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*Many members have mentioned to me that they would like to see the return of "The Nit Pickers Guide". John Jesson and I have discussed this at some length and we came to no real conclusion other than to open it up to members. "Nit Pickers" is important as most modellers feel that accuracy should be the foundation of any model. Rivet counters have attracted criticism from many quarters, and the attitude of some does leave a lot to be desired, "holier than thou" is a good description. But on the other, and more important hand, we have a right to expect RTR models to be accurate, very accurate, and this is where "Nit Pickers" comes in. Read what John has to say and let me know what you think.*

It is quite some time since the "Nit-pickers guide to a better Bahn" first saw the light of day, October 1985 in fact, and many things have changed since then. Our new Editor has already made representations to me to resurrect the series, but this is not as straightforward as it might seem. The series was originally conceived when commercial models were going through the transformation from the older models of doubtful accuracy to something that better reflected the dimensions and features of the prototype. We have now progressed further, to the stage where a model is almost guaranteed to be accurate in its dimensions, and even most of the liveries sported by freight vehicles are prototypical.

Many of the older models are no longer available, although most of the better ones have survived. The articles, published over the years, have described a number of such models, with tips on how to make improvements to their appearance, but without much in the way of serious rebuilding work.

Several factors need to be considered in deciding whether to extend the series. First is the already-stated fact that models are now much more accurate than they were, even ten years ago. The improvements that can now be made are, in the majority of cases, of

a very minor nature, and would serve more as satisfaction to the individual than to improve the appearance of the model running on a layout. Another factor is my own preference. Over the years, I have accumulated models of different eras, and this was the pool of models around which the articles were formulated. About a year ago, I decided to concentrate on the period that appealed to me most - the 1950's and early 1960's. As a result, I am now rather more discriminating about which models I buy, and so do not have the modern-era models "to hand" for analysis and modification. A third factor, stated in the original article, is that my interests are not wholly Swiss. Much of my research is into German prototypes, and my interest is in HO scale only. These are probably the main considerations, although there are others.

A continuation of the "Nit-Pickers Guide" would, therefore, be limited in its appeal, primarily covering older prototypes in HO scale. Is this what is wanted? If it is, I would be happy to get to work.

A summary of "Nit-picker" and associated articles is on the next page.

## SUMMARY OF NIT PICKER ARTICLES

VOL	NO	ISSUE	MODEL
1	4	October 1985	Roco EW-II coaches
1	5	January 1986	Lima BDt-II control trailer
1	6	April 1986	Lima BLS-Schlieren coaches
1	7	September 1986	Liliput/Jouef RIC coaches
1	8	December 1986	Liliput Light Steel coaches
1	9	March 1987	Lima RAe TEE set
1	11	November 1987	Lima Re 6/6 (review)
1	12	December 1987	Lima Re 6/6
2	1	February 1988	Lima EW-I coaches
2	3	August 1988	Liliput EW-III "Swiss Express" coaches
2	5	February 1989	Lima Re 4/4II "Swiss Express"
4	5	March 1995	Early 2-axle vans
4	6	June 1995	K3, J2 & J3 vans
4	7	September 1995	K4 & Hbis vans
4	8	December 1995	Roco BLS Ae 6/8
4	9	March 1996	Kadee couplings

If any member would like the copy of Swiss Express containing any of these articles then please contact the SALES OFFICER, address on page 13.

TTE no.5 at the head of a train at Chateau d'Eau. The driver, seen on the left, is making sure that everyone is on board before departing for Emosson. The workshops seem to be carved into the mountain behind the train

Photo. John Jesson

