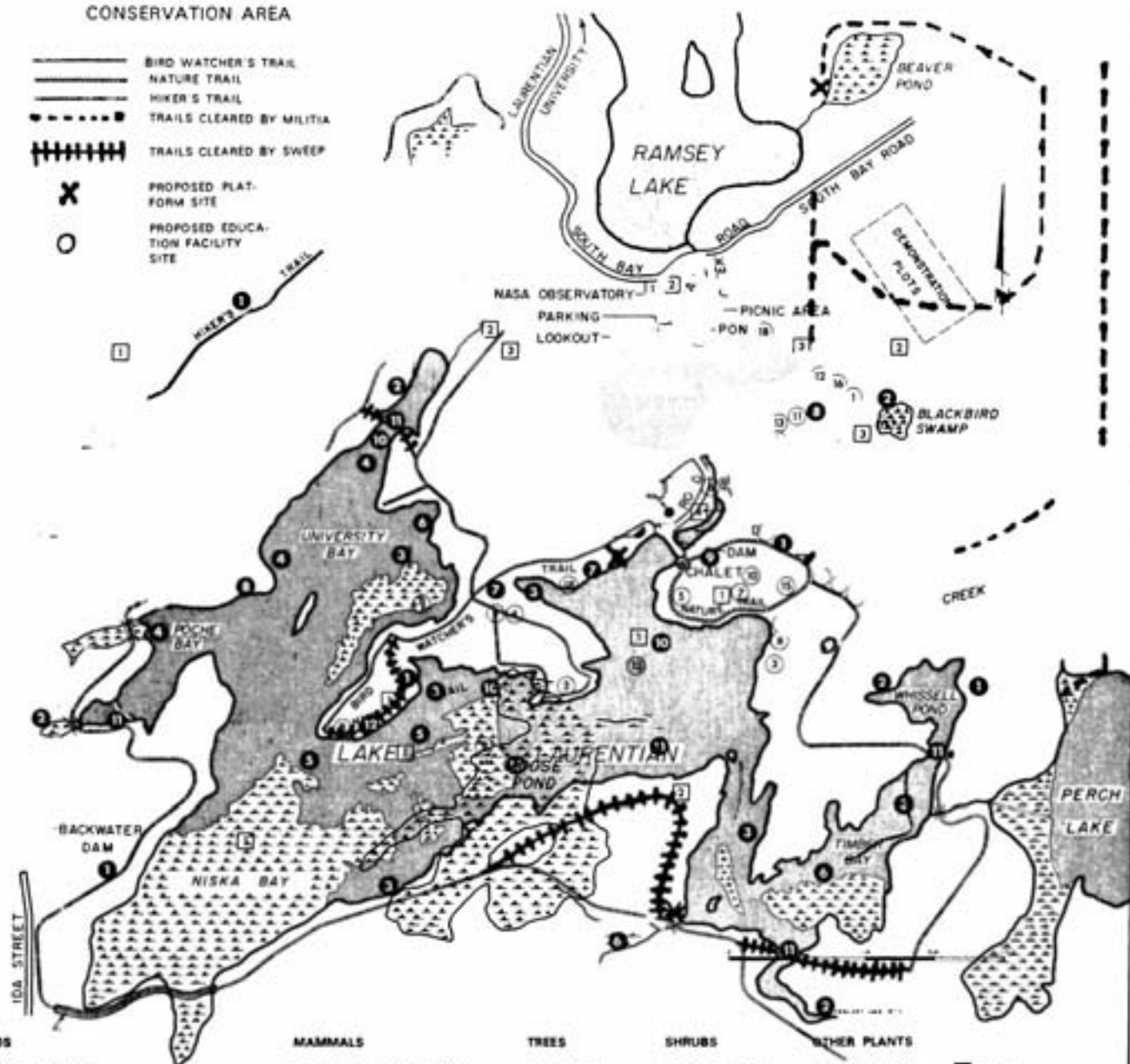
Sudbury's LAKE LAURENTIAN conservation area?



