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Walt Disney's legacy of preserving steam railroading for generations of guests visiting Disney Parks throughout the world will be enhanced on October 21, 2003, with the rededication of the Roger E. Broggie, W.D.W.R.R. Engine No. 3.

This "celebration of steam" will mark the completion of restoring all four vintage Baldwin locomotives that began service around the Magic Kingdom in 1971.

The Roger E. Broggie is a ten-wheeled twin of the Walter E. Disney. The two engines were constructed in May 1925 at the Baldwin Locomotive Works in Philadelphia. They have consecutive builder numbers: 58444 and 58445 and were built to order for the government of Mexico for use on the United Railways of Yucatan. Roger Broggie purchased them and two more for Walt Disney World—paying \$800 apiece.

After extensive rebuilding under Roger's direction by Earl Vilmer, George Britton and Bob Harpur at the Tampa Shipyard, the rolling stock was delivered to the Magic Kingdom where, for the past three decades, the engines have chuffed around the Park carrying tens of millions of guests.

In the real world, a steam engine had a lifespan of 25 years. Because of the care provided by Steam Train Forman George Britton and his small crew of technicians and crew members, these vintage engines ran for over 30 years before rebuilding. The Broggie is the last to be rebuilt.

Festivities begin at 8:30 a.m. on Oct. 21 at the Main Street Station with the rededication ceremony.

Then, members with tickets will board the train for an express run to the Steam Train Roundhouse (it's really rectangular). The twin engines will be lined up and their history and restoration recounted, and a group photo will be made.

Next, guests will be delivered to Main Street Station for a program

by Michael and Roger Broggie in The Walt Disney Story Theater.

On Oct. 22 at 9 a.m., is the Society's annual "Un-Meeting" in the Pioneer Hall at Wilderness Lodge—featuring Michael Campbell's presentation on Fort Wilderness Railroad history.

As members know, the Society eschews boring meetings in favor of fun activities. Following will be the dedication of the Iron Spike Room in the Villas at Wilderness Lodge.

Commemorative items are available including a hat, patch, framed pin set and VIP ticket. An order form is inserted in this edition or visit www.carolwood.com.

This event is co-sponsored by Disney Vacation Club, which is featuring its newest property: *Disney's Saratoga Springs Resort and Spa* being built across the lake from Downtown Disney.

The original train depot at Saratoga, New York, was the prototype for the Main Street Station.

Please see Picture on Page 7

Letter From the Editor

By Steve DeGaetano

Man, is it HOT out!

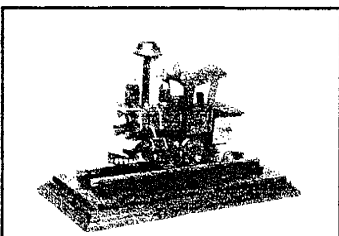
It's a typical summer, though. As I write this, the temperature outside is nearing 90 degrees. This makes for those wonderful summer evenings that make life in Southern California all worth it.

It also reminds me of what it's like to be in a steam locomotive cab. Having always loved steam engines, I read everything about them that I could get my hands on. I even began collecting and reading various "catechisms" from the turn of the 19th century that taught how to run steam engines. It was one such summer day that

I got to practice my book learning.

A friend of a friend owns a small 1920 Porter steam locomotive near San Diego, and I was invited for a "steam up." I went, hoping only to study the little beast up close, but I was in for a real surprise when I was

Please see Letter continued on page 2



Casey Jr. may be coming down the track. Check the website for more information.

A memorable summer day

Letter (Continued from page 1)

invited into the cab! Two of my good friends would be running the engine that day, Al DiPaolo and Dale Tetley, both operating engineers on the Disneyland Railroad. Al, now a restorer at the California State Railroad Museum, taught me the operation of the injector and blower, and the art of "manual" firing, by throwing large planks of wood into the firebox. I spent much of the day firing that little engine, and loved every minute of it — never mind that the thermometer in the cab registered 140 degrees! By day's end, I was hot, sweaty, and dirty with soot, but that warm summer day still stands out as one of my favorite times.

