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INSIDE THIS ISSUE:

CPHS Highlights
Rededication of Roger E.
Broggie Engine in Walt
Disney World

1

CPHS Notices

2

"Steamy News"

2

The Roundhouse — A
Typical Day, Part III

4

CHPS and Walt's Barn
Crew Member

5

Board of Governors

6

The Mail Car

7

Carolwood Event
Calendar

7

The Mail Car

7

View from the Cupola

8

CPHS Highlights Rededication of Roger E. Broggie Steam Engine in Walt Disney World . . . by Karin Luster

On Tuesday, October 21, 2003, the Carolwood Pacific Historical Society (CPHS) rededicated the Walt Disney World Railroad steam engine No. 3, the *Roger E. Broggie*, at the Magic Kingdom in Orlando, Florida, .

The day started at 7:00 a.m. for members of the CPHS as well as members of the Disney Vacation Club and WDW cast members. Check-in in front of the entrance to the Magic Kingdom went smoothly as guests were given commemorative badges on lanyards to identify them as part of the rededication group.

The ceremony took

place on what Michael Broggie, founder of the CPHS and Roger Broggie's son, later called, a "perfect Walt Weather" day. There was not a cloud in the sky as everyone gathered for the event. The ceremony took place on the WDW Railroad platform facing the guests below.

The group was greeted by Scoop Sanderson (a WDW cast member whose character is a reporter for Main Street) who welcomed everyone and started the festivities with his usual enthusiasm. He was joined by other talented cast members and Disney characters who treated everyone to an energetic and entertaining musical number! Scoop then introduced the

guests to Mickey, Minnie, Michael Broggie and his brother, Roger Broggie, Jr. Michael thanked Scoop and announced to the group the presentation of The Walter E. Disney Railroader Award, the highest award the CPHS gives, for all the men and women who work on the steam trains.

Then, with much fanfare and exploding streamers, Michael and Roger Jr. declared the *Roger E. Broggie* steam engine rededicated! (See picture on page 7.) The event was so well attended, the group had to be split into two separate groups to accommodate everyone. During the trip to Mickey's Toontown, the guests were treated to a special descrip-

See **REDEDICATION** on page 3

Letter From the Editor

By Steve DeGaetano

Hi Everyone!

Well, we have a lot of material for you in this issue, so I am going to keep my comments brief.

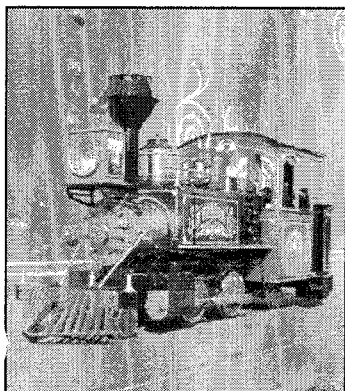
As the days get longer and we head into the new year you continue to find yourself spending considerable

time in front of the computer. If this is the case, be sure to visit the redesigned Carolwood website, at www.carolwood.com.

Member Rodney Recor has done a wonderful job revamping the site. There is now a members' section called "Club 173," where you can log on

and access a number of new and exciting features. For example, there is an on-line Membership Directory, where you can contact others who have similar interests in Disney and/or Trains, with new members joining daily. There is also something I'm particularly fond of—a "forum" where members

See **Letter** continued on page 2



Own this Ft. Wilderness R.R. live steam G-scale model. Info on page 2 or www.carolwood.com.

Editor

..... By Steve DeGaetano

(Continued from page 1)

can discuss Disney Railroading on-line! There is even a section where members can buy, sell or trade collectibles!

So, when you're "surfing" the web, be sure to check out the new site. It promises to be a lot of fun, and is sort of like an on-line clubhouse for members of the Carolwood Pacific Historical Society. Have fun!

