

North Shore ARC

VE3CRK
Ralph Day
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Oshawa ON
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Polar Bear Express DXpedition!

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President's Message

Not available at press time.

Steve, VE3SBD

Corn Roast A Great Success!

At press time in July it was announced that the Corn Roast had been cancelled because no one was available to lead out. Well, special thanks go out to Peter VE3ZZV and his crew for picking up task and doing a fine job of it. For those who missed out, the Corn Roast was held at Peter's QTH. Howard VE3TYQ was stirring the pot and fanning the flames (in a good way of course) - he had plenty of corn boiling in a pot over an open fire. Carm SWL (definitely the better half) and Len VE3LBN had the barbeque grilling out fine specimens of sausages. The corn roast was very well attended with, I would guess, close to 70 people in attendance. Thank you Peter, Len, Howard, and all who helped, for your willingness to step in.

Laird, VE3LKS

October Deadline

Deadline for info to be submitted for the July/August issue is **September 15**. See the Info Page for various the methods of submitting articles via internet, mail, etc.

Contributors

Thanks to Walter VE3FJC for submitting items for this months newsletter.

Thanks from Peter!

I would like to thank all the members and friends of members who attended the clubs annual corn roast at my qth. We had a great turnout with a head count of over 60 people. For the folks who missed out, Len VE3LBN,

and Carm SWL, had the barby fired up and cooking the farmers sausage on a bun, great stuff Len and Carm. Howard VE3TYQ, looked after the corn pot, and shucking 15 dozen cobs of corn with a bit of help from a few, thanks Howard for making sure the water did not get to hot on the fire pit. The horse shoe pit was used, with a serious game going on between the locals and the Bowmanville boys, rumour has it that the locals won this round, hi hi. Better luck next time Bowmanville!! Last but not least, thanks for your generosity in contributing to the POT, I know our Treasurer (Earl VE3VGK) was very pleased. The corn roast was a great success again this year, and I hope to be involved in many more.

Peter, VE3ZZV

Swap Shop

Betty Wyard-Scott, (905) 723-5758

Morse code key \$10. Archer SWR Meter \$15. Power supply 2.3 amp 13 Volt \$20. Small Dummy load, (Quart CAN type \$15. Panasonic Electronic typewriter \$25. Knight RF. Signal Generator KG-650 \$10. 2 meter 1/4 wave mag. mount ant. \$15. Misc. Commodore Programs, Best offer. Older B/W Portable TV. Best offer. Desk Light \$20.

Bill VE3BFZ, (905) 623-1754

Kenwood TS 430 Transceiver with P/S. FM board \$600.

Frank Reader, (905) 430-6115

Kenwood mobile 2 meter transceiver model# TM 2570A for \$350. A 40 foot tower and Ringo "2" for \$100. A 40 foot mast for \$25.

Tony, VE3VGF (905) 986-4956

WANTED - Schematic Dia. for a Knight R 100-A receiver(sold by Allied Radio).

Len, VE3LBN (905) 985-7120

Kenwood Transceiver Model TR 8400 440

North Shore ARC

Box 171, Oshawa, ON,
Canada, L1H 7L1

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summer edition.

Laird Solomon, VE3LKS
editor

Glen Goslin, VE3LIZ
publisher

meg. 10 Watt, New in box. \$400. Model TR 9000 2 meter all mode transceiver cw/ssb/fm . 1 -10 watts output, mic and manuals. \$375. Firm ICOM IC 28H 2 meter 45 watt transceiver, T.T. mic, very clean \$300. Yaesu FT 227R 2 meter 10 watts, mobile brkt. Up-down mic. 4 memories \$150. Kenwood TH 78A Dualband Handi, Quick charger, 5/8 whip. \$450. HF mobile Ant. colis for 10 15 20 20 meters \$25. KW Balun 3-30 meg. \$10. 2 meter gutter mount mobile ant.5/8 \$ 10.00

Howard, VE3TYQ (905) 579-7466
IC 701 HF Transceiver 10 -160 meters, plus the IC 701 Power Supply & speaker, IC SM 2 Desk mic for \$500. Smith Corona Typewriter, Model XL-1800 & acc., auto memory correction, word eraser, auto center, bold letters, excellent condition \$100 obo.

Walter, VE3FJC, (905) 263-2338
Yaesu 708 R 70 CM. Handheld comes with the rubber Duck and Wall charger. \$135. Commodore 64, keyboard, 1541 disc drive, 1702 colour monitor, 1526 Printer. \$150 OBO.
Keith VE3MZB at 905 728-8676
Reg Power Supply 12 Volts \$18.

