

Trukymurk
JANUARY 1975



Trukeymunk

Editor, Derek Wing

Associate Editors:

Bert Meredith

Les Lewis



On the cover . . .

Cover girl, Daria Zelenczuk, depicts the tradition of Ukrainian Christmas, January 7, and penned this month's logo in Ukrainian. A former model, Daria's husband, Bill, is a relief foreman in the FBR building at the Copper Cliff smelter.

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Employees at the Copper Cliff North mine welcomed their 500th lady visitor, Marie Raymond. She was presented with a dozen roses and a plaque made from a piece of polished ore to commemorate the occasion. On hand for the presentation were, from left, Mel Johnstone, maintenance general foreman, Ed Udeschini, president of the Copper Cliff Mines Association, and Marie's husband, Isadore, a drill fitter. The monthly ladies' underground tours provide the opportunity for wives and friends of employees to get a better idea of the surroundings in the areas where their husbands and friends spend their working hours.

Appointments

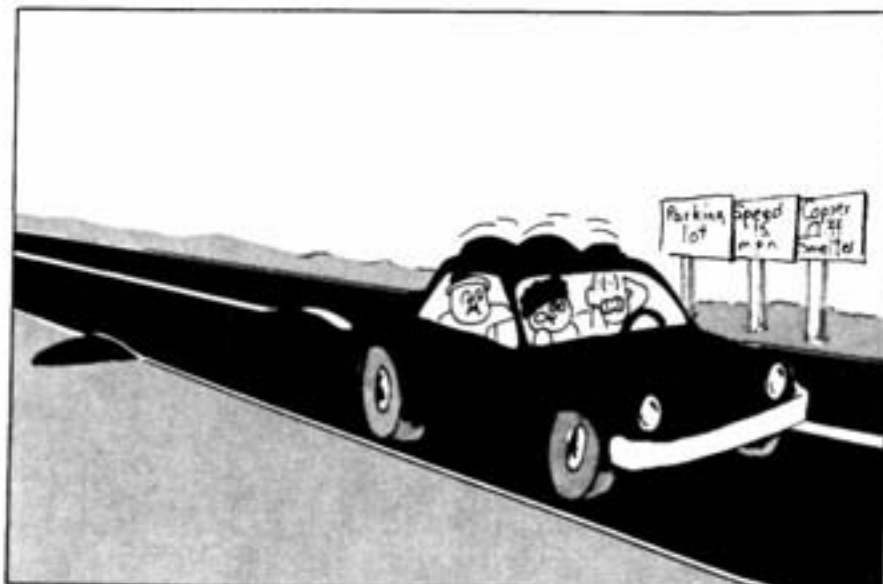
Lloyd Doucette, buyer, purchasing and warehousing department.

Jim Elliott, supervisor, purchasing and warehousing, Shebandowan.

Allan Headrick, Copper Cliff area supervisor, employee relations.

Ken Langille, senior construction co-ordinator, Copper Cliff general engineering.

Ron Poirier, foreman, Levack mine warehouse, purchasing and warehousing department.



Those "sleeping policemen" can sure wake you up!



Ettore Pasto is a bricklayer at the Port Colborne nickel refinery. He and his wife, Carmel, live in Welland with youngsters, Assunta, 4, and Anthony, 1. Ettore's spare-time activities include wine-making.

Pat Geraghty is a maintenance mechanic at the Copper Cliff smelter when he isn't the leader of the family band composed of his wife, Lorraine, Michael, 18, Kevin, 15, Colleen, 14, and Sheila, 6. Pet Randy completes the picture.



Norman Grimard, a sand feedman at Garson, with wife, Rose, and children, Valerie, 11, Kimberly, 7, and Terry, 6. "Missy", their miniature poodle, decided to sleep through the picture-taking session.

Family Album

Alex Ogilvy, his wife, Mary Ann, and their two children, Aaron, 6, and Rebecca, 8. Alex is a garage mechanic at the Copper Cliff South mine. The Ogilvy family enjoys camping in summer and snowmobiling in winter.



Programmer Reg Johnson, left, and duplication co-ordinator, Ed Owens. One computer tape produces the three-volume drawing index that contains details of 50,000 engineering drawings already filed.



produces one roll of 35 mm original negative film — three inches in diameter and about pocket-size — that records no less than 500 drawings. From this roll, the processor then makes two sets of mylar copy negatives mounted in aperture cards, and one set of mylar copy positives also mounted in aperture cards.

Returned to Copper Cliff, the roll of original negative film is stored in a fireproof vault at the general office. One set of mylar negative aperture cards is filed at the engineering building for viewing, while the duplicate set is issued for viewing to maintenance departments at the appropriate plants concerned. The set of mylar positive aperture cards is filed and used for printing at general engineering.

The old-style one-only file system, comprising cabinets of individual cards for each drawing, has gone out the window.

The replacement system, complete on one computer tape, consists of three 1,200-page print-out volumes that are duplicated for use at all plants concerned.

Making a search for a drawing reasonably simple, each of the three volumes is a duplicate list of all drawings

Printer, Ted Woolman, ready to make a print from an aperture card. The automated production printer is capable of producing prints or transparencies varying in size up to the size of the original drawing.





at McGill University

The department of mining and metallurgical engineering at McGill University, Montreal, offers undergraduate entrance scholarships to qualified students who plan to register with the department in September, 1975. Each scholarship has a value of \$1,000, with a maximum of ten scholarships per year available to students enrolling in the mining engineering programme, and ten per year to students entering the metallurgical engineering programme.

The majority of scholarships will be awarded after the 1974 fall semester results are available in February

1975. In cases of outstanding merit, scholarship awards may be made earlier.

Students who wish to be considered for one of these scholarships must complete an application form. These forms, and detailed information, may be obtained by writing:

Professor W. M. Williams,
Chairman,
Department of Mining and
Metallurgical Engineering,
P.O. Box 6070, Station A,
Montreal, Quebec.
H3C 3G1

at Cambrian College

Two Cambrian College students were presented with Inco bursaries during a recent luncheon at the Copper Cliff Club. The bursaries cover the cost of one year's tuition and include a \$300 cash grant.

The two second-year students receiving bursaries were Helene Huot, library technology, and Bob Swain, civil technology. In addition to the amount given the students, their respective departments each received a grant of \$250.

The Inco open scholarship was initiated in 1970 and is awarded to second or third-year students who have demonstrated consistent outstanding academic ability and, in the opinion of Cambrian's scholastic committee, would be most likely to make significant contributions to the community.



Representatives from Inco and Cambrian College. They are, from left, Vince Orlando, superintendent of Inco's Copper Cliff office services, John Koski, president of Cambrian, Helene Huot and Bob Swain, scholarship winners, Wayne Brown, Cambrian's chairman of civil engineering, Kathy Wagner, co-ordinator of Cambrian's library technician programme, and Don Bradley, Inco's manager of engineering.

At the Port Colborne nickel refinery, bunker "C" fuel oil is used for reducing nickel oxide in the anode furnaces, as well as for fueling the power house boiler, the iron slimes dryer, and other equipment. The last lake tanker load for 1974 arrived early in December at the company's unloading facility adjacent to the lakeside refinery.

The lake tankers each carry from 700,000 to 1,500,000 gallons of oil, which is pumped from the ship to storage tanks through 3,900-foot long, eight-to-twelve-inch diameter underground pipelines. In order that the oil will flow, it is preheated on the boat to a minimum of 125°F. and pumped at pressures up to 100 pounds per square inch. Stored in insulated tanks on shore, the oil is heated by submerged steam coils which maintain an oil temperature of 100 to 120°F. The unloading of an oil boat requires from 16 to 30 hours, depending on the type and quantity of oil, and ground temperature.

Because of transportation costs, it's important that sufficient oil is unloaded and stored during the shipping season, as the St. Lawrence Seaway and the Welland Canal, through which the ships must travel, both close during the winter months.

Bunker "C" is purchased from Sarnia, Montreal, Clarkson and the Caribbean. On arrival, the mechanical department pipefitting crew unload the boat and monitor the pipelines and tank levels.

