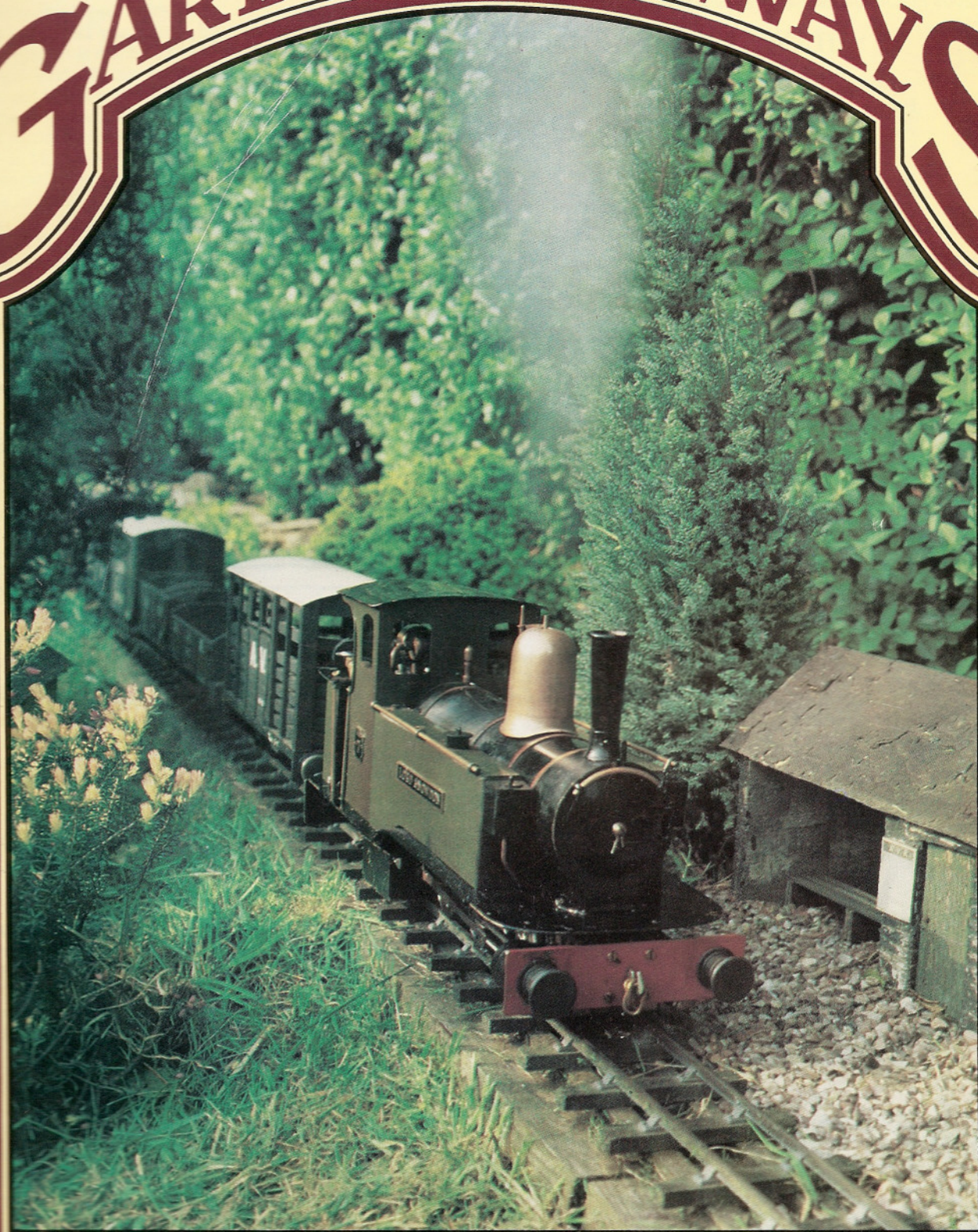


Lionel
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in the Garden

November-December 1988

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GARDEN RAILWAYS



British Garden Railways

Editorials

US, THE POST OFFICE, AND YOU

We seem to get a fair number of complaints about the lateness or non-arrival of the magazine, or about the fact that the local hobby shop got theirs first. So I thought I might tell you a little bit about how the magazine is mailed.

Our editorial offices are in Denver, Colorado, and this is where the magazine is put together. When it's all ready to go, it gets sent to our printer—who is also the shipper—in Manhattan, Kansas.

The magazine is due in the mail around the middle of the first month of the publication date. For instance, this issue should have been in the mail around the middle of November. However, we were a little late in getting our part done, so the printing schedule was pushed back a bit. This is not uncommon; it's part of the magazine business and it happens to just about everyone from time to time. As the mailing date approaches, we make up labels in Denver for all of our current subscribers and send them to Kansas. At the same time, Kalmbach Publishing Company in Milwaukee, Wisconsin—the people who distribute *Garden Railways* to the shops—makes up labels for the hobby shops and sends them to Kansas, too.

When the printing is finished and all of the labels are in hand, the magazines are packaged, labeled, and posted, *all on the same day*. They go out to you and the hobby shops via second class mail, and since they are all shipped at the same time, they should reach all of you at about the same time. As you know, however, this is not a perfect world. We know that our printer is doing a good job, so the only place to lay the blame is with the post office. On the whole, they do a good job too, but if they work to, say, 98% efficiency, that still means that 40 or so of you will not get your magazines. Also, some post offices are very slow. Berkeley, for instance, is notorious.

So if you haven't received your magazine by the first of the second month of the publication date, give it an extra few days and then call us. We'll be happy to send you a replacement.

Best wishes to all of you for the Holiday Season and the New Year.

Man

Cover Photo

An Archangel single Fairlie approaches with a train on D.B. Pinniger's AVR. For a look at more British garden railways, turn to page 25.

—Photo: D.B. Pinniger

RAILWAY-AS-THERAPY RESOLUTION

A luxuriously protracted and colorful autumn is quickly giving way to that more reliably protracted, but rather less-welcome winter holiday season. And with this hectic new season, two words come to my mind—gifts and resolutions.

It's just as well that we're not keen on those outrageous gift exchanges at our house, since the one thing that I really covet is not readily available on the market. Too precious a commodity, time.

I've been told that time is one of those things you just have to make for yourself, anyway. That aspect has always appealed to me, as I'm basically an industrious sort. My spotty attempts at making time, though, have proved this is trickier than one might think.

It seems that one key element in making time, and making it work, is in the consistency of the attempts (both in terms of persistence and degree of firmness). So if we want to make time available in our busy lives—in order to carve away at our long lists of winter projects for the railway—we've got to be fiercely protective of those little play sessions, however often we can make them happen. The reward at the end actually comes all along the way, and somehow turns out to yield more than a lovely faux-stone station made of weatherproofed styrofoam, doesn't it?

We have heard that our high tech lives need high touch balance in them. Well, here's a big therapeutic, family opportunity, in the form of building our garden railroads and all that goes with them.

We wish you a wonderful 1989 and hope you, too, will make the resolution to treat yourselves to more frequent little pockets of creative playtime.

Cheers, friends!

Banks

GARDEN RAILWAYS

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