Just a Few Notices

Since the last *Carolwood Chronicle* has been distributed, one major addition has been added to our "newsletter team." Rodney Recor has volunteered untold hours to redesigning our website: www.carolwood.com. Many new and interesting features have been added that you will find not only entertaining but helpful; constant updates, pictures and even a chat room where you can express your opinions, ideas and perhaps make a new on-line Carolwood friend, to mention a few. Thanks Rodney for all his very helpful efforts in making the website a more user-friendly place to visit. To introduce Rodney, here's some highlights of his background.

Rodney moved from L.A. to North Carolina in 1991 where he realized a life-long dream of owning a farm of his own. Prior to that, he spent 20 years working in the Hollywood motion picture industry as the Film Archivist at the Academy of Motion Picture Arts and Sciences, and from time to time at Disney Studios. He was also involved with the Los Angeles International Film Exposition.

While Rodney was in Hollywood he recalls the special, treasured experience of meeting Ward Kimball. Like Ward, Rodney loves trains and was a frequent visitor to the L A Live Steamers.

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The Carolwood Pacific Historical Society would like to extend a hearty welcome to our new Disney Vacation Club members, many of whom joined us at the Rededication of the *Roger E. Broggie* steam engine in Walt Disney World this past October. It was the first event for the

DVC members and hopefully the first of many such events.

## "Steamy" News

Attention all steam train collectors, or simply steam train buffs. You will be pleased to hear AccuCraft has agreed to manufacture the first G-scale reproduction of the Fort Wilderness Railroad steam engine. These models are fully functional live steam engines that run on standard Gauge 1 (LGB-type) track. These are not toys: the engine burns butane fuel to generate 40 p.s.i. of genuine steam power. They are equipped with a fuel flow control valve, a throttle, a Johnson Bar (reversing lever) and a safety valve. The detailing includes a decorative (non-functioning) whistle. Based upon the popular MIMI model, they will run for about 15 minutes on 80cc of distilled water. Just put down a loop of Gauge 1 track and you're an instant Live Steamer! Or, just display it in your office or home to enjoy it every day.

The most amazing feature of these locomotives is the price: just \$485 plus shipping and handling via UPS, and, of course, 7.25% tax for California residents. This is truly remarkable for a functioning steam engine that is a faithful reproduction of the original Fort Wilderness trains. Production time is five to six months, and we expect delivery sometime around July 2004. We are also prototyping the passenger coaches to accompany the engines and will have pricing and delivery information available in the near future.

This is strictly a one-time offer — only as many engines ordered by January 31, 2004 will be built, so please don't delay placing your order. A non-refundable deposit of \$250 by January 31st is required and the balance is due 15 days prior to delivery. You can find the reservation form on our website, [www.carolwood.com](http://www.carolwood.com). Please call our Carolwood office regarding credit card purchases: 805-498-2336 between 6 pm and 9 pm PST.

## Rededication By Karin Luster

*Continued from page 1*

treated to a special description and history lesson by the various cast members who work on the WDW Railroad. They explained how the trains were backed up into the roundhouse from the Toontown Station and how difficult it can be.

After arriving at the roundhouse and disembarking, the chat session began on the grassy area next to the tracks where a small stage and sound system had been set up especially for this event. Jim Korkis, the WDW historian, greeted everyone and then introduced Michael Campbell, a member of the CPHS Board of Governors.

Michael Broggie, Roger Jr., Imagineer Joel Fritsche and Mickey joined Michael Campbell on stage. Much to everyone's pleasure, Mickey had changed into an engineer's outfit!

The group explained how the steam engines were found in the Yucatan Peninsula in Mexico by Roger Broggie, Sr. who purchased them for WDW and had them shipped to Florida. Other little known facts were shared, such as the condition the trains were in when they were found and what it took to restore them.

Among those in attendance was Margaret Kerry, the original actress/model for Tinkerbell! She is truly an elegant, gracious and giving person.

