



THE NORTH STAR CHRONICLES – a newsletter primarily for the model railway fraternity

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Editorial

Part 1 of the series of articles on the Scottish Model Engineering Trust contained a brief history of the Society/Trust and the establishment of the Wester Pickston site with particular reference to the first ride-on layout on the Trust's own premises. This month continues the story with the building of a further layout and associated facilities on the site.

Scottish Model Engineering Trust – Part 2

It is appropriate to emphasise again and as will be noted from last month's photographs, the Trust's premises are located in marshy woodland in the middle of nowhere. The infrastructure such as access roads, buildings, power and water had had to be supplied from nothing. Roads, parking areas, foundations for buildings were all created with bulldozers/earth moving equipment by a team of dedicated individuals. A diesel generator was (is) used to provide power and water is collected off the rooves of the buildings or bottled water is brought in. Needless to say, a lot of this cost a great deal of money. Income from subs, open day door money/rides, exhibitions and donations have been the main sources of finance. An exception to this was the workshop.

Initially a 40' container was used to store workshop equipment from Cromwell Park. In addition, a second hand portacabin was acquired for £250 to serve as a meeting room. In 2006 the Society was awarded a grant towards the cost of building permanent workshop premises. Following receipt of planning permission, work soon started with a site being cleared, foundations laid and the structure erected.

Note: all photographs courtesy of SMET.



Site clearing for the workshop



Frame erected



Cladding installed



Workshop 20-05-2012 New point production

The interior of the finished article. The workshop is equipped with lathes and milling machines etc for members to use.



The Signal Box

This picture was taken in March 2010

Built in 2007 it was the first of our buildings of this style with the blueberry cladding, white corners and the now "Famous" curly barge boards produced by Trevor.

This has become a feature of the buildings around the track



Toilet & Ticket Office
Built 2009

Carriage Shed
2015





WOODLARK SIGNALBOX

2018

The finials getting put on.

GEORGE'S BOTHY

2019/20

The Bothy was designed to house our picnic equipment and a place for the volunteers to have their drinks etc. on Opensdays.



The Shed
which
The Bothy
Replaces

Built

2005

2020



View from the signal Box 2007



Building the raised track 2009

It is understood this project was placed in hibernation but it is planned to be reinstated. Groundworks have started for that.



**IN 2011 AFTER CONSIDERABLE
PLANING AND TREE FELLING
COLIN MOVED IN TO START THE
SECOND PHASE OF THE TRACK
TO "DUCKS END" AND THE
TUNNEL ROUTE**



View From the Bridge



DUCKS END

2011



The Cutting



12 1

THE LAST FISHPLATE ON THE DUCKS END CIRCUIT 12-01-2014



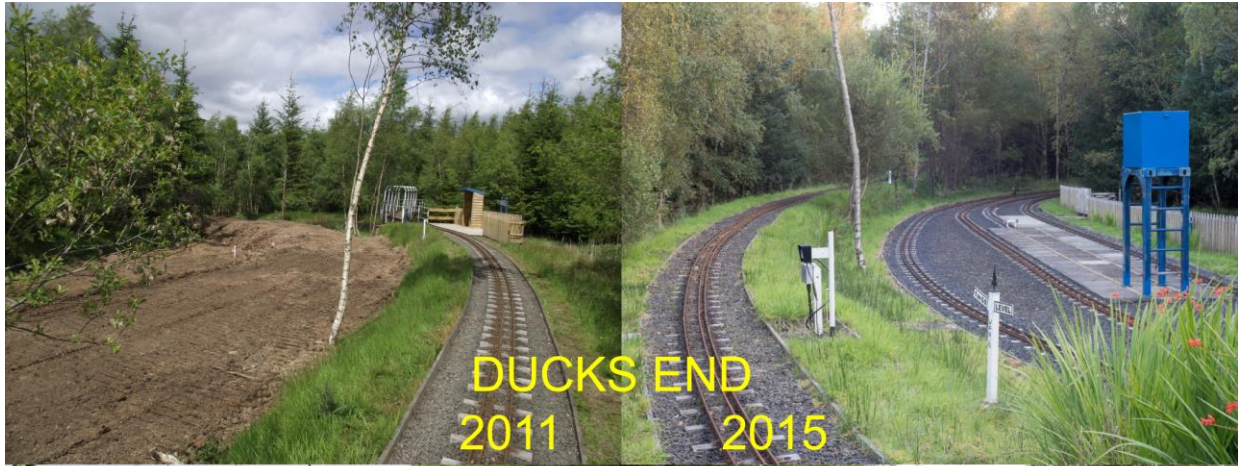
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THE FIRST LOCO TO COMPLETE THE CURCUIT 12-01-2014

The excavation for the track bed was started in 2011 and left to settle. During which time the cutting wall and the DUCKS END wall and fence were completed, track panels made, the final levelling and track laying started in 2012.

