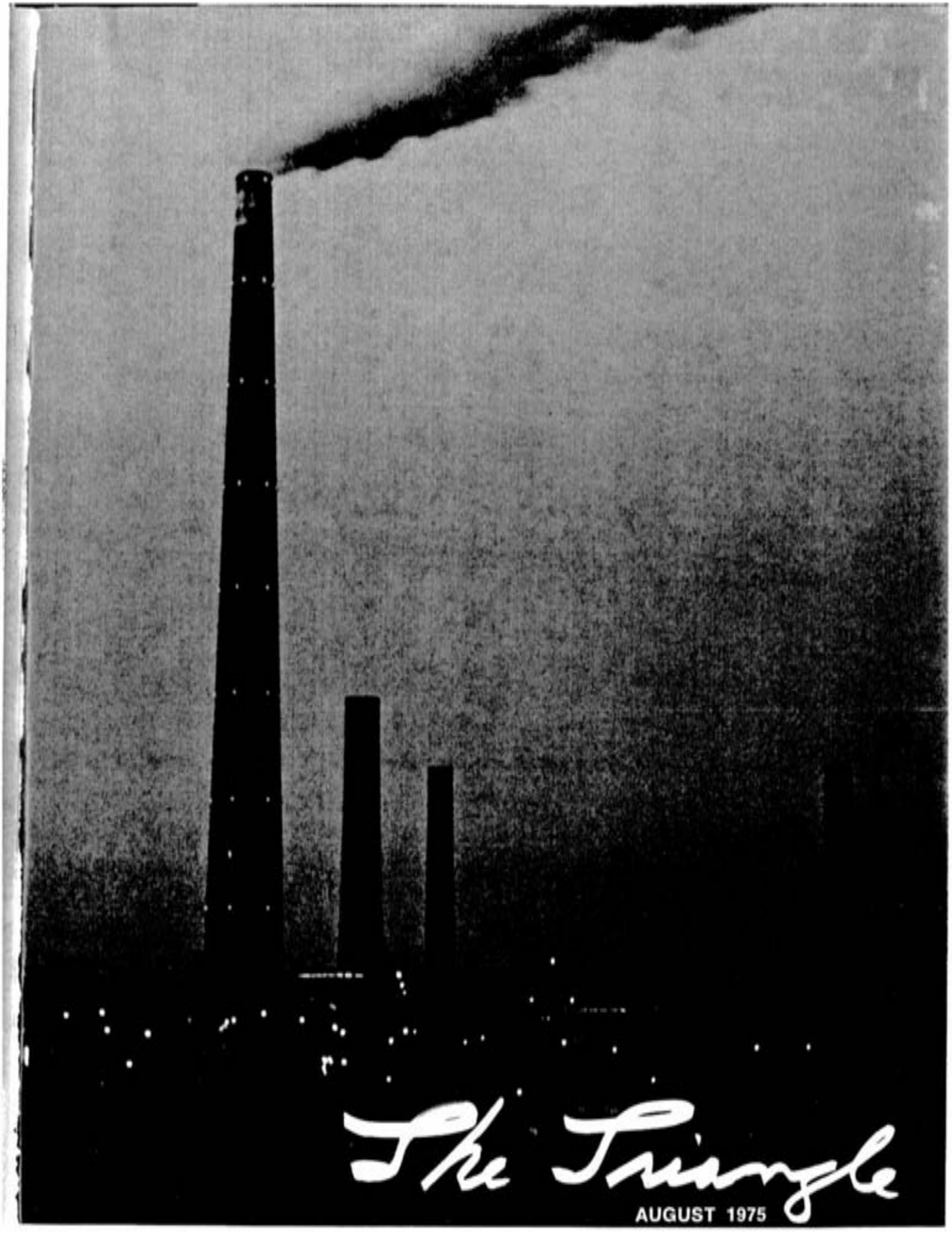
The Triangle
AUGUST 1975

The Triangle

Editor,
Derek Wing, Copper Cliff
Associate Editor,
Les Lewis, Port Colborne

On the cover . . .

A twilight sky, with the Copper Cliff smelter's superstack reaching 1,250 feet into the velvet dusk. Studded with circles of blinking ruby-red warning lights, the stack presents no menace to night-flying aircraft. To get a picture, and to experience the challenge presented when one of the warning lights has to be changed, writer-photographer, Gayle Gilmore, climbed to the 336-foot level. Her story follows on later pages. The dramatic cover picture was taken by freelance photographer, Hugh Allan.

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DOWN ON THE FARM

nickel and copper make more meat

Try this tongue-twister: Copper Keeps the World's Wool Curled.

It must be silly season, right? Wrong! It's a fact.

Shortage of copper in sheep diets causes straight wool, the Association of Mechanical Engineers London, England, branch tells us. Copper keeps cows and pigs fit, as well, and in Britain farm animals have been found chewing copper pipes and eating copper wire to satisfy their craving.

Copper is the cat's whiskers if you should wish to put on weight — perish the thought. Calves reared on copper-treated pasture land have shown a 20 per cent increase in weight over those unfortunate bovines deprived of copper in the cud.

But the copper refinery doesn't have a corner on international inanity: A survey conducted by Madrid University shows that cows fitted with stainless steel teeth produce more milk than their standard-specification sisters because they graze better.

Live better metallically!

Appointments

Ellie Aelick, clerk-steno, Creighton mine.

Gail Assmann, travel co-ordinator, office services.

Sharron Budzak, capital expenditure clerk, division comptroller's office.

Brian Caldwell, employee relations assistant, Copper Cliff copper refinery.

Marlene Closs, stenographer, public affairs department.

Ray Condie, maintenance superintendent, Creighton complex.

Debbie Caverson, stenographer, employee benefits.

Marlene Cerantola, maintenance clerk-steno, I.O.R.P.

Fred Gormley, manager, environmental projects, Toronto.

Alf Heileman, material clerk, construction, Murray mine.

Ernie Hywarren, instructor, training and development centre.

Ken Hoop, maintenance superintendent, Levack complex.

Ross King, employee relations assistant, Copper Cliff smelter.

Robert Leblanc, process data analyst, division comptroller's office.

Al Lippold, instrumentation designer, general engineering.

Harry Mulligan, construction supervisor, general engineering.

Barrie Price, planner, general engineering.

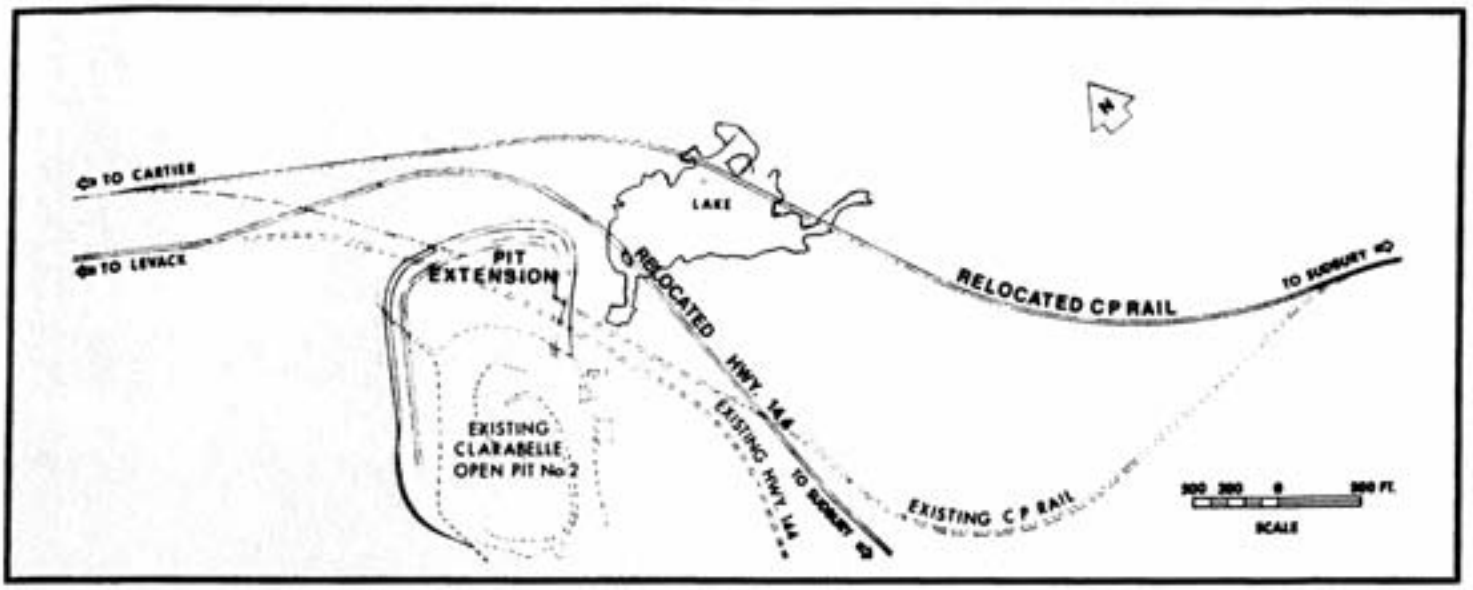
Gary Rohekar, mechanical design engineer, general engineering.