Dale also made summer memorable by allowing me to ride, as often as he was operating, in the cab of the *E.P. Ripley* or *C.K. Holliday* at Disneyland. The evenings I spent sitting on the little cushion on the engine's tender were magical. The sweltering heat of the day subsiding, it was nonetheless warm in those cabs. The smell of hot oil and steam soothed this train buff's soul like nothing else as the indigo sky darkened, and the locomotive's lights began to glow.

After riding, Dale would head back to the Roundhouse. I would buy a box of popcorn and sit on a Main Street bench, content just to watch the constant parade of trains in the warm summer night, the sounds of steam whistles and laughter filling the air.

I love summer and I love trains. Was there ever a better combination?

A Few Housekeeping Notes

You may recall, Bill Barbe has agreed to put together the first Carolwood Pacific Historical Society directory, but he needs *your* help. If you are interested in being on the roster, please email your info to Bill at wbarbe@ix.netcom.com.

News from Michael Campbell is that the U.S. National Handcar Races will once again return to Old Sacramento this October 3, 4 & 5. Proceeds benefit the CA State Railroad Museum. For entry forms and rules visit www.californiastaterailroadmuseum.org and look under events. If you recall, a CPHS crew entered this fun event last year. Ask Michael how the rookie crew performed.

CPHS Tenth Anniversary "Design the Pin" Contest

This year the Carolwood Pacific Historical Society marks its tenth year anniversary with a special "Design the Pin" contest for members only. Many imaginative designs were submitted. All the designs contained the necessary information; very ingenious and thought-provoking. All are able to stand on their own merit in the context of design and interest.

For an outstanding design of the CPHS pin representative of its tenth anniversary, and in keeping with the mission of the Society, Glenn Austin of La Crescenta, California, presented a truly unique design. Imagine the classic Baldwin locomotive boiler plate with the number 10 in the middle surrounded by the words — *Carolwood Pacific Historical Society*.

"Very imaginative" was the comment by Mario Fiumani, CEO of Pin USA, who served as judge. His company is the largest provider of collectible pins to The Walt Disney Company. "Your members showed a lot of creativity, making the choice difficult," Mario concluded.

The prize for the winner is either \$100 or dinner for the winner and guest with Sharon and Michael Broggie at their home in Thousand Oaks, CA.

A tip o' the Engineer's Cap to all who entered the contest. Each will receive a free ten-year commemorative pin.

Pin USA is developing a special commemorative pin set for the *Roger E. Broggie* rededication at Walt Disney World. Society member Mike Lima, who has designed a number of pins for the Society, has agreed to create the custom set of pins depicting the four steam locomotives at WDW. The pin set will be mounted on a picture background then matted and framed. It will be produced in a limited number and include an exclusive bonus pin of the Main Street Station. The locomotive pins will be available individually. Ordering information is available through the form accompanying this edition.

Check This Website

Society member David Rose established the website below with the help of Board member Michael Campbell. David wanted to contribute something to the Fort Wilderness Train legacy for all to enjoy. Please check www.fortwildernessrr.com for more information.

Napa Valley Wine Train Event — A Personal Story By Karin Luster

My husband, Kenji, has been a member of the CPHS for a couple of years now. When he got the most recent quarterly newsletter and it announced a trip to the Napa Wine Train, I was all over that idea! (Not that I'm a wine-a-holic or anything. I just happen to have needed a trip away, and my uncle lives in Napa). I admit—the wine was a major draw for me but so was the opportunity to get to know these other Disney fanatics and get a ride on the Napa Wine Train, which I'd never done before.