After an oil boat has been unloaded, the lines must be cleared, as the oil, if allowed to cool, will take on the texture of toothpaste; in fact, at very low temperatures, bunker "C" fuel oil is hard enough to walk on.

To clear the lines, compressed air is pumped through them and blown into the storage tanks. By alternately opening and closing valves, slugs of oil can be moved from the lines into the tanks. After this has been done, the lines are closed at both ends and are ready for the next shipment which, for the Port Colborne nickel refinery, will arrive after spring breakup.



last chance
to fill 'er up



With the oil tanker securely tied to the dock, pipelitter Hormidas Charlebois carefully makes the ship-to-shore pipeline connection.



A very thick oil, bunker "C" is heated on-board to about 125°F. At that temperature it flows freely and can be handled by on-shore pumps.

At the pumping station, Glen Roach, anode department foreman, switches incoming oil.



On top of one of the refinery's storage tanks, Hormidas Charlebois checks incoming oil.



The end of its journey. Bunker "C" enters an anode furnace. Furnaceman is Donato Donofrio.





Awaiting Maria Bell — from left, Reverend Joe Hompes, Sandy Butler, Edward Kiviaho, and his daughter-in-law, Linda, with children, Todd and Marnie.



Father Joe pauses for a moment to quietly welcome Maria to her new home. A reminder of days gone by, the 400-pound bronze bell, now almost 73 years old, was originally housed in the tower of the old church which stood, from 1898 to 1958, at Victoria Mines' townsite, near Crean Hill.

Maria

bell will ring from St. Christopher's

Well, it sure didn't take long to find a new home for Maria Bell! Owner, Don Pierce, was swamped with requests as soon as the November 1974 issue of "the triangle", carrying Maria's story, was published — many thanks to our readers for the overwhelming response!

Lending a hand to lower the bell into position — from left, Don Pierce, bell donor, with Father Joe, Sandy Butler, Edward Kiviaho, and Ray Wheaton.



As you'll recall, Maria is the 72-year-old 400-pound bronze bell that was originally housed in the tower of the old Victoria Mines' church which stood, near Crean Hill, from 1898 to 1958. Don found the bell abandoned in a barn some ten years ago and, since then, has held himself responsible for her welfare.

However, this past fall he let "the triangle" know that he was willing to relinquish her in favour of a new permanent location that would ideally, for local historical purposes, be right here in the north.

But Maria's beauty and charm were not to go unnoticed; her obvious popularity resulted in offers pouring in from as far away as Port Colborne, Thunder Bay, and Thompson, Manitoba — from individuals and groups — from bell collectors, museums, and churches — with cash offers, in one particular case, starting at \$250 with transportation paid! There was even one fellow who wanted to install Maria by his pool!

But Don was holding out for the one offer he'd been hoping for and, as it turned out, his patience was rewarded — with a little help from Edward Kiviaho,



Interested parishioners and local town dignitaries turned out to watch Maria being settled into her new home. She now presides over the north corner of St. Christopher's Roman Catholic Church in Whitefish, and will soon be heard ringing in church services.

comes home

24 years with Inco and currently a cage tender at Crean Hill. Ed, having read the November article, wondered if Maria could possibly be of interest to the parish priest at St. Christopher's Roman Catholic Church in Whitefish; he asked his daughter-in-law, Linda, to mention it to the good father.

Now, it just so happened that the priest in question, Reverend Joe Hompes, had first heard of Maria when he came to the parish in 1960. Knowing the history of the bell and its significance to his parish, he had, in fact, been on the look-out for any information regarding her whereabouts.

Little did he know that for the past ten years, the very bell he'd been searching for was less than half a mile away!

Thanks to the Kiviahos, a very hopeful and excited Father Joe contacted Don Pierce; the discovery of Maria as the original parish bell ended a 15-year search, and Don was more than willing to donate her to the church — the very home he'd been hoping for!

So it's more than just coincidence that Maria Bell, after a lengthy absence, has

returned to preside over her original parish. She was moved from Don's Whitefish home to St. Christopher's, where an audience of interested parishioners and municipal dignitaries had gathered for the event.

Ever so gently, Maria was gracefully

lowered to her new location on the grounds of the church. Come springtime, a concrete cairn will be built for her and, once again, she'll ring in the services — the purpose for which she was originally intended.

Welcome back, Maria!

Home at last! Maria snuggles in for the winter, awaiting the springtime construction of a concrete cairn. She's surrounded by, from left, Walden mayor, Tom Davies, Sandy Butler, Don Pierce, and Father Joe Hompes. All feel that Maria's return is significant to the history of the parish.





Machinist, Norm Belanger, in the machine shop. Interested observers are, from left, Charlie and Margaret Hastie and Stan Racicot with wife, Marg, and daughter, Bonnie. Stan is a winder in the winding shop.

Up our

The term "open house" usually brings to mind thoughts of a real estate company trying to interest people in one of its new houses. But, in this case, it refers to an event that occurred at the Copper Cliff smelter central shops.

Families of the 385 shop employees were invited to see what's happening these days along "shops alley". Every

shop was open and all had employees on the job for Inco's version of "open house".

About 500 visitors toured the facilities during the affair, which was held on two consecutive Saturdays. After signing the register at the reception area in the general office building, the visitors were given hard hats and safety glasses before

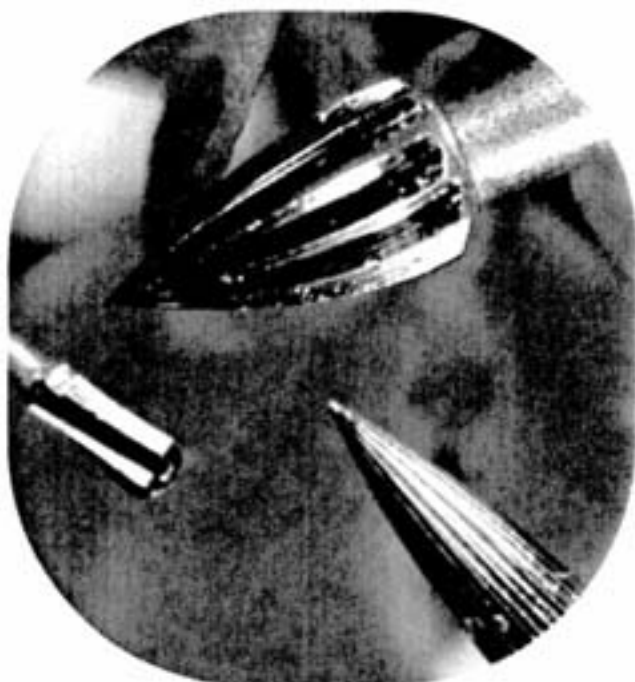
being bussed to the shops' garage. From there they were free to wander through any shop and ask questions, finally ending up at the preventative maintenance office for coffee and donuts.

It was the first time the shops had been open to the public and, according to central shops superintendent Bill Van Allen, "It was a rousing success."

Alley

Leno Caverson and wife, Inez, in the plate shop, with sons David and Dale inspecting a stainless steel expansion joint slated for installation in the F.B.R. building. Leno is foreman of the plate shop.





Tungsten carbide dental drills are nickel-plated to prevent corrosion.

Jet age nickel

Nickel plating extends life of engine and landing gear components on jets.



The "ouch!" is out, and all that's left is a tickle . . . a nickel tickle! Jet-powered nickel-plated drilling equipment has certainly made life in the dentist's chair much more agreeable.

The tiny drills, called burs, are driven by air turbines at speeds of over 400,000 rpm., and prepare cavities for filling in a matter of seconds. This welcome contribution to painless dentistry is due, in great part, to the efforts of a Canadian company, Beavers Dental Products Limited, combined with the availability of nickel.

For every action there's a reaction, and the new tools, developed to last up to fifty times longer than previous low-speed belt-driven equipment, had to be protected from rust.

