

CAROLWOOD CHRONICLE



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"Happiest Train on Earth" Exhibit Concludes

By Michael Campbell

Sacramento, CA,
March 31, 2003

Today an exhibit celebrating Walt Disney's lifelong love of trains successfully concluded its run at the California State Railroad Museum. Catherine Taylor, Museum Director, reports that over 152,000 visitors enjoyed the unique presentation during the past six months. She adds, "... this exhibit added a lot to the Museum, and transformed the Museum Roundhouse into an exciting and educational experience, which offered great insight into Walt and his hobby."

The highlight of the exhibit was the *Lilly Belle*, the steam engine from Walt's backyard railroad,

the Carolwood Pacific. It was displayed, along with its consist, for the first time on a beautiful trestle, custom-built by Roger Broggie, Jr. It was Roger Broggie, Sr. who helped Walt craft the *Lilly Belle* and her rolling stock in 1949. Also included were some rare artifacts, some of which had never been on public display. These included original blueprints, Walt's overalls and miniature caboose stoves.

Many Disney-related railroad items were also on display; these were presented in order to give guests an understanding of the influence of trains upon Walt Disney's life and work. The majority of these came from the vast personal collection of Downs Prior, who personally transported them to and from the Museum. Other key contributors included Darrell Holmquist,

Troy Carlson, Scott Rummell, Michael Hulme and this article's author.

The relocation of the priceless artifacts on loan from the Walt Disney Family Foundation required very special handling. I want to thank Dean Severns, George Crabb, Rob Anderson, Mike Lima and my fellow Society Governors, Darrell Holmquist and Jeff Kaye for their outstanding dedication and care. (An interesting side note: being entrusted to move the *Lilly Belle* is a great honor. It's also a great effort, as it weighs several hundred pounds. Darrell volunteered to throw his body underneath the engine if anyone started to lose their grip. Luckily, there was never a situation for him to make this supreme sacrifice. Strangely, Darrell seemed a tad disappointed.)

See *Museum* continued on page 2

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Letter From the Editor

By Steve DeGaetano

Hi Everyone!

Well, it's finally Spring, and if you're anything like me, you're just itching to get outside, into the fresh, warm air, and experience the dual joys of Disney, and trains!

At Griffith Park, near Los

Angeles, and across from the Disney Studios, you can find one of the little hidden treasures of Disney history. Here resides the actual barn Walt had built in the back yard of his Carolwood Drive home, from whence he ran his Carolwood Pacific Railroad. It has been meticulously restored and now rests surrounded by lush

landscaping, perfectly suitable for a Sunday picnic. And, fittingly, it is surrounded (almost embraced) by the main lines of the Los Angeles Live Steamers, a club (which had Walt as a Charter Member) devoted to miniature live steam and diesel railroading.

See *Letter* continued on page 2

Success of the Exhibit Would Not Have Been Possible Without Significant Help

by Michael Campbell

Museum continued from Page 1

When I first thought of staging this type of exhibit as a way to honor Walt's 100th birthday, I hoped that visitors to the Museum would have the chance to learn a little more about this aspect of such a remarkable man. The success of this exhibit could not have been possible without the significant contributions of a great number of people. My personal thanks go to Catherine Taylor, Paul Hammond, Pete Scott and the rest of the staff of the California State Railroad Museum; the aforementioned Society members and my other volunteers; and, of course, Diane and Ron Miller and Walt Disney Family Foundation President, Walter Elias Disney Miller for their extraordinary support and encouragement.

A Nice Way to Spend a Sunday Afternoon

Letter continued from page 1

Outside the Barn, in addition to the constant parade of miniature trains rolling by, there is also a "Steam Plant," which demonstrates (through several steam operated accessories and tools) how steam was used to run the factories of 100 years ago.

Inside the Barn there are many displays of items associated with Walt's interest in trains, including the actual track control board from the Carolwood Pacific Railroad, and Walt's personal workbenches. There are also several displays of live steam models. CPHS members are always on hand to answer any questions that may arise. The Barn is open the third Sunday of every month, from 11:00 a.m. to 3:00 p.m. It will be open again on May 18th, so if you're in the neighborhood, why not make plans to stop by?