Vas Sheehan, secretary, computer systems.

Don Taylor, general manager, Nickel Basin Properties Limited.

Faye Wafer, secretary, administration.

Judy Wolski, general clerk, general engineering.



Clarabelle expansion

Highway and railroad to be relocated

One of Clarabelle's 45-R rotary diesel-electric drills. It can drill a nine-inch blast hole 46 feet deep at a single pass.

An Inco proposal to relocate a portion of Highway 144 and CP Rail's transcontinental mainline near Copper Cliff has been accepted by the Regional Municipality of Sudbury and by CP Rail, Sudbury.

The proposal indicates that the Ontario Division of The International Nickel Company of Canada, Limited will assume financial responsibility for the relocation of an estimated two miles of track and 4,900 feet of highway.

The relocation will allow International Nickel to extend operations at its Clarabelle number two open pit; equipping the pit for continued production, and the relocation of highway and railway, will call for an expenditure of approximately $8 million.

Mining of the first stage of the open pit, which works an outcropping of the Murray mine ore body, was completed in December of 1974, with further mining limited by the proximity of Highway 144 and the CP Rail mainline tracks. However, preparatory development continued for the proposed extension.

Presently, engineering for relocation is nearing completion, and construction is scheduled to begin this summer. Inco expects the open pit extension to result in the removal of rock and ore over a six-year period. Resumption of ore production is anticipated for 1976, at a projected rate of 3,000 tons per day, with little or no change in personnel currently involved.

Waste rock will, where possible, be used to fill mined areas and, as was the case previously, the ore will be hauled by truck to the crushing facility at Copper Cliff North mine, then transported by rail car to Inco's Clarabelle mill.

High-lights

Travelling the road that passes through the base of the superstack, an Inco tour bus pauses to unload passengers for a look inside the huge "cavity" — there's enough room inside to park over 250 cars! The photoelectric cell to the left of the entrance automatically activates the stack's lights from dusk to dawn.

Problem: You have to change a light bulb. It's a thousand feet away. But it's straight up—all the way.

Imagine, for a moment: it's daytime, and you're standing inside the base of the Copper Cliff smelter's 1,250-foot "superstack". It's a huge, dim cavern, with enough room to comfortably park more than 250 cars. Over to one side is a fairly small, fully-enclosed room, housing the controls for the stack's entire lighting system. And right near this control room is a ladder. THE ladder. A continuous top-to-bottom steel ladder, taller than the Empire State Building. As you tilt your head back to peer up the ladder's length, the surrounding daylight eclipses and all you can see is a delicate spider web of lights that, as they get further away, become tiny pinpoints, finally disappearing into dark nothingness. These are the stack's interior lights.

Now, imagine again. It's nighttime, and you're outside the base of the stack, looking up the column of concrete. All you can see is a thrusting, 1,250-foot shadow of darkness that winks and blinks with flickering flashes of red. These are the stack's exterior aircraft warning lights.

Inside and out — a complete lighting system for our superstack. Ever wonder about it?

We did, and thought you might be interested . . .

To begin with, the Canadian Kellogg Company, the same people who poured the staggering 43,000 tons of concrete that make up the superstack, also designed an appropriate lighting system.

To help you understand not only the lighting system, but the inner workings of the stack itself, perhaps you'd best tax your imagination once more: all decked out in hard hat and safety boots, with gloved hands firmly clasping both sides of the ladder, you prepare to climb; you've hooked yourself onto the ladder's full-length steel safety runner by means of a special safety belt — and you're wondering all the while just where the stack's "plume" actually gets its start . . . it sure isn't right here!

Time now for a little secret: there are really TWO chimneys, TWO superstacks! What we're accustomed to seeing is the outer concrete "shell", but as you climb, you begin to see a dark shape looming above you. And soon you're abreast of an inner steel "liner", through which the smelter's gases are carried up and out; here, two incoming flues connect the main smelting operations — the converter and reverberatory buildings — to the superstack's inner liner.

En route, you notice ladder "rest stations" every 50 feet along the way. At each, you can comfortably sit yourself down — if you should feel like unhooking from the safety runner! — and take it easy for a moment, before continuing the climb.

Further up — at the 186-foot level, to be exact — you reach the first of eight full-circle service platforms that hug the inner wall of the concrete shell. From here, the platforms are located at 150-foot intervals, right up to the 1,236-foot level.

Now, into the real nitty-gritties! At each of these service platforms, there are six two-foot-square steel panels, or doors, in the concrete, each spaced 60 degrees apart, and to which are affixed a pair of red-globed obstruction lights facing out.

Preparing to climb, Ron Falcioni, senior process assistant, smelter process technology, hooks his special safety belt onto the steel runner that travels the full length of the stack's ladder.

336 feet above ground level, at the stack's second service platform, Dave Mallette, project assistant, smelter process technology, swings in a pair of aircraft warning lights for a closer look. There are 48 such pairs, strategically located up, down, and around the stack.

Solution: Would you believe . . . a super-long ladder!

The steel panels are hinged vertically and swing inwards from the left, bringing the lights into the stack for easy maintenance.

"Easy"? Correction! It might be easy to simply change a lightbulb, but what about that rung-by-rung climb?

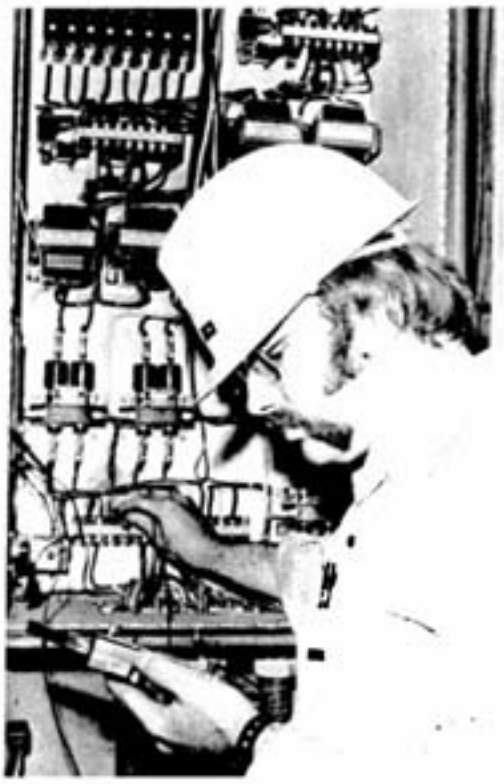
In all, there are 96 exterior obstruction lights — six encircling pairs at each of the eight service platform levels.

Interior lighting is comprised of 100-watt Vaportight lighting fixtures, beginning at ground level near the control cabinet, then one at each of the ladder's "rest stations", plus six at each of the eight service platforms again, going full-circle, encompassing the stack at 60-degree intervals.

Clarke Gillen, electrical foreman, smelter area 10, is responsible for control of the stack's lights. "It's a good system . . . the controls are all at the bottom!" says Clarke. If there's anything amiss, Clarke informs Bob McIntyre, assistant superintendent, smelter maintenance, who, in turn, arranges for maintenance work to be carried out. Depending on how far up the "lights out" are, it can easily be a full day's work — or, rather, a full day's climb! — just to get to and from the problem area.

Something to think about, next time you find yourself complaining about having to change a lightbulb at home. Just ask Dave Mallette, project assistant, smelter process technology. His recent performance was "above and beyond" the call of duty in that, for the first time, he surpassed his regular trip to process tech's test station at the 267-foot level — just to help "the triangle" to get some pictures and gain some insight!

Inside the control room located at the base of the superstack — Clarke Gillen, electrical foreman, smelter area 10, tests the circuitry that controls the stack's entire lighting system. The weather-and-dust-tight cabinet is wired to permit manual bypass.



Those people who've stood in awe near the brink of thundering Niagara Falls will tell you that "that's one long drop".

It is. In fact, from the top of Canada's Horseshoe Falls to the turbulent gorge below, the drop is 158 feet.

