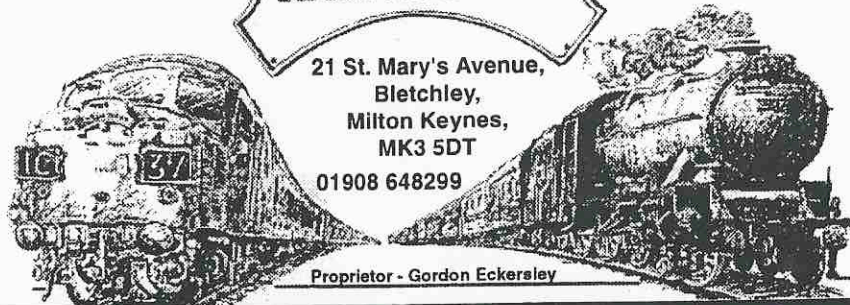


BLETCHLEY RAILWAYANA

21 St. Mary's Avenue,
Bletchley,
Milton Keynes,
MK3 5DT
01908 648299

Proprietor - Gordon Eckersley



Model Railways, Railway books, Ephemera and Relics BOUGHT AND SOLD

We buy or part exchange unbuilt or part built kits

MODELS

Gauge O - Try a kit or ready to run model - we stock both. The following O gauge ranges are in stock: Slaters, RJH, Janick, Mendip Models, Parkside Dundas, Connoisseur, Mikes Models, Oakville, Pocket Money Kits, Scorpio, Alan Gibson, Westdale.

OO gauge models by: Lima, Bachmann, Dapol, Ratio, Hornby, Slaters, Peco.

N Gauge models by: Graham Farish, Minitrix, Ratio, Peco, Slaters, KRS.

We also stock - paints by Humbrol and Railmatch, transfers by Fox, Howes and Woodhead. Nameplates from CGW and Jackson Evans. Electrical items by Seep and Gaugemaster. Try us for tools, drills, cutting mats, soldering irons, flux, glues and sundela board.

Mail order service available.

BOOKS

A good selection of new and secondhand books and magazines always in stock. We can also order books for you.

PAINTINGS

Commissioned railway paintings. Original oil paintings, drawings, pastels, watercolours, prints and acrylics. Picture framing service.

RAILWAYANA

Locomotive name and numberplates, lineside and station signs, signalling, handlamps, station lamps, railway silverware, station furniture, glass and china, uniforms, buttons, badges and clocks - bought and sold.

Telephone for details.

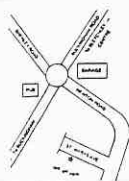
PRINTS

Photographic prints and post-cards always in stock to please the collector.

WANTED

Commercially made trains in all gauges, clockwork, steam and electric by Hornby (Dublo & O), Bassett Lowke, Trix, Bing, Marklin etc. Also early brass, tinplate, wood or cast iron trains, stations and accessories. Also required more recent models by Airfix, Lima, Mainline etc. American & Continental also purchased.

Where to find us



Open 6 days a week

Mondays	1000 - 1730
Tuesdays	1000 - 1730
Wednesdays	Closed
Thursdays	1000 - 1730
Fridays	1000 - 1730
Saturdays	1000 - 1730
Sundays	1000 - 1300

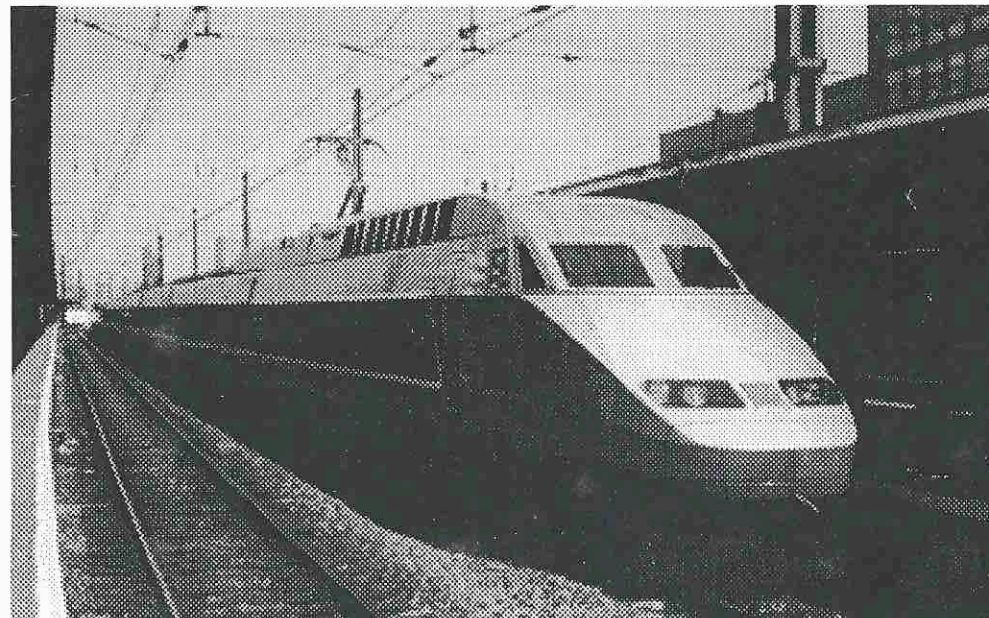
Free parking outside shop.