If you can't get to the Barn, perhaps you could join us May 31st for the Napa Wine Fest — The Sequel! Join Napa Valley Wine Train Owners and Society Members, Vince and Mildred DeDomenico for a great day (and evening) of food, friends and fine wine. For information, email Sharon Broggie at scbroggie@msn.com. Please call the Hilton Garden Inn (707) 252-0444 for special Carolwood rates.

Saturday morning, before departing for the Wine Train, the Society has been invited to the home of Vincent and Mildred DeDomenico for a champagne brunch — a little something to stimulate the appetite before going to the Wine Train to enjoy a magnificent, specially prepared luncheon. That evening, back at the Hilton, we'll celebrate at our private wine tasting. Our Official Wine Guide is Ken Judy, who made our first tasting event great fun. It's been nearly three years since we were there — this event is much overdue for our wine aficionados. Don't miss this special weekend. Deadline for reservations is

Volunteer Highlights Kendra Trahan

Kendra has been in the pharmaceutical industry for nine years. She's a Regional Sales Manager for San Francisco-based McKesson and has fifteen sales representatives report to her from Seattle to Dallas. Kendra lives with her husband, Russell, and golden retriever Toddie in Rancho Santa Margarita, California. Last September she visited Marceline, Missouri for the 100th Anniversary and Barn-Raising. There she was able to invite people to come to Griffith Park and learn about the Carolwood Barn.

Kendra, how did you learn about the Barn? "I learned about the Barn through a small clipping in the newspaper for the 50th anniversary. I dragged my family up to Griffith Park before breakfast to see it. My husband, Russell, asked me to turn around because Ollie Johnston was behind me. When I turned around I was so shocked, my eyes started to tear up and I'm sure I said something silly. I asked Russell to get the camera and some Kleenex and joked that if Ward Kimball showed up I was going to totally lose it. Well, Russell came back and handed me the Kleenex and then told me that he had just seen Ward arrive. Fortunately, I didn't lose it, but I did enjoy the day!"

Great story, Kendra. What prompted you to volunteer? "I wanted to share this great place with people interested in trains and the true history of Walt Disney. Also, Terry and Robbin are great and very appreciative of my ideas and efforts."

Why do you keep coming back? "The Barn is special on quiet rainy days because guests can get personal tours and learn about the displays and Walt's love for trains. The Special Event days are spectacular because it's an intimate setting where fans can sit down and have a conversation with Disney people instead of admiring them from afar. Additionally the volunteers of the Barn have become a great circle of friends."

The CPHS applauds Kendra for her great Disney Spirit!

May 16, 2003. (If you receive this after the deadline, please call Sharon at 805-498-2336. There may still be room!)

The Wine Train and the Barn are both special ways to experience firsthand the joys of outdoor railroading and entertainment — the combination of which eventually inspired Walt to build the first true theme park, Disneyland. Hope to see you soon!

A Day at Imagineering's Show/Ride Division

By Chris Banta

It is absolutely amazing the buzz that hums around this place. The place is *Walt Disney Imagineering* - Disney's division that designs and builds attractions for the company's theme parks. I work in the building that houses the Show/Ride Engineering group. These Imagineers share one thing in common, they all have *ride elements* swirling around in their blood. This is evident by the dynamics within the Show/Ride domain and its inhabitants. Show/Ride is the term assigned to those organizations and individuals who are responsible for converting the Creative group's blue sky attraction concepts into hardware and systems that make up the actual attraction. It is the *ride* and *show* elements that the guest will ultimately experience while traversing around the ride path.