Send all listings to **VE3FJC, Walter** at (905) 263-2338, by packet at VA3BBS, or by phone at VE3OSH 2 meter repeater.

Early Days of Wireless - Part 18

And here's a contribution by 'A Canadian Amateur' to the pages of 'Modern Electrics', January, 1913:-

HOW AMATEURS ARE TREATED IN CANADA

The American Government has at last passed a law governing amateur installations. Previous issues of this magazine contain the particulars which need not be repeated here. In short, they are few, simple, fair to all, and very lenient as compared with those across the line. The Canadian Government regards the amateur in a very different manner. His

restrictions are numerous, and he is not recognized unless he has paid his license fee, which is, at the present time, one dollar. In obtaining the license, he submits himself to many petty rules and regulations, several of which are nothing less than the proverbial "red tape". After the license comes a "declaration of secrecy", which must be filled out. The notary's charge for this is usually a dollar. Now let us consider the amateurs' treatment prior to 1912, when licenses were not granted. Any amateur, wishing the protection of the law, had to apply to the Superintendent of the Government Wireless for permission. In answer to his application came a lengthy form requiring a detailed account of his station, to whom he had intentions of speaking, the object of the installation, and numerous other questions along the same line. Upon return of the blanks, permission to install and operate the station was granted. It restricted the wavelength to fifty meters and the power absorbed by the primary of the transmitter to 1/4 kw. On hearing the signal STP from a commercial or ship station, he was required to suspend operations until advice came to cancel the signal. Referring to this signal, I may say that from 1909 to 1912 there was not one operator on the trans-Atlantic liners which dock at Montreal who was aware that such a signal existed, nor was the operator at the Marconi station any wiser. We shall now take up the terms of a Canadian Amateur License.

- (1) He is not to establish, install or operate any wireless station except that which comes under his license;
- (2) The apparatus must be used solely for experimental purposes;
- (3) The power absorbed by the primary of the coil or transformer must not exceed 1/2 kw.;
- (4) His wave-length must not exceed fifty meters;
- (5) His apparatus must not interfere with the operation of any station in Canada or ship station in Canadian or neighboring waters;
- (6) The Minister of the Naval Service may, at any time, cancel his license; this cancellation comes into force one calendar month after notification;

(7) He must stop all transmitting if he perceives by his instruments that ship stations are operating, and not start again until the signalling has ceased;

(8) If an amateur station is found to interfere with the operation of commercial stations, the license may be at any time cancelled. (At the present time there is receiving apparatus in Canadian Marconi stations, by means of which it is absolutely impossible to tell the difference between a 200 and a 600 meter wave. I refer particularly to the 5 kw. Marconi station at Montreal. This being the case, it is very easy for an amateur to "jam" a station of a similar type and thus lose his license if complained of by the operator at the station.)

- (9) Then there is a clause relating to the secrecy of intercepted messages;
- (10) Stations, at reasonable times, shall be open for government inspection;
- (11) The licensed apparatus must not interfere with the operation of telegraph lines;
- (12) Upon the Minister's approval, the license may be assigned or sublet;
- (13) If necessary, as might be in the case of war, the Minister may take possession of the licensed apparatus in the name of the King, and use it as may seem fit. Authorized persons may enter the station and remove or operate the apparatus;
- (14) As a concluding clause, the breach, non-observance or non-performance of any of the rules and regulations may result in the permanent loss of the license.

The Late Victor, VE3LNX

My Soapbox, Please

It is hard to believe that another summer has come and gone - where does the time go? Well, I can't speak for you, but I will tell you that I had the time of my life this summer. The Polar Bear Express DXpedition was a tremendous success and we all thoroughly enjoyed working the other end of a pileup for once. John Harden, Bob Elston, and Ernest Poole will have some interesting stories to share with you about their trip to Akimiski (pronounced A-gam-iski by the local Cree) and we will all be able to fill you in

on DXing from trains, train stations, and freshwater islands. I am sure there will be articles in the upcoming newsletters from the various participants so you will be able to read first hand in the NSARC newsletter our experiences before the rest of the world gets to read them in magazines such as the Canadian Amateur, 73, etc. Did you do anything exciting this summer that you would like the rest of the members to hear about? Any new antenna designs you would like to share with the group? Talk to anyone special on the radio? Activate any islands - either IOTA or CISA? Please, send along these interesting items to me so I can put them in the newsletter. I have moved but you will find my new address here in the newsletter. Until next month - 73!