Very impressive. That's why it's one of the Seven Wonders of the World.

However, did you know that we in Northern Ontario, and more specifically at Creighton mine, have a waterfall that knocks the Niagara River's free-fall efforts right into a cocked hat?

It's true! At Creighton mine number nine shaft, which, at 7,137 feet is the deepest continuous mine shaft in the western hemisphere, there's a waterfall more than 23 times the height of Horseshoe Falls!

Admittedly, the Creighton cataract at four inches wide is a little narrower than that 3,010-foot wide short-fall Niagara showoff, but a free fall of 3,700 feet is really something to say "wow!" about.

It all started back in 1972 when it became obvious to Phil Oliver, then mine engineer at Creighton and now supervisor of rock mechanics, that a proposed mine water clarification station slated for installation on the 6,800-foot level in 1974 would create a situation that would result in water demand outgrowing supply.

The mine's existing water supply system, installed in the mine's three, five, six and eight shafts, just wouldn't be able to cope.

After due deliberation, it was decided to revise an unused water line that was already installed in number nine shaft to boost water delivery to the lower levels of the mine. Then the fun began.

At nine shaft, working levels are at and below the shaft's 3,800-foot mark. In

On surface at the Creighton mine number nine shaft sub-collar, maintenance foreman, Marven Akerman, reads the water meter at the flow control station.

In the shaft compartment, with its bottom end located at the 3,800 level of the mine, this is the 100-foot long, 14-inch diameter water system reservoir.

very own waterfall

It's at Creighton and it could be the world's highest

other words, water isn't needed until it reaches that depth.

When it's stacked up, water, like any other substance, creates pressure, and at the bottom of a full 3,800-foot pipe, the pressure would be trying to burst the pipe's seams with a mighty thrust of 1,650 pounds per square inch. Allowable operating pressures range between 160 and 200 psi.

In order to control line pressure in the untapped upper 3,800 feet of the supply line, Phil Oliver could have suggested the installation of a series of pressure reducing valves — but he balked.

Costly, and notorious for seizing up in the open position, the valves would have to be installed at 750-foot intervals to suit the shaft's service stations, and if one valve did seize, then it would create a non-allowable and much frowned-upon pressure of 500-psi in the complete system below itself.

Phil figured there just had to be a better way, and then he remembered something.

While sinking number nine shaft, the shaft sinkers had used a crude but safe and effective method of providing their drills with water — right down to the

In the 3,800 level shaft station, electrical foreman, Gene Liciotti, left, and electrical leader, Richard Laframboise, check the water reservoir's high and low pressure sensors.

Mine engineer when the Creighton nine shaft water line was conceived and installed, Phil Oliver considers a model showing the mine's ore body and its various shafts.

Our very own waterfall

7,137-foot level. They had installed a drum on their sinking rig and filled it with a controlled flow via an open-ended pipe from surface. A 7,137-foot waterfall with no pressure problems at all!

The mine engineer had his answer.

The final installation is considerably more sophisticated than the sinking set-up.

A substitute for the sinker's drum, and serving as a reservoir, a 100-foot length of 14-inch diameter pipe was installed vertically in the shaft with its bottom end at the 3,800-foot level. High and low pressure sensors in the 14-inch pipe send electrical signals to control valves on surface, which regulates a free-fall water supply — our 3,700-foot waterfall — to the vertical reservoir.

A fail-safe system, the reservoir has an overflow connection installed at its top end, and an orifice plate, located at the metering and flow control station on surface, restricts supply to a maximum of 350 gallons per minute.

Easily accessible at working levels between the 3,800-foot level of the mine and the bottom of the shaft, water pressure in the lower section of the nine shaft line is controlled in the conventional manner, using pressure-reducing valves spaced at 400-foot intervals.

Being able to brag about possibly having the highest waterfall in the world — that should start something — isn't all. How about cost savings brought about by eliminating all those pesky pressure control valves, and their maintenance, above the 3,800-foot level?

Furious slide rule activity produced the answer.

The cataract caper resulted in a saving of $30,000.

Now that's what you call your real happy ending.

Drinking the waterfall from the cooler in the 3,800 level refuge station are, left, driller Roger Rousseau and stope boss, Nick Bajus. "It's wet and good," said Roger.

Nickel Refinery, Port Colborne — a drawing from the hand of Montreal artist "R.D." Wilson, is selected from a series of 30 that "R.D." created during a visit to International Nickel's mines, plants and to surrounding areas in the Sudbury district and at Port Colborne. The reproduction on the other end of this tear-out stub is the eighth of a set of 12 that, singly, will be included in each of the 1975 issues of "the triangle".

A "Priory Vote of Thanks"

Amidst the splendour of pageantry dating back to the Crusades, two Inco employees, Robert Nault, a diesel loaderman at the Copper Cliff South mine and Robert Bodson, a maintenance mechanic with matte processing at the Copper Cliff smelter, were recently honoured with a "Priory Vote of Thanks" presented by Pauline McGibbon, Lieutenant Governor of Ontario, at St. Paul's Anglican Church in Toronto.

For their outstanding public service in attending the sick and injured, and in training new cadets for the St. John Ambulance Brigade, the two were commended for maintaining the traditions which inspired the Knight's Hospitalers of 900 years ago.

It was a momentous occasion for the two Roberts, as this award for outstanding service can be received only once in their lifetime.

Following the formal church ceremony, a reception was held in the Lieutenant Governor's suite at Queen's Park. The festivities were concluded at the Park Plaza Hotel, with a dance held for Brigade members who were being similarly honoured from throughout Ontario.

The honoured pair received travel expense cheques from Inco, enabling them to attend the ceremony, as a token of recognition for their fine public service.

Both Inco employees, Robert Nault, left, and Robert Bodson were honoured by the St. John's Ambulance Brigade.

Family Album

From the Port Colborne nickel refinery, meet the Glen Sherk family. Glen and his wife, Mary Jane, have two children, Ian, 7, and Brian, 5. They all enjoy water sports.

Stanford Clements and his wife, Marina, are raising a family of three fine boys. That's Richard, 14, Michael, 11, and Billy, 5. Stanford is a diesel loaderman at Stobie mine.

Meet Bob and Jeanne McFarlane and their three children, Murray, 11, George, 4, and Michele, 9. Bob is a maintenance blacksmith at Garson mine and enjoys playing softball.

John MacDonald, a plateworker at Creighton mine, and his wife, Lorrie, have two children, Lisa, 5, and Norman, 4. The family spends as much time as possible at their summer camp.

Dual Roles

As a summer wind chases wisps of cloud across the sky over Whitewater Lake, near Sudbury, a novice pilot casts a nervous side-long look at his instructor. The wind is pushing their pontooned aircraft off course.

"Apply a little aileron . . . Come on, stop that drift . . . Keep that wing down . . . There it . . . " The voice beside the student pilot coaches patiently as the plane banks, and then side-slips into a proper cross-wind landing approach.

For the novice at the controls, the "book learning" of cross-wind landings isn't helping much now. There's an odd feeling in the pit of his stomach . . . wing down, so close to the water . . . it feels unnatural. At the last minute, the plane levels out.

"That's got her!" The spray and resistance of water, a slight sinking sensation, and the aircraft lands gracefully on the sunlit lake. Our student awkwardly taxies to the dock, and the first man out is Ray Labine, flying instructor. Ray casually jockeys the plane to the fuel pump. His now pensive student clambers onto the dock, absently wipes his forehead on his shirt-sleeve, and heads for the small frame building that houses Sudbury Aviation. The clatter of a screen door, and Pearl McMahon, factotum, and wife of owner, John McMahon, looks up, and bestows a motherly smile. "Coffee's on downstairs", she says. Feeling more inclination for a stiff belt to get the wobble out of his knees, our man settles for a cup of coffee and looks around for anyone who will listen to a lengthy discussion of cross-wind landings.

Meanwhile, instructor, Ray Labine is aloft again, patiently and methodically guiding another would-be pilot through the intricacies of float-plane flying. He prides himself on producing sound and safe pilots, reminding his students of the inherent danger of becoming "know-it-alls". "When you think you know it all, you should get out of flying", he claims. Among his successful students, he counts his brother, Maurice Labine, a senior

Preparing for a lesson aloft, student pilot, Ivan Leblanc, left, a garage mechanic at Copper Cliff South mine, and flying instructor, Ray Labine, a chemist in the process technology laboratory at Copper Cliff, plot their proposed course before heading for the "wide blue yonder".

