



<http://www.nkrs.org.uk/>

Issue 198

# NKRS Newsletter

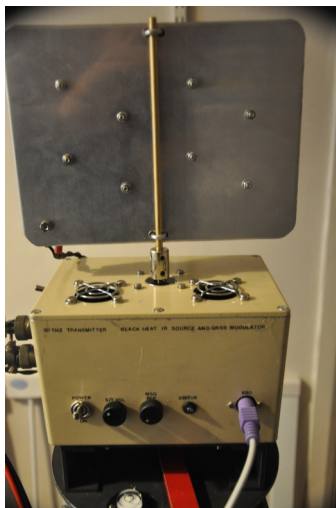
Prepared By  
Telephone (44) 07941 796476  
Secretary Stephen Osborn G8JZT

D.R.J. Collings G4YIB  
Email [nkrs@crystaldave.com](mailto:nkrs@crystaldave.com)  
(44) 01322 441749 secretary@nkrs.org.uk

Our next meeting will hopefully be at :  
The Hurst Community Centre, Room 15, Hurst Place, Bexley, Kent, DA5 3LH

| Date              | Event                                     |
|-------------------|---|
| 1st February 2022 | Chris G0FDZ on his 30 THz system          |
| 15 February 2022  | Natter Night                              |
| 1st March 2022    | Talk by Robin M0RJT subject TBA           |
| 15th March 2022   | Natter Night                              |
| 5th April 2022    | Talk by Robin M0RJT on his Solar Telescop |

**Please note that Meetings and Jitsi meetings are open to all, not just members of the NKRS**



It's 2022 and hopefully we are all still here in spite of Covid.

**We have had 2 meetings so far this year and they have not been well attended but our next meeting is by one of our members Chris G0FDZ on his innovative state of the art 30 THz system**

In case you wondered 30 Terahertz (THz) =  $1.0E-5$  In Metres.

**As he has gone to the trouble of preparing this talk for us please make the effort to attend to give him your support.**



## The North Kent Radio Society Club Net

**Since the resumption of meeting the club net will now take place every 2nd and 4th Tuesday of the month**

**Start at 8.30PM on 145.5 and then we move to a convenient clear channel.**

**Please feel free to join us whether you are a member or not you will be welcome**

## KW Weekend

Again this year the GB8KW special event station was on the air on Saturday 8th and Sunday 9th January 2022 from the Cray Valley club's meeting place in Eltham. The weekend can be regarded as a tribute to and celebration of equipment produced by the UK Company KW Communications that ceased trading in 1991.

Considering the age of the equipment there is still a lot of it in use and it is estimated that there are around 100 KW2000's still operated.

The company was formed in 1956 by Rowley Shears (G8KW) together with Ken Ellis (G5KW) they set up KW Electronics working from Rowley's home, in Birchwood Rd. Wilmington. Initially the company manufactured antennas - the G8KW trap dipole antenna.

Between 1960 and 1974 they manufactured in the Dartford and Crayford area until 1974 when they were taken over by Decca Communications..

In 1980 Decca Communications closed and G8KW bought many of their assets and set up KW Communications in Chatham until his retirement in 1989 when the company was taken over by HRS electronics.

In 1991 HRS went into liquidation and KW closed

A wide range of HF equipment was produced some of which that was displayed is shown below.



KW Victor and KW77

**KW Victor** Produced around 1960. This is a re-badged Vanguard with double the output power from two 6146 finals. This model is quite rare.

**KW Viceroy** Produced 1960 -1965. Power output is 180 W PEP input on SSB, 150 W on C.W. and 90 W AM.

**KW Valiant** Produced around 1960 Capable of 25W on 6 bands can be used mobile.

**KW2000E** Produced 1973 to 1975. This was the last version of the KW2000 with an Improved front end and now with 500 KHz band segments 2 6146 finals.



KW Viceroy and KW77

**KW Vanguard** First manufactured in 1957 and introduced as a kit for Christmas 1957. This was a base station, HF AM/CW transmitter. It was designed around the Italian Geloso VFO unit, covering 80 - 10m. AM was provided using two 6L6 valves to plate modulate the single 6146 used as the RF power amplifier. An option was available at purchase to enable it to cover the 160 metre band.