Where does one start? How about a simple walk down a typical hallway...it's as good a place as any. This exploration is more about how things happen rather than what is being designed. After all, the process of moving a conceptual idea to its 3-dimensional functional counterpart is at the heart

See Imagineering continued on page 5



The Barn Report

By Robbin Lynn



It's hard to believe, but December 2002 marked our third year of regular monthly operations at Walt's Barn. During 2002 we had some very exciting guests such as Margaret Kerry, David Pacheco, Tony Anselmo, Richard Cronin, Robert Osowzski, Chad O'Connor and Engineer Santa. In August, more than forty DLRR crew came out to Walt's Barn for a private tour. After viewing the Barn and getting a private historical lesson from Michael Broggie, the crew was treated to rides on the 1/8th scale locomotives. The DLRR crew loved it so much, they've requested a second tour.

In 2002 the Barn hosted more than 3,200 visitors. To date that (April 2003) that puts us at nearly 10,000 visitors to the Barn since its opening in 1999.

We've got some good things planned for 2003, so be sure to check the Call Board at www.carolwood.com for updates.

Because the Barn is strictly a volunteer operation and receives no outside support other than CPHS members, we are very happy to have a core group of volunteers who return month after month to serve as docents for the Barn. Since we've opened the Barn on a regular basis, we've had sixty volunteers from the Carolwood Society assist at various times. Some volunteers arrive one hour before opening to set up and stay one hour after to lock down. Others come for an hour or two. The point is, we're always happy to see new volunteers and we're grateful for any time that can be made available to keep Walt's Barn operating smoothly.

Outside of our family, there are six members who we consider our 'core volunteers' for 2002. These folks have dedicated the third Sunday of each month to being part of Walt's Barn. These volunteers understand the processes and continue to work as a team to improve the experience visitors have at Walt's Barn. They are also the volunteers we rely on to train new volunteers. New volunteers are given a brief orientation session then teamed up with seasoned volunteers to learn the procedures, scripts and general practices for each of the posted positions.

The 'core volunteers' who have come out consistently in the past two and one-half years are Bill Barbe, Fred Lack, Doug Marsh, Jon Newbill, Kendra Trahan and Steve Waller. Other volunteers that came consistently in 2002, or who come three or four times per year are Adam Collings, Thomas Hartel, John Moe, Debra Turner, Larry Varblow, Karl and Nancy Yamauchi, Martin Smith, Joseph Jamarillo and Dave Dodds.

To keep our volunteer base strong, we strive to reward those who come out regularly. Some of the ways we do this is to provide a lunch spread each month. Additionally, we always give our volunteers ample time and, when possible, exclusive time with special guests who visit the Barn. Access to Club 33 at Disneyland is another reward we offer to our regular volunteers. We're looking into other events outside of the Barn that could be set up as exclusive opportunities for the Barn Crew. In addition, our twenty-timers (those who have volunteered at the Barn twenty or more times since we opened) were given their very own "Walt's Barn Crew Denim Vest" at the Annual CPHS Un-Meeting in October. We're working on other new incentives to be implemented in 2003.

We encourage you to come out whenever you can. We always have a great time and we've all made many new and wonderful friends over the past three years. We look forward to "C-ing you there! Also, if you're not receiving regular emails from us about Walt's Barn, be sure to send your current email address to us at highgreen@earthlink.net. If you don't have email, you can call us at 760-729-1101.

The CPHS thanks Robbin and Terry Lynn (and, of course, Winston) for their endless hours of dedication to Walt's Barn.

The Roundhouse — A Typical Day

by Steve DeGaetano

(Editor's note: this article describes the Disneyland Roundhouse operations circa 1998. Major track work was performed in late 2002, so some of the information contained here about track layouts and other small details may be inaccurate. The description of the daily events, however, remains unchanged.)

The Disneyland Railroad roundhouse is such a unique structure, and it is such an interesting place to the admirers of steam locomotives, that we have decided to run a multi-part series to describe it and its functions. This is the first article in that series. The Disney roundhouse is also seldom seen by non-cast members, so I hope this description will offer a satisfactory glimpse at this mysterious place. I had the opportunity to visit the Disneyland roundhouse one autumn morning. Please join me as I relive the experience. But first, a little background.

Traditionally, the roundhouse is the "stable" of the iron horse, so-named because in the days of steam it was usually built around a circular turntable used to rotate the engines. Locomotive storage tracks fanned out radially from the turntable, necessitating a round or semicircular building.