MKMRS NEWS

No. 45

DECEMBER 1995



A TGV stands at Brussels Midi with a service to Paris.

Photo: D. Lovett

Published by Dennis Lovett, Chairman, Milton Keynes Model Railway Society

Telephone 01908 376750

Railways and the war

Forgotten Heroes

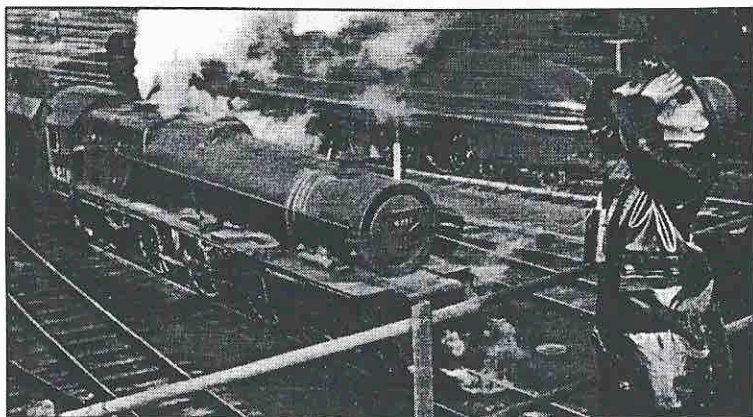
Behind the army, navy and the air force were the railway men and women of Britain. Despite the "Reserved Occupation" status, the railways of Britain still released some 110,000 of its staff for service in the armed forces, 382 of which lost their lives.

As bombs dropped around them, those that remained repaired the tracks, moved the freight and troops. Trains stood ready with replacement rails, ballast, signals and other essential supplies, so that repairs could be affected quickly. So vital were the railways to the war effort.

The country has never really recognised the effort put in by its railways during the war. There were few medals for railway staff, but the minute the planes took off on another mission, the fuel for the next was already on its way.

Railways also played an important role as the advancing troops made their way across Europe. Staff, including some from this area, were repairing damaged lines and driving trains overseas. Locomotives were built for war time use in both Britain and the USA.

Railway staff were very much in the front line. They were the
"Lines behind the Lines"
 and their efforts must never be forgotten.



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MILTON KEYNES MODEL RAILWAY SOCIETY Founded 1969

President	Jim Wood	Committee	Geoff Bell
Vice Presidents	Les Wood		Chris Garner
	Gordon Etherington		Chris Lester
Chairman	Dennis Lovett		Colin Jamieson
Vice Chairman	Fred Collins	Librarian	Mark Wilson
Secretary	Chris Hughes	Museum Co-ord.	John Hatton
Treasurer	Eric Bowman	CMRA Rep.	Chris Lester

Continental Comparisons

During the summer holidays, the family ventured abroad. The destination was Ostend in Belgium and proved very educational in the ways of life, both sides of the channel.

The Belgians have a different approach to public transport policy for one thing. Ostend station is next to the ferry terminal, foot passengers are let off the boat within minutes of docking and conveyed by moving pavements and escalators direct to the station alongside. In the platforms multi-liveried trains belonging to the main European operators (SNCF, DB, etc.) all await the passengers before heading off to a whole range of international destinations. Local trains to/from various parts of Belgium, line up alongside their own domestic expresses. The whole station was alive with staff, more staff than you would find on any weekday afternoon on the whole of North London Railways between London and Rugby!