Dual roles

captain with Air Canada, and his son Jim, captain of an Otter and flying the high Arctic.

Contrary to what one might expect, Ray and a good many of his students are not full-time flying "mavericks", but everyday gentlemen holding regular jobs. As a matter of fact, Ray is a full-time chemist at Inco's process technology laboratory in Copper Cliff, and a good sprinkling of his students are Inco miners, drillers, mechanics and engineers. So when the attention is not on the "ore below", eyes are turned to the "sky above".

Speaking of "sky above", that blue in Ray's eyes is not for naught. He's been a pilot a long, long time, and although he's not one for talking about himself, a few cold beers, a mention of Spitfires and Messerschmidts may ignite the necessary spark.

If you're lucky, he'll tell you some of it . . . About the days he flew the Spitfires, tested the Fokke Wulfs and the chase of the German battleship, the Graf Spee.

Ray earned his wings at Uplands Airport in Ottawa. The year? 1941. He trained student pilots on Harvards and Tiger Moths. Soon after, he was commissioned, and attached to the R.A.F. in England, engaged in fighter and photo

At the Sudbury Aviation base on Whitewater Lake at Azilda, Ivan Leblanc and Ray Labine conduct a pre-flight check of the aircraft they'll be using. Air intakes, propeller, control surfaces and floats are all subjected to very close scrutiny before take-off.

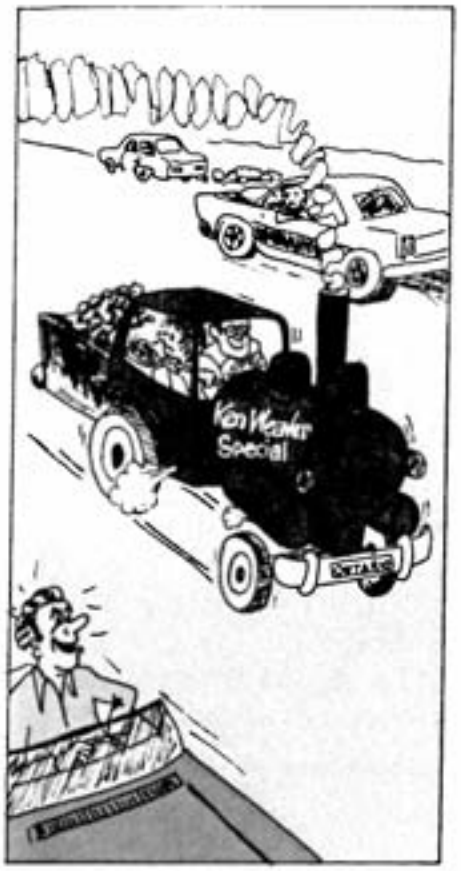
reconnaissance. He flew every kind of Spitfire, the "Spit" fives, nines and elevens. He tells of plotting the daily bomb-lines through the use of remote-control aerial photography. He reminisces over the unending conflicts between ground personnel and air crews, particularly in the assessment of aerial mapping and photographs . . . problems arose from failure to grasp each other's difficulties. The ground crew demanded exact continuity of altitude and location in order to do accurate mapping and pin-point bomb targets. "When we say photograph at 502 feet, we don't mean at 500", was a normal kind of ground crew statement. The air crews were lacking accurate weather information, hard-pressed by enemy attacks and were flying through cloud, wind and storm over unfamiliar terrain.

As a test pilot of Spitfires, Messerschmidts and Fokke Wulfs for the assessment of the R.A.F. Ray attracted the attention of the de Haviland people. This English aircraft company of world renown wanted our man to continue with them as test pilot. Unfortunately, as with a good many of his fellow pilots who had come through the war in one piece, the stresses of losing friends and terrifyingly close calls had taken their toll in nerves. High blood pressure and states of acute stress disqualified many superlative war pilots from continuing in civil aviation.

Ray recovered from high blood pressure in due course, but changed his line of work in the interim. He started with Inco in 1946 and has stayed. He's successfully combined his flying enthusiasm with his job at Inco. However, he has a sneaky kind of pet thought . . . to have his own little Lear jet and fly off into the sunset . . . A Lear yet? Oh it's only worth about a million and a quarter!

Ground school, and some of Inco's budding pilots. From left: Instructor Ray Labine, Ivan Leblanc, South mine; Tom Beaudry, Stobie mine; Kevin Thorpe, smelter; Charles De Rusha, Stobie mine; Josef Stanzinger, Creighton mine and Don Fournier, smelter.

Flight lieutenant, Ray Labine, overseas in Wales in 1943. The aircraft is a mark eleven Spitfire, a high-altitude photo reconnaissance plane. Ray was on loan to the R.A.F. at the time the picture was taken, and was flying photo forays over Berlin at an altitude of 40,000 feet.



"Keep shovelling dear—they'll stop laughing when they hear about gas rationing."

Reaching Back

As good as new, after several weeks of Ken Weaver's special kind of magic, this 1910 vintage carriage-mounted eight-horsepower International Harvester gas engine is ready to do its stuff.

Once upon a time, there was a little boy who had a Meccano set which he motorized with gears and springs salvaged from an old alarm clock. The lad's fascination for things mechanical grew as he grew and, in 1965, sparked the hobby that's kept him more than fully occupied since his retirement from Inco's Clarabelle open pit in 1972.

His name? Ken Weaver. His hobby? Restoring old steam engines.

Keep your eyes open the next time you're driving along Sudbury's Walford Road — you'll probably spot him in his back yard happily working away on one of his ancient relics of the past.

Ken grew up on a farm near Wingham, Ontario, while the transition from manual labour to farm steam engines was being made. This was fortunate for Ken, the mechanical dabbler, and just as fortunate for Ken's father, who, according to Ken, "couldn't fix a door-knob". Dad didn't have to, he had a son who did that kind of thing.

The era of farm steam engines marked the beginning of a great love affair for Ken. From the moment the first shiny engine arrived at Wingham, Ken's pulse quickened as he gazed enraptured at the

In his basement workshop, antique engine restorer and Inco pensioner, Ken Weaver, makes final adjustments to a rebuilt International Harvester one-and-a-half-horsepower gas engine that was built in 1919 and now looks like new

puffing, tooting, hissing contraption of iron and brass. It was a White's threshing engine, made in London, Ontario.

With our modern-day vision, the steam engines would have appeared more decorative than functional.

Ken would correct our view.

He'd point out that "though the ideas were simple, they worked well — pieces were easily mended in the family workshop". No waiting for complicated engine parts to arrive from distant places.

To a restorer and collector like Ken, clarity and naivety of design were not the only attraction. The smells, sights and sounds of the communal threshing bees of days gone by — the steam engine shared by 20 or 30 families — bring back vivid memories of the scenes that were part of Ken's youth.

It hasn't been a simple task for Ken to locate and restore the romantic steam engines of yore. Many lie buried and rotting in the bush.

It's difficult to locate the owners and, once located, quite another task to haul the engines out.

Where there are no roads, the boiler is dragged out on skids and Ken comments that it frequently costs more to drag the remains out of the bush than it does to pay the owner the "as is" scrap price.

There are also problems of numerous missing parts with no drawings or plans to go by. But that's part of the hobby for Ken and he maintains a lively correspondence with other collectors with the purpose of exchanging parts.

In several instances, Ken has scratched his head, perplexed over how to solve the next reconstruction problem.

In the case of the rotten spokes of wooden wheels, he finally contacted a Mennonite group who still make wooden wheels for their wagons. Another wheel problem was solved by a late Sudbury blacksmith, Herb Gilbert, who still remembered how things were done. "With his brains, my brawn and the remnants of an old rusted iron wheel for a pattern, the problem was solved."

With enormous amounts of patience, scraping, wire-brushing and ample use of rust inhibitor, Ken completely restores the old gas and steam engines. When he's through, they're as ready to thresh, plow or cut wood as they were the day they came from the factory many years ago.

The Reynold's Museum at Wetaskiwin, Alberta, heard of Ken's prowess at reconstructing steam engines and promptly put in a bid for all or any of his completed works.

Ken's pleased about that, but admits to being more than a little lost when he watches an old iron friend depart his driveway.

Currently, he's immersed in the restoration of antique gas engines and is looking for a steam traction engine with a good boiler.

He also needs quite a few parts for the machines he's presently working on. Ask him what, and out pops his wallet and he produces his handy-dandy list of "things I need".

In the hope that it may do Ken some good, here are some of the items on his list:

A magneto for an International Harvester gas engine circa 1919.

A crankshaft guard for a 1910 International Harvester gas engine.

A water pump and clutch for the same engine.