The first train storage building at Disneyland was located outside of the berm, near Frontierland. It had been built in 1954 under the direction of Admiral Joe Fowler (one of Disney's close, personal friends) and some Seabees recruited for the job. The construction (or assembly) of the *C.K. Holliday* and the *E.P. Ripley* took place here in the months before Disneyland opened to the public.

Capable of storing only two trains, this first Disney roundhouse became inadequate when two more engines and trains were added to the line, and so a new roundhouse was built with increased capacity in 1966 behind Tomorrowland. That first roundhouse still exists, but the only remnants of Santa Fe & Disneyland Railroad days are some still-visible rails laid in the asphalt, and a single exhaust vent over what used to be the area where the locomotive stood when parked.

The current Disney roundhouse is not round at all, but is actually a light-green, two-story rectangular sheet metal building measuring roughly 50 by 300 feet. Set several hundred feet behind the old submarine pens in Tomorrowland, and across the access road from the "It's a Small World" show building, the roundhouse not only houses the steam trains, but upstairs, the Monorails as well. The siding off the main line divides into four tracks (labeled "A" "B" "C" and "D" on the CTC Board in Main Street Station), and these four parallel tracks extend almost all the way to the back wall of the roundhouse. Each track is long enough to store an entire train, which includes both the passenger cars and an engine. Over the doorway of each roundhouse "stall" are red and green lights. When the green lamp is lit, that track is ready to receive a train or put one out onto the mainline. When the light is red, no train will be moving in or out.

In front of the roundhouse sits a small, motorized track "speeder" that can be used to traverse the railroad with-

out having to walk or go through the hassle of using one of the steam engines to perform the daily track inspections. Also inside the roundhouse, near the front where the locomotives are parked, are inspection pits, located between the rails, that allow shop personnel to make repairs to the underside and running gear of the engine while standing up. Usually at least one locomotive and several cars are under repair or refurbishment at all times. When an engine or train is in for an overhaul, it takes place on track "A," which is closest to the workshop area where most of the specialized tools and equipment are located. During the writing of this story, the *Ernest S. Marsh* was being rebuilt. On a workbench near the front of the roundhouse were the locomotive's two polished steel main rods, and four sets of driver axle boxes. No. 4 itself was devoid of her driving wheels, and instead sat atop a tiny pair of spare locomotive pilot truck wheels. Her tender was disconnected, and had been placed in front of the locomotive.

The roundhouse — any roundhouse — is a fascinating place to visit, and is very much a world unto itself. The Disney roundhouse is equipped to handle much of the routine maintenance of both the locomotives and the cars. Most of the heavier repairs, such as turning or replacing locomotive driver tires, are usually sent to outside contractors.

So, what is a typical day like in the Disneyland Railroad Roundhouse? Come along and I'll show you!

A typical day on the railroad begins wearily — the morning shift for roundhouse crewmembers begins at 6:00 a.m. When I visited, the "speeder" was parked on the track in front of the roundhouse on Track "A," where the *Ernest S. Marsh* was being refurbished, and provided a relaxing place to sit and chat before the day began. It is the equivalent of the office water cooler.

As the sun slowly rises over a still-chilly Southern California Sunday morning, the warm glow of the four open stalls of the roundhouse beckons invitingly. As I amble closer, I get my first good look at the locomotives, sitting near the open front, gleaming and shining like precious jewels in their velvet-lined boxes. Each engine has been uncoupled from its consist, and sits a few feet in front of the first passenger car on each train, waiting its turn to "steam up." Scattered around the floor and walls of the roundhouse is the accumulated debris of over forty-five years of steam railroading. Over on one track behind the caboose, sits a freight car truck with no wheels. Almost hidden in one corner near the *Lilly Belle* is a small pile of "polling pockets," which are small steel "dimples" fitted onto the bottom corners of the cars. In the other corner sit several leaf springs from the passenger car trucks. Hanging at eye level from a roof support are two spare Westinghouse locomotive air brake compressors. For an operating steam locomotive roundhouse, the facility is meticulously clean.