NICKEL DISTRICT CONSERVATION AUTHORITY

LAKE LAURENTIAN CONSERVATION AREA

- BIRD WATCHER'S TRAIL
- NATURE TRAIL
- HIKER'S TRAIL
- - - - TRAILS CLEARED BY MILITIA
- ||||| TRAILS CLEARED BY SWEEP
- X PROPOSED PLATFORM SITE
- O PROPOSED EDUCATION FACILITY SITE



BIRDS

- 1 Wood Warblers
- 2 Red-Winged Black Birds
- 3 Black Ducks, Mallards, Green-Winged Teal
- 4 Pied-Billed Grebes
- 5 Golden-Eyes and Buffleheads
- 6 Ring-Necked Ducks

MAMMALS

- 7 Porcupine Winter Dens
- 8 Red Squirrels
- 9 Eastern and Least Chipmunks
- 10 Beaver Lodges
- 11 Beaver Dams
- 12 Fox Dens

TREES

- 1 Red Pine
- 2 Jack Pine
- 3 White Spruce
- 4 Black Spruce
- 5 Red Oak
- 6 White Elm

SHRUBS

- 7 Green Alder
- 8 Speckled Alder
- 9 Leatherleaf
- 10 Sheep Laurel
- 11 Labrador Tea
- 12 Fly Honeyuckle

OTHER PLANTS

- 1 Ground Pine
- 2 Ground Cedar
- 3 Wintergreen
- 4 Mistlewort
- 5 Cattail
- 6 Pothia (a moss)

- 1 Gabbro
- 2 Quartzite
- 3 Breccia
- 4 Roches Moutonnees



Brian Crowder, employee relations assistant at Copper Cliff, wife Mary, with sons Troy and Todd.



A musical "gronk" lures Mary and the boys to the pond where they spy a family of bullfrogs. Todd, in the foreground, tries to coax one closer to shore — perhaps looking for a bass for a barbershop quartet.

lake and in the ponds, so don't be surprised if you see some lumberjack beavers building a dam.

And, if that's not enough, a chalet located near the entrance to the conservation area is actually a museum of stuffed animals. With close to 50 species on display, it is one of the most complete collections of preserved wildlife in Northern Ontario.

If you're a bird watcher — you're in luck. The Lake Laurentian Conservation Area is one of the best places in the district for observing birds in their natural surroundings. There's even a special birdwatcher's trail.

For picnic lovers, there are tables and barbecue facilities, a chorus of bullfrogs providing "chug-a-rum" music and an anthill not far away — if you want to guess who's coming to dinner.

An escort through the woods is not necessary, but just in case you're not a Dan'l Boone, there is a huge master plan of the nature trails posted at the entrance to the conservation area to help you on your way. If you have any questions about animal and plant life, you can always ask the biologist on duty.

Then, for all you folks who think hiking isn't enough exercise, there are some 22 miles of canoe routes on Lake Laurentian and Perch Lake, so you can paddle yourselves into exhaustion.

All you need are a few hours and a pleasant day to visit the Lake Laurentian Conservation Area. There's no charge. Just drive along Ramsey Lake Road, past Laurentian University, turn right at South Bay Road and keep going for about three miles until you're there — rubbing elbows with nature.

With a boost from his father, Troy takes a closer look at some wildlife skeletons on display in the chalet.



we'd like to
pass the buck
...to YOU!



Suggestion awards

The company's employee suggestion plan programme continues to produce a great variety of economical and practical ideas for improvements in operations, maintenance, safety, and working conditions. It's also a good source of some extra "found" dollars for the award winners.

Last month produced 32 awards ranging from \$435 to \$10, for a total of \$1,645. The winners are listed here in descending order of the amount awarded.

Vince Guldoccio, a blacksmith at the copper refinery, was top money winner at \$435. Vince proposed changing the design of the heading tool, or die, for fabricating anode push-up pins. His idea of a tapered die block eliminated the forging formerly required.

Ringling the cash register for the first time, to the tune of \$260, **Richard Poulin**, an instrumentman at the smelter, devised a solenoid and timer which automatically introduces plant air into the supply line to the CIL acid plant at regular intervals. This acts as a purge and prevents the line from plugging.