"Some form of plating was called for, but it had to be a process that was compatible with extremely close manufacturing tolerances," said Beavers' plant superintendent. "The protective coating had to deposit with an absolute uniformity that could be allowed for in machining operations. Chrome plating had to be ruled out for that reason." They found their answer in nickel plating.

Similar techniques have also been put to use at Air Canada's new maintenance base at Montreal International Airport; heavy nickel plating on worn engine parts restores fit and extends the life of jet aircraft components.

The extent of wear may be barely visible, but, because of stringent specifications, is sufficient to require costly replacement; substantial savings now result from salvaging these units which are first built up with a nickel deposit of up to .025 inches in thickness, then levelled off by machining.

"The nickel deposit provides an excellent combination of toughness and wearing qualities, together with ductility, that are just right for this application," said the general foreman of the plating and heat treat process at the base.

And so, jet-age nickel is performing for the dentist, for Air Canada, and, of course, for you! Watch for more nickel uses in upcoming issues of "the triangle".

**technological
advances
depend on
nickel**

**slowly
but
surely ...**



**they're
coming
back**

The lichens are coming! The lichens are coming! So might Paul Revere have shouted, had he lived today in the Sudbury area.

This time, however, good old Paul would have been the bearer of good news. You see, certain species of lichens have begun to grow where they could not formerly be found in Sudbury, and this greater concentration of lichens is something we should all be happy about.

Why? Because the appearance of lichens tells of bigger and better things to come — like moss, grass and shrubs entering areas lacking vegetation.

But before we get ahead of ourselves, perhaps you'd like to know what lichens actually are; after all, it's not exactly

common knowledge, even though you've probably seen them before.

First of all, it might interest you to know that the word "lichens" is usually pronounced "likens" or "lit-chens".

Lichens are a combination of two primitive organisms; one, a green algae and the other, a fungus, both living together in a single unit. They are plants with no roots, stems, or leaves. Often gray or green in colour, they can also be brown, orange, yellow or black. They're usually flat and anchored to rocks, trees and soil by their undersides.

One of the most interesting aspects of these highly-complicated plants is their extreme sensitivity to atmospheric pollution, particularly sulphur dioxide. Consequently, they are excellent for



Inco's environmental effects expert, Bruce Dreisinger, left, with Laurentian's Dr. David Richardson, centre, and Dr. Evert Nieboer. They are examining lichens under a low-power microscope.

monitoring ground level concentrations of sulphur dioxide.

Dr. David Richardson, associate professor and chairman of the biology department at Laurentian University, is a self-confessed lichen evangelist.

He's become an authority on lichens through his exclusive study of them since 1963, and has written a book about their role in the natural world and their importance to man. Entitled "The Vanishing Lichens", the book will be published this year.

Because of Dr. Richardson's study of lichens in the Sudbury area, we were able to learn that, since Inco put its 1,250-foot superstack into operation in August of 1972, there has been evidence of an increased concentration of lichens

here. Though the difference is barely discernible at this time, because lichens grow so slowly, they are definitely here and the future looks brighter as steps are continued to make the air in the Sudbury area cleaner than that of any other Ontario industrial community.

Says Dr. Richardson, "There is no doubt that the superstack has dramatically reduced ground level concentrations of sulphur dioxide. And as air pollution levels are reduced, lichens, which have adapted to the environmental conditions, move into the area."

Lichens form the earliest plant covering on rock surfaces and eventually break down the rocks so that higher forms of plant life can grow. The cracks that gradually appear in the rocks support the growth of mosses and grasses.

Other than the aesthetic value of lichens — that is, having black rock surfaces relieved with patches of green and gray lichens, there are also practical values. Certain species of moths feed exclusively on lichens, it's a common food of reindeer and, according to Dr. Richardson, the Japanese eat the plant. It's been used in the manufacture of perfumes — serving as a fixative — and, before chemical dyes were invented, in the manufacture of vegetable dyes for clothing.

The results of studies on lichens by a team of biologists and chemists at Laurentian University, under the direction of Dr. Richardson and colleague, Dr. Evert Nieboer, are referred to Inco environmentalists so that a fund of knowledge can be built up concerning Sudbury's environment.

Of all the new and modified mining equipment introduced at Inco mines recently — and there has been considerable — one of the most exciting and impressive is an electric-hydraulic three-boom jumbo drill that must be seen — and heard — to be believed.

Machines of this type have been in operation for some time in Europe, but this is a first for Canadian mining, and, according to our mines engineering department, probably a first for this continent.

Jumbo drills are not new; in fact, they're fast becoming standard equipment for drilling in many underground operations. The standard jumbo drill mounts two or three air-operated drills which, despite present-day technology, still produce a higher decibel noise level than desirable; exhaust from such drills also creates a degree of mist.

The electric drill eliminates much of the problem. It has three Montabert H-50 hydraulic drills that operate with much less noise, produce no fog or oil mist, and are capable of drill speeds almost double that of conventional drills. Jack and boom movements are smoother and faster and, for the operator, it is a clearer, cleaner atmosphere in which to work.

The new machine is a four-wheel-drive, self-propelled unit and, like all standard three-boom jumbos, is powered by a 78-h.p. Deutz diesel engine. A 250-foot trailing cable allows it to be connected to the nearest 550-volt power supply for drilling. It can be quickly and easily moved from heading to heading.

Electric motors drive the hydraulic pumps which provide the hydraulic pressure necessary for boom and jack movement, and for drilling. This is recognized as a more efficient use of electrical energy for drilling, compared to the electrical energy required for compressors on surface.

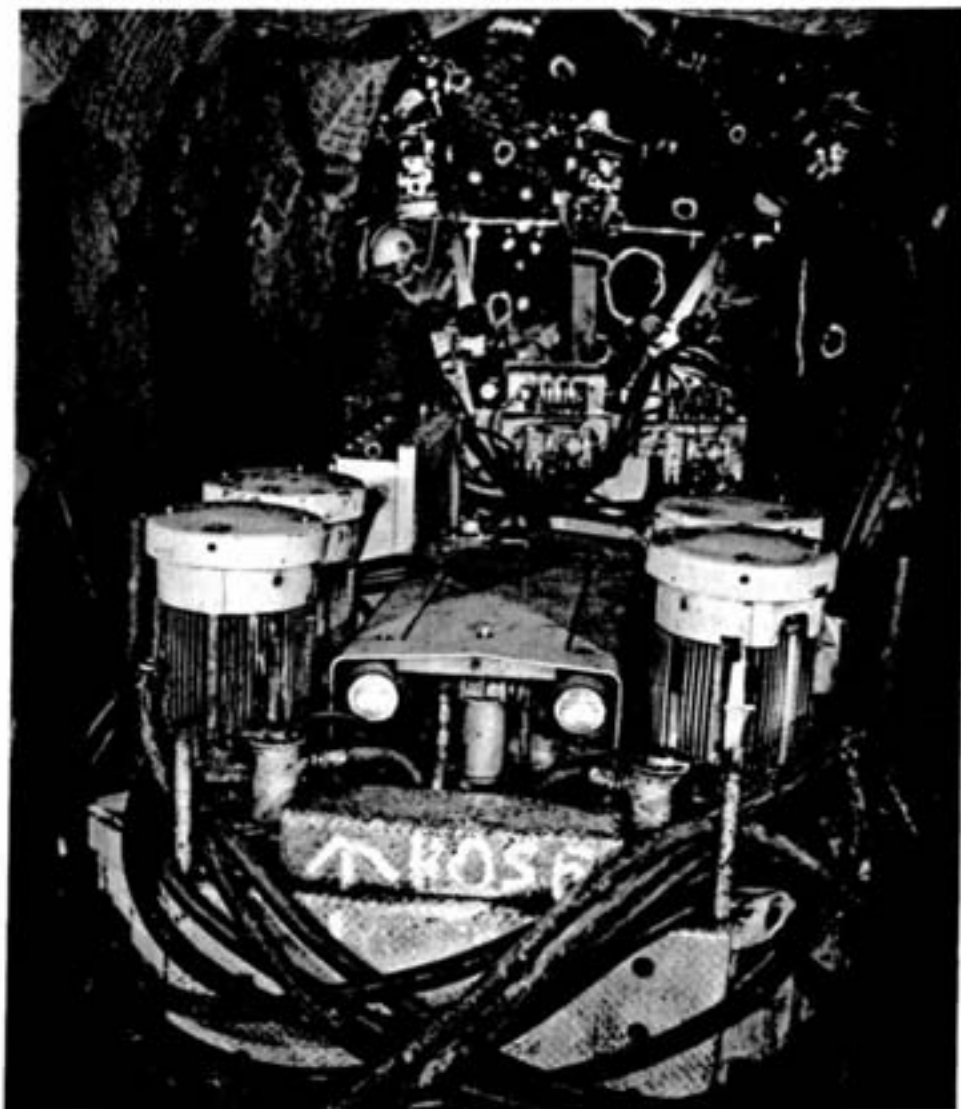
This new jumbo is an expensive machine and, for economy's sake, must have a minimum of down time. Optimum conditions for the most effective and economical operation are areas where several headings are readily available for drilling.