The first thing one notices when standing beside one of these "stabled" iron horses is the utter silence that permeates their vicinity. The locomotive, known to most guests as noisy, huffing, panting, throbbing machines when they are out on the line, are as quiet as if they were sound asleep, which in essence, they are. Even the escape of steam through leaky safety valves is hardly audible.

(Continued on page 6)

DRAWING TREES ARE LITERALLY THE IMAGINEER'S ROADMAP

Imagineering continued from page 3

of Imagineering's expertise and why Imagineers are so highly regarded in the theme park entertainment industry.

The first thing one notices is the low-level rumble of conversations emanating from offices, cubicles, conference rooms, and of course, the hallway. The communication dynamic is prevalent throughout. If one should attempt to focus on a single conversation, one could not help but be drawn into the discussion.

Such discussions range from brainstorming and design reviews to problem-solving sessions and technical bantering that taps into the endless pool of tribal knowledge our engineers possess. Being a participant within a technical discussion can be quite exhilarating and challenging. Nothing gets passed our engineers, as they tend to ask many probing questions – a necessary process in order to obtain correct and useful information. The underlying goal is to merge the group's collective thought into the design of the ride for the ultimate benefit of the Guest, so their experience can be exciting, educational, and always in control.

The hallways and conference rooms are dotted with printouts of ride components and assemblies representing the various projects within the company's current menu of work. Such visuals are obviously necessary so everyone is aligned and

working from the same vantage point. As designs progress, they will eventually be captured in the so-called *engineering drawing* – a crucial element from which all manufacturing and inspection is performed. A single ride vehicle and its sub-assemblies can result in hundreds or thousands of detail part drawings. Such a quantity of drawings is most certainly mind-boggling. But, with the aid of a *drawing tree*, everything falls neatly into place as to what has been completed and what is still yet to be done. Drawing trees are literally the Imagineer's roadmap to ensure everything has been accounted for within the schedule.

Another fascinating area is the prototype fabrication area. In order to solve certain engineering challenges it is sometimes necessary to create full-scale mock-ups or prototype components representing specific systems within the ride. Cardboard and wooden props and widgets are built to allow for various kinds of human interaction that a guest might typically experience. This can include anything from play testing and human fit issues, to representing the visual size and look of an attraction element. Once meeting the satisfaction or buy-off of the project, applicable drawings are finalized and sent to production so the real stuff can be built.

Imagineering's manufacturing facilities are quite adept at moving a product through the shop. Everything from the largest as-

sembly to the most delicate components are meticulously fabricated, processed, and tracked through a dynamic scheduling system. Fabrication and assembly personnel are at every nook and cranny within this huge building. At any given time one might find themselves looking at a huge undressed animatronic figure being cycled through its show routine. There are cables, tubes, and all types of contraptions hooked up to make these things move in a seemingly effortless way. Figure movements are programmed to be natural looking. This facilities are the place where things are built, tested, and retested to ensure the system is reliable. In the end as the guest see the fully dressed figure, they surely must be asking, "how the heck do they do that?" Only the Show/Ride division knows for sure.

Well, enough walking of the hallways for now...because, it's off to the health fair and then to a patio party. Oh what fun we have at Imagineering!

By the way, the other night as I was jotting down these thoughts, the most wonderful sound entered the room...a distant train whistle barely cutting through the room's ambience. I just had to stand up and listen at the window. Ah!...the sound of a wonderful childhood memory. Hmmm! Someday I've got to record that whistle!

From the Imagineer At Large
(Chris Banta is Imagineering's Standards Engineer, who is responsible for documenting many of the company's technical subjects that aid in the design and manufacturing of theme park products.)