After the chat at the roundhouse, the group boarded the train for the ride back to Main Street. The Main Street Theatre was the next destination for a presentation by Michael Broggie about his father and his father's long association with Walt Disney. Michael spoke at length about the unique relationship his father and Walt shared and about the rolling stock they built together. It was easy to see the admiration Michael has

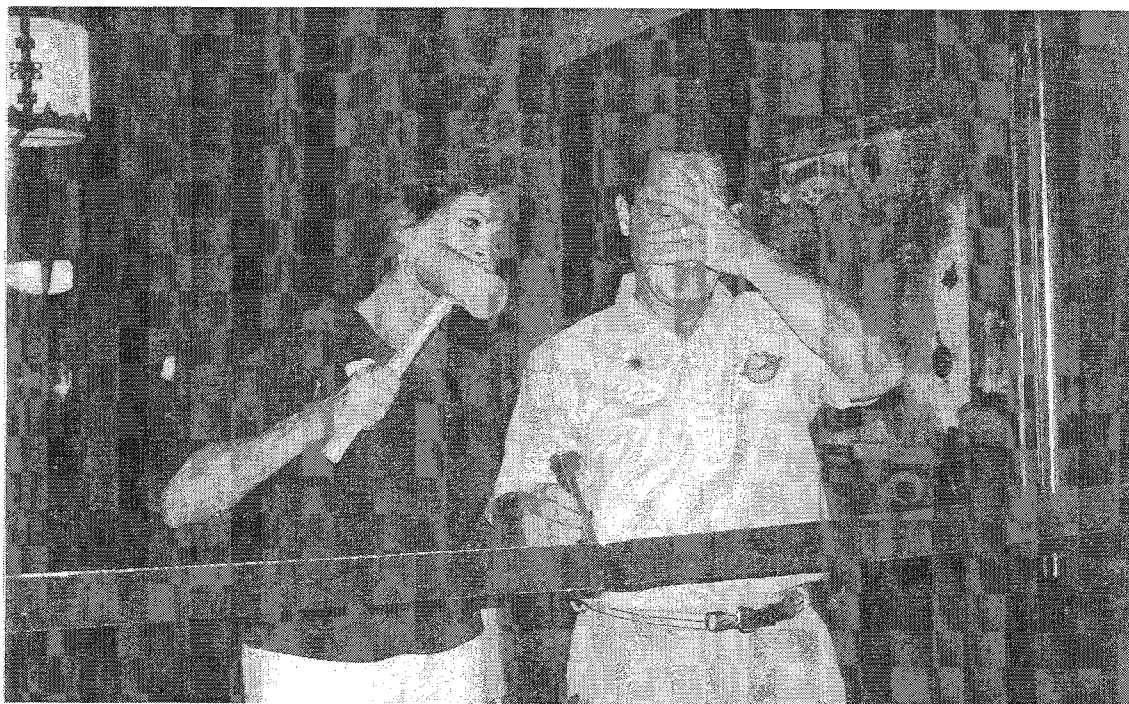
for his dad's legacy, the work he did as well as the respect he has for Walt Disney and all that he contributed to family entertainment. Michael told the audience how Roger, Sr. and Walt collaborated to build the 1/8th scale railroad in Walt's backyard and then the steam engines for Disneyland. Roger, Jr. then joined Michael on stage and the two of them answered questions from the audience.

On Wednesday, October 22nd, the members of CPHS gathered again for an "un-meeting" (CPHS doesn't have meetings — they just do fun stuff, but every year they DO have an un-meeting) at Pioneer Hall where they were treated to a wonderful, entertaining presentation by Michael Campbell regarding the Fort Wilderness Railroad, its history and its eventual demise. Michael Campbell was one of the people instrumental in eventually preserving the Fort Wilderness Railroad engines and passenger cars.

Everyone then moved over to the Villas at Wilderness Lodge Resort for the dedication ceremony of the Iron Spike Room, a place filled with pictures and memorabilia of Walt Disney's love of trains. Everyone is encouraged to visit the next time you are at Walt Disney World. You don't have to be staying at the Villas to have access to the Iron Spike Room.

