



Issue 181

NKRS Newsletter

Prepared By

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Our next meeting will be whenever the world is declared safe but when it happens it will be at
The Hurst Community Centre, Room 15, Hurst Place, Bexley, Kent, DA5 3LH

Our Secretary is liaising with the meeting place in the hope that we can have a meeting on September 15th.

This is by no means certain so don't enter it in your diaries yet and we don't know if it will be daytime or evening.

Be assured that as soon as we know we will be sending out notifications so please be patient and keep safe.

Talk by Dave Court EI3IO (G3SDL)

Thursday the 1st October at 20:00.

Dave has agreed to give a talk on the IARU which is the name of the talk but he may change the name of it later.

This will be a joint meeting with the Cray Valley Radio Society and will use Zoom which I know many of you are familiar with, and for those who are not this will be a good opportunity to become so.

For those of you not familiar with Dave he was first licensed as an amateur radio operator in 1963 as G3SDL, Dave has established stations and held call-signs in a number of countries, including F0CWN, OZ3SDL and S21BI. From February 2010 Dave has been operating from the 'Pearl of the Gulf', Bahrain with the call-sign A92IO.

Dave is a long term friend and was co-founder with me of Quartslab Marketing Ltd. He has many years of experience in the professional communications industry and is an experienced public speaker.

Instructions for joining the talk will be given nearer the Date

Dave Collings G4YIB

Club Net

The club net is now taking place every Tuesday 8.30pm , call on 145.5 and then we move to a convenient clear channel. Please join us.

PLEASE NOTE UNTIL MEETINGS RESUME I WILL ONLY PRODUCE THE NEWSLETTER MONTHLY



Lighthouses and Lightships on the Air 2020

Photographs by Chris Whitmarsh G0FDZ

Another successful year

G4EGU and G7PHD



We started the day with an excellent breakfast at Zanz Café in Pickford Lane, Bexleyheath and as we proceeded to the site, went through a narrow belt of rain before descending to the lower levels of Thamesmead/Abbey wood. Apart from a few random spots that was our rain for the day.

Unloading and setup was done with great efficiency (we have had a lot of practice), the generator arrived on time, the tent was given some extra anchorage because of the wind and we were up and running.

The day whilst windy was not cold and a few gusts could have taken the tent over into the river if it had not been for Frank G3WMR having the foresight to put some extra anchoring in place.

G8MLQ watching



There were no equipment failures (unless you count the ballast lamp having to be replaced) so all went well. A number of stations (and other lighthouses) were worked around Europe.

We even had some visitors. None that were interested in Radio but it was good to see some public with some curiosity.

A good day was had by all and Frank put this very eloquently in his summing up on the club net, I wish I could have remembered what he said but it described in an excellent way what a great day we had.

G4YIB fiddling



To round it off perfectly Ian G7PHD and myself had an excellent curry in the evening.



The team were (not in order of appearance)

Frank G3WMR Technical services and supplies

Ian G7PHD General support

Steve G8JZT Main operator

Andy G8MLQ General support standby operator

Dave G4YIB Catering and support

Special thanks to

Phil G4EGU For the supply of the generator

Chris G0FDZ Photographer for the day

Lorraine M3VNX Transport for Phil and the generator

G8JZT operating



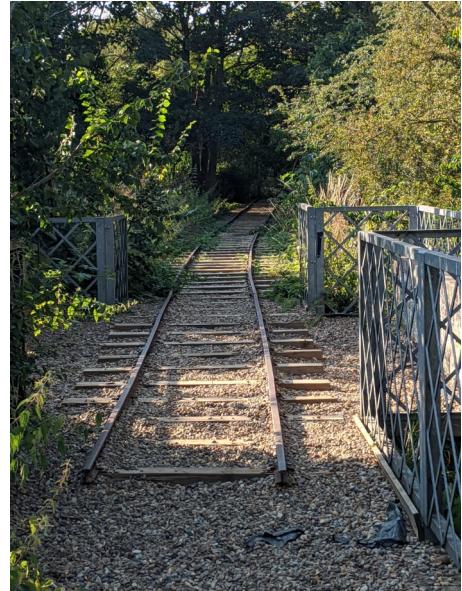
River traffic



G8MLQ relaxing



Please note that in the above 2 photographs things are not bent they were taken with a fisheye lens.



The Halesworth to Southwold Narrow Gauge Railway

During a recent trip to Suffolk I decided to seek out some remains of the railway and as I was based at Halesworth (a very nice small town with an excellent hotel) it gave me a good opportunity.

