



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

Issue 218

NKRS Newsletter

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

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

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

Date	Event
7th November 2023	Natter Night
21 November 2023	Chris G0FDZ 122 Ghz and above
05 December 2023	Annual General Meeting
19 December 2023	Christmas EGM
2nd January 2024	Natter Night ??
16th January 2024	Anne Fribbens on Neurology ??
6th February 2024	Natter Night ??
20th February 2024	Military aviation in East Anglia by Ian G7PHD ??

?? Dependant on us finding a venue See Below



NKRS News

29 OCTOBER 2023

Radio Club Homeless Again

By DAVE G4YIB

After 5 years of meeting at the Manor House the North Kent Radio Society are to be homeless again. The operators of the Manor House have given up their tenence and the club have use of the premises until the end of December 2023. The

clubs committee are working hard to find new premises but if any of the members know a possible meeting place please contact the club using the information given at the head of the newsletter.

NKRS Homeless Again.

Sadly it's true.

It's 5 years since we were evicted from the Pop In Parlour where we had met for many years and we moved to the Hurst Community Centre where we were very happy.

Shortly before Covid the operation of the centre was taken over by the Youth Opportunity Diversity Trust (YOPD) but unfortunately (as I understand the situation) it has not been successful financially for them so they are handing the tenancy back to Bexley Council who are hoping to find a new operator. The bottom line is that our tenancy will cease on Thursday 21st December which does mean that we can have our final meeting of 2023 on the 19th.

We (the NKRS Committee) are actively seeking new premises and members will be informed as and when there is any progress with this but if you should have any suggestions for meeting places in the greater Bexleyheath area please let Steve or myself know.

One of the problems is that whilst there are places out there to rent it has to be somewhere we can afford.

This is a difficult time but we have been there before and come through it so hopefully we will do again.

Annual General Meeting 05 December 2023

The Annual General Meeting (AGM) is a yearly gathering of members to discuss the club's performance, to examine financial issues and discuss other important matters.

The AGM is an important meeting and one of its important functions is to elect a new committee and its officers and discuss matters affecting the running of the club. All members should try to attend and non members are welcome as their input can be valuable but they will have no voting rights.

If you are a paid up member you should receive some document prior to the meeting.

This year's meeting will be particularly important especially in view of our accommodation issue so please put this date in your diary and try to attend.

Christmas Curry

At the next meeting we should discuss if and when we are going to have one this year.

If you are not attending the meeting and you have thoughts on this please email the secretary.



Club Net

The club net takes place every Tuesday on non club nights at 8.30pm , call on 145.5 and then we move to a convenient clear channel.

Please feel free to join us .

Shortwave Modernization Coalition

Have you ever heard of the **Shortwave Modernization Coalition** ? I hadn't until recently

The Shortwave Modernization Coalition (SMC) thinks the 2-25 MHz band is underused and wants to use it for the long-distance transmission of time-sensitive data from fixed stations. The users would be companies working with certain kinds of financial transactions; the proposal would prohibit voice transmission and mobile operations.

The firms that make up the coalition are “market makers and liquidity providers” for exchanged-traded financial instruments. The coalition includes DRW Holdings, IMC Trading Group, Virtu Financial Inc., NLN Holdings, Optiver Services and Tower Research Capital. In other words financial institutions.

SMC believes there is underutilized spectrum in the high-frequency bands. The coalition wants to use 20 kW transmitters for the transmission of time-sensitive data from fixed stations. It wants the FCC to allow these fixed, long-distance, non-voice communications in multiple bands between 2 MHz and 25 MHz.

The SMC claim that current rules limit the frequencies to public safety, aeronautical, maritime, amateur and limited Part 90 Industrial/Business Pool uses. It believes the rules governing those Part 90 uses are out of date technically. It believes that allowing its proposed uses on a non-exclusive, licensed basis will not impinge on existing users in that spectrum.

The American Radio Relay League (ARRL) called the proposal seriously flawed. Their analysis determined that, if the proposed rules are adopted, the new operations inevitably will cause significant harmful interference to many users of adjacent and nearby spectrum, including amateur radio licensees.

Numerous organisations have told the FCC that a proposal to “modernize” the shortwave band is a threat to amateur radio operators in the United States and possibly the end of ham radio as we know it. And hams are just one source of opposition to the idea. Also the US Coast Guard (USCG) is concerned about the proposed changes because of the possible detrimental effect on their communications.