A magneto, carburetor and guard plate for a Massey-Harris 6-horsepower gas engine circa 1915.

How about it, any offers?

Roasted over an open charcoal fire, the whole pig that was served for lunch on the final day of camp, was prepared by the Noelville members of the O.F.A.H. Doug Ogston, chairman of Algonquin Zone two, and his son, Robbie, added the wine.

I give my pledge, as a Canadian, to save and faithfully defend from waste, the natural resources of my country – its air, soil, minerals, and its waters, forests and wildlife.

Junior

Construction of a survival shelter. From left: camp co-chairman, Armand Belanger; Andy Zandarin; camp co-chairman, Hans Wiemer; George Szymanski, Scott Mitchell, Chuck Breathat. Mike Kingsley; O.F.A.H. president, Jack Bothwell, and Jim Wiemer.

When Armand Belanger, a skiptender at Frood mine, joined the Ontario Federation of Anglers and Hunters, Algonquin Zone two, in 1969, the federation not only gained a dynamic doer — they also inherited an idea; one that Armand had been nursing and mulling over for quite a while.

He wanted to organize a Junior Conservation School, and he knew that the planned week with an attendance of 20 youngsters, between the ages of 14 and 17, would cost an estimated $2,500.

"They all said I was crazy", said Armand. "They wanted to know where the money was coming from and how the kids would be chosen."

Armand tackled the money problem first.

Directness is one of Armand's principles.

This gaily be-decked vessel shuttled personnel and equipment between Lavigne and the Junior Conservation Club campsite on Oak Island on Lake Nipissing.

Conservation Club

He approached Inco, presented his idea verbally to Ontario Division president, Ron Taylor, and left with a smile on his face and the promise of $1,000, worth of support. "Gathering the rest of the money wasn't easy", Armand confessed. "I made the rounds, received more donations, and we topped the total off with a draw or two."

One problem out of the way, he tackled the next — who would attend the school. "We decided to hold a 400-word essay contest. The subject? What else! conservation, of course!"

Out went the challenge to conservation clubs within the Algonquin Zone, which reaches north to Timmins, south of Noelville, west to Sault Ste. Marie, and east to North Bay.

Back came the essays, and the writers of the top 20 were invited to attend the school that was held on Oak Island in Lake Nipissing, the week of June 27.

"As far as I'm concerned, volunteered Armand with a grin, "it was the biggest and best effort we've ever tackled. The week was an unqualified success."

Fully qualified instructors in the fields of wilderness survival, fire prevention, hunter safety, wild fowl habitat, bow hunting, water and fish management, were present to instruct the 20 youngsters. International Nickel's own agriculturist, Tom Peters, and wild life management expert, Wayne Wilson, provided environmental input.

Armand, now secretary-treasurer of O.F.A.H. Algonquin Zone two, had a final comment to offer. "In my mind, the most important conservation activity is getting the message across to the younger people. That's where the future success or failure of true conservation lies. It's in their hands."

Let's put a face on a voice

A burst of buzzers, a shower of impatiently-blinking lights, and it's — "Good morning, International Nickel". It's business as usual for five major telephone switchboards at Inco.

In Toronto, Gillian Warburton, Brenda Glover, Gail Karkruff, with Lila Freeman in charge, are hailing the Ivory Coast, Guatamala and San Mateo, arranging conference calls, locating people and companies the world over. With at least 1,000 calls a day, their switchboard duties require rapt concentration, intuition, and a super memory for grasping names, places and telephone numbers.

"In this job, you have to be courteous and diplomatic; no matter how busy the switchboards are, people on the other end can't visualize your situation."

At Copper Cliff, Pat McDonald handles

Receiver of all calls to the Port Colborne nickel refinery is Debbie Mathewson. She's also front office receptionist.

Elaine Blanchard's voice answers calls to the general engineering and utilities switchboard at Copper Cliff.

At the Toronto office switchboard, it's, from left, Brenda Glover, Gail Karkruff, Gillian Warburton and chief operator, Lila Freeman.

the general switchboard in the administrative building. She's an exceptional lady, recognizes most of the voices that call her, and has the numbers of the company's phone directory in her head. Hers is the kind of general switchboard that makes it necessary to have a good grasp of all Inco operations. Pat imagines it would be something of a nightmare for a newcomer, who would have to be wildly thumbing through the company's internal telephone directory to locate people and places.

In general engineering and utilities at Copper Cliff, Elaine Blanchard holds the fort. She claims her area is much like "grand central station". The combination of switchboard and receptionist duties find her guiding salesmen and "droppers-in" to the right people and places. That, together with fourteen incoming lines, inter-office lines and four attendant trunks, has her performing some hilarious juggling acts. Elaine loves it. She's a "people" person and wouldn't care for any other job.

Margaret Paul keeps things hopping at the Copper Cliff copper refinery. She reminisces about the problems she had adjusting to a new board that was installed in 1972. "I kept putting the calls through to the wrong extensions". Somehow she wasn't notified of a minor alteration in extension exchanges. "I can laugh about it now, but it wasn't funny then." She also noted that phone-wise, "men can be as long-winded as women".

Debbie Mathewson keeps things "cooking" at the main switchboard at the Port Colborne nickel refinery. Besides handling a multitude of incoming and outgoing calls, she checks in all visitors and pounds a mean typewriter.

According to Deb, "I get lots of people calling the wrong number . . . like, "is this Joey's Pizzeria?" or "Sam's Subs?" More people should "let their fingers do the walking".

All the girls admit to having pulled a wrong plug at one time or another. It's an occupational hazard.

When asked what the principal attributes of a good switchboard operator ought to be they unanimously agreed on, "diplomacy, dependability, a darned good memory for names and numbers, and the ability to keep your cool — no matter what."

We hope that the pictures on these two pages will help you to "put a face on a voice."

Here's the smile you'll get but won't see when Margaret Paul answers your call to the Copper Cliff copper refinery.

The gal with a photographic memory for phone numbers, Pat McDonald is in command at the general switchboard in the Copper Cliff administrative building.

$mart thinking

Copper Cliff

This month, 59 Copper Cliff employees shared $7,005 in suggestion plan money, which should come in handy for all those last minute summer vacations.

The top amount went to **Weldon Cecile,** matte processing. He collected $2,410 for his suggestion to use low-pressure air purge lines to cool thermocouples on the fluid bed roasters. This allows them to be used for a longer period of time between replacements.

Not far behind, with a plum of $1,005, was the team of **Bob Dickie** and **Jean-Guy Rivard,** also from matte processing. They put their heads together and came up with a method of salvaging part of used thermocouple wells which were previously discarded.

Sam Stone, machine shop, modified L.H.D. machine wheel rims to make them last longer. He picked up $490 for his efforts.

Loyal Lagrove, winding shop, designed a harness for 50-horsepower rotary drill hoist propel motors and collected $375.

At the car shop, **Marco DeConti** picked up $370 for his idea to install chains to hold knuckle pins in place when ore cars are dumped.

Louis Bedard, maintenance, cashed in for $185 by designing a flexible pipe for scrap loader mufflers. **Dale Richards,** matte processing, picked up the same amount for suggesting that air conditioner scrubber water be fed directly into the discharge spray, thus eliminating the use of a water pump.

Murray LeMay, matte processing, won $175 for devising a way to eliminate leaks on Dorco dryer filters.

Mike Evanski, matte processing, collected a $165 bonus for suggesting that fork lift trucks in the packaging section be equipped with barrel clamps.

Gilles Leduc, maintenance, was awarded $120 for his suggestion to relocate solenoid valves inside converter cubicles.

With utilities, when he entered his suggestion, **Ernie Hywarren** proposed a by-pass switch for Dezurik valves and pocketed $110.

Bernard Campeau, utilities, received $105 for suggesting revisions to sewer vent piping at the Inco Club.

Don MacLennan and **Weldon Ashick,** matte processing, split $95 for their idea to install self-aligning flange bearings on roaster gate-feeders.

Pat Rilley, maintenance, devised a method for easier removal of Eimco filter agitator bearings and received $80.

Bill Lefebvre and **Yvon Carriere,** matte processing, shared $75 for their joint suggestion to install a chute and drop pipe above the barreling line. **Tom Backus** picked up $75 for proposing a strapping control panel for repair of strapping heads in the matte processing department. **Alcide Plante,** also with matte processing, received $75 for proposing revisions to the Farval greasing system.

The lone $60 winner was **Ray Ladurante,** matte processing. He saw the need to install a platform to service balling discs.