Laird, VE3LKS

Editors New Address

As many of you already know, I have moved. My new address is as follows:

Laird Solomon
310 Wagar Crt.
Oshawa, ON
L1K 2H6

Net Controller Needs You!

Steve, VA3SPZ, our new net controller would like you to give him a call if you are able to assist him in running the net and code practice. You can reach Steve at the following:

623-3868
VA3SPZ@VA3BBS

August Minutes

Ate lots of corn and talked to lots of people!

Polar Bear Express DXpedition

Was it a success? You bet!!

Well, after a tiresome eight days of travelling, setting up equipment, activating a new IOTA island along with

four CISA islands (three of them new), we are now home and reflecting on what we accomplished with the Polar Bear DXpedition. When I say "we", that not only means the ten Amateurs that were on the actual DXpedition but also includes Amateurs the world over. Without you, this would never have been such a success. The following are some highlights from our trip.

August 1, 1996 - A Trip Into the Unknown

We departed Oshawa, ON, at about 0530EST for the train maintenance yards in Toronto. We travelled in a group consisting of two mini vans and one small car, all packed to capacity with man, equipment, and food. We arrived at the yard at around 0645EST and after clearing security at the main gate, met up with Garry, VE3XN and Ernest, VE3NSZ who had arrived a short time before. We then proceeded to the parking lot where we transferred all the equipment to the vans, parked our cars, and continued to the shed where our train car was waiting. We loaded all the equipment and luggage on board and then began to set up our antennas. Since we had to go through a tunnel on the way to Toronto Union Station we could not actually attach the antennas, mainly Hamsticks, since they would only be ripped down. At approximately 1045EST the train pulled out towards Union Station, one car full of excited Amateurs. At this point we relaxed a bit and read the Toronto Star - Durham Region section that contained another article by Doug Ibbotson about our trip north. Once at Union Station, we quickly disembarked and finished setting up our antennas, tuned up the radios, and were ready to start talking to the world. We had five stations in total, an 80m, 40m, 20m, 6m, and 2m. Once we left Union Station we started DXing, and never stopped until late that night when we reached Cochrane, ON.

During our trip north we had a reporter from MCTV, a Baton Broadcasting Service television station, board the train at a small town called Swastika and travel with us to the next stop. Much

footage was shot of us operating the radios and an interview with John, VE3VGI took place. Maurice Bernardi, of Ontario Northland, was kind enough to tape the segment for us when it appeared on the news and we must say that MCTV did a good job reporting what we were doing.

On the train, we also had many passengers pass through our train car (Ontario Northland gave us a car all to ourselves) and we made several announcements over the PA system in English, French, and German. The passengers that came through had a great time and many new interestes to Amateur radio were sparked.

Finally we arrived in Cochrane at around 2330EST and one tired group of Amateurs moved the stations, antennas, luggage, and equipment from the Northlander to the Polar Bear Express and then went out for a late supper/early breakfast at the Husky truck stop in Cochrane before finally sacking out on the floor of one of the Polar Bear's passenger cars.

August 2, 1996 - Relaxation

After a good nights rest and a hot shower at the rail yards we were set for a day of relaxation. We finished setting up the antennas and stations on the Polar Bear Express and since it does not run on Fridays we spent the day fishing, exploring Cochrane, and DXing from the stations on the train. Unfortunately, we had a large electrical transformer right next to our car so we were getting some QRM from it, but regardless we were still able to make many contacts. The Ontario Northland crew at Cochrane is to be highly praised for their co-operation and friendliness to all of us during our stay. They made us feel right at home and many new friendships were made.

We also had a reporter from the Northland Post interview us at the rail yard. When we returned to Cochrane and received our copies of the paper we were pleasantly surprised to read an excellent article that this reporter had put together.

August 3, 1996 - All Aboard the Polar Bear Express!

After grabbing a quick breakfast at one of the local restaurants, we were set for four more hours of DXing from a moving train. The Polar Bear Express pulled out of Cochrane at about 0830 and made its trek north to Moosonee. This day the passenger traffic in the "Radio Car" was really good. We met people from all over the world, many of them surprised that we had already talked to their fellow countrymen, and in some cases fellow city residents, from a moving train. We also met up with the last member of the team, Paul Lantz. Paul quickly made himself at home and started working the radios with vigor. Fred Bengel was superb making announcements in English and German over the P.A. system and did a fine job explaining Amateur Radio to the German passengers.