There are so many intriguing, humorous and interesting stories that Michael Broggie shared with everyone during the two days of festivities that I can't even remember them all to recall them here. I encourage you to go to Walt's Barn in Griffith Park, operating the third Sunday of each month. The admission and parking are free. The volunteers love to show people around and talk about Walt and his love of trains and how they came into being at Disneyland as well as the role Roger Broggie played in it all.

*(Karin Luster is a member of the Carolwood Historical Society and generously shares her views on the events she attends.)*



**Blind Faith**—As Sharon Broggie swings a mallet, Michael bravely holds a golden spike at the Iron Spike Room dedication ribbon-cutting ceremony Oct. 22, 2003, in the Villas at Wilderness Lodge Resort.

## 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 Three ~

After a few minutes, it's time for the locomotive to get out of bed, and to stretch a little. Two toots of the whistle indicate that the locomotive is about to move forward, and she slowly does. The cylinder cocks have been opened and jets of steam shoot sideways from either side of the engine on each stroke of the piston, bathing the locomotive in a haze of warm mist. The cylinder cocks are small drain valves, one placed toward each end of the steam cylinders, at the bottom. These are opened to allow water, which as condensed inside the cylinder, to escape. If this water were not allowed to escape, the piston would begin compressing the water against the cylinder head, but since water does not compress, either the cylinder head would be blown off, or possibly the piston, piston rod or even the main rod would be damaged. Either way, it is only moderately dangerous; but the damage that would be produced would certainly be a huge maintenance headache. So the cylinder cocks are opened, allowing steam and water to jet out to each side of the locomotive.

Inching slowly out of the roundhouse, the engine pulls about 50 feet from the front door. After a moment, the engineer opens the blowdown valve. The blowdown nozzle is located on the fireman's side of each engine. On No. 1, *C. K. Holliday* and 2, *E. P. Ripley*, the nozzle sits directly in front of the drivers; on 3, *Fred Gurley*, and 4, *Ernest S. Marsh*, it sits between the drivers. At first, brown, muddy water spills out of the blowdown, followed almost immediately by an every-increasing jet of hot white steam (which, in actuality, is superheated water that is turning almost instantly into steam). This roaring steam jet blasts out sideways from the engine 30 to 40 feet, where it hits a concrete freeway center divider slab placed here for just such a purpose. While performing this task, the water glass is used to determine how much water to blow down. Since the water level is maintained at "three nuts" on the glass at night, the crewman blows down the level to one nut. After the blowdown, a sample of the water is taken from the boiler, and tests are performed to determine how much of each anti-foaming and anti-corrosive chemical will be added to the locomotive that day. These chemicals are apportioned out in tin cans that are carried in the storage compartment on each tender, and are added by the crews when out on the line throughout the day.

Blowing down the boiler several times a day is a vital procedure in the safe operation of a steam locomotive. There are up to 12 pounds of dissolved sediments to every 500 gallons of water, not to mention the residue from the several pounds of anti-foaming and anti-corrosive chemicals (phosphates and sulfates) that are added to the water numerous times a day. This sediment can build up to such a point that water would no longer make contact with the sidesheet of the firebox. No matter how hot the fire gets, the water on the other side of the firebox sheets will absorb the heat. The sheets themselves merely transfer this heat, and remain relatively cool. If the mud is allowed to build up, water will lose contact with the sheet, and the side sheet may begin to soften or melt, possibly leading to a boiler explosion. Opening the blowdown allows this sediment to be jettisoned from the boiler, in dramatic fashion. (When the locomotives are out on the line, blowdowns take place at New Orleans-Frontierland Station. The large stone "storm drain" with the arched

opening covered by wire bars and screening next to the water tower guides the blowdown blast underground where it emerges up from behind the Frontierland Station freight house. When blowing down here, the steam can be seen rising up behind the freight house.) After 15 seconds or so, the blowdown is completed and a puddle of hot milky-white water is left on the ground as evidence. The blowdown is opened for 2 or 3 six-second intervals, then shut off for three second periods in between. This allows the sediment to be churned up slightly, instead of just sitting at the bottom of the mud ring.