The Society had arranged a block of rooms at a nearby hotel at a group rate. We decided to fly up as time was a premium for us and driving would have taken too long from our home in Pasadena. We arrived at the hotel at around 5 p.m. on Friday and found that a good sized group of folks were already gathered in the lobby. We knew instantly that they were CPHS members as they were wearing their CPHS badges. We stowed our luggage in our room and joined them.

Saturday morning we all met (again) in the lobby and Sharon and Michael Broggie arrived, gave out the commemorative and organized the caravan that was to take us to the home of the owners of the Napa Valley Wine Train, Vincent and Mildred DeDomenico, who are also members of the Society. We enjoyed a delightful champagne reception, being served the bubbly out of absolutely the largest wine bottle I've ever seen! The Methuselah, which holds eight bottles of champagne! A magnificent display! We also enjoyed some tasty morsels while taking in the view from the backyard of their estate. After a group picture we headed off to the wine train.

A wine tasting and lecture was already underway when we arrived at the depot. Another group picture was taken as we were about to board the train for lunch. Once on board we were seated at tables of four with each table being next to a window for optimal viewing of the vineyards we were going to be passing along the way. After perusing the fabulous menu, our selections were made — nothing was a disappointment, believe me!

The scenery was beautiful. We passed through the cities of Napa, Yountville, Oakville and Rutherford, ending up in St. Helena. As the train rolled by, people would wave to us, making us feel very special. After enjoying our entrée we adjourned to yet another car to enjoy a delectable dessert.

As a special event on the train, Kendra Trahan, one of the members and volunteers at the Barn, noticed that the Engineer had many pins on his engineer's cap, but none from the Society. I donated my pin to a very worthy cause, making me feel truly part of the group. Kendra invited me to present the pin to the engineer, who was very grateful for the gift.

The rest of the afternoon, we were left to our own devices — doing a little shopping, winery-hopping, exploring, etc., and met at 7 p.m. in a special room for our Society wine tasting. Ken Judy, the father of CPHS member Debbie Campbell and father-in-law of Michael Campbell, led us all in a brief introduction to wine tasting. In the newsletter announce-

ment, we were also invited to bring a bottle of our favorite Cabernet or Chardonnay. I would've preferred to have brought a bottle of something fruitier, as dry isn't my favorite, but understood that the judging needed to be kept to as few identifiable varietals as possible. And as Chardonnay and Cabernet are the most widely identified and preferred types, Kenji and I brought a bottle of Chardonnay that is passable for us.

Much fun was had by all, much wine was drunk by most. Sometimes it was hard to remember from the time you walked from the table where the bottles were back to your seat which bottle number (or letter, in the case of the Chardonnay) you had poured in your glass, so it had to be consumed without scoring it and then a new glass would have to be poured. Oh darn! But it was tremendous fun and in the end winners in each category were declared. Elaine and Len Leavitt won first place for the Chardonnay category and Alan and Donna Wright won first place for the Cabernet.

It was a grand weekend. Spending time with my new husband was fabulous and getting to eat fantastic food and drink spectacular wine just made it all the better. Making new friends was just the icing it all needed. The Carolwood "family" is a great group of folks and I know I only got to meet a few of the many members nationwide. I can't wait to meet more! The website for the Napa Wine Train is www.winetrain.com. Check it out! You won't be disappointed!

AND A LITTLE MORE ABOUT THAT TRAIN!

By Annette Savage

What an event! The Napa Wine Fest 2003 was an incredibly good time. We are new members to the Carolwood Pacific Historical Society and the Wine Fest 2003 was our first introduction to the Society. There is just no way to explain what it was like to be an outsider coming in to this group for the first time...but we'll try!

Michael and Sharon Broggie formed the CPHS to preserve the personal railroad history of Walt Disney and to keep Walt's vision of "family" oriented entertainment alive. Michael, Sharon and each member of CPHS we met this weekend personified what Walt stood for. This is a group of lively, charismatic and just down-right fun people who all share in a genuine passion for trains, Walt Disney and in a lot of cases — both.