**KW77** Produced 1963 – 1965 This was a development of the KW76 HF receiver. Range 10 to 160M AM/SSB/CW

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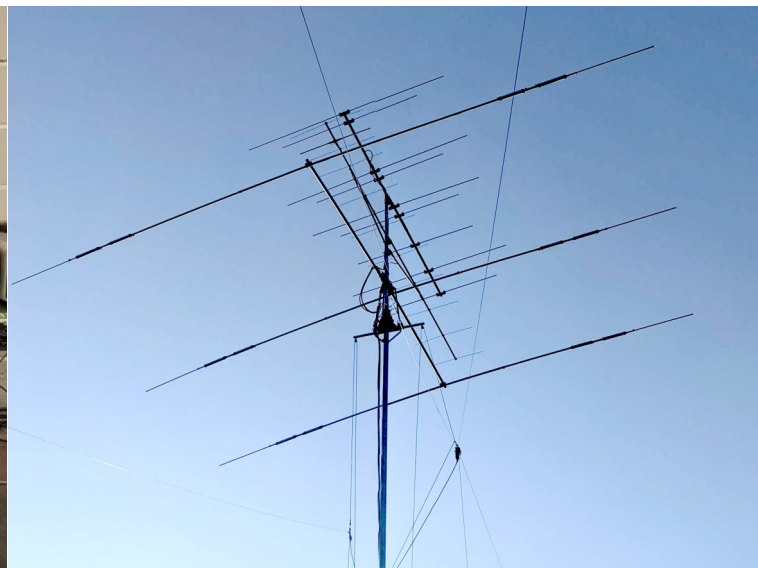
KW Vanguard note the items on the desk



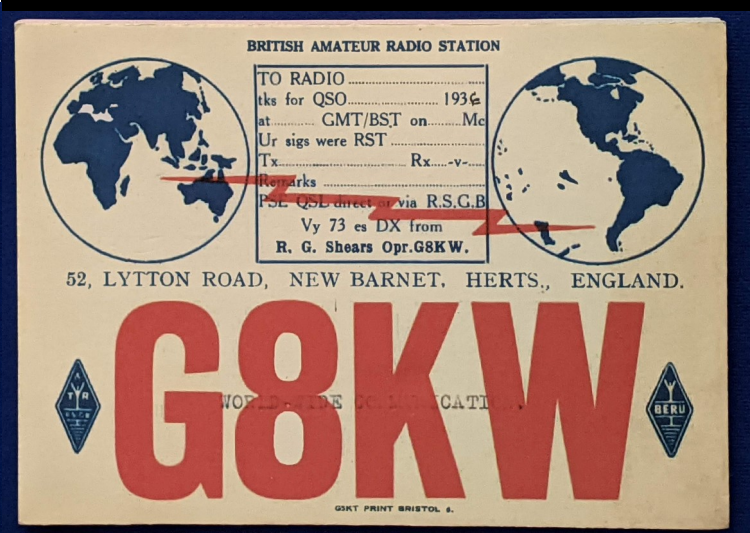
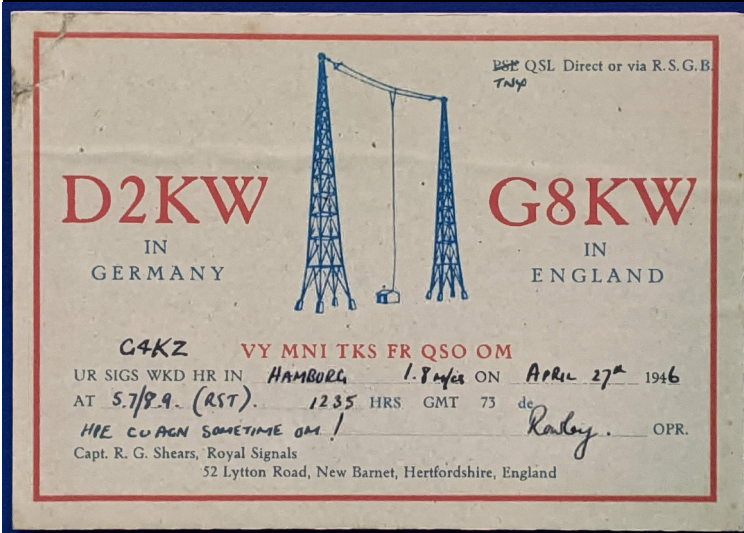
KW Atlanta with KW1000 linear