Another sizeable award, \$190, went to **Don Austin**, of the copper refinery. A maintenance mechanic for many years, Don

The solenoid and timer that Richard Poulin devised for the SO₂ line to the CIL acid plant. The timer automatically admits plant air to purge the line and prevent plugging. His suggestion was worth \$260.



suggested using a set of steel blocks on overhead crane rails to prevent misalignment. Don has been home-bound for some time, recovering from surgery, and was happy to learn of his award.

Also at the copper refinery, **Allen Neeley** was awarded \$145 for his idea of installing one-inch pipes when rebricking duct ovens.

Jean Gagnon of the iron ore plant, won a \$75 for his suggestion of a bin and screw conveyor for returns to the decomposer.

Jim Jerome, from the copper refinery, proposed redirecting solution lines to the number one circulating tank, an idea worth \$50.

For suggesting the installation of an angle iron post on number 12 conveyor, **Claude Cayen** of the copper refinery was awarded \$35. Picking up \$30 awards were **Harry Lych** of the smelter, for suggesting slots in drying hearth drophole coverlifters, resulting in easier installation, and **Gerald Charbonneau**, of the iron ore plant, for his idea to place a chute and disposal container outside door 53.

There were four \$25 award winners: **Alme Chartier** of the transportation department, who devised a solid plate over-deck for hot metal cars; **Yolland Blais** from the smelter, for warning lights and a horn at

the sand bins; **Earl Johnston**, also from the smelter, who saw a need for clamps on high pressure hoses for the Gaspé puncher; and **Harold Darcy**, of the iron ore plant, who suggested valves on an acid line from the CIL acid plant.

Receiving \$20 awards were: **Bernard Picher**, for a rubber pad idea at the bottom of welding stub containers, and **Gerard Geurin**, for his thoughts on the relocation of shop welding cable. Both men are with central shops. **Robert Miller** and **Wilfred Collins** of the copper refinery also had award winning ideas. Robert proposed certain door numbering and other signs. Wilfred suggested fencing off the area beneath the number two vertical furnace launder. The other five \$20 winners were all from the iron ore plant: **Alphonse Pilon**, for a platform addition at the discharge end of three conveyors; **Leland Blois** and **Johannes Goehard**, who together suggested a rack to hold plug valve wrenches; **Harold Darcy** won two of the awards; one for suggesting an exhaust in the demineralization area, and one for proposing a level alarm on acid storage tanks; and **Alcide Carriere**, who rang the bell with his idea for bright coloured key tags for safety rooms.

Ronald Brouillette, of the transportation department, picked up \$15 for seeing the need for additional control lights at the Copper Cliff South mine loading tracks. Also cashing in for \$15 were **Keith Morning**, copper refinery, for a backstop on the casting office roof ladder, and **Vincent Lynds**, iron ore plant, who figured a light on the tailings line would improve visibility there.

Eight \$10 awards went to: **Albert Nault** and **Dixon MacIntyre** of utilities, for proposing a guardrail at the number two oxygen plant cooling tower; **Mitchell Plexman**, also of utilities, for working out an improved valve position change on the walkway behind the oxygen compressor; **Leo Bouffard**, matte processing, for devising a safer valve operation at number four roaster; **Jean-Guy Quevillon**, smelter, who suggested adding a window in the door of the nickel converter filters' shack; **Leverne Pitzel**, smelter, for proposing paint stripes on low beams; **Benson Mullen**, iron ore plant, for a window in the powerhouse laboratory door; and **James Barclay**, iron ore plant, who saw a need to identify control buttons for overhead crane operation.

Congratulations to all, for their award winning efforts.

Richer by \$435, and this month's top award winner, Vince Guidoccio came up with an improved die to fabricate anode push-up pins eliminating a forging process. He's a blacksmith at the copper refinery.



Don Austin was recovering from surgery when his award was announced. He and his wife Edna are obviously happy with his \$190 windfall. Don suggested steel blocks on crane rails to prevent misalignment.