Three short blasts of the whistle indicate that the locomotive is about to move backwards. Slowly, the engine creeps in reverse toward the roundhouse. One shop worker standing nearby yells, in a voice of mock concern, to the engineer backing the engine, "Hey, Jack, your *wheels* are turnin'!" Jack, at first slightly worried, looks down to check the wheels before the joke hits. He flashes back the "Yeah, you got me! grin" and continues to move slowly in reverse.

Back inside the roundhouse, hand signals from crewmen on the ground guide the locomotive toward the open coupler of the first passenger car. It has been said that "three miles per hour is a coupling, four miles per hour is a collision," so the engineer must have a steady hand on the throttle. The couplers are opened from the underside by hidden pins, a somewhat dangerous operation, since to activate the uncoupling pins, crewmen must step between the cars of the train. There are no uncoupling levers that can be activated from beside the cars, as there are on full-size trains, which prevents the unruly guest from cutting the train in two.

Once the locomotive and car are coupled together, the various air brake hoses, safety chains and electrical connections are made. The engines, in keeping with their period look, sport no electrical generators. Instead, electricity is generated from an alternator attached to the first wheelset of the first passenger car. Depending on the type of alternator used, either a chain or a rubber belt is run off the axle, and turns the alternator. Electricity is stored in single 12-volt batteries that are housed in the small toolbox at the back of each tender.

After these various connections are made, the train is ready to go into active service. A shop worker spreads sand from a small container onto the railheads directly in front of the locomotive to aid in traction as the engine pulls out with the heavy train. The switches are set to guide the train to the mainline, and with a full engine crew now aboard, the train pulls out onto the mainline and chuffs out of sight. She won't come back until the end of her 15-hour shift.

During the day routine maintenance is generally performed on one locomotive by the roundhouse crew. Over the course of a month, all four locomotives will be serviced in this way, with one locomotive being completely serviced each week. In this manner, each locomotive is serviced once a month. The following describes this procedure:

After a train is brought in for the evening, say, on a Sunday, the engine is allowed to cool off all day Monday. On Tuesday, all of the boiler fittings are removed, and the boiler is given a thorough internal washing to remove boiler scale and sediment. The header is removed, all valves are checked and reground as necessary, and all the various check valves are inspected as well. All the gauges are checked and calibrated. The whistle valve is also checked, and re-lapped if needed, and the safety valves are tested. Underneath, the running gear is given a complete inspection, with the shoes and wedges (which allow the drive wheels to move up and down against the locomotive's springs) being adjusted as necessary, and the brake

*Typical Day*

*Continued from page 4*

system is examined. The tender is also given a complete inspection inside and out. If all goes as planned, and no maintenance headaches are discovered, the locomotive is reassembled, and back on the line by the following Sunday.

When the time comes to bed down the trains for the evening, the conductor receives a radio call from the roundhouse to make a final run. The train's conductor will instruct all passengers that the final round-trip will be made, and that all passengers will have to disembark at Main Street Station. When all passengers are off, the train leaves the station as a "deadhead," a railroad term denoting a non-revenue trip. No stops are made at Frontierland or Toontown, and it seems unusual to see the empty train pass through these stations at a gallop, without so much as slowing down. Behind Tomorrowland, the switch is thrown and "keyed" (locked into position) on the main line by the rear conductor, and after three toots on the whistle, the train backs of the main line. After backing through the mainline switch, the switch for the appropriate roundhouse track is thrown. The green light over the stall doorway is lighted, and the train proceeds to back up. The engineer opens the cylinder cocks, allowing moisture to escape, while the fireman injects water into the boiler for the last time that evening, bringing the level in the water glass up to "three nuts." The train continues in reverse until it reaches the back of its stall, and comes to rest.