For more information

<https://www.radioworld.com/news-and-business/headlines/hams-worry-about-shortwave-proposal>

[Read the SMC petition.](#)

[Read the FCC petition.](#) The FCC is taking comments under proceeding RM-11953.

I wonder if this explains the antennas that Kevin G8MLO found in a field.



All three photographs supplied by Kevin Packard G8MLO

Andy's G8MLQ visit to the Malta Amateur Radio Club

While we are freezing and dripping with rain Andy and Anne are enjoying the Malta sunshine. Good luck to them, keep enjoying.



Coals but perhaps not from Newcastle

The Heritage Railway Association (HRA) has been campaigning to support British coal mining and has expressed considerable relief following the decisive rejection of a controversial amendment to the Energy Bill, which sought to end all domestic coal mining in the UK .

The HRA is leading the work to ensure that a sustainable source of steam fuel is available into the future. We're sharing our research and collaborating with other heritage coal users including road steam, maritime steam and the craft metalworking sector .

The UK heritage rail sector uses around 35,000 tons of high-quality, low-polluting steam coal each year. Steam locomotives use high-quality, low pollution coal that produces very little smoke so most of what comes out of a steam locomotive chimney is steam – harmless water vapour.

The heritage rail "industry" generates 13 million visits a year and is vital for the tourism economy of areas throughout the UK; towns like (but not exclusively) Porthmadog, Swanage, Bridgnorth and Pickering all of which rely heavily on the railways to attract visitors.



Diesel to Electric on an old class 8



The British Rail Class 8 is a class of diesel-electric shunting locomotives built by British Railways. Since their introduction in 1952, as a standard BR general-purpose diesel shunter, the class became a familiar sight at major stations and freight yards. But times move on. As the UK moves towards net zero, diesel engines are increasingly unacceptable.

A Class 8 diesel shunting locomotive originally built in the 1950s has been rebuilt to use battery power by Positive Traction to offer a cost-effective and emission free alternative to diesel power

The cab has been modified to provide all-round visibility, and fitted with double glazing, remote monitoring equipment and a roof-mounted heating, ventilation and air-conditioning unit. However the existing control desk has been retained to reduce driver and depot staff training time.

It is powered by a plug-in lithium-ferro-phosphate traction batteries supplied by Lithion Battery Inc which is housed in a "PT Powerpod". This contains the batteries, battery management system, charger and ancillaries. The battery pods can be exchanged with a forklift truck.

This should make the Class 8 (modified to Class 8e) ULEZ compliant.

