



The event opened to the public at 10am on Thursday and, at the end of the first day, participating groups enjoyed a traditional buffet of international foods brought along by each group. The team was also joined by extra members on Thursday and Friday. Other activities were planned for the remaining evenings except Sunday, when everyone present was engaged in breaking down the exhibits. Even so, breakdown was completed and the van packed in a couple of hours.



The show attracted some 40,000 visitors on Saturday alone, with 30,000 in the first 2 hours, more than half of whom were said to have headed directly for the N-gauge displays. Centrepiece of the event was the "Tower to the N-world", consisting of a pair of transparent spirals 1.4m in diameter, by which trains climbed to a height of 2.5m to reach a bridge 4m long linking the two halves of the N-gauge layout. It had taken two men around 2600 hours to build and contained 394m of track. Each train would take about 30 minutes to climb the spiral, cross the bridge over the heads of visitors and descend on the other side. There was also a high speed contest for production and custom locomotives: a Dapol 14xx achieved a scale speed of 361kph but the fastest was a propeller driven loco which managed to beat the timer electronics with speed in excess of a scale 1000kph.



Exhibitors/operators were expected to be in place by 9am each day, and the show was open from 10am until 6pm on each of the four days. Mr Hiroshi Kato visited the event on Saturday and was very impressed.

An ESNL scene depicting the Union Street area of London south of Blackfriars Bridge was nominated one of the best ten scenes in the show. Another scene from the ESNL section of the layout, a half-roundhouse, was recently depicted on the front cover of N-Bahn magazine occupied by a collection of continental locomotives owned by an ESNL member and which were also displayed at the show. In all, "Stuttgart" is a hectic week for participants. Would we do it again? Absolutely!