The station was impressive. You could hire bikes, there were several cafes, restaurants, shops. There was a range of shops and even the toilets were staffed. Buses stopped outside at the adjacent bus station and a modern tramway alongside linked the coastal areas both to the east and west. There was not a weed to be seen. The adjacent freight yards were full of freight trains moving in and out. There was plenty of spare coaching stock, locomotives and wagons around.

Investment too was there for all to see. A brand new station was emerging at Brussels Midi and the Eurostars and TGV's looked impressive.

Compare this to our own country. The station at Ramsgate is about as far away as it could be. Ramsgate Harbour, despite once having its own adjacent station has long since lost it and the space utilised for car parking. The treatment of ferry passengers is a shambles requiring bus journeys of 100 yards which because of the one way system are .25 of a mile!

Trains to and from Ramsgate were about as far away from TGV's as you could get. Standing room all the way to/ from London must do wonders for the Belgians arriving for a holiday in the UK.

A car was never needed, because it was possible to get everywhere with good reliable and above all cheap public transport.

I was told that if I found Belgium impressive, I must visit Holland and France who really know how to operate a railway. In Belgium every train travelled on was on time and whilst speed was not as fast as on some BR routes, it left our system standing in every other department. Impressed - you bet I was!!


 Dennis Lovett, Chairman.

Club Notices

Bletchley Park Opening Dates

Bletchley Park is open from 10.30 until 5pm on the following dates:

**4th/5th, 18th/19th November
2nd/3rd December, 16/17th December**

In order to co-ordinate our efforts properly in future, the committee has appointed John Hatton to act as Museum Co-ordinator. Your assistance in supporting the staffing of the club rooms is required. Please see Chris Hughes or John Hatton with dates you are available (2 people per day). A volunteer sheet appears by the signing in book in the entrance area.

From January, members will be rostered in advance, so that the workload can be spread amongst the membership. At the moment we are meeting our requirements by relying on a small team of members and this clearly cannot go on next year. We need your support in 1996.

Swapmeet dates

A swapmeet will take place at Woughton Campus on the following dates during 1995;

December 17th

Opening times are 1100 - 1500. Admission is 60p, child/senior citizens 30p.

HMRS Diary 1995/6 Season

MKMRS members are welcome to attend the meetings held in our club room free of charge. The programme is published well in advance

to enable you to book dates in your diary. Meetings are held on Wednesday evenings in our main club room, commencing at 7.30 pm.

29th November - MKMRS Club room
L & NWR Coaching Stock by Phillip Millard. with most of the vehicles being of local interest, having been built in Wolverton, this meeting will be of interest to those of us who are having to gain interest in the local railway scene for our various projects. Phillip will deal also with the make up of trains covering throughout the LMS period into the BR one.

28th February - MKMRS Club Room
Master of the lining pen - Bob Moore will be giving a practical "hands on" session on how to line your models. Pens will be available for sale if you fancy your chances after all the demonstrations. PS. The last "demo" job I attended on soldering, we all had a go. I've still got the burnt fingers to prove it!

24th April - MKMRS Club Room
The Barry Railway by C. Chapman

Following the interesting talk he gave on the Taff vale Railway, the speaker returns to give the history and an operating review of the Barry Railway in South Wales. The movement of coal both for inland use and for export was the principal function of the Barry Railway.

In addition to the HMRS meetings held at our club rooms, meetings for October, January and March are being held at Kempston. The March meeting (27th) will be by Richard Crane on Bedfordshires Railways.