Creighton number three shaft has such a multiple heading area on the 1325 level, with some eight headings available, and that's where this great electric-hydraulic drilling machine is currently putting on its show, drilling off drift headings in record time.

Newcomers Down Below

electric drill

Ron Linville at the controls of the new electric-hydraulic three-boom jumbo drill drilling off another fast round in 80.56 drill drift on the 1325 level at Creighton number three shaft.



One of several new service vehicles in operation at Inco mines is the Eimco-962. This great little runabout, a regular rubber-tired service truck, is a real workhorse and ideally suited for taking material to areas where trackless mining methods are used.

Most material is transported underground on mine trucks which run on tracks on surface, in the cage, and at the level station. In trackless areas, it is necessary, at the shaft station, to transfer the material from the mine truck

to another vehicle, such as a load-haul-dump machine for further transportation.

Among other advantages, the Eimco-962 has eliminated the transfer operation and can load materials, such as timber, powder, steel and parts, at the source and take them directly to the working place. It's "cageable"; that is, it's compact enough to enter a standard cage, it can be readily taken to any level, and then, under its own power, can quickly take the material to the work place and return for another load.

It has a two-ton capacity and a hydraulic dump for unloading. Powered by a 27-h.p. Deutz diesel engine, it's particularly agile and has great mobility. Hydraulic brakes are very effective and it's equipped with the latest in catalytic exhaust scrubbers.

On trial for about a year, this popular runabout is now in service at the Copper Cliff South mine and two similar vehicles have been received for other locations, a trend that will likely continue now that the Eimco-962 has definitely established itself.

service buggy

Ovila Seguin drives his Eimco-962 service vehicle off the cage at the 1250 level at the Copper Cliff South mine. Cage tenders are Barry Amber, left, and Sam Tarabalka.



S.L.T.G.



Do you go to the theatre to be bombarded by hard-hitting realities — drugs, murder, anger, hate, rebellion? Are you always searching for deep and hidden messages in every stage play you see? If your answer is "no" to either, or both, of these questions, read on!

Amateur theatre's back in town, bringing with it loads of good fun and the kind of solid entertainment that'll have you standing in line for tickets to the next production of the Sudbury Little Theatre Guild.

Amateur though the organization may be, professional is the result on stage! In spite of its inactivity for the past two years, plus unsettling drawbacks such as having to beg, borrow and steal for props, sets, and costumes, the guild's first production of the 1974-75 season was a resounding success!

The two evening performances saw the presentation of a hilarious farce entitled "See How They Run", directed by our own George "Bernie" MacMillan, secre-



Betty and Bert. A study of hands and features in action.



Director "Bernie" MacMillan applies finishing touches to Sue Tate's makeup while producer, Pat Kusinskis, assists Rita Dennis with a last-minute hair-do.

Back in business

tary to the president of the Ontario division.

"Bernie's" many years of theatre experience were evident in his capable direction of the play, and the "ham" in him surfaced in his cameo role of the sergeant in search of an escaped convict. It was obvious that "Bernie" enjoys every facet of the theatre, particularly when we found him filling in as make-up man.

Inco's involvement with the play went even further — one of the outstanding

performances was that of Bert Meredith, associate editor of "the triangle" and editor of "IN Touch". Bert portrayed a supposed sedate bishop, and had the mannerisms and expressions down pat as he bustled about in nightshirt and cap.

Betty Chesterman — husband, Peter, is in the general engineering office — was delightful in her interpretation of a cockney maid; the image was further enhanced by a dazzling "night out" costume, complete with bangles and beads.

Another highlight of the play was the role of a straight-laced spinster, played by Sue Tate — husband, Rod, is in the geology department. Sue literally threw herself into the character of a teetotaler-turned-drunk, and the result was hilariously convincing.

The Reverend Lionel Toop was ably played by Bill Gardner, and the part of Mrs. Toop was played by an obviously accomplished actress, Rita Dennis, nee Price, and a former secretary with Inco. Her role was probably one of the more difficult, in the sense that she was the "straight man" in a play almost wholly devoid of serious moments.

Other members of the cast were Frank Fournier as the corporal, who, at times, was a bit too bolsterous over the loss of his uniform; Phil Kennedy as the escaped Russian convict — an excellent portrayal, with credible accent, and Jon Kleppe as the Reverend Arthur Humphrey. Jon is the youngest member of the theatre guild, and an up-and-coming talent.

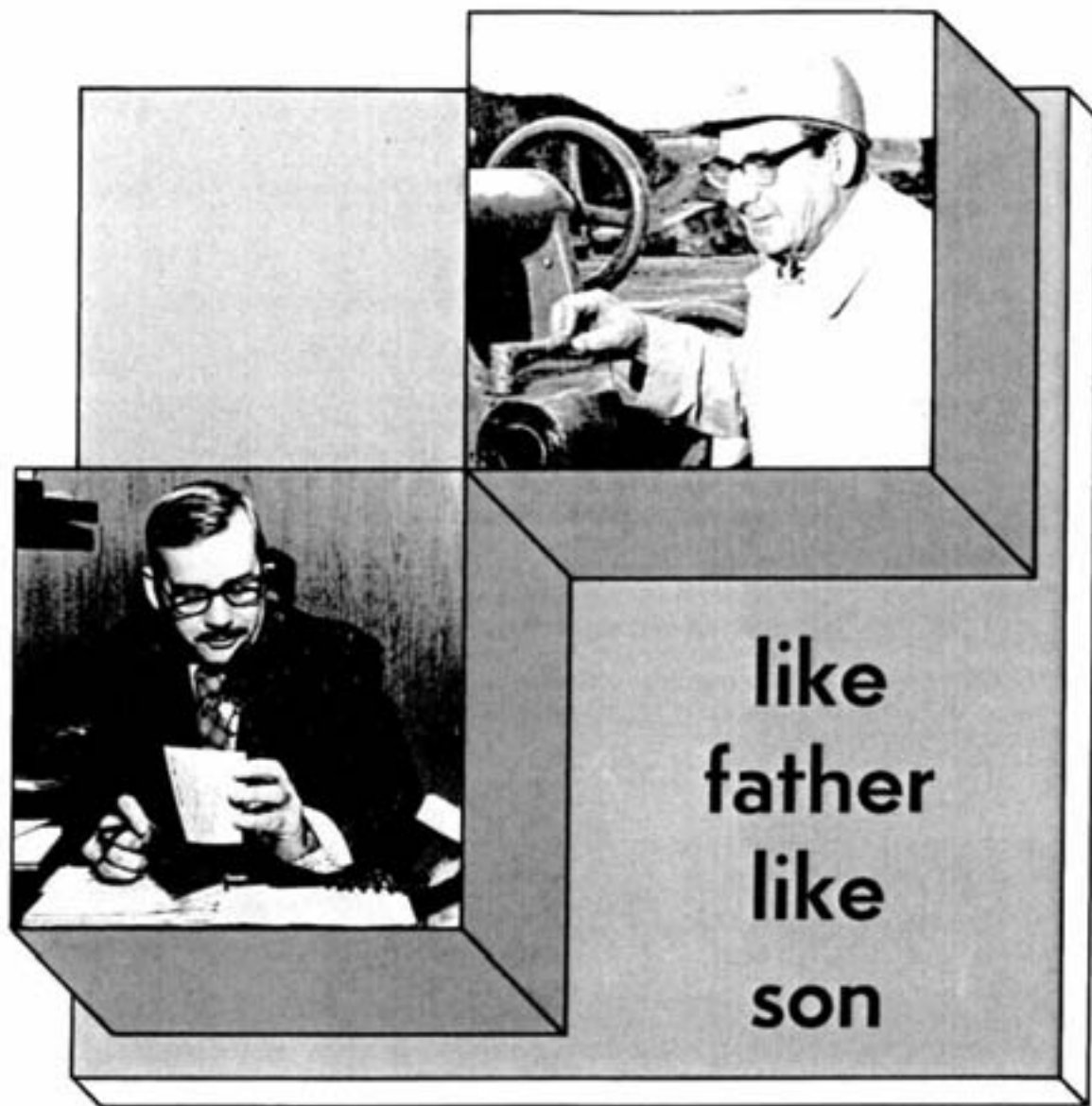
Says "Bernie" of the guild's two-year vacation from the stage, "We never died; we just went to sleep for awhile".