A reporter from the Cochrane Times was also on board and did interviews with various team members and had fun working the radios. After we disembarked the train in Moosonee, she took several photos of us by the train station and some of just the Akimiski crew.

Originally the crew going to Akimiski were to depart immediately for the island but upon arriving in Moosonee we discovered that the plane that was to take them had some technical problems so they had to wait until the next day to get there. We all felt bad for them and you could see the disappointment in their faces. In retrospect, it may have been for the better since they were able to get some rest for their gruelling adventure, but that was an unknown at that point.

After a light lunch at a local restaurant we began to set up the radios and antennas at the train station in the 95F temperature. We figured that heading this far north that we would have cooler temperatures but were we surprised. We strung a DXCC antenna from a light post to the roof of the train station and also set up an R7 multiband vertical. We used the R7 for 20m and the DXCC for 40m. We also set up a 80m Hamstick and

attached it to a baggage cart out front. We were now on the air and DXing from the train station.

Karen, the Ontario Northland representative in Moosonee, did everything she could to make us comfortable in our new home, including making coffee for us and offering to do laundry.

August 4, 1996 - VE8A QRZ!

Early in the morning, at around 0630, the Akimiski IOTA team departed. I will not go into details here as to what they encountered as John has promised an article for an upcoming issue, but it will suffice to say that they had a heck of a time getting set up. Back at Moosonee we had our 20m station set to 14.260 waiting for them to come on. Unfortunately, we were in their skip zone and so we could not hear them on 20m but we knew they were there when the frequency came alive with wave after wave of callsigns all trying to make contact with VE8A. A collective sigh of relief went up from the crew at the train station and then cheers knowing that they had arrived safely and that a vital part of the DXpedition was now up and operating. VE8A made about 800 contacts while they were on their shortened adventure to Akimiski.

We took down the DXCC today because it just would not get out - we suspect a short somewhere. Instead, we put another Hamstick up on the baggage cart out front and worked 40m from that. Considering the Hamsticks were only about twelve feet off the ground they worked fantastic...a shortage of calls was only experienced when the band died. By this time, world wide interest in our DXpedition was gaining rapid momentum as we had many operators everywhere asking when we would be on the train again (because they had missed us coming up) and when and what freshwater islands we would be activating.

Charles Island, Canadian island ON197, was activated by Garry Hammond, Fred Bengel, and Doug Ibbotson. Equipped

with a battery, 20m Hamstick, and an Alinco DX70 they made many contacts.

August 5, 1996 - 6m comes alive and Lyle receives a Golden Mic

After a disappointing few days on 6m, we were pleasantly surprised when the band opened at around 1600. Garry and myself worked a mini pile-up and ended up with over 110 contacts that evening. Most of the contacts were made on the eastern seaboard since our beam was pointing that way but we made a few contacts into Nebraska, Iowa, North and South Dakota, and even California off the side of the beam. 6m sure is great when it is open.

In the afternoon, Lyle was interviewed on CHMO, the voice of the Arctic. After the interview Lyle was given a tour of the transmitter. Upon closer inspection it was discovered that the coax connector was loose and had almost fallen off. After Lyle tightened it the interference from a local CBC transmitter disappeared. Not only did Lyle fix the interference problem, but he noticed that they were only transmitting at 15 watts but had a licence to transmit at 50. The station manager was overjoyed when the transmitter was set back to 50 watts and hopes that complaints from locals about poor reception will be cleared up. Later, the manager returned to the train station and presented Lyle with a Golden Mic for being interviewed and helping fix up the transmitter.

Fossil Island, Canadian island ON198, also known as Sawpit Island was activated today by Garry, Winston Seoney, and Paul Lantz. This has wetted Pauls appetite for activating Canadian islands and since he has easy access to many more there in the Moose River I am sure we will hear more from him.

August 6, 1996 - Science Camp Demo

Today Lyle, Garry, and myself went to Moose Factory Island to give a demo of Amateur Radio to two groups of children at a Science Camp. We had a blast telling them all about our hobby and lit their faces up when we started talking to other hams all over Canada and the US.

We had no idea when we started the trip that we would get involved in a Science Camp but Laird saw it advertised on the local cable info channel and Doug had talked to Gerry Winger who is a reporter for the Moosonee Freighter and was also in charge of the Science Camp. Gerry welcomed us with open arms and we appreciate the hams who talked to these kids. Moose Factory Island is also Canadian Island ON069, an already activated island, but a still sought after contact none the less.