Clubhouse organizer and chef Walter Chornenky serves juicy ones to Inco construction group's Lloyd Strong and wife Pat.



Director of engineering, John MacDougall trails the rough. John's words were directed at high winds and Sassenachs.

General engineering....G

Duffers and divot devotees of all types were on hand for general engineering's very popular annual golf tournament. With "Sandy" Sandiford as organizer, drawmaster and indefatigable toiler, it would have been difficult to go wrong and even last year's highly successful tournament was topped.

Helping to ensure a perfect day was Lively Golf Club's Walter Chornenky, who supervised all clubhouse activities and was the master chef in the preparation of about 200 juicy steaks that were enjoyed at the windup.

With shotgun starts at 8 a.m. and 1 p.m., a total of 112 golfing addicts were accommodated, and when the last putt had been holed out, and scores tallied, the low gross winner proved to be Harold Martin of the Construction Equipment Company, a guest who carded a respectable 72 on the sporty par 66

course. Last year's low gross winner, Neil Smith, was runner-up this year with a 73.

Moe Keany won low net followed by Sam Martin, son of Harold. The top Inco scorer, and winner of the Excelsior Painters' trophy, was Gary Miller of the survey crew, with an 18-hole score of 78.

In a "closest to the hole" contest, Ray Ward was best at 17 feet; must have been late in the day when that competition was on! 17 feet ???

And from the design section, a winner in a category that not all consider an honour, that of most honest golfer, or better still, "man with the mostest", Terry Myers earned that title with a nifty 154 strokes.

Great tournament, good fun, superb food, and everyone already anticipating next year's meet. "It'll be a good one, I'll guarantee that," smiled "Sandy".

"Sandy" Sandiford (centre) with tourney champs (l to r) Gary Miller, Moe Keany, Harold Martin, and Sam Martin.





Vice-president Gar Green, presents the Inco trophy to Ken Doig, who won the championship flight in the Idylwyld Invitational Tournament.



Vern and Edna Johnston, with Idylwyld club professional Carl Vanstone, keep a close check on scheduled playing times and scores.

LF Idylwyld Invitational

The 27th annual Idylwyld Invitational Golf Tournament saw the biggest field to date, a whopping 204 golfers. Many of the province's better amateur golfers matched shots with district and host club players for a bevy of prizes. Weather and playing conditions were good, and a large gallery followed Sunday's final matches.

Former Idylwyld top player, Fred Silver, was top qualifier with a record-breaking round of 66 on the par 72, 6,600-yard course.

Qualifying rounds were played on Friday; with matches on Saturday and Sunday. Championship and first three flights were match play (head-to-head competition), and the other eight flights were medal (total score) play.

Winner of the championship flight and the Inco trophy was Ken Doig, from Seaforth, Ontario, who edged out his friend Bob Bradley by one stroke.

Inco pensioner Bill Regan was low Idylwyld qualifier for the second straight year, and again won the traditional green jacket. Bill beat Paul Brunelle for the honour, but Paul went on to win the first flight.

Young Tim Silver won the second flight by beating veteran Tommy Woodal, and another youngster with a golfing tradition, Bill Morland, Jr., of North Bay, won the third flight. His dad was a consolation prize winner in the second flight.

Rick Noble of the host club won fourth flight, with John Green, formerly of Idylwyld, winning the fifth.

Among the Inco players was Don Lowney, formerly of purchasing and now a resident of Pittsburgh, who managed a consolation win in a late flight.

Vern Johnston and his wife Edna were again key figures on Don Brown's competent tournament committee.

Part of the large gallery that followed the two finalists, Ken Doig and Bob Bradley, ring the 14th green.





That high, hard one got past Tim Armstrong. Note ball heading for catcher Tom Dolan's glove. The umpire is Pat Soucy.



Ken Lavallee digs hard for the bag. Third baseman is Lloyd Thomas backed up by shortstop Larry Belanger.

those Ball Park Blues

Marlene Morrison (left) gets advice from Secretaries' captain Kirsty Cummins. Behind those sun glasses is Monica Dutchburn.