We would like to extend a special "thank you" to Vincent DeDomenico and his wife Mildred for the beautiful champagne reception at their home and a fabulous afternoon on the Wine Train. We would also like to thank the members of the Society for being so hospitable. We walked into the event not knowing one person, and left the event with a lot of new friends. As we said . . . What an event!

We look forward to enjoying many more events with the CPHS. We are especially looking forward to the rededication of the Roger E. Broggie steam engine at Walt Disney World on October 21st. (Please check our website for more information — www.carolwood.com.)

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.)

~ Part Two ~

When the trains are bedded down the previous evening, the fires are extinguished (or “dropped”), and the fire-breathing dragon that is the locomotive begins to slumber and cool off. The air compressors and blowers are shut off, the reverse lever is put in the center, neutral position, and the engine is quiet. When awakened the following morning, the engines still retain some of their operating pressure, usually around 25 psi, down about a hundred pounds from their usual 125 psi. This morning the pressure gauges on each of the three operating locomotives now hover around 100, so the engines must have been in operation until just a few hours ago. The tranquility this morning is very deceiving — the engines are still very much fully operational, even through their silence tends to suggest otherwise.

As the morning proceeded, more people showed up — shop cast members, costumed engineers and firemen. Some help with steaming up the engines; others busy themselves with polishing the shiny brass and steel trim on the locomotives.

“Steaming-up” a completely cold locomotive can take anywhere from two to three hours, as the fire raises the temperature of hundreds of gallons of cold water in the locomotive to the boiling point, and then continues to produce the necessary steam to get the optimum operating pressure of 125 psi. Today, with the boilers already maintaining pressure near 100 pounds, things will go much faster. The process for firing up the engines begins with a Roundhouse worker (known in steam days as a “hostler”) opening up the header, or main steam valve. If steam pressure is available from the locomotive itself, it is used, but usually the engines need to use compressed air to begin operating some of the accessories needed to build fires. This air is provided by an air compressor in the roundhouse, and an air line is connected to a valve under the running board on the fireman's side of each engine. The blower drain line is opened, and the steam that has condensed into water there overnight is allowed to escape. The blower is nothing more than a steam nozzle fitted into the base of the smokebox, under the smokestack which, when opened, expels a jet of steam up the smokestack. This creates a partial vacuum in the smokebox and the only air available to fill this vacuum comes from the engine's firebox, thus drawing much-needed air through

the fire (when the engines are operating, the steam being exhausted up the smokestack creates a similar vacuum).

After the blower is drained of condensate, the blower is turned on. The steam locomotive begins to show signs of life as the blower creates a loud rushing sound up the stack. The blower is allowed to operate for a minute or two, the vacuum created clearing the firebox of any diesel fumes that may have accumulated there overnight, and which would (and sometimes do) explode when the fire is ignited.

The hostler ignites the fire by throwing into the firebox a clump of cloth waste (a “waste wad”) that has been set afire. The fuel flow valve, or in Disney speak, the “Fuel Stick,” is opened, and then the atomizer valve is turned on. The atomizer is a steam jet in the firebox connected to the fuel nozzle. The steam (or air, if no steam is yet available) of the atomizer, because of its velocity, draws the diesel oil along with it. In the process, the oil is atomized into microscopic droplets that burn much easier and efficiently. The fire sometimes ignites slowly, but other times, if diesel fuel accumulates, a small “Boom” signals that the fire is lit. The whole process is somewhat akin to lighting the pilot on a gas range.

Once lit, the hostler (or, by now, perhaps the fireman or engineer assigned to take the engine out today) must look at the exhaust rushing out of the stack to correctly adjust the oil flow and atomizer for optimum combustion, in order to produce as little smoke as possible. When the fire is trimmed to efficiency, the hostler can go ahead and re-fill both the mechanical lubricator, which oils the valves and cylinders, and the hydrostatic lubricator, which feeds lubricant to the air compressor. The weight of the oil used is quite heavy, especially when used in the steam cylinders, where temperatures are extremely high. While an automobile may use 30- or 40 weight oil, the cylinders require 190 weight! Oil this heavy has the consistency of honey. The hydrostatic lubricator uses a slightly lighter 80-90 weight oil.