The threesome from Akimiski arrived back this morning. They were pretty exhausted after their ordeal and were happy to get a hot shower. Latter that evening we went to a local restaurant and had a feast, swapped stories, and generally had a good time.

August 7 - Homeward bound

Well, if drinking swamp water for two days and operating in bad conditions was not enough, Ernest and John headed out to Flats Island, Canadian island ON199, and activated it in the morning. The rest of us remained at the train station packing equipment, dismantling antennas, and picking up some last minute souvenirs. The Polar Bear Express arrived at about 1230 and after all the passengers got off we loaded our stuff and set up one station. This trip we were limited to only one station because the air conditioning had quit on the car that was meant for us and so we had to set up in one of the regular passenger cars that was mostly full. None the less, we had a great time and the passengers enjoyed listening and operating the radios. Bob, John, Ernest, Garry, and myself made our way to the Piano car for part of the trip and sang songs with Jose, the entertainer. One of us, I won't mention who, even wrote up some words to the John Denver tune "Country Roads", dedicated it to the Akimiski team, and sang in front of a car load of people. We sure had a great time in the Piano car. The words just about summed up their trip -

*Far from Heaven, Akimiski
Green swamp water horseflies and
mosquitos
Life is bad there
You sink with every step
And every tent you sleep in
Is a water bed
Take me back, pontoon plane
To the place that I long
Akimiski, green swamp water
Take me back, pontoon plane ©*

We arrived in Cochrane at about 2200 and by the time we were pulled back to the rail yard and the Northlander had been cleaned so we could move to it, it was 0200. After quickly switching trains we crashed for the night.

August 8, 1996 - The end of a GREAT Expedition

At about 0830 the Northlander pulled out of Cochrane headed toward Toronto. We were surprised to meet up with George Burns, VE3INB and his wife who had rode the rails the day before to Cochrane and were now returning. George is a member of the North Shore ARC and him and his wife were welcomed with open arms. George immediately went to work on one of the stations and made many contacts that day for us. It is a good thing George was on board because fatigue was starting to set in and we were more than glad to let him make the contacts as most of us sat back, chatted, and generally relaxed. Just north of North Bay we were stopped because a rail had come loose further down the line and it had to be repaired. Fearing that we were going to be bused around the problem like the regular passengers were, we quickly disassembled the stations and prepared for the worst. A little while later a call came from Maurice Bernardi saying that we could stay on the train if we wanted. We decided to stay and wait out the repair. In a few hours we were moving again, this time with only the 2m station going. As we passed through the different repeater areas were were surprised that so many locals were still following us and sometimes we had to work mini pile-ups to quench their thirst for a contact with us. We finally arrived at Union Station at about 0130 on August

9 and were back at the rail yards at 0200. The final transfer of equipment from the rail car to our vehicles was completed at about 0300. We said our farewells to those going separate ways and them made our way back home. Exhausted? YES! Satisfied? YES! Would we do it again? YOU BET! ... Lyle, get talking to Maurice!!!

Summary of trip:

Akimiski Island, IOTA NA-207
Charles Island, CISA ON197
Fossil Island, CISA ON198
Moose Factory Island, CISA ON069
Flats Island, CISA ON199
Worked Polar Bear Express and Northlander as railway mobile Train Station at Moosonee Science Camp at Moosonee

TV interviews:

MCTV BBS - John

Newspaper interviews:

Moosonee Freighter - Laird
Northland Post - Doug
Cochrane Times - Doug
Toronto Star - Doug

Radio interviews:

HCJB - Voice of the Andes - Winston
Oshawa FM - John
1450 CHMO - Lyle
CJBK London - Garry
CBC Metro Morning - Doug

73 from the members of the 1996 Polar Bear Express DXpedition!

Bob Elston, VE3LLE
Doug Ibbotson, VE3WTI
Ernest Pool, VE3NSZ
Fred Bengel, VE3TIG
Garry Hammond, VE3XN
John Harden, VE3VGK
Laird Solomon, VE3LKS
Lyle Sibbald, VA3DXE
Paul Lantz, VE3KBL
Winston Seeney, VE3WFS

Laird, VE3LKS

4th ANNUAL AMATEUR RADIO and COMPUTER

FLEA MARKET

SATURDAY SEPTEMBER 7 1996

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Vendors at 7:00 a.m.

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DRAW PRIZES !

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Minimum

\$10.00 NON-COMMERCIAL *

*Non-commercial vendors may be subject to vehicle inspection prior to entry.