Thanks to a nucleus of some determined members, the guild is "alive and well and living in Sudbury", providing fine entertainment for those who appreciate the lighter side of life. People like Elsie McLeod, the only life member of the guild; Bert Meredith's wife, Fran, who's been working behind the scenes since the guild began; Claudia Rinne, current president and a staunch supporter of the guild, and a host of others all plugged to get the guild back on its feet.

Thank goodness the Sudbury Little Theatre Guild is no Rip Van Winkle — we can look forward to its next production in March!



The bishop and the maid. Veteran Sudbury Little Theatre Guild performers Betty Chesterman and "the triangle" associate editor, Bert Meredith, emote on-stage.



Time was, when son was expected to follow father's footsteps and carry on the family business; but, like most everything else today, that too has changed. Take the Pentneys, for example:—

For years, Fred Pentney was responsible for the maintenance of Creighton's number three shaft skip hoist. Why, Fred could remember looking after his "baby" back in '35, when only two shafts were operating — number three surface, and number four underground — and number five was just being sunk.

He saw his hoist change over, in '51, from a skip hoist, which had raised about

25 million tons of ore in its time, to a cage hoist. He knew it had been bought and installed, spanking new, in 1916; in fact, Fred knew just about everything there was to know about number three hoist, and had even changed its original design.

Those were the days, and Fred stayed by his hoist right up till he retired in '66 as master mechanic (maintenance superintendent) of Creighton mine. Proud Fred.

Then, in 1970, the hoist retired too — replaced by trackless mining vehicles travelling a spiral ramp.

Now, just about that time, son Harry, who'd been with Inco since 1952 and had spent a good many years in purchasing and warehousing, was dreaming up ways to make better use of Inco's obsolete equipment.

He had a plan. And like most good plans, it was put into effect, even though on an eighteen-month trial basis. Thus, in 1972, a central surplus disposal depot came into being, located at the Froid-Stobie complex.

With all his experience and knowledge, it was a logical move for Harry to be appointed supervisor of the depot and,

as such, be responsible for the disposal of the Ontario division's surplus equipment, much of which is useable, but, for Inco's purposes, obsolete due to technological advances.

Well. Can you see where all this is leading? Yup, Harry's just sold Creighton's number three hoist — the very one his father tended for over thirty years.

But all is not lost, for the sale to Associated Porcupine Mines will keep the hoist in operation, and Fred's somewhat consoled by the fact that "the hoist will be put to use, rather than scrapped".

Harry was officially notified last August that the hoist was to be disposed of, and actually had it sold by the 30th of October — quite a feat, for, after all, how big can the market be for a parallel double-drum Wellman-Seaver-Morgan hoist with positive-tooth clutch?

Since its inception in June of '72, the central surplus disposal depot has seen the sale of almost eight million dollars worth of surplus equipment, including internal and external sales. Not a bad record for a new concept that was on an eighteen-month trial run!

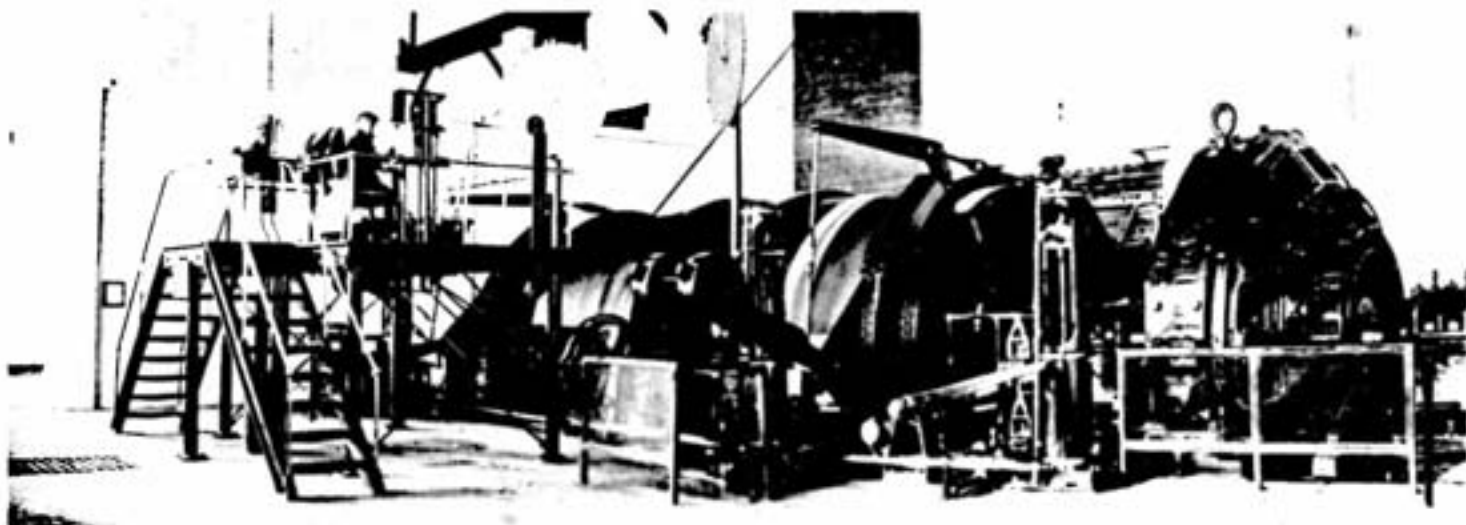
When asked what he thought of his work at the depot, a proud and satisfied Harry Pentney smiled and said, "interesting, rewarding, and I'd like ten per cent!"

Nice thought, Harry, but how would you ever dispose of that surplus cash?



Fred Pentney takes a last lingering look around the Creighton number three shaft hoist room.

Creighton number three shaft hoist room back in '35. That's Dave Shutt on the platform.



**Between
them,
our
brothers
four
have
one
hundred
and
four**

The Lalonde boys say they were born in sight of Inco's stacks and maybe that's why four of them now work for Inco.

Whatever the reason, when you've got three brothers with a combined service of 76 years in the transportation department at Copper Cliff, and a fourth brother, the "loner", in the mechanical department at Froid-Stobie with another 28 years' service, there's bound to be some feedback.

After all, brothers aren't supposed to get along that well — are they? Well, they do, according to Xyste, Leandre, Felix and Philippe Lalonde, who say they like the idea of working together — for the same company.

Of course, that's easy for Xyste to say. He works in the transportation department with two of his brothers, but he's on a different shift and gets to see his brothers only when the shift changes.