Richard Poulin and **Terrance Pigeau,** both with maintenance, split $50 down the middle for their idea to install a by-pass switch on the bunker "C" oil pumps at the smelter. **Bill Belowos,** transportation, and **Ken Vance,** central shops, received two separate $50 cheques — Bill, for his wintertime suggestion to pack the railway track at number one switch with snow to prevent the track from heaving with frost, and Ken, for proposing that keeper plates be installed on crane bearing housings.

At the $40 mark, we have **Laverne Pitzel,** maintenance, for his proposal to line the Symons crusher chute with rails.

John Nadalin, maintenance, pocketed $30 for his idea to install stainless steel gauges on acid lines to the pump room.

There were nine $25 awards. **Dieter Blaffert** and **Joe Johnson,** converter building, split $25 for their idea to install a platform at the thickener. They also shared $20 for suggesting that a tub be used for soaking new filter bags. **Ivan Campbell,** reverb building, **Fred Fulgueras,** converter building, and **Harry Harju,** maintenance.

$2,410 **Weldon Cecile** smelter matte processing

$1,005 **Jean Rivard, left, and Bob Dickie** smelter matte processing

$490 **Sam Stone** C.C. smelter

all won separate awards. Ivan proposed installing a steel plate at the bottom of the hanging bins; Fred saw the need for a light and buzzer warning system at the crusher area and Harry devised a method of lowering chain blocks when the crusher swing jaws have to be repaired. **Leo Leblanc,** utilities, was a busy man this month. He received $25 for proposing that Sulzer compressor start/stop switches be relocated. He also received three $20 awards; one for a safety suggestion to install a platform and guard rail at the oxygen plant safety and check valves; another for suggesting that a crawl beam be installed in the oxygen plant oil storage shed, and the third for seeing the need to install a remote control device on the number two overhead crane. Other $25 winners were: **Arthur Levesque,** central shops, who devised a better method of fabricating ore car bottom rods; **Frank Sodaro,** matte processing, who proposed that a platform be installed at the second stage pumps on "C" floor of the F.B.R. building; **Russel Stokes,** transportation, who suggested that a slot be installed on locomotive hand rails so that chains can be hooked into them, and **Henry Vaillancourt,** converter building, who saw the need for an automatic warning system for transfer cars.

At the $20 mark, there were five other awards. **John Bossey,** matte processing, suggested that the eye-wash fountain be relocated to the south side of number 91 conveyor. **Renzo Cumini,** maintenance, won his award for proposing that the front tip of matte mold brackets be removed. **Merv Gribbons,** maintenance, won two awards. He picked up $20 for suggesting that a platform be used to service cranes at the number one substation, and he pocketed $10 for seeing the need to relocate the crane bay disconnect switches. **Donald Lavalley,** reverb building, saw the need for a guard to protect tripper lights and sockets, while **Gerry McIntaggart,** warehousing, devised a way to reduce the number of copies of warehouse transfer forms.

Lionel Bechard and **Tom Finlayson,** warehousing, split $15 for seeing the need for a guard over the gas tank filling spout. **August Alberton,** warehousing, received $15 for proposing a rubber guard for the lower edge of the elevator door, while **William Beavers,** warehousing, also received $15 for his suggestion to stock one common type of broom handle. Other

nets $7,005 for 59 in Copper Cliff and $600 for 9 in Port Colborne

$375 **Loyal Lagrove**
smelter winding shop

$185 **Louis Bedard**
smelter maintenance

$175 **Murray LeMay**
smelter matte processing

$370 **Marco DeConti**
smelter car shop

$185 **Dale Richards**
smelter matte processing

$165 **Mike Evanski**
smelter matte processing

$mart thinking

$15 winners were: **Ivan Hall,** central shops, for graphically indicating the direction of travel for the overhead crane; **Guilio Lisi,** converter building, for suggesting that lights be installed between the number three changehouse and the casting building, and **Michael O'Neill,** central shops, for proposing that the stands in the plate shop be fabricated from steel pipe instead of wood. **William Pakkala,** maintenance, designed a stronger steel hinge for platform gates, and **Claude Rainville,** matte processing, saw the need for a guardrail around the bucket elevators. **Earl Russell,** matte processing, suggested that sponge balls be used at the ends of pneumatic pipe tubes to keep sample bags from breaking on impact. **Richard Tessier,** matte processing, picked up $15 for proposing that steps be installed on the "C" floor Jeffrey access platform. **Terry Whalley,** utilities, saw the need to install lights around the cooling towers.

Five employees won $10 each for their separate suggestions. **Wayne Clay,** maintenance, proposed that danger signs be installed under the converters. **George Keail,** converter building, came up with the idea of numbering the converter stairways for identification, and **Marcel Lafontaine,** maintenance, suggested that the Gradall hose reel be placed on a swivel. **Graham Priest,** maintenance, saw the need to have duplicate reverb slag lights installed and **Jean-Guy Quevillon,** maintenance, designed a swivel connector for the impact wrench used for plating converters.

$250 **Ian McIntyre**
Port Colborne

Port Colborne

Ian McIntyre clicked for $250 when he came up with the idea of substituting Releasall rust solvent penetrant for Plus-Gas.

Rheal Duval picked up $75 for his suggestion to add another squeegee on each side of the printer in the mandrel preparation room.

Pocketing $70 was **Joe Fabiano** for designing a new type jig for holding button-nickel for sampling prior to milling procedures.

Mike Delatinsky proposed that flanges for pipe guards and vents be produced on the punch machine. He collected $55 for his efforts.

At the $25 mark, we have **Rudy Bunz** who devised an improved method of handling magnesium blocks at the foundry additives plant. **Marcel Desmarais** received two $25 awards; one for modifications to the bottom of lift pins on casting wheels and the other for improvements to the top of lift pins. **Fernand Leveille** devised an improved method to vent fumes in the cobalt precipitation area, while **Umberto Della Ventura** designed a new type of safety bar on the anode hook used by tankmen. **Bob Wells** received his $25 for suggesting alterations to the main block on the pump in number three research station.

A "thank you"

Barbara Douglas, with Inco's educational aid section, works in the company's Toronto office.

In Toronto, Barbara Douglas, with Inco's educational aid section, deals with mountains of applications and paperwork that can ultimately affect the destiny of a great many students. Forms come and forms go and Inco scholarships, bursaries and fellowships are awarded.

Those forms are not just print on paper to Barbara. Neatly filed away, each one represents a real live ambitious human being.

There are many success stories; educational goals are reached, and Barbara is very proud to be part of a programme that has positive and satisfying feed-back.

Sher gets lots of letters.

One morning recently, the mail brought another letter to Barbara's desk and a smile to her face. The letter she had received was a thank you from Aldo Palma, a 1970 Inco reserved scholarship winner. It's printed below.

"It really made my day", said Barbara.

Barbara's been with Inco and the educational aid section since 1969 and lives in Mississauga with husband, Godfrey, and their youngsters, Mark, 10, Donna, 8, and Karen, 7. She was born in Guyana, South America, and came to Canada and Toronto in 1964.

Aldo Palma, a 1970 Inco reserved scholarship winner. He graduated recently from the University of Waterloo.

641 Fielden Ave.,
Port Colborne, Ont., L3K 4V7.

Mrs. Barbara Douglas,
Educational Aid Section,
The International Nickel Company of Canada, Limited,
Toronto-Dominion Centre,
Toronto, Ontario M5K 1E3.

Dear Mrs. Douglas:

I wish to express my sincerest thanks for the final installment which I recently received for my International Nickel Company Scholarship.

Looking in perspective, it has been indeed a rewarding experience to pursue my academic work with the assistance of International Nickel. This is particularly so in my own case, as my family and I were not in a favourable economic position to consider further education. However, I am pleased to say that hard work has paid off well with a degree in civil engineering. My personal enrichment has "come a long way" since 1970 when prospects appeared rather dim.

I am grateful that International Nickel has offered me an outstanding opportunity which I may not otherwise have had. Your generosity is appreciated and I thank you.

Your continued efforts in the field of educational assistance have my expressed commendation.

Yours truly,
Aldo Palma.

Looking over the Joffre Perras first aid trophy are, from left, Norm Buchy, competition chairman, Larry McLaughlin, winning team captain, Joffre Perras and Pat Arthurs, chief of the Onaping Falls Fire Department.

Some win

A new first aid award has been donated by Inco to the Sudbury District Mutual Fire Aid Association. It's the "Joffre Perras First Aid Award," and will be presented annually, along with appropriate gifts, to the top team in the first aid section of the association's six-event fire fighting competition.