Up front, between the tender and the first car, the electrical, air and safety chain connections are severed, and the engine is uncoupled from the train. The engine and tender move forward four or five feet, so that the smokestack is positioned underneath a large exhaust vent in the ceiling, which itself resembles a large, upturned funnel. All of the condensate lines for the air compressor are opened, and the mechanical lubricator near the crosshead is refilled with oil. In the cab, the main header valve is turned off, the fire extinguished, and the hydrostatic lubricator cleaned and refilled. The Johnson Bar is positioned in the vertical, neutral position, and the cylinder cocks are opened, allowing any wayward steam passing into the

cylinders to be vented, instead of being allowed to build up enough pressure in the cylinder to move the locomotive, and cause a runaway engine. Underneath the locomotive, in the servicing pit between the wheels, crewmembers refill the driver axle cellars (reservoirs) with grease, and a general inspection of the running gear is made. The engines are given a good polishing, the engineers go home, and the trains of the Disneyland Railroad are tucked in for a well deserved night's rest.

(This series of articles has been excerpted from Steve DeGaetano's upcoming book, *Welcome aboard the Disneyland Railroad!*)

## CPHS & Walt's Barn

By Fred Lack, Crew Member

Railroad tracks everywhere! Tall trestles, big, red Barn, a tunnel filled with a string of freight cars. 1959 was the year I was standing in Walt Disney's backyard and seeing the Carolwood Pacific Railroad for the first time. The next time I would see the Barn and one of those freight cars would be 41 years later!

People have asked my why I joined the CPHS and why I love working at the Barn. It goes back to the summer of 1959 when my family lived a couple of blocks away from Carolwood Drive. My two younger brothers and I would take our family dogs (a boxer named Duke and a basset hound named Cleo) for a walk every Saturday in the neighborhood. One day the dogs started walking up this long driveway until we came across railroad tracks. (There was no gate on Walt's property at this time.) We saw the gardener and asked who lived there. He said, "Walt Disney." Walt was out of town so he invited us into Walt's backyard to see the layout. I can't describe the feeling of seeing all of this but I was awestruck. The gardener showed us the backyard and let us look in the tunnel and there we saw the string on freight cars waiting to be ridden again. However, the gardener said the engine was down at the studio and that the train had not been run for years. So we thanked the gardener and left. Thirty-eight years later, Michael Broggie would write a book about the Carolwood Pacific Railroad and bring back this long forgotten memory in my mind.

In 1995 I started collecting G-scale railroad equipment at the first Big Train Show I attended. Living in a two bedroom condo, this was not really the best hobby for me; however, it would lead me to the CPHS.

I read Michael's railroad book in 1997 after it

was published and looked forward too meeting him at the Big Train Show at the Queen Mary in 1998. I related my story about my experience back in 1959. He thought with my background at visiting Walt's backyard I might want to join the CPHS. I said I would think about it. A year went by and 1999 at the same Big Train Show, I saw Michael again. He mentioned that Walt's Barn was being moved to the L A Live Steamers location in Griffith Park. He invited me to come out and see the Barn. Well, in April 2000 I decided to go to Griffith Park and ride the trains and see the Barn.

I walked into the Barn for the first time about 11:30 that bright, Sunday morning. It reminded me of my first encounter with the Barn 41 years earlier, and then I saw the gondola sitting on a table looking like it had in that tunnel so many years earlier. I then started looking around the Barn and seeing Walt's tools, books, priceless artifacts and rail equipment sitting out in the open unprotected from people picking it up or walking off with it. I asked the Barn volunteers why? They said they were working on protecting the artifacts but none of the Plexiglas cases had arrived yet. I said, "Sign me up!" As a member, this Barn and its treasures have to be preserved for future generations to experience. If anyone could experience any of the feeling I had back in 1959, this had to be protected. Needless to say, May 2000 was my first Barn volunteer day, and I've been there ever since, whenever my schedule permits. I think I've missed five or six Sundays in three and a half years.

The Barn has allowed me to share the company of some very special Barn volunteers and especially Terry, Robbin and Winston Lynn who organize the chaos every third Sunday at the Barn. It has allowed me to share Walt's love of railroading and the history of the Barn that led to the creation of Disneyland.