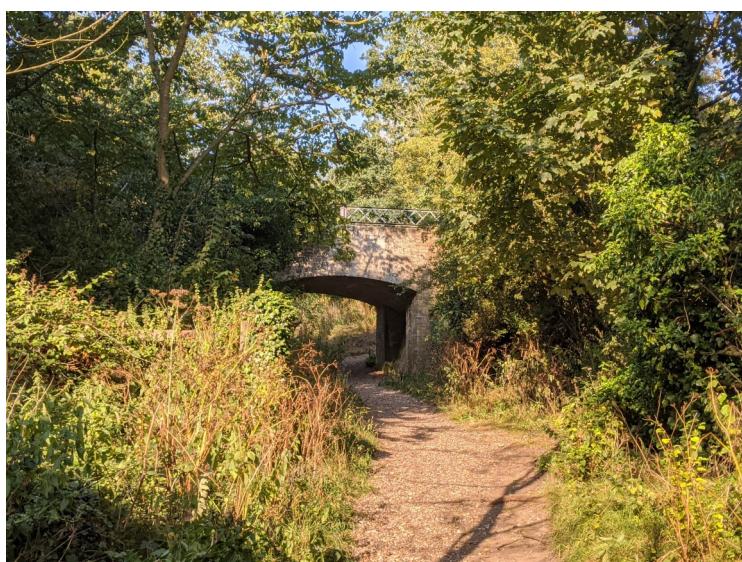
The Southwold Railway was a narrow gauge railway line between Halesworth and Southwold in the county of Suffolk, with stations at Wenhaston, Blythburgh and Walberswick. The track was around 8 miles long with a gauge of 3 ft (914 mm).

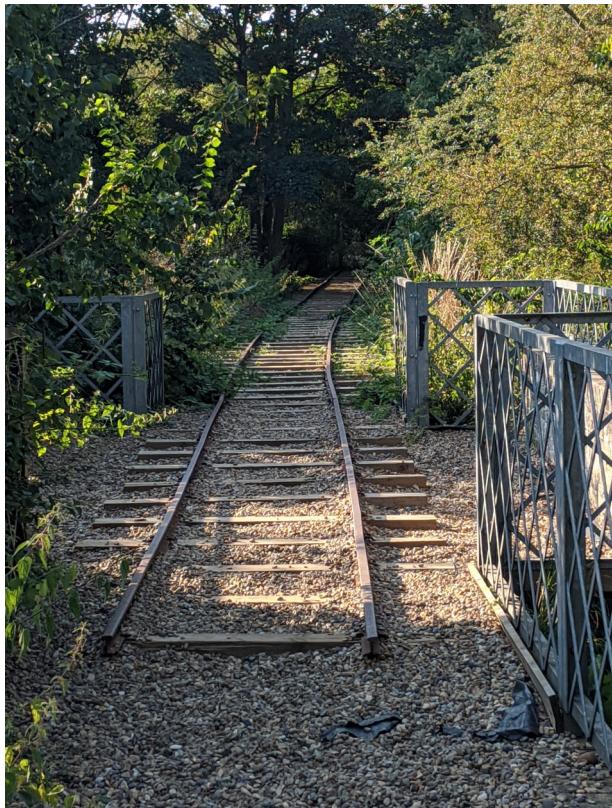
The railway opened in 1879 but started to lose money, because of the economic depression and road competition, and closed suddenly on 11 April 1929: all the stock (except for one locomotive), rails and stations were abandoned in situ. The LNER (London North Eastern Railway) started a bus service between Halesworth and Southwold as a replacement. In 1940 Southwold Council recommended to the Minister of Supply to confiscate the railway assets to use the scrap metal for conversion into munitions.

The route would have been picturesque closely followed the River Blyth, with Halesworth and Southwold both on the north side, but the longest section, including the intermediate stations, were on the south side.

There is some track that can still be found on the harbour branch and a surviving van is at the East Anglia Transport Museum but as I understand it no locomotives survive. There is also a derelict coal shed at Blythburgh (I have not sought this out so cannot confirm it still exists) and I investigated a bridge at the Halesworth end.

The bridge can be found along a footpath through a very large countryside area which forms part of the Halesworth Millennium Green project and is called the "Southwold Railway 'Birds Folly' Bridge". It is a concrete bridge on the old railway line. The Railway passed over this small path. Remaining track is visible on the top (although I don't think it is original). This is one of the last, if not the last complete bridge left from the original railway.