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The Mail Car

I am so pleased to join the CPHS! I have been a big train buff since a child. My uncle, a big collector of O scale Lionel trains with a huge layout in his basement, got me started. My interest in trains was enhanced when visiting Disney World. When my family took me to River Country I rode the Fort Wilderness Railroad. I asked my father recently about the Fort Wilderness train (I was only about five years old, so I don't remember a whole lot) and he said "Once you heard that whistle, there was no stopping you from riding that train!" I remember later vacations starting out at the Fort Wilderness tracks from the tram wondering where the trains were. Your book finally answered my questions. I'm still a little disappointed that a company that makes "dreams into reality" couldn't get a few small steam engines to work reliably! However, I hope to in some way contribute to the FW trains.

David Rose
Ocean, NJ

I wanted to see about putting together a roster for the Carolwood Pacific Historical Society. I don't have contact information for everyone but I thought that, if you were interested in having something like that done, I could do it for you. Comments?

Bill Barbe
Burbank, CA

(Publisher's Note: Having Bill do a directory for the Society is a wonderful idea. If you would like to see this happen, please send your information to Bill Barbe at wbarbe@ix.netcom.com. It would be a great way to share your interests with other CPHS members.)

I am a great fan of Walt Disney, the empire he built and the theme parks — in particular, Disneyland. I live near Seattle, Washington and my parents used to take us on the long drive down I-5 to Disneyland each summer. As I got older, I found myself drawn back to this wonderful place. Soon I began to take an interest in the man that started it all and I now take my kids to enjoy Disneyland and one of the first things we do is ride the Dis-

Own many books on Walt Disney, his theme parks and the Walt Disney Company. I own a small Disneyana collection and I recently began putting together my own backyard "G" scale garden railroad.

Don Morin
Everett, WA

I have been a Jr. High science teacher for twenty-eight years. I have become a rather avid collector of Disney memorabilia in the past few years. I and my wife visit Disney World in Florida about three times per year. We are members of the Disney Vacation Club. I visited Disneyland for the first time last April and was totally engaged by the "Walk in Walt's Footsteps" tour. I am also an avid gardener. On my first trip to EPCOT I became intrigued by the garden trains at the Germany Pavilion. In fact, the gardens of the entire World Showcase interested me so much I began a "minor" replication of them in my yard. For three years I have gardened, always wanting to include a train. It wasn't until this past fall I decided to include some "Disney" trains. The center bed in the yard contains a small pond and is surrounded by roses. I have decided to place one or two lines of trains, G-scale, all Disney. I am going to include Disney "landmarks" along the route. I am using your website and organization to provide for accuracy and realism in building/designing this layout. I want to learn as much as possible about Walt and his hobby.

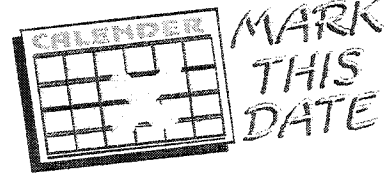
Ron Knop
Peotone, IL

I have the utmost respect and am a big fan of Mr. Disney. I have been going to Disneyland since 1960. I have had a big HO scale collection since the early sixties and am also into G-scale. I also visited the LA Live Steamers a couple of weeks ago and stood there in awe for over four hours. It was very special to me to see the Disney Barn. I hope to go back soon to one of the open house Sundays.

Brant Minetti
Santa Rosa, CA

CAROLWOOD EVENT CALENDAR FOR 2003

Carolwood Pacific Historical Society has exciting events and presentations in the upcoming months! Be sure to mark your calendars.



- May 24, 25 & 26** **LA Live Steamers Spring Meet & Open Barn**

- May 31** **Napa Wine Train Fest** — Back by popular demand!
 Enjoy a private reception at the home of Vince & Mildred De Domenico, lunch aboard their Napa Valley Wine Train, and in the evening a wine tasting competition at the new Hilton Garden Inn. The afternoon is open for touring the Napa and Sonoma Valleys

- June 17** **Margaret Kerry (Tinkerbell)** ~ Special guest at the Disney Barn (Always open the third Sunday of every month 11 am to 3 pm) Free parking and admission

- June 27 & 28** **Toy Train Collectors Association of North America National Convention**
 Ontario Convention Center, Ontario, CA Celebrating Ward Kimball and featuring model trains used in the movies