Joffre is co-ordinator of compensation claims in our safety and plant protection department. He presented his namesake trophy for the first time following the Fire Aid Association's competition held at the Chelmsford arena recently.

Joffre's always been dedicated to all aspects of safety and is a familiar face at most of Inco's first aid competitions, either as a judge or as a spectator. He's responsible for setting the problem for the R. D. Parker Shield competition.

Joffre's career with Inco started in 1938, when he joined the safety department in Copper Cliff. But his interest in safety started long before that. While attending the University of Toronto, Joffre took a course in safety from the St. John Ambulance Brigade and was "hooked" from then on. "I always wanted to help people if they were injured," said Joffre. "I realized that some form of training in first aid was necessary, and just went on from there." He's one of the select few Inco employees who hold an instructor's certificate from St. John Ambulance, and he still enjoys teaching first aid when he has time.

So, a tip of the hat to Joffre Perras, a man who's not only "first in first aid" but "first with people" also.

Some lose

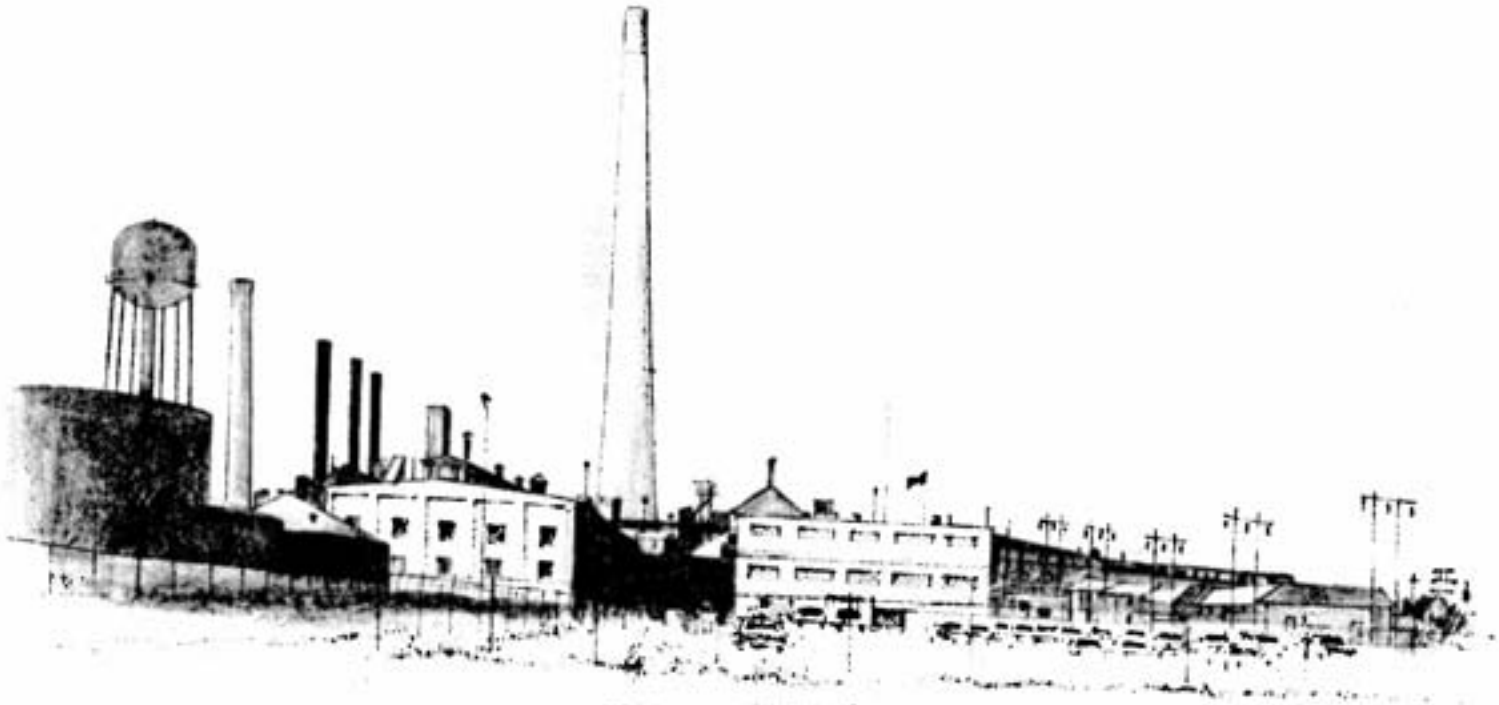
Jack Richmond, master of ceremonies at a recent S.C.R.A.P. outdoor concert, introduced Jean Anderson as an expert in "waist" management.

When you lose something, chances are you'll try to find it. But that wasn't the case with Jean Anderson, whose husband, Bob, is a stope leader at Frood mine. You see, what Jean lost was weight — not just a mere five or ten pounds, but a whopping 139 pounds. For those who are metric-minded, that's 63 kilograms. But no matter what system is used, it still adds up to a lot of lost weight.

What's her secret? It's quite simple really, no magic formula, no special exercises, just a little thing called will power — or as she calls it, "want" power. "I wanted to lose weight. I was tired of being embarrassed about my size, and I was endangering my health," Jean said "Once you've got "want" power, that's half the battle".

She didn't do it all by herself, though. A friend told her about an organization called "Counterweight", so she decided to see what it was all about. "I didn't know what I was getting myself into, but I knew I had to do something, so I went," said Jean. "When I arrived, I found a lot of other people had the same problem that I had, so I didn't feel embarrassed."

During the shedding, Jean received constant encouragement from husband Bob. "He kept telling me I was getting thinner, and that helped a lot. I don't think I could have done it without him," she added.



Wilf Biron, at age 62, has fulfilled a boyhood dream by purchasing his first motorcycle. He's now ready to cruise the open road.

King of the road

Most people at age 62 are thinking about their retirement and generally slowing down their activities. But that's not the case with Wilf Biron, time-keeper at the number one time office in Copper Cliff. Wilf, instead of slowing down, is speeding up. And how! He just bought himself a motorcycle!

Wilf didn't settle for a small model, no sirree! He started right off by purchasing a 500-cc Yamaha, and so he wouldn't get lonely on the road, he bought his wife, Myra, one also, but made it a smaller 90-cc model.

When asked why he bought a motorcycle, Wilf replied, "because it was a challenge to me, and I always enjoy challenges! I never had a motorcycle before and I couldn't afford one when I was raising a family. But now that my family's grown up, I figured it was all right."

Wilf's taking motorcycle lessons at Cambrian College and is learning the proper way to handle his machine and how to handle minor repairs. "You never know when your machine is going to break down in the middle of nowhere" says Wilf. "So you've got to be your own mechanic."

He bought the 500-cc Yamaha just for learning. "When I get the hang of everything, I'm going to get myself a 1,200-cc Harley," Wilf stated.

"And why not! Who says 62 is old, anyway!" exclaimed Wilf. "It's not how old you are, it's how old you feel."

Right on, Wilf — our sentiments exactly!

Keeping his motorcycle in proper working condition is a must for any motorcyclist. Wilf is learning minor repairs at Cambrian College.

