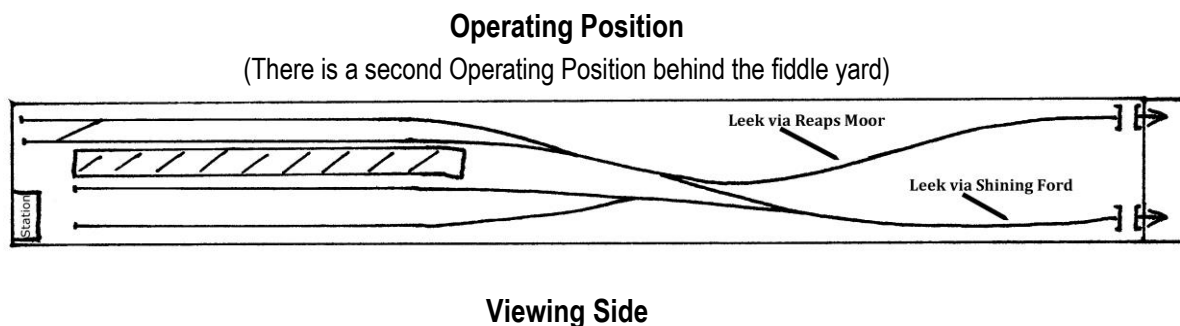


# Exhibition Manager's Guide

<b>Scale:</b>	O:16.5mm (7mm narrow gauge).
<b>Type of Layout:</b>	DC.
<b>Size of baseboards:</b>	16'00" x 1'6" – Operated from the rear.
<b>Operating Space:</b>	Access space needed all round layout. Allow 20'00" x 5'00" floor space to accommodate the layout.
<b>Power Requirement:</b>	13amp socket outlet.
<b>Era:</b>	1935.
<b>Layout Lighting:</b>	The layout possesses its own lighting.
<b>Number of Operators:</b>	3.
<b>Contact:</b>	<b>Hugh Williams</b> 20 Bishops Court Eccleshall Stafford Staffordshire ST21 6DX ☎ 01785 851097 ✉ <a href="mailto:hugh.williams@btinternet.com">hugh.williams@btinternet.com</a>
<b>Transport:</b>	Short wheelbase Transit van or similar.

The layout has a terminus station to the left (as viewed by the public) and a concealed fiddle yard to the right. There is 12'00" between the station buffers and the entrance to the fiddle yard.





For further information please visit  
<http://www.staffordrailwaycircle.org.uk/layouts/members-layouts/longnor/>

## Exhibitions to date (as at 17 February 2017):

Stafford (Debut exhibition) – 1 & 2 February 2014  
Burton-on-Trent (7mm Narrow Gauge Association Exhibition & AGM) – 14 June 2014  
Soar Valley (Loughborough) – 6 & 7 September 2014  
Nottingham – 21 & 22 March 2015  
Derby – 9 & 10 May 2015  
Stoke-on-Trent (Trent Vale) – 25 & 26 July 2015  
Great Haywood – 10 & 11 October 2015  
Macclesfield – 12 & 13 March 2016  
Hazel Grove – 29 & 30 October 2016  
Wolverhampton – 5 & 6 November 2016  
Warley National Model Railway Exhibition (NEC Birmingham) – 24 & 25 November 2018

## Description of Longnor for Exhibition Guide

Longnor really exists. It is a small village about as far north as you can go in Staffordshire. It is surrounded by gorgeous countryside. Not far away is Hulme End, terminus of the Leek & Manifold Railway.

However, if Longnor really exists, the railway never did. The model assumes that a rival company to the Leek & Manifold Railway constructed a railway to a gauge of 2'4" which was to link Leek (using the standard gauge station) with Buxton. Unsurprisingly, it was called The Leek & Buxton Railway.

The model further assumes that the Leek and Buxton line was constructed in the early years of the twentieth century. It made use of coaches and locomotives which, in the main, were of designs used much further south on the Lynton & Barnstaple Railway.

The route this fictitious railway followed between Leek and Longnor, via Shining Ford, completed in 1904, was demanding and cost much more than had been estimated, with earthworks, bridges and even tunnels being required where surveys had suggested they would not be. Despite vigorous advertising, extolling the virtue of the Midland Alps(!), tourists never came in the huge numbers expected by the railway's directors and on which they had based their business plan. A southern "loop" was added in 1912 which gave an alternative route between Longnor and Merryton Low (a point half way to Leek), going via Reaps Moor. This was done to take the line closer to populated areas and to encourage population growth. However, there was little population and such as there was did not grow as the directors had hoped. It remained sparsely populated agricultural countryside with difficult terrain. The new line cost much more to build than estimated, attracted no extra income and, indeed, contributed to larger losses. The money ran out and the railway never got beyond Longnor. Its end came with the outbreak of the Second World War.

Throughout its life, it carried passengers and conveyed general goods, coal and livestock along the two routes. It served no industries, mines or quarries and, as observed before, the tourists never came in any great numbers.

The model shows the Longnor terminus in around 1935.