



Issue 201

# NKRS Newsletter

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

Date	Event
19th April 2022	Natter Night
3rd May 2022	USAF in East Anglia by Ian G7PHD
17th May 2022	Natter Night
7nd June 2022	Bring a Thing night (more information nearer the date)
21st June 2022	Natter Night
5th July 2022	Talk by Dave subject to be confirmed.

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

**Re Newsletter 200**

**I would like to thank all of you who responded to Newsletter 200**

**Spring Edition**

This will be a bit shorter than usual as I am going away and wanted to send it out before I leave.

As its spring I thought Spring Lamb photographs would be appropriate.



**These are from the Hop Farm** taken a couple of days ago



**One Black one, one White one** and these are from Ireland



**The next meeting is about the USAF in East Anglia by Ian G7PHD**

As it says above this meeting is going to be a talk by our own committee member Ian G7PHD.

Attendance at meetings has been very low recently and while we realise that not everyone can come to everything , as this is one of our own giving the talk please try to attend.

People giving talks usually spend quite a bit of time preparing them and to present them to an empty or near empty room is not a satisfying result for the effort.

**The bottom line is please try to attend.**



**The War and Peace Revival 2022**



The Hop Farm, Paddock Wood, Kent

**Tue, Jul 26 2022  
to Sat, Jul 30 2022**

This is a five-day military and vintage, annual (apart from Covid) festival at The Hop Farm, Paddock Wood, Kent, and includes the world's largest military vehicle show.

A main highlight of the event is battle re-enactments. They include World War II battles staged in the main arena using vehicles from that period and impressive pyrotechnics.

There are extensive trade stands selling everything you can imagine ,and there is so much to see you won't see it all in one day.



# The Spa Valley Railway

From Wikipedia

*The Spa Valley Railway is a standard gauge heritage railway that runs from Tunbridge Wells West railway station in Tunbridge Wells to High Rocks, Groombridge, and Eridge, where it links with the Oxted Line. En route it crosses the Kent and East Sussex border, a distance of 5 miles (8 km), along the former Wealden Line between Tunbridge Wells Central and Lewes. The railway headquarters is at Tunbridge Wells West railway station.*



We had some friends from “up north” staying for the weekend and the sun was shining so we decided to take a ride on the **Spa Valley Railway** and it was a very good decision.



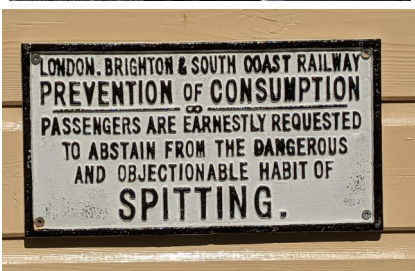
We were powered by Diesel from Tunbridge Wells to Eridge and steam on the way back. We stopped off at Groombridge to walk around the village.

The line had been built by the London, Brighton and South Coast Railway (LB&SCR) and opened at Tunbridge Wells West in 1866 as the eastern terminus of the East Grinstead, Groombridge and Tunbridge Wells Railway (EGGTWR). Additionally there was also an extension to Tunbridge Wells Central where there were direct services to the South Coast at Brighton and Eastbourne and to London Victoria.

From the 1950's onwards passenger traffic fell into decline and there were a number of proposals for closure. In the early 80's the track and signaling needed to be replaced and this eventually led to the closure of Tunbridge Wells West from July 1985.



Top BR Southern Railway Bulleid Pacific 4-6-2 34053 Sir Keith Park  
 Above Left Diesel BR Class 31 31430 'Sister Dora'  
 Above right Hunslet Austerity No. 2890 'Douglas' more about this later  
 Left bottom Something I wish they would enforce now.







The Spa Valley Railway was formed as a charitable society in September 1988 with the intention of purchasing and reopening the Tonbridge Wells West to Eridge line.



Tunbridge Wells and Eridge Railway Preservation Society (TWERPS), began their struggle to reopen the line. In 1996 the North Downs Steam Railway relocated from Dartford to TWERPS. It transferred its assets and helped establish a base in the former LB&SCR locomotive shed. That year services began running and were extended in 2005.