KW 2000 with KW 1000 linear and Decca ancillaries



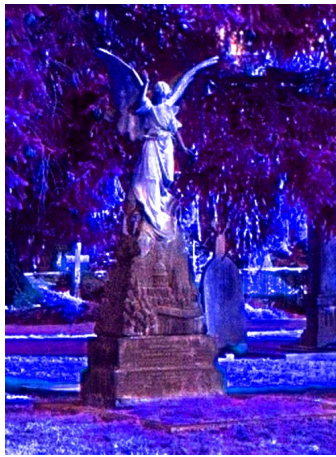
Cray Valley Radio Society's antenna system



Thanks to the Cray Valley Radio society for hosting this event and also to all the people that contributed to the weekend.



## The City of the Dead



*Brookwood Cemetery, also known as the London Necropolis, is a burial ground in Brookwood, Surrey, England. It is the largest cemetery in the United Kingdom and one of the largest in Europe. The cemetery is listed a Grade I site in the Register of Historic Parks and Gardens. From Wikipedia*

Picture Victorian London, overcrowded slums, the stinking open drains with the Thames not much better and too many corpses.

In the 1800's there was a problem with the deceased and where to put them. The situation was so bad that corpses were crammed into pits, bodies exhumed and graves re-used, coffin wood used for fuel and a trade in human bones as fertiliser! This was common in Victorian London.

The industrial revolution of the late eighteenth and early nineteenth centuries saw London almost double in size. So dramatic was the Increase in population that there was no longer enough room to bury the dead. Matters really came to a head with the cholera outbreak of 1848-49, which killed nearly 15,000 Londoners and made it clear that serious action was needed.



Many solutions for dealing with the dead were discussed but the most radical was thought up by two men who had an idea that they hoped would resolve this situation.

Sir Richard Broun and Mr Richard Sprye proposed the building of a city of the dead, the "London Necropolis & National Mausoleum" - an enormous cemetery outside London, with its own railway. Beyond any future extension of the city, it would take all of London's dead, for ever.

A Bill of Parliament was passed in 1852 to incorporate the LNC (London Necropolis and National Mausoleum Company). When the London Necropolis was built it was the largest graveyard in the world, and it is still the largest graveyard in western Europe.

Since hearing of the "City" many years ago I have been meaning to pay it a visit and this year on a cold but sunny January day I got there. Impressive is the word for it but we only scratched the surface of the place so I intend to visit during warmer weather.

There are many "famous" people buried there but the only one I had heard of is Dennis Wheatley who resides in a small most unimpressive grave. This does not reflect the large number of books he wrote, most of which I read in the 60's and 70's. The city also contains American war graves from WW1 but we never found that, we will next time.



Continued on Page 5

Who we did meet there was one of the monks from the Saint Edward Brotherhood which is a small Orthodox Christian monastery in Brookwood. They hold to the traditional Orthodox Faith and are members of the Church of Greece. We were lucky to meet him because he was able to show us the Necropolis Station (more about that follows) and let us into their small private museum.