I have over the years walked and cycled parts of the route from Southwold to Blythburgh , particularly through woodland known as the Herony on the south shore of the Blyth estuary. Although the original bridge at Southwold was blown up during the war, its pillars now support a footbridge which provides a convenient crossing over the Blythe when the foot ferry isn't running. To go from Walberswick to Southwold by road is a long journey.

The Halesworth to Southwold Narrow Gauge Railway Society (founded in April 2018) are a group of enthusiasts who have a particular interest in Halesworth's transport history

They have practical, hands-on experience in Heritage Railways, and a range of the skills needed to make the project a success.

Their aims are very ambitious and unfortunately not likely to reach fruition in my lifetime but I wish them all the best with their project.

If you have an interest in railways you should visit their site.

<https://halesworthtosouthwoldrailway.co.uk/>

Halesworth Station (a unique installation)



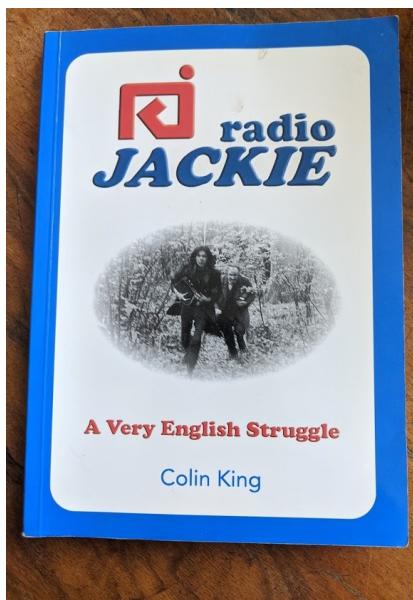
An interesting feature of Halesworth station is its movable platforms which were used until 1958 a new overbridge was constructed to the North, and they were permanently closed. But are still visible.

Halesworth Station was built in 1859-60, with a level crossing alongside the main Bungay Road. When longer trains were introduced the platforms had to be extended but a bridge to the south meant that this was not possible, so the now-unique moveable platforms were installed, doubling as level crossing gates. Comprising two rotating sections each side, they were installed in 1888 but were rebuilt, to slightly different dimensions in 1922.

They were refurbished by the Railway Heritage Trust at York in 1999."

A book worth reading

I have read many books during lockdown but here is one which I think many of you may be interested in.



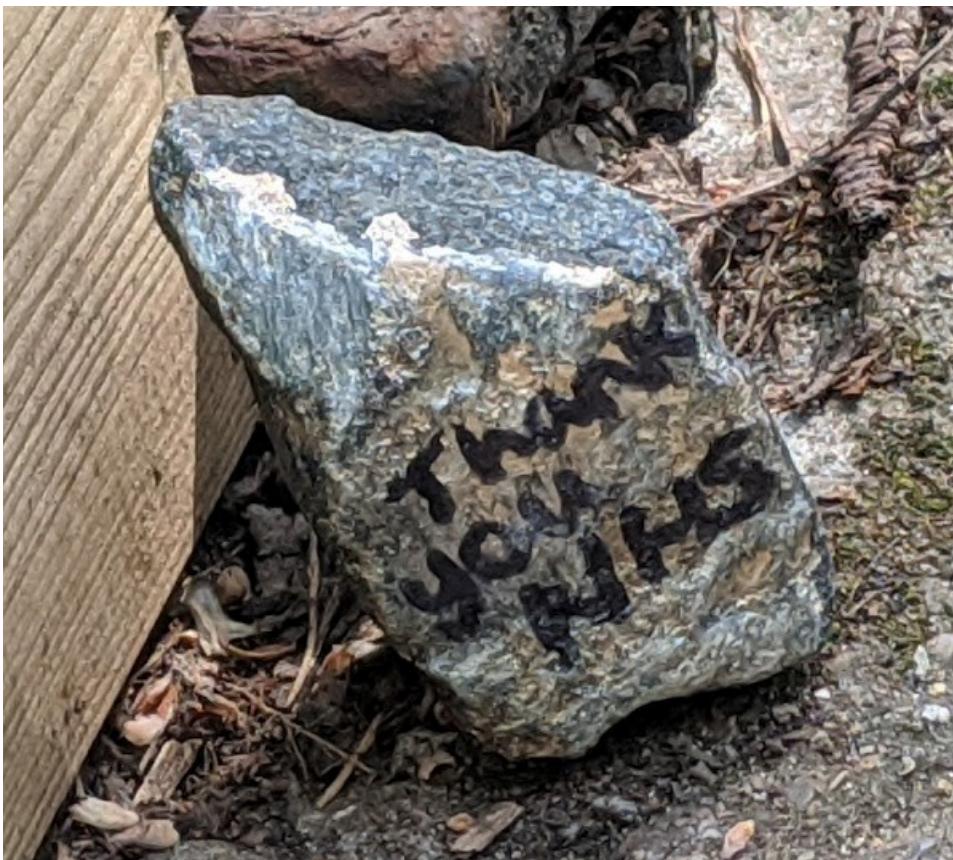
A friend of mine who had visited the Radio Jackie studio's offered to lend me a book written by someone I knew in my (some would say murky but I have never claimed to be a good boy) past. The name was Colin King.