With this task out of the way, the hostler will turn on the hydrostatic lubricator, allowing oil to be forced to the air pump. Then the steam-driven air pump is turned on. As with the blower, first the condensate is drained from the device, and once cleared, the drains are closed. The compressor is started slowly, allowing the moving parts to become warm and well-oiled. Eventually, the compressor valve is opened wide. When activated, the rapid thump-thump-thump of the compressor brings the locomotive further awake, and is heard throughout the roundhouse. With the fire raging, the blower roaring and the air pump panting, the steam engine is finally awake, and sounding like we're used to; like she should. (Part Three to be continued in the next Carolwood Chronicle)

THE DISNEYLAND DETECTIVE FINDS CLUES AT CAROLWOOD
BY KENDRA TRAHAN

Forgive me if I sound cliché, but being a member of Carolwood Pacific Historical Society, has made me feel blessed. My most special friends are in Carolwood, and together we've met so many of the Disney Legends and Imagineers, I can barely count them all. Trips to Marceline, MO, Smoke Tree Ranch, or the Napa Wine Train would not be possible for me without Carolwood.

In fact, for the last four years I've been writing a book about Disneyland, and Carolwood has provided great insight and research toward my project. Information has turned up not just from Michael Broggie's book, *WALT DISNEY'S RAILROAD STORY*, which is a MUST READ, but through volunteering at Walt's Barn in Griffith Park. Sharon Broggie suggested it might be fun to share with you some of the inspiration that Carolwood has provided that will appear in my book *DISNEYLAND DETECTIVE*.

This first excerpt is a story I love to share at Griffith Park because of the English locomotive that is in the Barn. I can just imagine Harper Goff meeting Walt Disney and talking about trains while looking over this British Locomotive.

TREASURE & TRIVIA: There is a window dedication across from the entrance of Jungle Cruise: Oriental Tattooing by Prof. Harper Goff, Banjo Lessons. This dedication window, although not on Main Street USA, is perfectly situated on

the back of the Golden Horseshoe building. Harper was the set designer for *African Queen* and *Calamity Jane*. The film *African Queen* served as inspiration for the Jungle Cruise and *Calamity Jane* served as inspiration for the Golden Horseshoe. Ironically the film *Calamity Jane* was not Disney's.

In 1951 Harper met Walt Disney in London at the Bassett-Lowke Ltd. Shop. Both Walt and Harper were trying to buy the same model steam engine. The two men struck up a friendship and Harper soon after joined Disney as an illustrator. He designed many of the buildings for Main Street U.S.A. using his hometown of Fort Collins, Colorado for inspiration. The City Hall and Train Station on Main Street resemble the former Courthouse in Fort Collins. Harper saw some early renditions of some of the windows and quickly made known his interest in the Tattoo Parlor, which was a fitting tribute for an artist. His window also notes Banjo Lessons; Harper was the banjo player in

The Firehouse Five Plus Two Dixieland Jazz Band with Ward Kimball and Frank Thomas. Harper died in 1993 and was named a Disney Legend the same year.

Following the only rule of membership for Carolwood Pacific, I discovered the information found in this next excerpt. The rule about always riding a Steam Train while in a Disney Magic Kingdom Park really paid off.

TREASURE & TRIVIA: When riding the Disneyland Railroad from New Orleans Square to Toon Town, keep a sharp eye out for a doghouse with Indiana printed on it. The tribute is twofold. In the movie *Indiana Jones and the Last Crusade*, the audience learns that Henry Jr., the movie's hero, takes his nickname from his dog. The second, lesser-known point is that George Lucas had a dog-named Indiana and borrowed the name for the character in the films.

