

# St Merryn

**Presented by the South London Area Group  
of the Scalefour Society**



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<i>Period:</i>	A weekday in summer 1954
<i>Setting:</i>	North Cornwall, BR(S) ex-LSWR
<i>Size of layout:</i>	4.9m x 0.8m visible 6.6m x 1.7m overall
<i>Operation:</i>	DCC (Digital Command Control)
<i>Gauge and Standards:</i>	18.83mm track gauge; P4 standards

The concept, construction and operation is fully described and illustrated in our recent book published by the Scalefour Society  
***“St Merryn - What we did, why, and how we did it”***  
 See [www.scalefour.org](http://www.scalefour.org)

***St Merryn*** has been featured in:  
*Model Railway Journal* issues 205 & 206 and *Model Rail* December 2011



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If you have any questions about the layout, or about modelling to P4 standards, then please ask.  
 We hope we can help.

**The real St Merryn** is a village near Padstow in north Cornwall. The model represents a fictitious station which replaces Padstow as the terminus of the ex-LSWR North Cornwall line, and draws much of its inspiration from that station.

The town and its surrounding countryside satisfied the annual holiday needs of thousands of people. However, the summer weather of 1954 was one of the worst ever recorded so the layout is modelled with fewer people, and fewer in summer clothing, than might be expected.

As well as the usual station facilities *St Merryn* is modelled with a short branch serving the harbour area, which deals mainly with coastal traffic. Just outside the town (off the model) there is also a siding serving a naval training airfield, RNAS St Merryn (*HMS Vulture*).

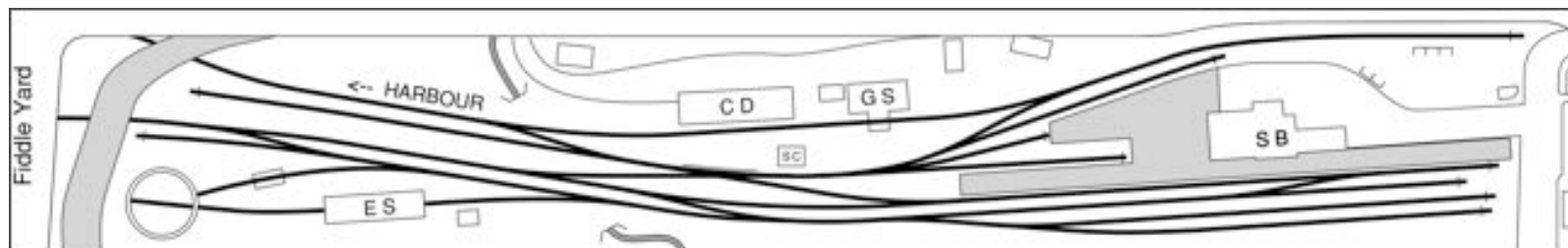
In the period modelled, maintenance of the railway infrastructure had been transferred to the Western Region which accounts for the non-Southern colour scheme used on some of the buildings.

The operating schedule is based on the 1954 timetable for Padstow, including the Western Region connecting trains to Bodmin General. Additional movements are generated by the harbour branch.

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**Baseboards** are of 6mm birch plywood with foamboard stiffening, aligned by brass dowels and bolted together. The scenic boards rest on a pair of longitudinal, rectangular, aluminium beams supported on two trestles. The fiddle yard has a narrow spine beam supporting a train turntable deck designed to minimise the need to handle rolling stock.

**Trackwork** is all hand built using steel rail, for improved appearance and current collection, soldered to rivets fixed into wooden sleepers. Cosmetic chairs, fishplates and point rodding enhance the visual appearance.



**Turnouts** (points) are electrically operated using slow-motion motors. Signals, including the numerous ground signals, are electrically operated using shape-memory alloy wire.

**Operation** is by means of Digital Command Control (DCC), whereby the track is constantly energised and control instructions are fed via the track to an integrated circuit chip on board each locomotive. No isolating sections are required and all locomotives can be independently operated.

**Locomotive** chassis are scratchbuilt, kitbuilt, or conversions of proprietary models. All except the latter employ spring assisted or compensated suspension, with some having split axle current collection. Bodies are either scratchbuilt or adapted from commercial kits, or are the proprietary models with added detail.

**Rolling stock** is mostly built from kits. Coaches are predominantly from etched brass with some others being adapted plastic proprietary models. Wagons are from various sources. Most stock has compensated or sprung suspension.

**Automatic coupling**/uncoupling is achieved using the Alex Jackson design, which employs hidden electromagnets for uncoupling. The Scalefour Society publishes a specialist book about these couplings.

**Railway buildings** are hand built and scribed to represent the prototype construction material, with some use made of moulded plastic sheet. They are largely based on designs and materials used by the LSWR on the North Cornwall line or by the SR when facilities were upgraded.

**Other buildings** are constructed similarly and are based on real examples of the district or are otherwise typical and appropriate.

**The turntable** is scratchbuilt, and features automatic track alignment.

*Photographs courtesy of:  
Chris Nevard/Model Rail (1,2,5 & 6)  
Philip Hall (3 & 4)*