- July 20** **NFFC Disneyana Show & Sale** ~ Crown Plaza Hotel, Garden Grove, CA

- August 17** **Rolly Crump, Veteran Disney Imagineer** ~ Special guest at the Disney Barn (Always open the third Sunday of every month 11 am to 3 pm)

- October 4 (tentative)** **Rededication of Roger E. Broggie Steam Engine** ~ Walt Disney World, Orlando, FL

- October 16** **Disney Legends Award** ~ Walt Disney Studios, Burbank, CA — Barn tour included

- October 23** **Disney Concert Hall Grand Opening** ~ Los Angeles — Information to follow

- December 21** **Engineer Santa at Disney Barn** ~ Holiday celebration



Enjoying the festivities at Smoke Tree Ranch in early April are from left to right, Russell and Kendra Trahan, Michael and Sharon Broggie, Tom Tumbusch, Nancy and Karl Yamauchi, Fred Lack (in front) and Gary and Fran Oakland.

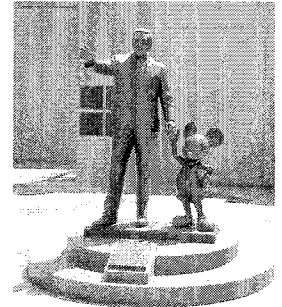
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We're on the WEB!
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*"We don't have boring
meetings,
we just do fun stuff!"*

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VUE FROM THE CUPOLA

BY MICHAEL BROGGIE



One of the great enigmas of Disney lore has to do with an unusual design on a western-style necktie favored by Walt. Some think it's an Oriental character. Others believe it's a combination of initials representing members of the Disney family. Because it has the look of a western brand, could it be connected to Walt's love of horses? Before taking up the hobby of miniature railroading, Walt owned a team of polo ponies and used to play the hazardous game on Sundays at Will Rogers' estate in Santa Monica. An injury to his neck sustained in a game ended his participation; however, the pain continued to be an aggravation the rest of his life.

Interest in the design heightened when Disney Imagineering Legend Blaine Gibson created the "Partners" sculpture of Walt and Mickey. When it was unveiled in the Park Plaza at Disneyland, and later in the Disney Legends Plaza at the studio, the now familiar design was very evident on Walt's necktie. When the Company released DVDs of early *Disneyland* television shows that were introduced by Walt,

the ubiquitous design was often in evidence, sometimes on an embroidered handkerchief in his suit pocket. Anyone visiting Walt's Carolwood Barn in Griffith Park will discover a clue to the mystery by examining the items on Walt's workbench. Under the Lucite-covered bench built by Walt, they will see a memo pad and matchbook from Smoke Tree Ranch.

In the early 1940s, Walt and Lillian purchased a home on a 400-acre private ranch located at the south end of Palm Canyon Drive in Palm Springs. First developed in 1927 by Fred and Mazie-belle Markham, Smoke Tree Ranch became the winter home for many families who wanted to escape winter weather in other parts of the country. Known as "colonists," the owners of private homes share ownership of the ranch and employ professional management and fine chefs to prepare three meals a day served in the rustic but comfortable ranch house.

Never one to rest content, Walt saw opportunities to improve the ranch. He donated funds to build a lawn bowling green, which was a favorite pastime. He

brought carpenters from his studio to build guest cottages on the property. To this day, they are referred to as "Disney Cottages." He also built a meeting hall, which carries the name "Walt Disney Hall," and features the famous stylized signature on the signage.

When developing Disneyland became his passion, and he assumed financial responsibility, he sold the ranch home to raise money to build the amusement park. In the early 60s, after Disneyland proved successful, he built a comfortable replacement home at the ranch on the corner of Rock 14. It became a pleasant escape from the pressures of running the studio and Disneyland. After Walt died at the end of 1966, his family sold the home, which is still there among the 85 private residences.

When Walt selected neckwear, the Smoke Tree Ranch western style tie, with its unique brand, was his favorite. The ties are no longer available at the ranch gift shop. For information, visit www.smoketreeranch.net.