Many of you will know (especially as I gave a talk about it) that I had an involvement with land based pirate radio and it was a meeting with the very inspirational Colin King that motivated me to become involved.

Anyone who lived in South East London in the 70's would have known Radio Jackie and although my involvement was with Radio Kaleidoscope I knew many of the team involved with Jackie so that made the book even more interesting. There is also quite a lot about Kaleidoscope in the book.

A lot of the events written about I was aware of but there were a lot of things I did not know and also the book went way beyond the years I was involved with them. I never knew that the radio station was named after Jackie Onassis and there were many exploits by a Mr Bryan Horn (better known as Grandad) that I was not aware of.

A promotional graphic for Radio Kaleidoscope. It features a circular logo on the left with the letters 'RK' in a checkered pattern. To the right of the logo, the word 'RADIO' is stacked above 'KALEIDOSCOPE' in large, bold, black capital letters. Below 'KALEIDOSCOPE' is the tagline 'IT'S WHAT RADIO'S ALL ABOUT'. To the right of the station name, the number '266' is displayed above the word 'METRES'.



A Tribute to Someone

In the depths of the lockdown I was walking along an obscure path along the Darenth Valley and going up the steps to a narrow bridge saw this small stone with the NHS tribute.

Whilst I accept that there are many more people other than the NHS that deserve a tribute to them (especially shop workers who have to put up with all the abuse from stroppy shoppers and bus drivers who were at very high risk) I just thought it was rather nice that someone had gone to the trouble to make it and place it there.

So showing this is my tribute to them.

Forwarded to me By Andy Fribbens G8MLQ

From: Thomas Colin
Sent: Aug 25, 2020 at 11:36 AM
Subject: GARS - information forthcoming event

For Information

Please see the e mail below from the G-QRP Club of which I am a member. The Club is for all low power (QRP) enthusiasts but has much of interest for any Radio Amateur. Normally the Club has an Annual Convention in the North of England but this year is having to rely on an online Virtual Convention using Zoom on 5th/6th September. Basically there will be about 10 speakers on various topics many of which will be of interest to some or all of us.

Full details are at <http://www.gqrp.com/convention.htm>.

If you are already a G-QRP member it will cost 4 GBP; if not it will cost 17 GBP (international) including 15 months membership of G-QRP and its quarterly magazine SPRAT.

Regards
Colin Thomas
9H4CT
GARS Hon. Sec

PS I know that some people are using the very reasonably priced Nano VNA . I see that one of the talks covers this.

From: Daphne Neal <daphne@g7ena.co.uk>
Sent: 23 August 2020 11:38
To: thomascolin@onvol.net
Subject: Convention Update

Dear Colin

I am just out of this week's progress meeting for the Convention and all is on track for it to be a great weekend of live QRP talks with Q&A sessions after each one. We have been able to secure speakers to cover the top 10 topics that were suggested in the survey we carried out including construction, antennas, digital modes, propagation test equipment, portable operations and more.

The ticket sales have been steady through the week and we have now sold over half of the seats available. If you have not yet booked, I would encourage you to do so in order to make sure you do not miss out;?the Eventbrite system works really well but if you get stuck, please do not hesitate to get in touch.

The full programme is on the Club website, along with details on how to book tickets and some FAQs about the event:<http://www.gqrp.com/convention.htm>

73, Steve, G0FUW
Chairman
G-QRP Club

Well that's it from me for this issue.

I hope you are all staying safe and I would appreciate any submissions for future newsletters.

All the best
Dave G4YIB