And, it's easy for Leandre to say. He's way over at the Froid-Stobie mill and he gets to see his "little" brothers only on special occasions.

But what about the twins? Felix and Philippe have to see each other day after day after day. And, as though that's not enough, they work on the same loco-

motive. Felix, the eldest twin by five minutes, is a conductor on the same engine on which Philippe is brakeman. Now, they don't look one bit alike, but one would almost think of them as Siamese twins — you can't get them apart.

But, that's what the Lalondes are all about. They're from a family of nine children (two other brothers, Noel and Alfred, and three sisters, Gracia, Maria and Stella), so it's no wonder they're a close family unit.

The main unifying force right now is their 76-year-old mom, Florentine, who is still packing a lunch each day for her one "unattached" son, Xyste. But that's no problem for Mom Lalonde — she could do it blindfolded. Why, she remembers the days when she packed five lunches each morning for her boys and her husband, Xavier, who himself spent 39 years with Inco.

The Lalonde boys were born in Coniston and it was a combination of their dad working at the plant there and the prospect of generous wages which eventually lured the four to Inco.

Xyste was the eldest son, so he was first to join his father as an Inco employee. He had just turned 17 when he left school and started working at the

Xyste & Leandre

Three of the Lalonde brothers work with the transportation department at Copper Cliff. With Howard Bolton, supervisor of rail operations, are, from left, Felix, Philippe and Xyste.





Railway talk. Xyste, left, is a slag dumper. Twin brothers, Felix, centre, and Philippe are on the same train crew. Felix is a conductor and Philippe a brakeman.

& Felix & Philippe

Copper Cliff smelter. It was 1943 and jobs were hard to find. The 40 cents an hour, plus an eight cents per hour cost of living allowance, which he received as junior labourer, looked good to him.

Leandre was the next to join. On his 18th birthday, 1946, he too started work at the Copper Cliff smelter trying his hand at a variety of jobs before moving to the machine shop.

Philippe tried working in a store for two years at a starting salary of \$15 per week and finally \$27 a week, but Inco looked better. The \$45 a week at the mine seemed like "big money" and when he was two weeks short of turning 18, he started working at the Coniston smelter. It was June 25, 1951 and, coincidentally, it was on exactly that day, 23 years later, that his son, Michel, joined the transportation department of Inco.

Felix, like his twin, held off for a while and joined the ranks of the bakers for two years in the Coniston Bakery — he kneaded the dough. He soon found that bread and pastry-making were not his forte and at 19, started working for Inco — one year after Philippe.

The boys were all living at home at the time and working two different shifts. It was at this point that they became

bridge addicts. If they worked days, they played cards all night and if they worked nights, they played cards until they went to work. It was shift league hockey that saved the boys from joining bridge addicts anonymous. The four of them played on the same team for a couple of years, long enough to drag them away from the card table.

Philippe was first to ask for a transfer to the transportation department because he wanted to work outside. It was 1953 when he got his transfer and suggested that Felix join him in the great outdoors. Thus went Felix to transportation. Finally, in 1972, Xyste went along for the ride when the slag dumpers were transferred to the transportation department. At about the same time, Leandre was transferred from Copper Cliff to Frood-Stobie.

Even when the brothers retire from Inco, we can always be sure of a Lalonde or two around. The last time mama Lalonde made dinner for the family, there were 52 asking for seconds. She has 39 grandchildren and three great grandchildren.

Say the Lalondes: "Inco — we're here!"

Leandre Lalonde. He's the only one of our four Lalonde brothers who does not work with the transportation department — he's at the Frood-Stobie mill.





Harold Dewar & Antonio Fragomeni
shared top award

\$UGGESTION\$

1974 was a bumper year for just about every aspect of Inco's suggestion award plan. A total of \$40,790 was distributed for 386 suggestions — and don't forget the two maximum awards of \$5,000.

The suggestion plan is co-ordinated by industrial engineering's Denis Lepage and he has the help of numerous investigators and four committees to keep the plan running.

The committees that comprise the plan

cover different areas; mines and mills, the Iron Ore Recovery Plant, the Copper Cliff copper refinery and the Copper Cliff smelter.

The committees meet on a rotating basis approximately once every two weeks and deal only with suggestions that originate from their area. Once a suggestion is approved, the amount of money is determined by a set formula and then awarded to the individual in question.

There are no restrictions on submissions; you can submit as many suggestions as you want, and if they're really good ones, you can win cash up to a maximum of \$5,000 each month.

Now it's not likely to happen, but if you won \$5,000 a month for twelve months you would win . . . \$60,000 — almost as good as the Olympic Lottery! Suggestions require skill, not luck, so good skill — and keep those suggestions rolling in.



Clerk-stenographer, Kay Cuthbertson, and Inco suggestion award programme co-ordinator, Denis Lepage.

... make \$weet music

Totalling \$730, this month's suggestion plan awards went to two plants — the Copper Cliff copper refinery and the Iron Ore Recovery Plant.

Topping the list were **Harold Dewar** and **Antonio Fragomeni** from the copper refinery. They split \$155 for their idea to install adjustable skirting on the number two conveyor in the pig storage area. This improvement virtually eliminates the need to clean the conveyor assembly, thereby reducing wear on the tail pulley.

Robert Mikkola saw the need for grating walkways on the cooling towers at the I.O.R.P. He was given a \$60 bonus.

Friedrich Zippel, also at the I.O.R.P., received two separate awards; \$50 for proposing a power-loss safeguard for the SpectroVac machine and \$10 for a double pole switch application on the 125-volt transformer station battery.

Winning \$45 was **Josef Laurich** for his idea to install flexible pipe on cooling rings at the copper refinery's number three vertical furnace.

Leo Vincent received two cheques this

month; \$30 for seeing the need for a cover over narrow gauge pit tracks and \$15 for designing racks to hold hydrogen bottles at the copper refinery.

There were six \$25 awards. **Jim Armitage**, I.O.R.P., suggested standardizing the colors on the emergency showers, while **Real Bergeron** and **John Chartrand**, both at the copper refinery, won their money for two separate ideas — Real, for suggesting a higher handrail at the Loma saw conveyor and John, for his idea of installing warning signs over the storage room door. **Bruce Killah**, I.O.R.P., designed a new type of switch for the Kelly Lake water pumps and **Eddie Martin**, copper refinery, clicked with two \$25 awards — one for proposing a barricade across the stairway at the sheet preparation machine and the other for seeing the need for mesh on the railing in the spoiled sheet storage area. Rounding out the \$25 winners was **Hubert McGibbon**. He proposed an additional switch on Farval equipment at the I.O.R.P.

The five \$20 winners were: **Nick Beynen**, copper refinery, for his idea to relocate a

Square-D switch at number nine crane;

Philip Boudreau, I.O.R.P., for seeing the need for stairs at the number two recuperation fan; **Harold Darcy**, I.O.R.P., for designing water line changes at the emergency shower; **Reg Park**, I.O.R.P., for suggesting a connection between two drain lines, and **Jean Wolfe**, also from the I.O.R.P., for proposing a sign at the number one exhaust fan switch.

Johannes Goedhard and **Leeland Blois**, I.O.R.P., split \$15 for designing a chain valve at the copper filter. **Richard Brown**, also at the I.O.R.P., pocketed \$15 for envisioning a screen in front of the heater fans in the machine shop. **Harold Brydges** saw the need for a cover over the motor and pipes at number four saw at the copper refinery and is \$15 richer. **Maurice Lajeunesse**, I.O.R.P., picked up \$15 for suggesting two water hoses in the dead storage area. **Cliff LeRoy**, also at the I.O.R.P. received \$15 for proposing an exhaust fan be installed in the reagent pumproom. The final \$15 winner was **Stuart Moir**, copper refinery. Stuart saw the need for emergency lighting in the dry.