Stained glass window in the museum



Dennis Wheatley's grave in a nice shady spot



Brookwood necropolis terminus station (the remains of ) See below  
The building behind is the monastery

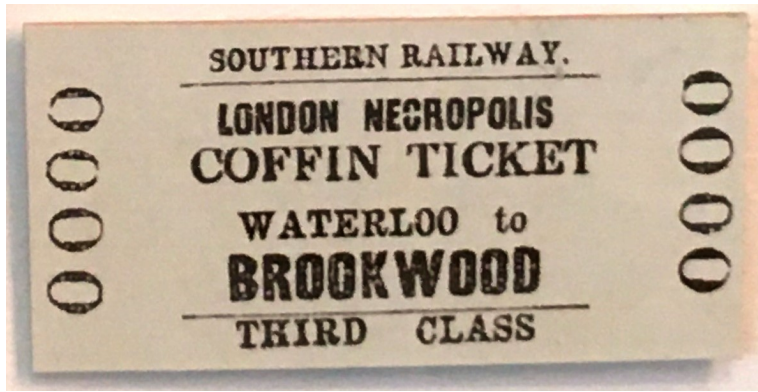
### Last exit to Brookwood (on the Necropolis line)



For their final journey, the dead had their own railway line, extending 28 miles from the London Necropolis Railway's terminus (complete with private chapel) outside Waterloo, to one of the cemetery stations at Brookwood. The South Station served Anglicans, while the North Station catered for everyone else - Catholics, Non-Conformists, Muslims, Hindus, Parsees and atheists. The London Necropolis Railway was opened in November 1854 by the London Necropolis Company to carry corpses and mourners between London and the newly opened Brookwood Cemetery

The idea of using the railway to convey the dead and mourners to Brookwood was not without its critics. Many thought the clamour and bustle they associated with train travel would not suit the dignity demanded of a Christian funeral. In 1842 questioned by a House of Commons Select Committee, Bishop of London Charles Blomfield said he thought respectable mourners would find it offensive to see their loved one's coffins sharing a railway carriage with those of their moral inferiors. "It may sometimes happen that persons of opposite characters might be carried in the same conveyance," he warned. "For instance, the body of some profligate spendthrift might be placed in a conveyance with the body of some respectable member of the church, which would shock the feelings of his friends."

This seems odd today but in 1842 train travel was seen as a revolutionary novelty. It was written by Andrew Martin author of *The Necropolis Railway* that "People were scared of them, they were thought of as dirty, noisy things. That was a very mid-Victorian attitude. Dickens hated trains."



Because of the Bishop's fears it was decided, therefore, that the Necropolis trains would have to be run as an entirely separate service, with its own dedicated rolling stock and timetable. The trains were segregated, firstly dependant on what the faith of the corpse was and secondly whether you bought a first-class, second-class or

third-class ticket. Coffin accommodation was divided into three classes too, with each hearse car split into three sections of four coffin cells each. The higher fares it charged for first-class coffin accommodation was justified by the company pointing



to the higher degree of decoration provided on its first-class coffin cell doors and the greater degree of care which first-class coffins were given at both ends of the journey.

The railway had become less used in the period before WW2 but on the night of 16–17 April 1941 when the Waterloo terminus was destroyed during an air raid in it really had made its **“last exit to Brookwood”**.

## The Medway Queen returns to Gillingham

An historic paddle steamer which rescued thousands of soldiers during the evacuation of Dunkirk in the Second World War has returned to Gillingham after being launched from Ramsgate slipway Friday 7th January 2022.

The Medway Queen was launched in 1924 and entered service on Thames estuary routes in May of that year. During World War 2 she was used as a minesweeper and is famous for her seven trips to Dunkirk in 1940. She brought men from the beaches back to both Dover and to Ramsgate. The ship's crew estimated that they evacuated 7,000 men while shooting down three Axis aircraft. When I travelled on her many years ago there was a brass plaque showing her presence on that event



From 1966 until 1974 she was a nightclub in the Isle of Wight and In 1984 she returned to the Medway and a group of local businessmen, headed by Jim Ashton, intended to restore her.

In 2006, a bid to the then Heritage Lottery Fund was successful and the hull has now been rebuilt. More recently, superstructures on the deck have been rebuilt.

It is hoped there will be a public re-opening on February 12th.

