

July-August 1984

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# GARDEN RAILWAYS





## Flagman's Box

### Editorial

When people come to visit us all eager-eyed and inquisitive, wanting to view our garden railway, I am usually reduced to sheepish looks and foot shuffling while I explain that we don't have one. You see, we share our back yard with our neighbors - we live in a duplex - and they have this big dog, etc., etc.

Well, those days will soon be past. I must confess, however, that this is not my own doing. Last week Barb, my esteemed spouse, got this glint in her eye that I have learned to approach with great caution. She said, "I've got an idea."

Now, Barb's ideas can be anything from Let's Get Some Hamburgers, to Let's Sell Everything We Own And Go To England For A Year.

"What's your idea?", I asked disinterestedly, even though I knew that something was up.

"Let's build our railway in the little garden in front of the house!", came the response.

"We can't!", I said in alarm, reeling off a few dozen excuses that came immediately to mind. Of course, in her usual thorough manner she had answers for all of them. When I kept refusing, the honest truth finally came out. I was told that she was ashamed to be seen in public with me anymore, since I was the Editor of this magazine on garden railways and didn't own one myself! She said I reminded her of Rock Hudson (not physically, alas) in his 1964 film, "Man's Favorite Sport." In the movie he was a famous fishing author, but in reality he had never even been near the water. Well, with words as harsh as those I could do naught but relent!

So we are now starting down the path that I have been urging all of you along; that of building your own garden railway.

As mentioned above, the railway will be in the front yard, and will be quite exposed. It is actually in the grassy strip between the sidewalk and the street, and will be there for all to see. Barb has already raised a splendid garden in the space, so we will be adding the railway to the existing plantings.

Also, ours may qualify as the shortest garden railway in the world. If we get 30 feet of track in we will be doing well. Because of the ever-present possibility of vandalism, the whole thing will be made as cheaply as possible, so that if something does happen to it we won't be out a great deal of time and expense. In any event, you'll be reading all about it in future issues.

I admit to being somewhat paranoid about this thing. There is no protection for the railway at all, either visual or physical. However, we do live in a pretty good neighborhood, so we will hope for the best. It was either this or nothing, and after all, one cannot live one's life in fear, can one?

As a final note this time, you will notice that this issue has 8 more pages than previous issues. This is due entirely to your support in the form of articles and photos, and to the support of our advertisers whom we urge you to patronize. To maintain this new size, we will continue to request articles on all phases of garden railways and related topics, so please don't let us down. Just write it down, snap some photos, and send it in. We will all be grateful.

*Marc Horovitz*  
Marc Horovitz

**Cover Photo:** Jim Strong's fine hand-laid garden railway in Upper Marlboro, Maryland. Turn to page 14 for a complete description and more photos.

## Hotline!

If you have questions about garden railways, small scale live steam, or related topics, or if you would just like to chat, please feel free to use our Monday Night Hotline. Just call (303) 733-8880 between 6 pm and 9 pm, Mountain time, on any Monday night. We regret that we are unable to accept collect calls.

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