The Spa Valley Railway (SVR) holds a number of events through the year and has an impressive inventory of rolling stock and locomotives and runs through some of the best of Kent/Sussex countryside and gives a good view of Harrisons Rocks.

Check their website for details but if the sun is shining and you are looking for something to do take a ride on the [The Spa Valley Railway](#).



Tunbridge Wells booking office



Old advert ??



Miscellaneous bits



The bookstall at Groombridge



I must admit a slight disappointment when I found that the locomotive that was bringing us back from Eridge was not ex BR but in reality it didn't matter much.

Built by Hunslet locomotive 2890 Douglas is currently on long term loan to the Spa Valley Railway.

This locomotive was built as works no 2890 in 1943 by Hunslet Engine Company at Leeds as an austerity 0-6-0ST. It then entered service with the War Department as WD 75041 being delivered to the War Department Transportation Stores Depot at Richborough Kent in December 1943.

In April 1944 it was repaired in the Southern Railway works at Brighton where it was fitted with Westinghouse brakes, renumbered 107 and moved to the Longmoor Military Railway in June 1944 for hauling passenger trains.

The Longmoor Military Railway was a British military railway in Hampshire, built by the Royal Engineers in order to train soldiers on railway construction and operations. The railway operated from 1903 and ceased operation on 31 October 1969.

As a training railway it was often being constructed/deconstructed. The layout would often change, and at one time housed a machine which could lay 1,500 yards (1,400 m) of track a day. At its peak, the railway ran to over 70 miles (110 km) of operational laid track and sidings and during its operational life over 1000 locomotives were associated with it.

## The 8 Meter Band.

A friend recently asked me by text what I knew about the 8M band, the short answer would have been not a lot but I remembered that I had read something in QRZ recently so decided to look into it.

This article is my response to his question.

From Wikipedia, the free encyclopedia

*The 8-meter band (40 MHz) is the lowest portion of the very high frequency (VHF) radio spectrum allocated to amateur radio use. The term refers to the average signal wavelength of 8 meters.*

There is no UK allocation (at the moment ) for 8 Meters but as many of you will be aware on October 4, 1927, the band was allocated on a worldwide basis by the International Radiotelegraph Conference in Washington, D.C. 56–60 MHz was allocated for amateur and experimental use. UK amateurs had use of it between 1925-1928. The band was subsequently use for 405 line television and lost to amateurs. These transmitters were closed down in the 80's

From 1955 to 1959 ,38 to 40 MHz was allocated for USSR amateurs

In 1957 for the International Geophysical Year the first earth's artificial satellite Sputnik 1 and broadcast a beep on 20.005 and 40.01 MHz

Moving on to Sep.1979

MP Major Patrick Wall (knighted in 1981), who came to deserve the title "Father of British CB", formed an all party parliamentary working party for CB radio.

I attended one of their meeting in the early 80's (I think) that was chaired by Richard Town a marine radio engineer and also our local councillor.

The proposal at that time was for CB to be allocated 16 channels at 42.608-43.0 and another 20 channels at 43.694-44.0. TV was still in use on some channels but the intention was to establish a new European standard for CB with (hopefully) the UK leading its development. Some sets came on the market for those frequencies but were not widely available.

Sadly (in my opinion) CB was then announced on 27MHz in 1981. I don't mean sadly we got CB I mean sadly we didn't get it on 4x.xx MHz.

**Military** communications activity can be found in the VHF-Low Band (30-50 MHz) in the following frequency ranges:

30.00-30.55

32.00-32.99

34.00-34.99

36.00-36.99

40.00-41.99

49.61-49.99

40.5 is the JCS- Joint Communications Support designated aeronautical guard/emergency frequency for US military operations using tactical FM radios that operate in the band 30-88 MHz. The frequency was so designated because of its harmonic relationship to aeronautical guard/emergency frequencies 121.5 MHz (3rd harmonic) and 243 MHz (6th harmonic.)

Another UK allocation is for Radio Control models and they have 34 channels at 10kHz spacing between 40.665 and 40.995 MHz

Other allocation in this area are as follows (some of these may be out of date as I have now been out of the business for some time.