Coach Moe Sabourin of the Frood 2200 level team makes out his lineup for a recent game against Frood 600 level. Moe's boys nipped Bob Kerr's team by a close five to four score.

A quick trip around the local shift softball circuit indicates the situation is much as it was last year — with one very notable exception: there is no active league in Copper Cliff! That veritable bastion of baseball found itself unable to promote a league. Former league convener of many years, Ray Frattini, said rather sadly, "It's really too bad and I don't like it. But what can you do? Most of our past players said they couldn't get organized because of guys off on vacation, on shift, or transferring. And, too, the fellows seem to have other interests now," he added. "I think it was easier last year with the vacation shutdown."

At the copper refinery, nickel refinery, and iron ore plant, a similar situation prevails. Although efforts were made to get some action, none of the locations was able to produce organized leagues.

The situation is not unique, and the history of every local sport, whether soccer, baseball, hockey, or fastball, you name it, they all indicate great peaks and valleys of popularity. Softball currently appears to be "down in the valley".

At Creighton, there is no shift league,

but a number of Creighton players are on some of the six teams in the Walden Softball League, as they were last year.

Levack faces a similar situation with no active league of its own, but Levack players are on several of the teams in the Onaping Falls Softball League.

And over at Garson, they too have no mine shift league, but, as last year they have entries in several classes in the Garson Community Softball League, which includes teams from Inco, Falconbridge, and the town.

One bright spot in the picture is the recent interest shown in "blooper" ball by the general engineering department. Played the same as softball, but without the flashy, fastball pitchers with their one or no-hitters, the ball is more or less "lobbed" over the plate so there's plenty of hitting and running action. Umpires haven't been required as yet, an honour system being adequate.

There are six teams in this "blooper" ball league, including one all-girl entry. The teams are: Environmental, coached by Brian Bell; Design, with Hans Schmidt at the helm; Specialists and Maintenance, led by Dick McIvor; Engineering Services,

in the charge of Chuck Mossey; Utilities, coached by Gary Miller, and the "striking" Secretary's entry headed by Kirsty Cummins. Each team plays once a week at the Copper Cliff high school grounds with Hans Schmidt and Chuck Mossey keeping the league functioning.

Frood-Stobie remains the only mining area with an action-packed shift league of its own. There are eight teams fighting for a playoff spot. Evening games are played at the Frood-Stobie Athletic Association's field in the northwest end of town, and day games for shift workers are played at O'Connor Park.

Bob Kerr is league convener with considerable help from Brian Caldwell in the scheduling. Portly and popular Pat Soucy takes care of most of the umpiring chores. "Working graveyard helps," he quipped.

In order of standing early in July, the teams are: Mechanical; Frood 600 level; Little Stobie; Electrical; Office; Stobie 7 shaft; Frood 2200 level, and Stobie Engineering. "It's a pretty well-balanced league," observed Bob Kerr. "We're playing a 16-game schedule and the final league standings should be close."





Thelma Violet — names that conjure visions of petit point, pink lace and buttons-and-bows?

Wrong vision. Substitute baseballs, bowling balls, javelins and a discus or two, and you'll have a true picture of Thelma Violet — the given names of none other than our own "Jo" Walmesley, general office receptionist at Copper Cliff.

We felt it would be truly appropriate that an athlete of accomplishment sign the logo for a cover sporting symbols of the Ontario Summer Games '74, which will be held in Sudbury, August 3 to 5.

A contestant in the '38 British Empire Games, during the '30s and '40s "Jo" was proclaimed Sudbury's ace feminine athlete and one of Ontario's best female five-pin bowlers. A member of Sudbury's Sports Hall of Fame and a professional All American Girls League ball player, "Jo" Walmesley was an obvious choice.

"Jo", her late dad, Art, and her sister Ethel, all claimed the company's Quarter Century Club pin.

Joining International Nickel at Copper Cliff in '48, "Jo" worked in the pay office for nine years, on the switchboard for ten, and has graced the reception desk since '67.

logo
writer

"Jo"
Walmesley