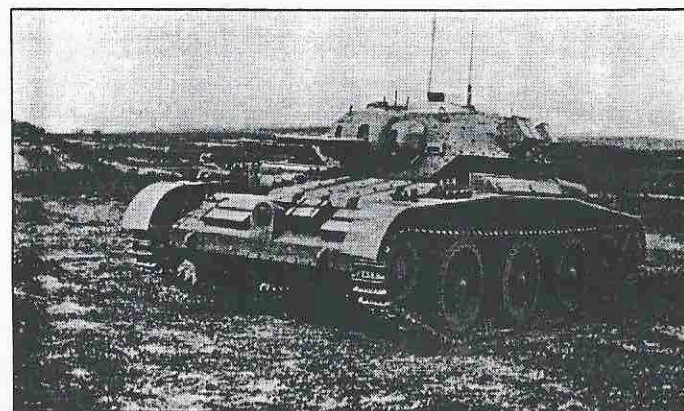
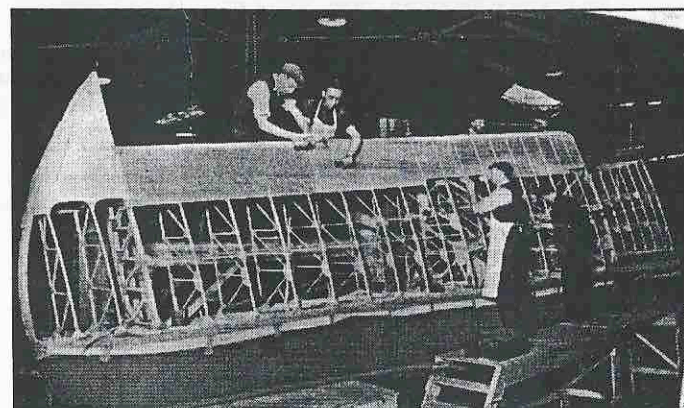
MKMRS members are invited to attend the meetings free of charge. Further details from Eric Bowman.

This issue

This issue is again being produced early to enable it to be fitted into a hectic timescale around the exhibition. This issue was being finalised before the exhibition had taken place. Further information next month.

Railways and the war Wolverton Works

Wolverton Works was the main carriage works of the LMS. During the war it not only produced items for railway use but aircraft, ship and military vehicle parts. Everything from Spitfires to tanks were built at railway workshops around the country and Wolverton was no exception.



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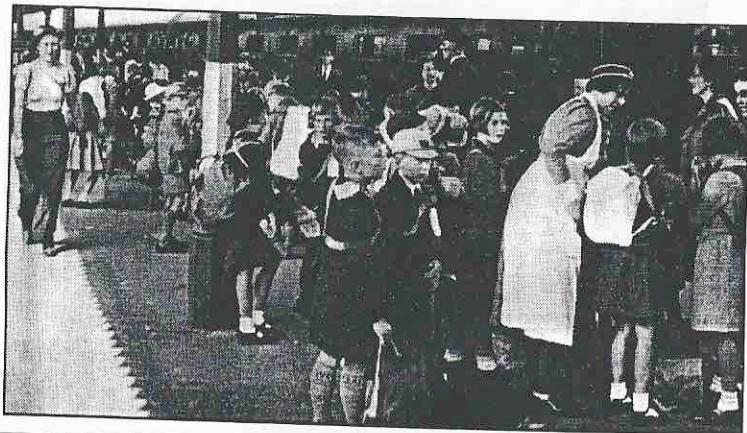
Railways and the war

Evacuation

London was obviously a prime bombing target in the event of war and, in 1938, the LMS was asked to draw up plans for evacuating large numbers of children (aged 3 -13) away from the capital in the shortest possible time. The plans were finalised by July 1939, along with those of the other railway companies.


When the request came, the LMS needed just 24 hours to mobilise its staff and resources, with over 1,400 special trains being run over a 4 day period. Some of the children found themselves in Bletchley, living with local families and attending their own schools, one of which was located in the former Bletchley Park cricket pavilion (the former music centre off Sherwood Drive).

Evacuation was not confined to just children, however. During the period 31st August to 4th September 1939, 32 special freight trains ran from the London docks conveying meat and butter. A few days later, 7 special trains were organised to carry tea leaves!