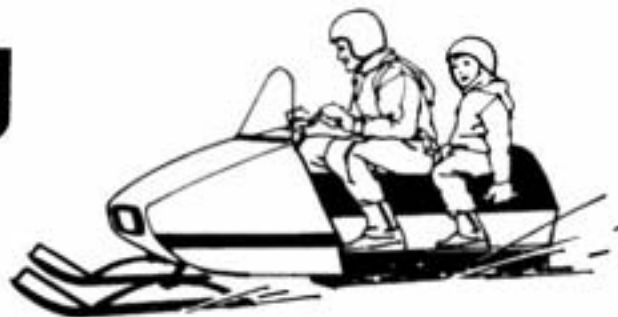


Bite of the

There's a new type of creature emerging on earth,
We'll describe him to you for whatever it's worth,
He comes out of hiding in winter, we're told,
He rejoices in weather that's terribly cold.
He leaves the warm fireside, his wife and his kids,
Climbs onto a motor, a belt and two skids —
The machine comes to life and he's ready to go
But he can't, 'cause as yet there's no sign of snow.
For the past eighteen days he's been wearing a suit
That is covered with zippers from parka to boot,
With mittens and mask and helmet on head,
"Good grief," says his wife, "must you wear that to bed?"
Then it finally happens, the ground has turned white,
He's on his machine and he roars out of sight —
On the flat he'll crouch down, on the corners he'll lean,
And they tell us his blood is now pure gasoline!
Over hills, over river, through marsh, around trees,
Over rock-pile and sand-pit, yet down on his knees,
He looks like he's praying, as onward he flies,
Is it man or a monster? — all we see are his eyes!
He'll go charging ahead when it's twenty below,
Screaming into a blizzard of onrushing snow,
By what demon possessed is this new breed of man
Who finds joy in a snowstorm like no human can?
But what happens in summer when snow is not there?
Is he out on the porch in an old rocking chair?
No, he's inside the house for the whole world to see,
Sitting there on his snowmobile, watching TV!



Snow Bug



Fanatics are those who, in winter, defy
The laws of the land, and on snowmachines fly —
Hence the ultimate hope for the future of man
Is the snowmobile expert who learns all he can.

A safe-minded sport, he's aware that he drives
A machine that's been known to take other men's lives;
So before his ignition is touched with a key
He's checked all equipment and gear carefully.

He's mastered the various riding techniques
And never gets frostbite on hands, feet or cheeks;
He dresses in windproof and waterproof suit,
Complete from the helmet to goggles to boot.

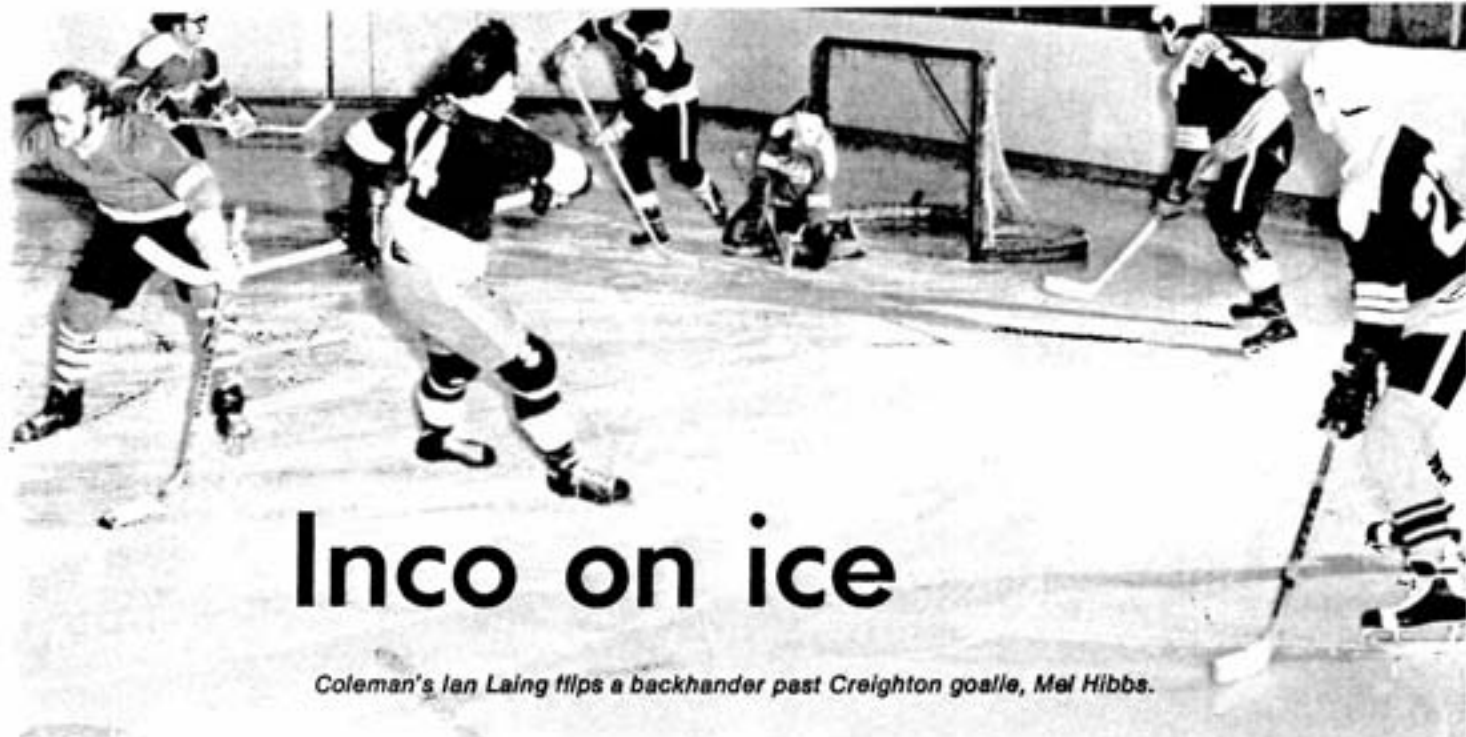
It's a pleasure to see him each year when it snows,
His sportsmanship follows wherever he goes —
Avoiding thin ice on the river and lake,
He's off on his snowmobile, sober, awake.

With journey mapped out, always sticking to trails,
He carries a tool kit, in case something fails;
And when faced with emergency, panic won't show
For he knows all the laws of survival in snow.

And while he's enjoying his freedom machine,
He watches for dangers and keeps his act clean;
Permission is granted before he will stray
On property posted with "please keep away".

Should he sometimes decide to go driving at night,
He won't go alone, and he packs a flashlight;
And when he returns from his winter escape,
He's all in one piece, safe from bandage and tape!





Inco on ice

Coleman's Ian Laing flips a backhander past Creighton goalie, Mel Hibbs.

A review of plant and shift hockey indicates an upswing of interest

Mines

Shift league hockey at the mines is booming, and after a good season last year, this season promises to be even better.

The league has a new name — "Sudbury Miners' Hockey League" — plus three new entries, making it an eight-team league. Creighton, South mine and Little Stobie are the additions. The other teams are Coleman, Levack, Frood, Garson-Kirkwood, and Strathcona.

Early season games indicate that Creighton could be one of the finalists and, already, coach Eric Hodgins predicts his team will take the trophy.

President of the league, Ken Zayette, is also league statistician and takes a turn at officiating. Connie Pilon from Frood is vice-president, with Gerry Krumpschmit of Little Stobie, secretary.

The expanded league required more ice time, so games are played in Copper Cliff, Chelmsford, Azilda, and Garson. "It gives most teams a home ice," explained Ken.

Coleman, top team the last two years, may be hard-pressed to stay on top. At time of writing they were running very close behind Creighton and Levack.

"The league is healthy and solvent," Ken said. Some financial support comes from the local Athletic Association, but a

good portion of the expense is borne by the players. "These guys really want to play hockey," he enthused.

In addition to his activities in the mine shift league, Ken also coaches a team in the Copper Cliff shift league and, along with Harold Wall, is laying the groundwork for an all-Inco tournament at the new Walden arena in April.