**Email received re QSO Today Virtual Ham Expo March 12-13, 2022**

I received the following email from Brad Grob

If anyone is interested in this please ask me to forward the full email, follow the link at the bottom of the text or contact Brad direct

Date: Thu, 20 Jan 2022 21:08:37 +0200  
From: Brad Grob <brad@qsotodayhamexpo.com>  
Reply-To: brad@qsotodayhamexpo.com  
To: nkrs@crystaldave.com  
Subject: Upcoming March 2022 QSO Today Virtual Ham Expo

Hi DRJ,

I'm reaching out to you to provide an important update about the upcoming QSO Today Virtual Ham Expo taking place on March 12-13 2022.. Below this email is a short document that you can share with your audience at your organization. We would love to have your readers and listeners participate in our upcoming event and would very much appreciate your help in sharing this with them. If I can answer any questions or provide additional information, please reach back out.

Thank you for your help with this!

Warm regards,

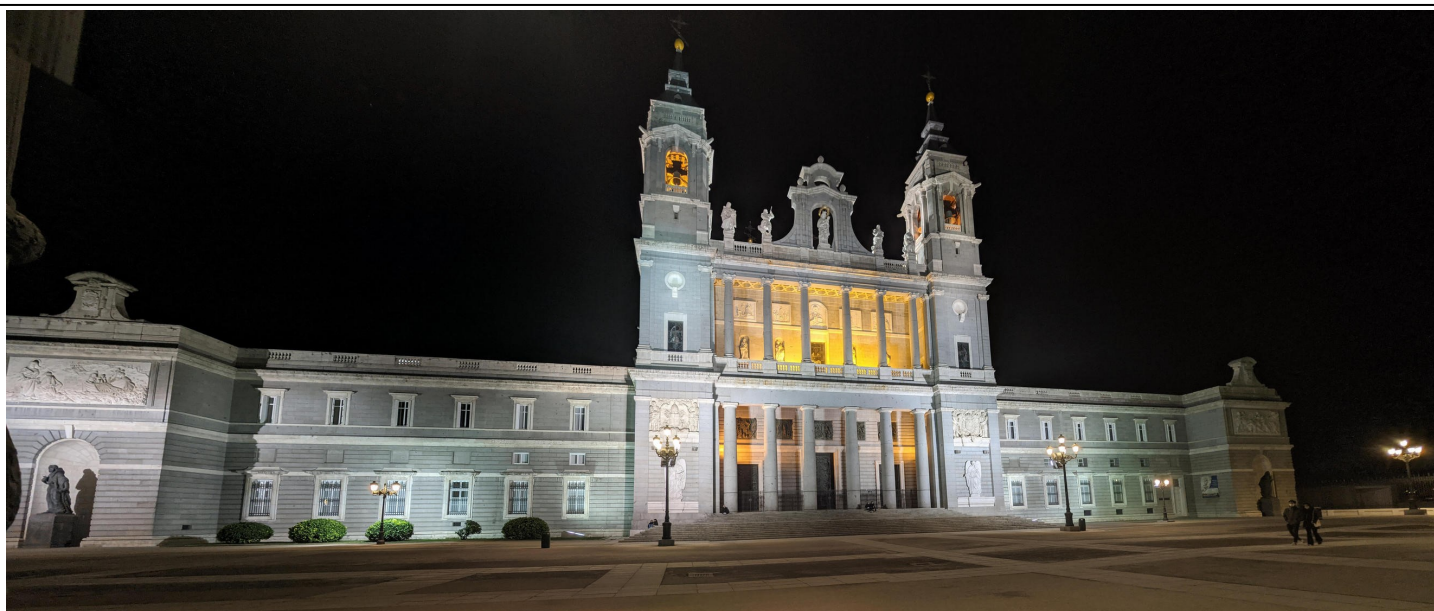
Brad

**QSO Today Virtual Ham Expo March 12-13, 2022**

**Save The Date!**

Our next QSO Today Virtual Ham Expo will be held live from March 12-13, and then on-demand for 30 days afterwards. We promise an amazing learning and networking experience to help you improve your knowledge and get exposed to new ideas, equipment, and practical techniques. No need to travel - participate from your home or office! Information can be found at

<https://www.qsotodayhamexpo.com/>



**That's all for this issue, please try to attend G0FDZ's meeting on the 1st February.**

Above is a photograph of the Royal Palace of Madrid taken at night a few days ago.

**Stay safe in spite of those who may be persuading you not to  
Dave G4yib**