Myself? I own a marine accessory manufacturing company in Torrance, California. I live in Culver City. I have moved my collection of trains into a warehouse in Culver City and have started to build a layout. I want to be able to share it with CPHS in the spring of 2004.

Hope to see you at Walt's Barn!

*Walt's Barn is open to the public on the third Sunday of every month—it's the only free Disney attraction in the world.*



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**The Mail Car**

I was raised in Lyndonville, a small town in northeastern Vermont. My love of trains started at a very early age. My great-grandfather and grandfather had both worked for the Boston & Main Railroad. When I was two years old my dad recalled observing the first diesel locomotive, the Canadian Pacific #1800 pulling a short passenger train through town. He was so taken that he constructed a scale model #1800 from a photograph and had it in operation in about a year. "Our" #1800 made many runs in our backyard layout of about 300' of 12" gauge track, and also pulled hundreds of youngsters on a smaller portable loop during many town-wide festivals in the town park.

Our #1800 still exists in Vermont, now lovingly cared for by family members. It continues to run regularly during the warm months and provides rides to the grand-kids.

Our Disney connection began as it did with most folks of our generation as we grew up with those wonderful Disney cartoons and films. I will never forget watching "The Great Locomotive Chase" in our hometown theater. When Disneyland opened, we could only dream of visiting one day (which we did — 25 years later!). We made our first to Walt Disney World shortly after it opened and were immediately taken by the beautiful locomotives. Naturally, my dad had to show the engineer photos of our engines back in Vermont! We have been Disney fans all our lives, and railfans as well, so the Society is only a natural extension of two of our life-long loves.

Peter G. Aubin  
Florida

I'm writing to thank you for making Tuesday's [Oct. 21, 2003] rededication event such a pleasant experience for my wife and me. We especially enjoyed the presentation at the Walt Disney Theatre. I'm sure that presiding over public events can be quite draining on the emotions, even when so many in attendance are friends from the CPHS (which now happily includes us!). Yet it never diminished the warmth and kindness shown by Michael and Sharon. His extemporaneous remarks and carefully

prepared visuals were just outstanding. I sincerely hope the presentation reached the hearts of those who were getting their first insights into the person of Walt and his family and close friends. We miss Walt's spirit, vision and humanity that radiated from his organization during a time long ago.

Lou Iacovelli  
Florida

My husband, daughter and I were thrilled to be able to join the afternoon group at the Magic Kingdom on Tuesday, Oct. 21st. We were grateful to those people who had signed up and then did not appear! I called the Society from Indiana with the hope of somehow fitting into a group and was informed that there would be a "standby" list. It was also suggested that we bring along a copy of Michael's book so that it could be autographed. My hubby decided that it was just a bit too heavy to bring along especially since we were unsure whether we could even participate in anything other than the rededication ceremony that Tuesday morning. Thanks for a wonderful day — especially the presentation with Michael and Roger Jr.!

Carolyn Daries  
Indiana

I wanted to thank you for the fantastic time we had at the rededication last October. The speeches were inspiring. You've done a great service to your father, Walt and all the other Disney RR people by making us all realize the importance the trains played in the start of the theme parks. Sometimes it really seemed like they were smiling down at us! I was really blown away by it all!

David Rose  
Florida

We were at Disneyland for Labor Day. My family got to go into the pilot house of the Mark Twain. All the boys got to steer, ring the bell and blow the horn. It was a wonderful experience but I was wishing that they were old enough to go on the Roundhouse tour.