Reduction Plants

Copper Cliff shift league hockey is alive and well and is, in fact, enjoying one of its better seasons too. League convener, Ray Frattini, notes there is a resurgence of interest in the league. "We have two mine teams playing this year and could have more if we could get the ice time," he said.

As in the past, the league is in two sections: Day League and Night League, with the latter basically for steady day workers. There are two copper refinery teams in that section, with last year's winner, Refinery number one team, again leading the league — Lively is a close second. The other teams are Warehouse, Refinery number two, and North Mine.

In the Day League, Separation is on top with Creighton in second spot. Reverbs, Converters, and F.B.R. are the other three teams in that section.

Pat Soucy is doing a fine job as referee-in-chief. Games are played at

Stanley Stadium in Copper Cliff, three mornings and two evenings each week.

Some teams have enlisted sponsors to help them out with the buying of equipment; the local Athletic Associations are contributors, and the teams are assessed an entry fee to help finance the league.

This season, for the first time, a scoring champ is to be decided, and Ray Frattini, who is also league statistician, is currently in search of a suitable trophy.

Port Colborne

While the Port Colborne nickel refinery has no formal shift hockey league, a bunch of the boys from "C" shift in the electro-nickel department have arranged a few challenge games. The boys in the old building tankhouse challenged their confreres in the new building to a series of matches, and the battle was on.

Ted "The Hammer" Creighton has been masterminding the old building team with Les "The Rocket" Smith calling the plays for the opposition.

Games are played on Tuesday and Thursday mornings, (when the boys are on 4-12 shift), at the Wainfleet Community Centre.

While the hockey would hardly rate recognition from pro scouts, the fellows do enjoy a good workout. As Jean Lacroix points out, "with the odd mixture



A goal! Faces on the F.B.R. bench tell the story. From left, coach Dick Hobden, Carl Newton, Don Gummerson, Bill Lawson. Behind are George Begley, Karl Vakiparta, Bob Scott, John Liba, and Frank Groenheyde.

of uniforms it's tough to tell who's on what side," or is it the other way 'round? Any way you look at it, it's fun!

Shebandowan

While shift league hockey has not blossomed at Inco's Shebandowan complex as yet, a good start has been made this year with the formation of a team which, this winter, is playing exhibition games in the Thunder Bay Industrial Hockey League.

Safety supervisor, Bud Rohn, is manager, Sam Millar is coach, and Doug Mathews is assistant coach. Team captain is Earl Woods, and former Copper Cliff shift league player, Jack Yeo, is one of the stars on the team.

"We weren't sure how things would go," Bud explained. "That's why we're only playing exhibition games this year. Next year for sure we'll be in. We've had great support from everybody."

The team is financed by sponsor contributions, Athletic Association donations and by the players themselves. "We've also held a couple of draws which helped out," said Bud.

The team, The Inco Flyers, had played four games at time of writing and had a one win, one tie, and two loss record. Not bad for a first year team in a pretty tough league.



At Port Colborne, the "sprawlers" are goalie Eddie Delyea being well-covered by Ted Creighton. Fern Ploutte is set for the rebound, and Jean Lacroix is behind the net.



Action in the Industrial Hockey League at Thunder Bay. Inco's Shebandowan complex administration versus plant personnel. Administration's Art Geneau robs a forward of a sure goal.



Suzanne Roy and dad, Gene.

Sixteen-year-old Suzanne Roy has been studying with the Royal Conservatory of Music for almost half her life — she's now into her eighth year of piano and, this past summer, tried her very first exam with the conservatory. What with a lot of talent, and perhaps a touch of beginner's luck, Suzanne walked away with a silver medal, denoting the highest mark in Ontario — 89 per cent — for her grade seven level of piano.

Suzanne studies with Sister Carmen at Marymount College, and plans to make a career of her music. Proud papa is Gene Roy, Creighton plant protection since '51, who remarked that the award, "while a bit of a surprise", was certainly received with great pleasure.

Silver medals



two first attempts
bring two "firsts"
to daughters of
Creighton employees

As coincidence would have it, Megan Brown also tried a conservatory exam for the first time last summer; her mark of 86 per cent, tops in Ontario for her category of grade six vocal, also resulted in a silver medal.

Megan's been studying vocal for three years, under the direction of Bette Leake, and intends to continue her instruction. Her thoughts turn to the possibility of teaching when qualified, which, at the rate she's going, won't be long! Her mom, June, usually accompanies Megan at the piano, and dad, Ron, is manager of Creighton area mines.

Megan Brown and mom, June.



Take
30
to
find
30



Adit
Assay
Blasting
Breast
Cage

Caplamp
Chute
Collarhouse
Conveyor
Crosscut

Fill
Hoist
Jackleg
Jumbo
Lunchroom

Manway
Outcrop
Pillar
Raise
Rockbolt

Scooptram
Screen
Shrinkage
Skip
Slusher

Station
Stope
Sump
Tram
Vein

Time to kill? Being driven home? Waiting for a haircut? Well, here's something to keep your fingers and your mind busy. The 30 words listed above are hidden in that jumble of letters in the box. They read up, down, across — both left to right and right to left — and diagonally, up, down and to either left or right. They're all mining terms — can you find 'em? There are no prizes — your reward will be the satisfaction of accomplishment. Good luck!



A Very Happy New Year! Does that mean we're older? It does indeed — you're getting older! If you can remember some of the following then you can decide for yourself.

Can you remember when going on welfare meant failure? — not a certain social standing; that being called a long hair meant you were a square; when a nickel could buy you a shoe shine, a hot dog or a chocolate egg cream; when there were no phone dials and the operator got you connected every time; when radio music was "live"; when the butcher gave away liver free with a sizable meat purchase; pen and pencil sets; draft beer coming in wooden barrels; that early portable radios weighed a "ton"; when school books were covered with oil cloth; neighborhood yo-yo contests; when some candy bars were three for ten cents and large eggs were about twice as big as the eggs they now call large; celluloid collars; zinc sinks; icebox draining pans; pot-bellied stoves.

Do you remember those things? Then you are getting older.

Just to round out our tongue-in-cheek Happy New Year greeting to you, do you remember what décolletage and cleavage meant? Do you remember poor doctors? Do you remember when the women of the family knitted the sweaters, scarves, mitts and socks for the whole family? Do you recall that ladies' lingerie was called step-ins? If you do, it's true — you're getting older. But then, it's 1975.

Happy New Year — from everyone at "the triangle"!



This month's logo-writer, Daria Zelenczuk, is more than a pretty cover girl — she depicts the Ukrainian heritage of Christmas. And just in case the logo had you puzzled, Daria, a former model and medical assistant, has penned "the triangle" in Ukrainian!

Husband, Bill, is a relief shift foreman in the FBR building at the Copper Cliff smelter, and his dad, Michael, was at the copper refinery until 1968.

Daria and Bill observe the many customs of a Ukrainian Christmas, which include a host of feasts and festivities.

Of particular interest is St. Nicholas Day on December 19 — a special time of gifting for the children; celebrations carry through to Christmas Day, January 7, and end with the Jordan (epiphany) holidays on January 20.

Colourful costuming is certainly one of the more famous and traditional aspects of Ukrainian Christmas, followed closely by the preparation and serving of ceremonial dishes — kutya, an integral part of the Holy night meal; entrees, such as holubtsi (cabbage rolls); vushka and varenyky (filled dumplings); pidpenky (mushrooms); medivnyk (honey cake); pampushky and makivnyk (pastries).

The table is set according to time-honoured custom, and always, a lighted candle is placed in a window as an invitation to any homeless stranger to join the family in its celebrations.

Throughout this new year, various ethnic groups will be represented in "the triangle", in an effort to highlight the different customs of other nations.

Logo writer

A Ukrainian heritage of Christmas, presented in the parish auditorium of St. Mary's Ukrainian Catholic Church — from left, Savella Stechishin, home economist, folklorist, and author of "Traditional Ukrainian Cooking", Tamara Shewciw — dad Mike's at the Copper Cliff smelter, and Anna Shewchuk, daughter of Steve at the copper refinery.