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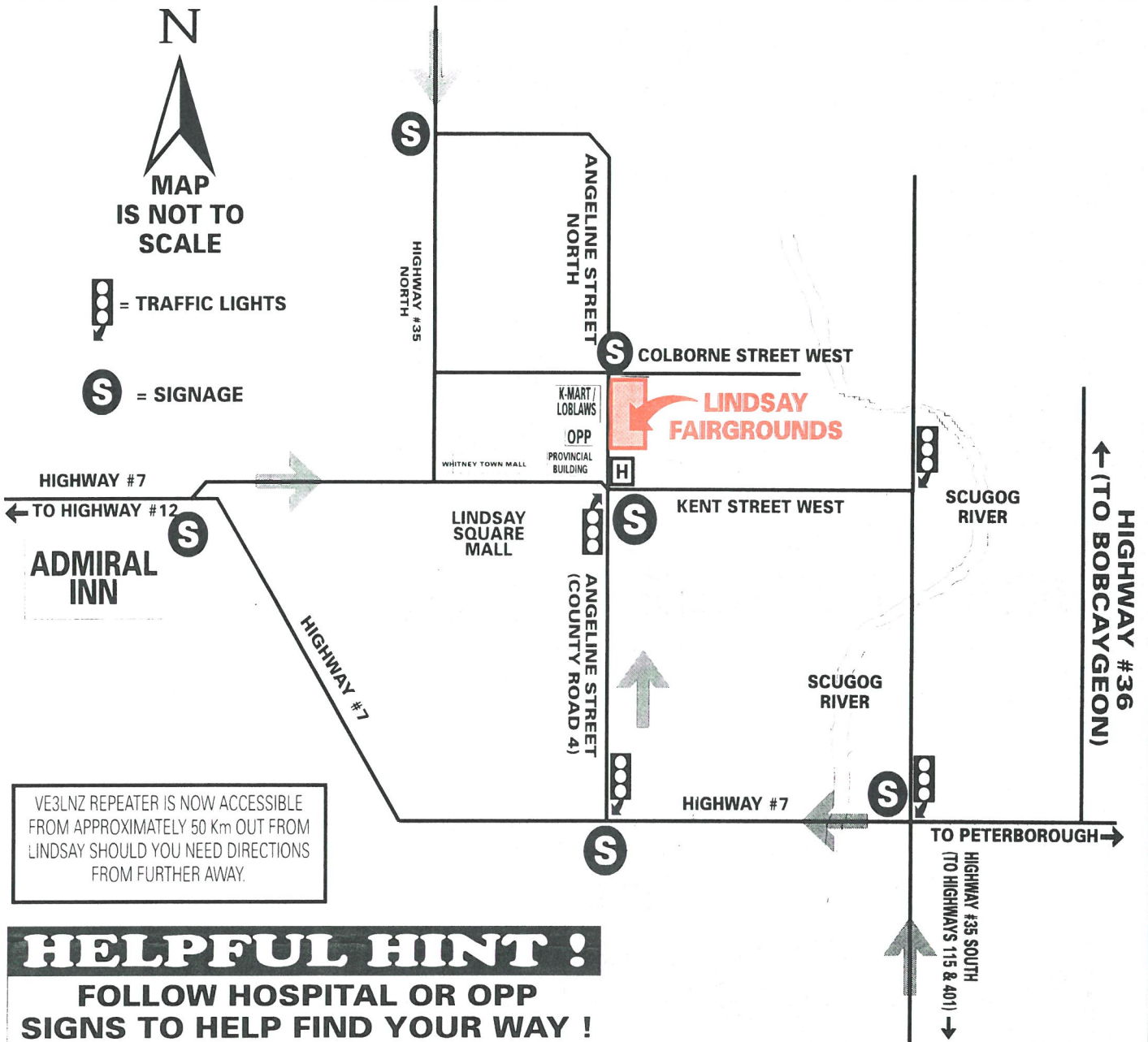
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To reserve your table or for further information please contact
**VICTORIA-HALIBURTON AMATEUR
RADIO ASSOCIATION**
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K9V 5N3

Lisa VA3AAU (705) 324-7586 Business (Mon - Sat 9-5)
Bob VE3QRW (705) 374-5083 (Evenings, Weekends)
FAX (905) 986-1506 (24 Hours - 7 Days)

IN-TOWN DIRECTIONS TO THE LINDSAY FLEA MARKET



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