The Tunnel line was not started until the middle of 2015, this took some considerable time as the area was very wet and its alignment had to be altered.

The Tunnel was not started until 2017 and the portals until 2018





APRIL 2017



THE SAWMILL

The idea for the sawmill came from the traction engine members.

It was built from our own logs and spare sheet to resemble a typical structure that may be found lost in a wood.

It has proved very useful and provides all the logs for our wood burning stove in the club room as well as an interesting feature for the passing trains and traction engines that give rides on our OPENDAYS,





NEW TURNTABLE & STORAGE SHED

Start Date January 2017

We offered to host the 7¼ Society Annual Gala to take place in September 2018 which required extra track and storage to accommodate them, we will use the facility for our own steaming and loco storage.



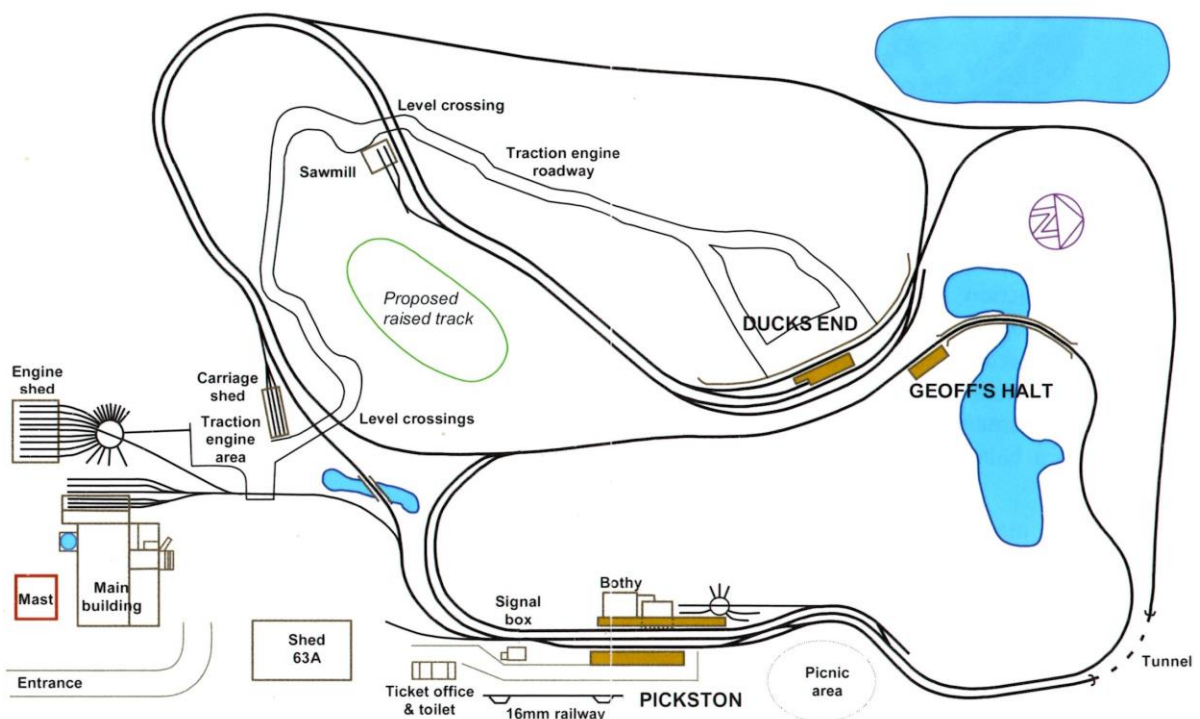
One of two turntables and steaming areas. There are also two unloading areas.



The foregoing has excluded other facilities (see below): club room with a kitchen, bridges, the forest road for traction engines and steam lorries. These projects and the foregoing have required a high level of members' commitment/involvement.

THE WESTER PICKSTON RAILWAY CENTRE

Track plan and facilities



The end