(More excerpts in our next issue. Meanwhile, watch for Kendra's book, DISNEYLAND DETECTIVE, in the fall of 2003.—Ed.)

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Sharon Broggie, Publisher
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 Contributors:

Michael Broggie
 Steve DeGaetano
 Karin Luster
 Annette Savage
 Kendra Trahan

Steve Broggie, Webmaster

The Mail Car

I was a Disneyland employee in the early seventies. At that time Retlaw was operating the trains and monorails, that was the job I wanted. Instead, I was a fountain man at Carnation Main Street. Jobs at Retlaw were pretty scarce at the time, so I spent my time scooping ice cream. While it was fun to work there, the trains would have been better. My grandfather worked for the railroad in Pennsylvania, so I've had a fondness for trains all my life. One of my best memories with my grandfather was going down to the switching yards and him letting me drive one of the switch engines. Pretty cool for a nine-year-old.

— Ralph Whittington
 Riverside, CA

I am a Disney and Model Train Fanatic. The end result is I enjoy collecting Disney trains. I have several of the Monorails, the "Lilly Belle," the HO Scale train and the battery operated train. I am in the planning stages for a garden railroad to run the "Lilly Belle" on. The models are very accurate. I hope to enjoy trains for the rest of my life and Disney trains in particular. Children enjoy seeing the railroad in operation (adults, too). That's what railroading is all about — having fun!!

—Terry Tucker
 Pensacola, FL

I'm afraid I will never completely understand my fascination with railroads. It started early in my life, and although I possibly understand it a little more, I still get the same feeling when I experience trains, whether in miniature or in person. If I had to boil it down to a simple idea it would be about detail. Everything I have ever experienced that Walt had a hand in, whatever it was, holds interest for me because of its incredible attention to detail. Nothing ever seemed to be overlooked! Every time I visit WDW for example, especially the Magic Kingdom, I notice some small detail (a name on a window, a gargoyle on a tower, a tucked away shop, a little unexplored nook) that I had not noticed before.

— Arthur G. Lyons
 Stuart, FL

I have had an interest in railroads for a long

time. I grew up in Virginia and was able to watch the last of the great N&W steam engines. When I moved out to CA, we traveled back east to see family and friends on the CA Zephyr, the L&W Hummingbird and the Santa Fe Chieftan. I am a model RR collector of Western Pacific, Santa Fe and Norfolk & Western. I have enjoyed the Walt Disney Productions ever since I watched them on TV during the 50's and was thrilled to visit Disneyland during 1957. Walt Disney and his crew had a big, positive impact on my life when growing up.

—Tom Poole
 Fremont, CA

I wanted to thank you, Michael, for pointing out the book "Nevada County Narrow Gauge" by Gerald M. Best, a copy of which was in the Lilly Belle exhibit at the California State Railroad Museum. I thought it would be a rare book that I would have to spend a lot of time searching for. I wanted to make the effort to find it because of the very likely probability that my family members (gold miners in Foresthill) were some of the original passengers of the railroad. I did find it and am half way through. I wanted to share with you that I am struck by the photographs and their similarities with the Carolwood pictures you have.

— Dr. Dudley Stone
 Chico, CA

I am an HO model railroader. My wife has a G-gauge that we hope to put outside. We love to ride old trains and visit train museums. We visited the Orange Empire RR Museum when we were in California recently. We were also at the rededication of the Roy O. Disney at WDW last June and we've taken WDW's "Steam Train Tour" several times.