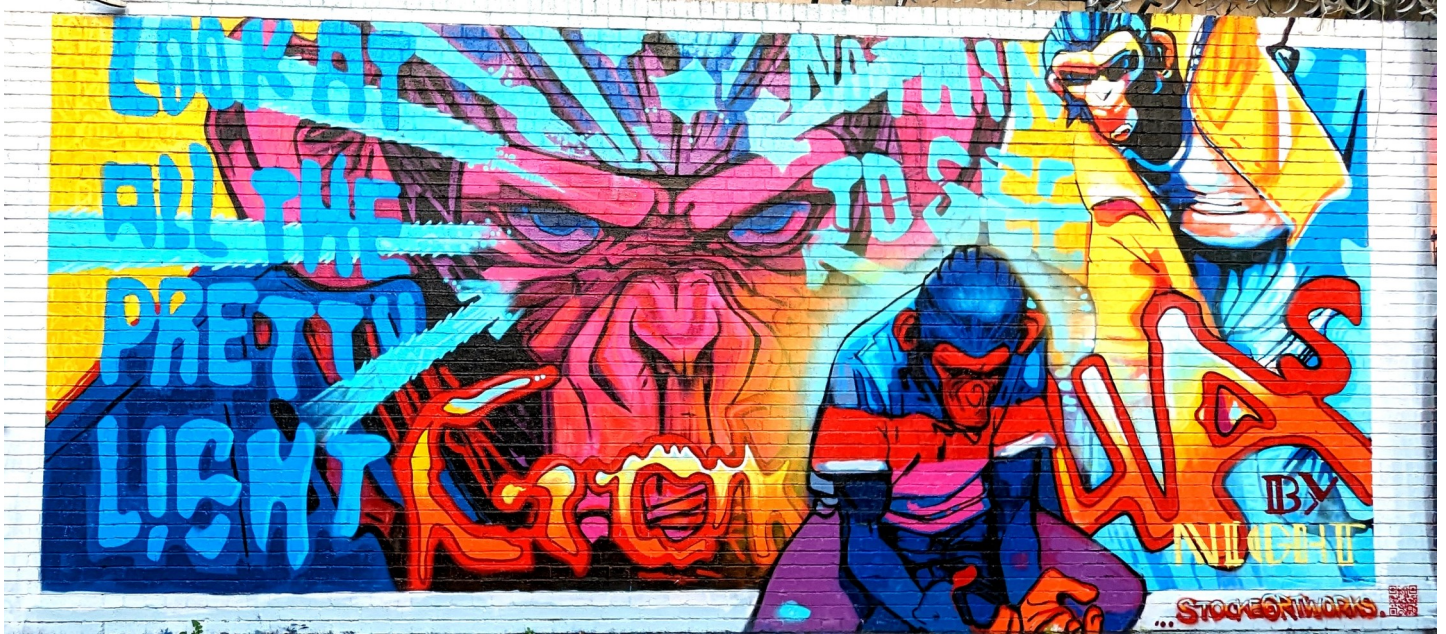
The CATS 2023 Bazaar

November 19

Oasis Academy Coulsdon
Homefield Rd,
Old Coulsdon,
CR5 1ES

Features small invited traders, clubs and special interest groups and a Bring & Buy.
Entry £3 per person which includes a free tea/coffee at the canteen which will also be selling snacks and lite bites.
Free on-site parking.

Further information via bazaar@catsradio.org.uk or at website or www.catsradio.org.uk or Andy G0KZT on 07729 866600 W



Late News

The funeral of Ted Williams GOULL will take place at Eltham Crematorium Otherwise known to many as (Falconwood Crematorium) on Friday 3 November at 2.45

Above and left examples of Brick Lane street art.
That's all for this issue, hopefully see you at the next meeting

But Don't Miss The AGM

Regards Dave G4YIB

A day out on the Strawberry Line with the “Easy riders”

By Tony Fishpool G4WIF



The Strawberry Line stretches from Yatton, via Axbridge and ends at Cheddar. It is a former railway line that was purchased by North Somerset Council who subsequently leased it to the Strawberry Line Society (a registered charity). As you can see from the map below, it is part of a growing network of paths being created for leisure use.

In June 2020 the council announced the start of resurfacing of the 8 mile section between Congresbury and Sandford after a recorded cycling increase on the line of 48 percent. Aside from the health benefits, promotion of cycling and walking brings employment opportunities as pubs and cafés experience increased custom. A win all around.



The above graphics courtesy of the Society from their website at www.thestrawberryline.org.uk

Yatton Station was our starting point and it is nice to see all day parking being provided at such a reasonable rate. The Strawberry line has a small café situated there plus the facility to hire cycles.

You enter the cycle path right away and the going is pretty easy with no need for a rugged mountain bike. This was made for the Easy Riders group. Along the way you pass places like long abandoned station platforms and some phenomenal scenery.

On the way (just for kicks) we were passing the Cheddar Reservoir so we diverted and rode around the perimeter - then we carried on along the Strawberry Line. (See group photo).



Lunch was at the Lamb pub in the High Street in the pretty village of Axbridge. The food here was excellent and the outside seating comfortable. Inside there is bags of atmosphere.

Afterward it was time to return the way we had come – sunshine all the way.

There were no steep hills on this bike ride. That might not always be the case in this part of the country but please do not let this prospect put you off joining the Easy Riders group.

If we come to a hill that we can't manage, then rather than struggle, we will get off and push. The reward for us is the beautiful countryside and the good company – rather than how likely we are to compete in the Tour de France. We are also never in a tearing hurry so you will not be left behind.

If you don't already own a bicycle but would like to give it a try without the risk of a brand new purchase then consider visiting the Monmouthshire UpCycle project situated near to the station in Chepstow. You can get a good used bicycle which has been serviced and not pay a fortune. The stock seems to change fairly often. They have a Facebook page where new stock is often advertised.

<https://www.facebook.com/upcyclebikeproject>

Once you have a bike the UpCycle project also undertakes servicing. (They will also come do your gardening to raise money for the charity!)

Future rides planned for the Easy Riders group are advertised in advance on the U3A website (in our group area). So please do consider joining us and be assured of a warm welcome. Derek & Nicky (our conveners) can answer any queries if you get in touch.

Our thanks to Graham for planning and leading the ride.