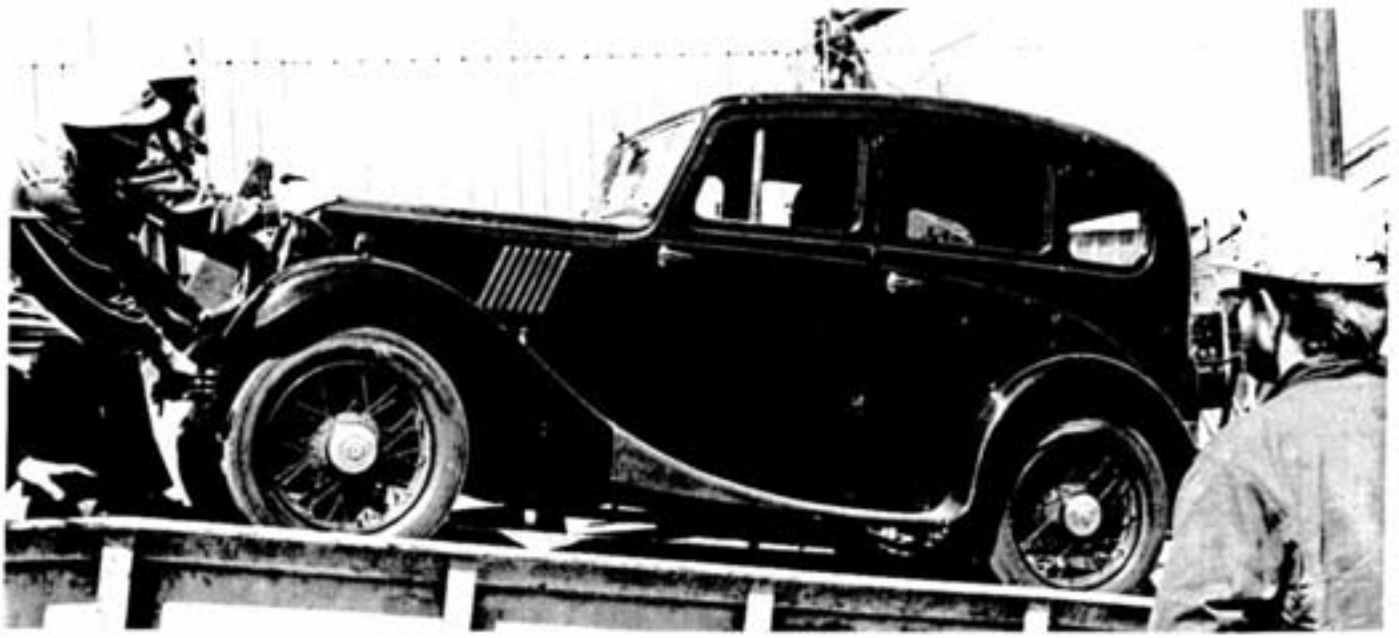
Charlie goes for a Morris

Hmmmmm, nothing under the hood but an eight-horsepower four-cylinder engine. Customs inspector, Tony Papparoni, gives the Morris the once-over while Charlie Bridges observes.

What makes an antique car buff? Many people have had the bug for years, but it seems that more and more are actually going out to acquire aging autos. Charlie Bridges, superintendent of the yard and shearing and shipping departments at the Port Colborne nickel refinery and an auto buff since 1961, says "everybody has his own reasons for buying an antique car. In my case, scarcity was one, appreciation of the design, another, and the model year played a part too. There's the nostalgia, certainly, but there are other things. They're light, with good motors, and have a lot of durability and dependability."

His latest adventure into the antique business occurred during a vacation in England last October. While walking around Richmond, Surrey, a suburb of London, he saw a car in a showroom

With Charlie Bridges behind the wheel and Bob Bozatto and Joe Agius handling the bumper, the Morris rolls gently backwards from his shipping crate for his first contact with Canadian soil.



. . . the car that travelled 6,000 miles on an empty gas tank

window which caught his fancy. It turned out to be a 1937 Morris eight, four-door saloon with wire wheels — a special deal in those days — an eight-horsepower four-cylinder engine with only 40,000 miles on it and capable of about 35 miles to the gallon. Charlie immediately began to dicker with the owner, but final arrangements were not completed until after he had returned to Canada.

The necessary preparations, including steam cleaning, a regulation of the Canadian Department of Agriculture, and shipping problems, were made by the dealer. The car was delivered to Toronto by container, where it was checked by inspectors of the Department of Agriculture to ensure that no foreign matter was adhering to it and then forwarded to Port Colborne recently for customs clearance and unloading.

According to Charlie, "the paint and interior upholstery is all part of the original equipment. All that was necessary to drive it away was to put in some gas and a new fuse."

In addition to the Morris eight, Charlie has a 1931 custom-built Buick Phaeton four-door convertible and a 1955 Packard Clipper. Both, needless to say, are in perfect running condition.

Charlie is a real collector. As well as old cars, he owns 25 antique clocks, 40 music boxes, 30 canes, some pieces of unusual china and an assortment of humidors, spitoons, and two 1974 autos. "I derive an immense amount of fun and pleasure from my hobby", added 61-year-old Charlie with a grin, "I guess that's what keeps me mentally young and extremely good natured".

As far as Joe Agius is concerned, something just isn't right. He's right, it's because it's on the right that it looks all wrong. It's the steering wheel that we're referring to.

By golly it's got two rear licence plates. Explanation? Sure. The top one's on a luggage rack. When the rack is down the bottom one can't be seen.

Flanked by tournament organizers Brian Caldwell, left, and Bob Kerr, Frood-Stobie golf tournament team low gross champs are John Lennie, Jack Watkins and Bud Fisher. Team member, Dick Williams, left the scene of victory early and missed the picture taking. With a shotgun start at 8:30 a.m., a total of 54 golfing addicts were accommodated at the French River Golf Club. Low gross winner was John Lennie, who shot a sizzling 78. Runner-up was Kurt Fuerness just a scant one stroke behind John. Barb Lennie won the low net prize with an 81, while Marcel Vaillancourt had the lowest score on the hidden hole. It was Frood-Stobie's second annual tournament.

the Frood-Stobie tournament

GOLF

Fred Silver, left, received the Inco trophy from Inco's Ontario Division president, Ron Taylor, right, after winning the championship flight at the 28th annual Idylwylde Invitational Golf Tournament. Centre is Brian Knight, tournament chairman. One of Copper Cliff's native sons, Fred's golfing base is now the Niagara Falls Country Club, New York. For Fred, the deciding play took place at the 18th hole where he finished just one up on Bruce Brewer from Toronto. This is the second time Fred has claimed the Inco trophy. It was his for the first time in 1970. Bruce Brewer had won the top spot three times previously.

the Idylwylde Invitational

this month's logo writer

Ted Powell,

one of "the triangle" team – he prints it.

As regular as clockwork, your copy of "the triangle" appears out of the blue and is there in the distribution box every month.

Maybe some of you pause for a moment, as you reach for your copy. Who printed it? Where was it printed? How many unknown and unidentifiable people were involved in its production?

Many of you have been interviewed by, photographed by, or have seen in action, one or an other of the editorial staff at Copper Cliff.

Now's your chance to meet one of the printing production crew — he's Ted Powell, assistant composing room foreman with the Northern Miner Press Limited in Toronto and he signed our cover logo this month.

Northern Miner Press has printed "the triangle" for us since they ran off the first issue for founding editor Don Dunbar in 1936. Ted wasn't there in 1936, he started as an apprentice in 1945, and has been involved with "the triangle" since 1960.

Needless to say, Ted is very familiar with Inco names, faces and places, so familiar in fact, that every once in a while he's able to correct a misspelled name or question an identification situation when your editor's pen has run amuck. In other words —Ted is one of the team.

Ted lives in Scarborough, a scant two miles from where he was born, "I've absolutely no gypsy blood at all," admits Ted, who spends most of his summer leisure time shuttling between the big city and Rice Lake, some 70 miles to the north. Give Ted a boat, a fishing rod and a hint that pickerel might be biting, and he's a happy man.

Ted and his wife, June, have a grownup family of four; Linda, 23, Steve, 22, Susan, 20, and Sandy, 18.

Hup! Thump! Shhhh!

Brian Scott, "Superstar", shoots.

John Ciotti kicks.

John Ciotti jumps.

For the past two years, a group of employees at the Port Colborne nickel refinery have been involved in a physical fitness programme under the direction of Jim Babirad of the safety department. This group met once a week at the recreation club for two hours, took part in calisthenics, then broke off into two groups for volleyball and basketball scrimmaging. All exercises were aimed at improving circulation, strengthening heart action and regaining that youthful vim and vigour. Losing some of that excess weight, together with a few inches off the old waistline, can work wonders, making a person feel and look better.

This year, at season's end, when all were at their physical peak, with a desire for competition burning within them, a contest was arranged to determine who among the sportsmen was the refinery's "Superstar".

Jim Babirad solicited the help of an all-round athlete, Gino Favero, to help set up the competition. It was decided that seven events, comprising bowling,

Port style

Clack! Whack! Wham!

Brian Scott paddles.

Lino DiPasquale returns.

Lino DiPasquale delivers.

badminton, ping pong, checkers, snooker, basketball accuracy and soccer-kicking accuracy would result in a diverse and challenging competition. Each contestant would have to compete in all of the events.

After four weeks of stiff competition, the power-packed — no pun intended — electrical department came through with two of the three finalists in Brian Scott and John Ciolfi. The yard department, represented by Lino DiPasquale, and no doubt benefiting from Charlie Bridges' new coaching technique of diet control, made the third spot. A round robin contest was arranged between the three, with Brian emerging triumphant, followed closely by John and Lino.

The competition produced plenty of good-natured kidding, along with the usual camaraderie so important to the success of any endeavour. The winner received a red blazer and there were suitable gifts for the runners-up. All contestants received a T-shirt with the appropriate Inco crest in corporate colours.

"Superstar"