47.45625 - 47.5375 Cordless telephones (doubt there are any of these still in use)

47.5500 - 48.5500 Broadcasting links

48.99375 - 49.4750 Hospital pagers (bit doubtful about this one)

49.8200 - 49.9875 low power w/t and baby monitors (I know the monitors provided some entertainment )

Continued on Page 6



8 meter band continued.

In other countries the situation is different.

Slovenia (S5) in 1998 allocates 40 kHz of spectrum to beacons from **40.660 - 40.700 MHz**.

Denmark (OZ) 2007 gave approval for beacons on 40 MHz

South Africa (ZS) 2015 allocates 10 kHz of spectrum from **40.675 MHz** and **40.685 MHz**.

Ireland (EI) in 2018 allocated much of the low VHF spectrum to Irish radio amateurs including 40 MHz.

At present the Danish beacon OZ7IGY on 40.071 MHz is the only operational 40 MHz beacon in the world unless you know any others.

Various other countries do have 8m allocations and for a lot of information on the band you should look at the EI7GL blogspot.

<https://ei7gl.blogspot.com/p/40-mhz.html>

## The USA

In 2019 Petition for Rulemaking (RM-11843) was submitted asking the FCC to create a new 8-meter amateur radio allocation on a secondary basis. The Petition suggests the new band could be centred on an industrial-scientific-medical (ISM) segment somewhere between 40.51 and 40.70 MHz. The spectrum between 40 and 41 MHz is currently allocated to the federal government and, as such, within the purview of the National Telecommunications and Information Administration (NTIA).

The full petition can be downloaded from the following link and it does contain some interesting information.

[https://www.fcc.gov/ecfs/file/download/DOC-5abd722002c00000-A.pdf?file\\_name=8%20meter%20PRM.pdf](https://www.fcc.gov/ecfs/file/download/DOC-5abd722002c00000-A.pdf?file_name=8%20meter%20PRM.pdf)

IN July 2021 an 8-Meter Experimental Station went on the Air from the USA

WL2XUP is an FCC Part 5 (in the UK this would be called an experimental licence) Experimental station operated by Lin Holcomb, NI4Y, in Georgia. It's licensed to operate with up to 400 W effective radiated power (ERP) between 40.660 MHz to 40.700 MHz.

Well that's it on 8m if you have any corrections to this article or anything to add please don't hesitate to let me know the email address on the first page.





## The airship is coming back to London

But not the one shown in the picture

<https://www.ianvisits.co.uk/articles/the-goodyear-blimp-will-be-flying-over-london-next-month-53804/>

Last time it was here it operated out of Damyns Hall and could be heard on 119.55 (Hornchurch Radio). I don't know if this will be the same but if anyone does know please tell me




**15th Bexley Beer Festival**  
**Dartfordians Community Sports Club**  
**War Memorial Club House**  
**Bourne Road, Bexley, Kent, DA5 1LW**  
**90+ Beers & Ciders**

Refundable Souvenir Glass, Hot & Cold Meals,  
 (Snacks & soft drinks available at club bar)

£3 Thursday 5th May 2022 2pm - 11pm  
 £3 Friday 6th May 2022 11am - 11pm  
 Saturday 7th May 2022 11am - 8pm  
Last orders 1/2 hour before closing

**CAMRA members and under 26s (with proof of ID) FREE**  
**Non-CAMRA £3**  
 Updates available nearer the date on [bexley.camra.org.uk](http://bexley.camra.org.uk)

 [twitter.com/bexleycamra](https://twitter.com/bexleycamra)

  **Nearest Railway Bexley Station**  
 **132, 229, 492, B12**  
 Bus Routes to Hartford Road Bus Stops J & H  
**ALL RIGHTS OF ADMISSION RESERVED**



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I know this may interest a few of you so I thought I would include it.

I am not going to be around myself but even if I am not there it should be worth a visit.

That's all for this issue,

Any comments, complaints, error corrections or articles for insertion please email me

Dave G4YIB

## Warning

This item contains no nuts but some may have been used in its preparation