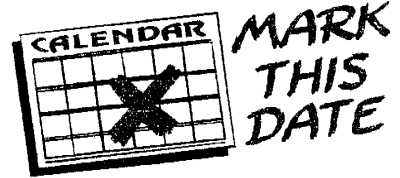
— Frank Pflock
 Branford, FL

I have been raised on Disney entertainment and have found inspiration beyond description to do the things that I love to do. I have always been fascinated with Walt's Lilly Belle and I am thrilled to have found the CPHS

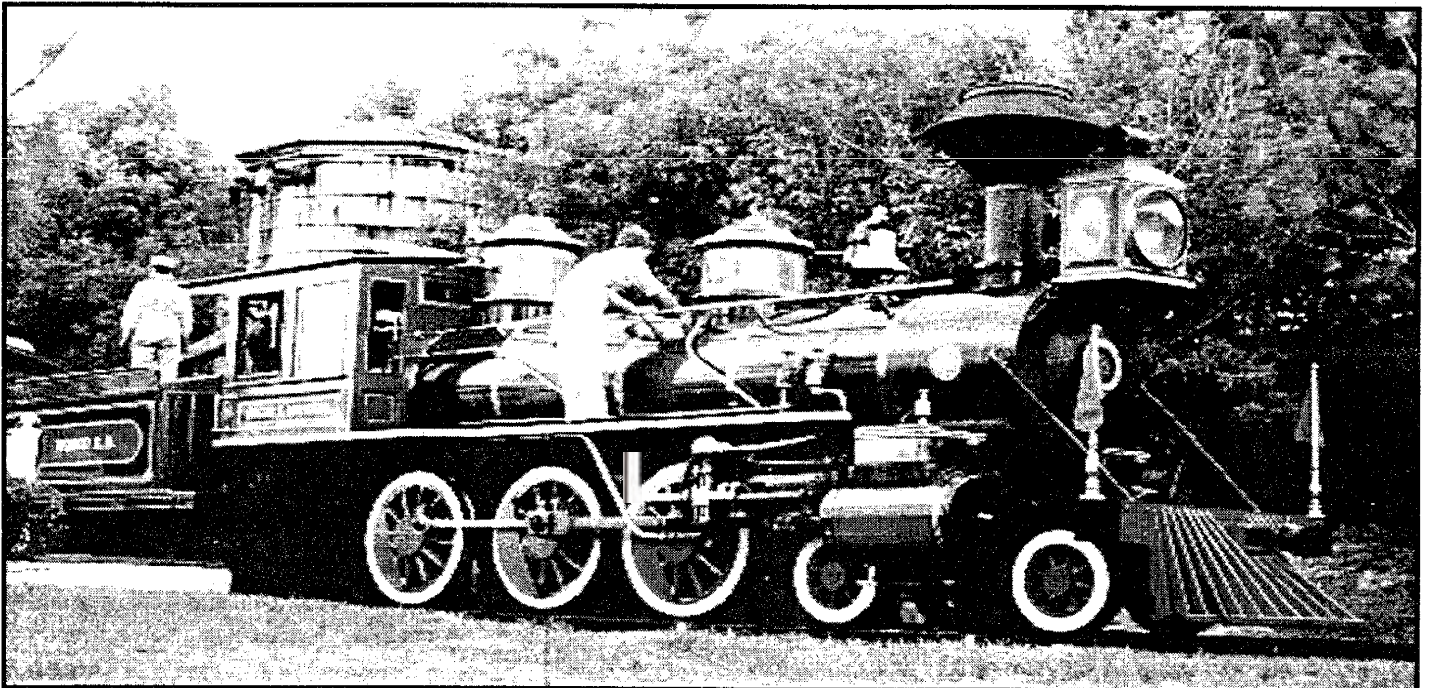
— Adam Throgmorton
 Las Vegas, NV

CAROLWOOD EVENT CALENDAR FOR 2003

Carolwood Pacific Historical Society has exciting events and presentations in the upcoming months! Please mark your calendar.