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THE TALYLLYN RAILWAY



PRESERVATION SOCIETY

MILTON KEYNES AREA GROUP
PRESENTS

**RAILWAY
PRIVATISATION**
BY
RICHARD HOPE
CONSULTANT EDITOR- RAILWAY GAZETTE INTERNATIONAL

ON TUESDAY
14th NOVEMBER 1995
COMMENCING AT 8.0PM

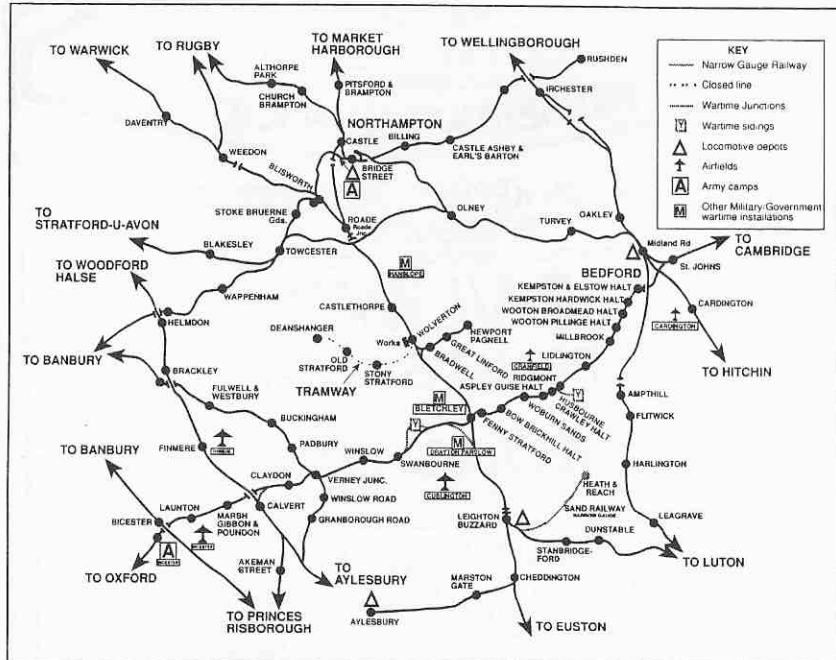
IN
THE BULL AND BUTCHER PUBLIC HOUSE
AYLESBURY STREET, FENNY STRATFORD
BLETCHLEY, MILTON KEYNES

ADMISSION
ADULTS AND UNACCOMPANIED CHILDREN:- £1.00
ACCOMPANIED CHILDREN:- FREE

FURTHER DETAILS FROM
RICHARD PICKERSGILL 01295-810957
IAN WOOD 01525-371527

Railways and the War - Part 2

These exhibition panels were produced for permanent exhibition at Bletchley Park by North London Railways. They will be produced in the next few issues to enable members to obtain background information on the panels displayed in our exhibition centre.



The wartime railways around Bletchley

The line from Oxford (in the West) to Cambridge (in the East) provided an axial route from one side of the country to the other. It was particularly important for the transfer of munitions and equipment from the industrial complexes in South Wales, and elsewhere, to the many airfields and other military bases in East Anglia. Both Cambridge and Oxford had major links with other railway routes.

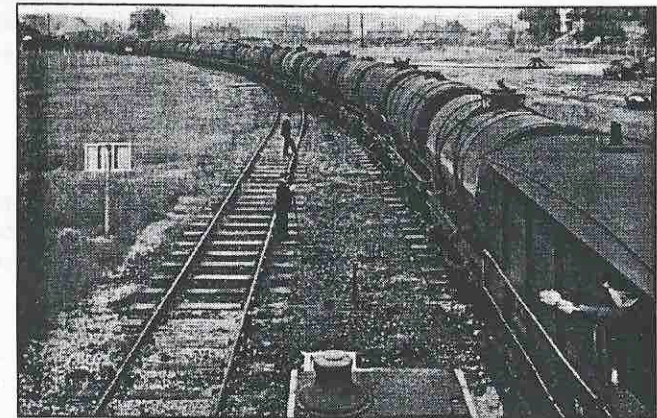
In 1939 some 800 staff were employed in railway service at Bletchley and around 5,000 at the railway workshops in Wolverton. At the outbreak of war, the railways formed an important part of the local industry and economy.

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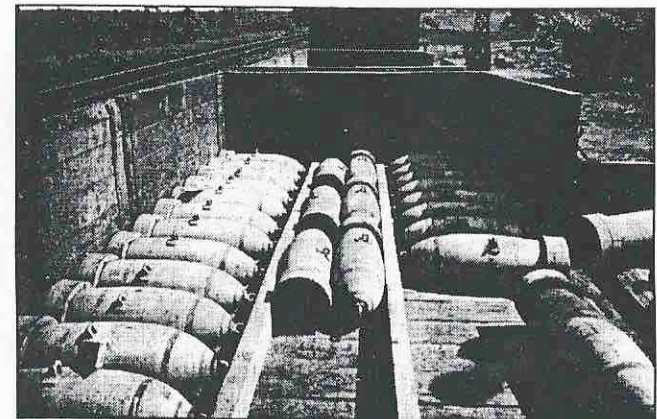
Railways and the war

Did you know?

That every time 1,000 bombers set off on a mission from British airfields, the railways carried:



650 petrol tank wagons of fuel



362 wagon loads of bombs

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