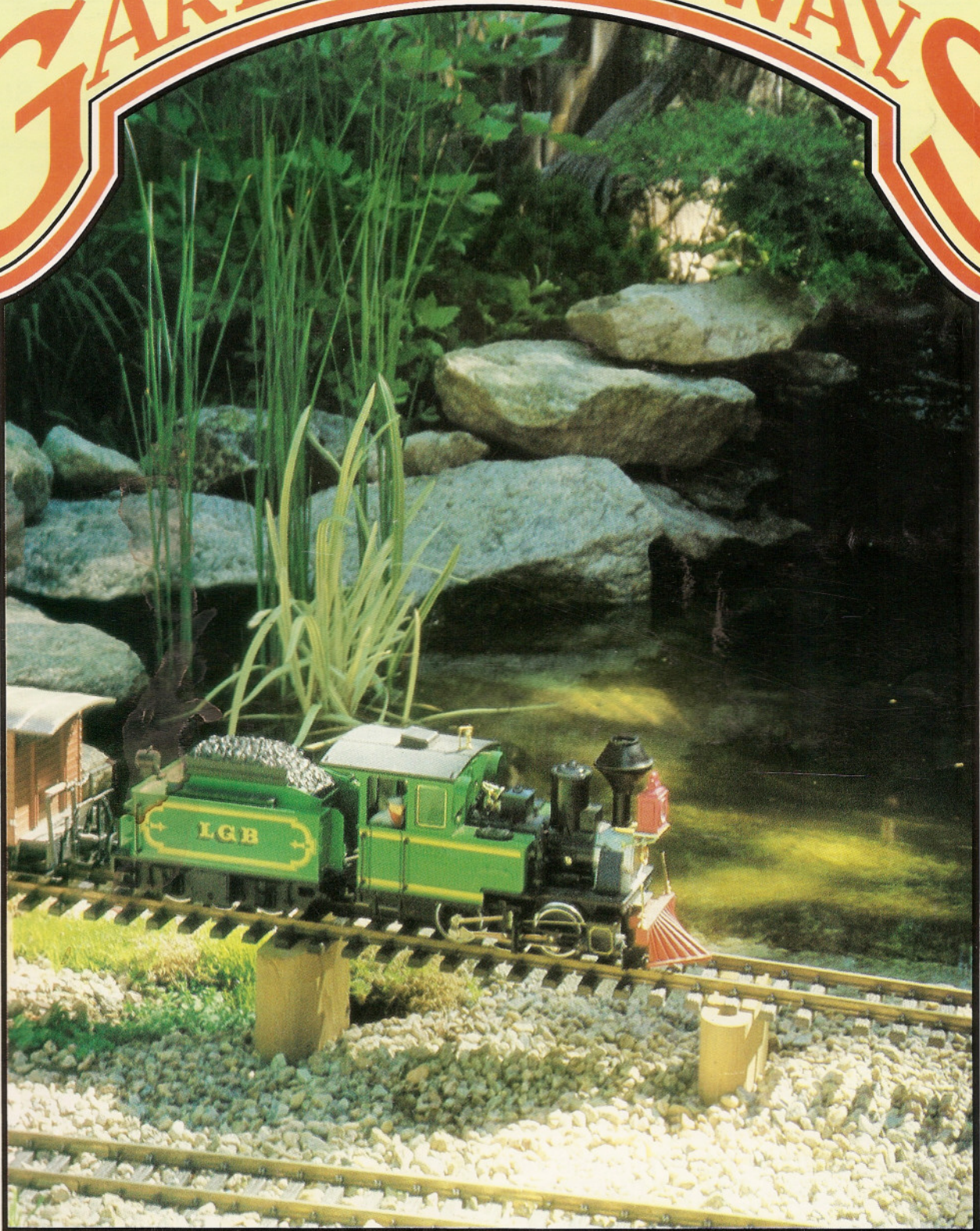


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July-August 1988

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GARDEN RAILWAYS



The A&T Express

Editorials

NEW COLUMNS

Beginning with this issue we have introduced two new columns on an experimental basis, and we look forward to hearing your reactions to them.

The first, "Just for Kids," is a column aimed at younger children. A large number of our readers have children, and we feel it is important to let the kids feel like they have a stake in the railway, too. The articles will begin as simple (but usable) construction projects, but we encourage you to send in ideas, photos of your children with the railway, etc.

The second new column, "On the Platform," is an open forum for your use. It is a chance for you to express your feelings or ideas on any topic relating to garden railroading. Let's hear from you.

ACCURACY IN TERMINOLOGY

Accompanying the plethora of scales and gauges in this branch of the hobby is a great deal of associated (and understandable) confusion. To help simplify things, it is important to remember that scale is simply the relationship of the model to its full-size counterpart, and that gauge is no more than the distance between the rails.

With that in mind, it should be pointed out that 'G gauge' is a complete misnomer, despite what you may read in advertisements. It is the *scale* that is 'G' (which is LGB's scale of 1:22.5). The gauge of track that G scale trains run on is gauge one. This is one of the original three standardized gauges established by the Märklin company back in the late 1880's. This gauge doesn't need a new name, and trying to give it one only adds to the confusion. It is a very easy thing to say, "G scale on gauge 1 track," and this leaves no doubt as to your meaning.

Cover Photo

The A&T Express stops for a picture in front of the fish pond on this Denver garden railway. —Photo: M. & B. Horovitz

GETTING REGIONAL SPECIFIC

Garden Railways received a bit of criticism a while back from a subscriber who is a professional horticulturist. His complaint, a valid one, was that we need to print more regional-specific railway gardening information; that our readership is so spread out that we can't be of help to everyone with just our California- and Colorado-generated articles on the subject. He complained, but never followed this up with even a handful of good regional tips for the people who could have benefited from his knowledge.

Others have directed those same comments to us and to Petria MacDonnell, our "Railway Gardens" Editor in Berkeley, California. Unfortunately, we are amateur gardeners ourselves who have spent years trying to find ways to reckon with the landscaping peculiarities of our separate and distinctly different climes.

So how can we address the kinds of regional issues others face? For example, a reader in southern Florida is building a garden railway on an oceanfront site and needs some scale-appropriate landscaping suggestions. I sure can't help out a lot with plant names—I live a mile closer to the sun than he does, and too far from any ocean air to know firsthand what to recommend. That's where you come in.

When you send *GR* your How-I-Built-My-Garden-Railway articles, try to include more of your thoughts about and solutions for this end of it. Include names of plants in Latin, if at all possible. Other people could use your help.

Short, specific questions can be answered in our "Q&A" column, and your tips on what has worked for you or your local railway gardening friends will be shared.

We appreciate constructive criticism, but try to back it up with help. *GR* needs you! Thanks for all the great support.

GARDEN RAILWAYS

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