- September 21** **Disney Barn open** — Program to be announced
- October 16** **Disney Legends Award** ~ Walt Disney Studios, Burbank, CA — Barn tour included
- October 19** **Disney Barn open** — Program to be announced
- October 21** **Rededication of Roger E. Broggie Steam Engine** ~ Magic Kingdom at Walt Disney World, Orlando, FL
8:30 a.m. special event at Main Street Station followed by exclusive members' event backstage plus a special presentation in The Walt Disney Story Theater on Main Street
- October 22** **Annual CPHS Un-Meeting** ~ 9:00 a.m., Pioneer Hall, Wilderness Lodge at Walt Disney World
Featuring a Fort Wilderness Railroad presentation by Michael Campbell
dedication of the Iron Spike Room in The Villas at Wilderness Lodge
- October 23** **Walt Disney Concert Hall Grand Opening** ~ Los Angeles
- November 16** **Disney Barn open** — Program to be announced
- December 21** **Engineer Santa at Disney Barn** ~ Holiday celebration



Watering Stop—The Roger E. Broggie ten-wheeled steam locomotive gets water in its tender and polishing during a run on the Walt Disney World Railroad in the Magic Kingdom. The vintage Baldwin named for Disney's first Imagineer will be the center of attention during a special rededication ceremony Oct. 21 co-hosted by Disney Vacation Club and the Carolwood Pacific Historical Society. *Photo by Michael Broggie*

Carolwood Pacific
Historical Society
1032 Amberton Lane
Thousand Oaks, CA 91320-3514

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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



"Rumors can be a dangerous commodity." —Anonymous

This quote is disturbingly true because rumors can adapt and change like a virus. We mention this due to a rumor that recently took on a life of its own: "The steam locomotives at the Magic Kingdom in Walt Disney World were going to be substituted for diesel hydraulic engines like ones used at The Animal Kingdom."

Fortunately, this rumor is emphatically not true. It was determined through highly credible sources that someone assumed this due to discussions regarding another steam-powered attraction at WDW.

The lesson in this is very simple: It's prudent to clarify the source, the intent, and the logic of information before passing it along to others who may unknowingly assume the story is credible.

It's evident that the Chief Executive of our nation ran into this problem recently regarding a reference in his State of the Union speech to Iraq's supposed purchase of uranium. His source was the CIA, or so he thought. Soon, several cabinet members were throwing them-

selves on their swords—claiming responsibility for the mistake.

We live in a complex time where information can be spread like a computer worm. Just because it looks credible, it doesn't mean that we have to take everything at face value. Perhaps the old 60s bromide: "Question Authority," needs to be updated to: "Question Information."

~*~

I'll climb off my soapbox to address a more pleasant topic: The rededication of the Roger E. Broggie.

As you read in the lead story, Oct. 21 will celebrate the completion of a major restoration project at Walt Disney World—each of the steam engines will have been fully restored to "as-new" condition. In fact, the engines are better than new, since they have technical upgrades that weren't available 75 years ago when they were constructed at the historic Baldwin Locomotive Works in Philadelphia.

Baldwin is regarded by most railroad historians and sweat stained steamers to be the finest builder of steam engines in the world.

That Walt Disney personally selected Baldwin equipment to expand his railroad at Disneyland, gives the

nameplate unique credibility. No. 3, Fred Gurley and No. 4, Ernest S. Marsh are vintage Baldwins. The Gurley was built in 1895 making it the oldest of all Disney steam locos. The Marsh was built in 1925, the same year as the Walter E. Disney and Roger E. Broggie engines at WDW.

It's always been gratifying that the twin ten-wheeled engines that carry Walt's name and my dad's have been together for 78 years, throughout their tour of duty in Mexico and 32 years in the Magic Kingdom. Now, thanks to a major financial commitment by The Walt Disney Company, and the dedication of George Britton, Trevor Larsen and others in management, the engines are set to run at least another couple of decades.

In all, there were 161,000 steam engines built in America. Less than 1,800 survive—most in static displays. Disney is the largest private operator of real steam locomotives in the world.

We think Walt's very proud of the legacy he left for all of us.

Hope to see you at the Magic Kingdom in WDW this October.

—MB