Shauna Flores  
California

## CAROLWOOD EVENT CALENDAR FOR 2004

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

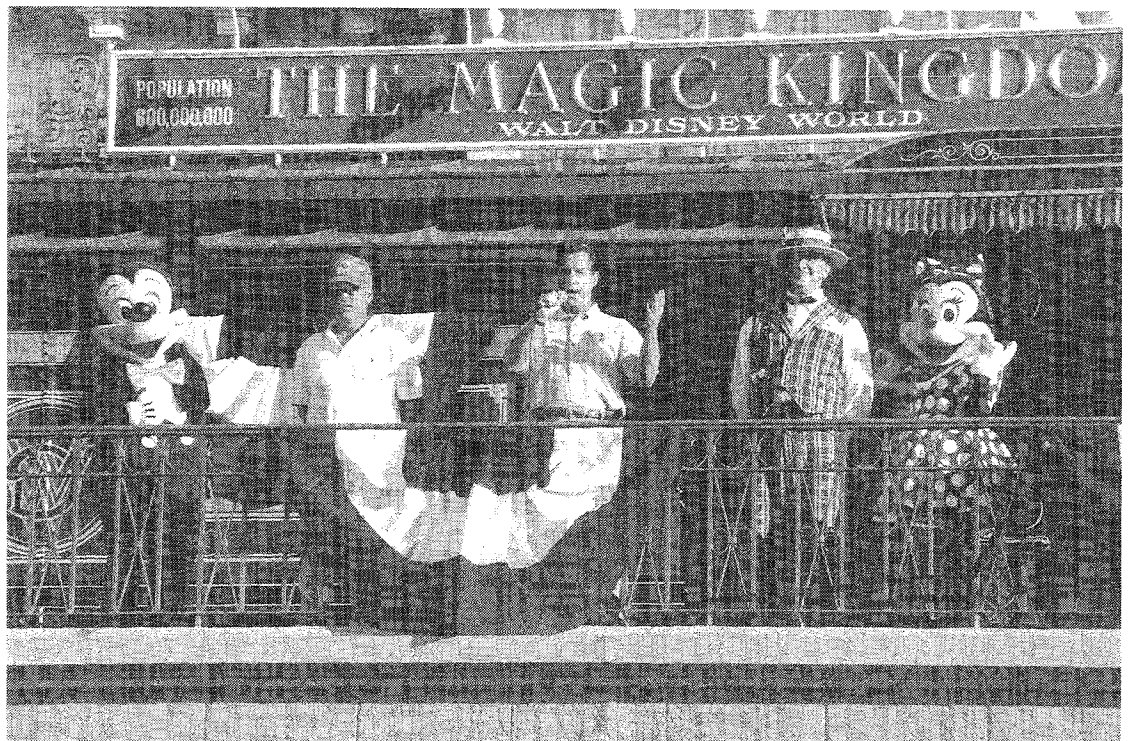


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|--------------------|------------------------------------------------------------------------------------------------------------------------------------|
| January 16, 17, 18 | NFFC Disneyana Kick-Off 2004 — Crowne Plaza Resort, Garden Grove                                                                   |
| January 17         | Roy Disney to deliver keynote address 2:15 p.m. (requires convention registration)                                                 |
| January 18         | Disney Barn open from 11 a.m. to 3 p.m.                                                                                            |
| February 14 & 15   | Smoke Tree Ranch — Authors' Presentation on Sunday at the Walt Disney Hall featuring Buzz Price, Kendra Trahan and Michael Broggie |
| February 15        | Disney Barn open from 11 a.m. to 3 p.m.                                                                                            |
| March 18           | Disney Barn open from 11 a.m. to 3 p.m.                                                                                            |
| April 18           | Disney Barn open from 11 a.m. to 3 p.m.                                                                                            |

**Events Under Construction:** Fillmore Railroad Mystery Train; Walt Disney Elementary School, Pennsylvania; Nevada State Railroad Museum; Kansas City and Marceline, Missouri; and more.

Please check the Carolwood website "Call Board" ([www.carolwood.com](http://www.carolwood.com)) for additional information on upcoming events and activities.

*Rededication* — Roger Broggie Jr. and Michael Broggie are joined by Mickey Mouse, Scoop Sander-son and Minnie Mouse at the Magic Kingdom, Walt Disney World, for the celebration of the restoration of all four vintage Baldwin steam engines that have operated on the Walt Disney World Railroad since the Park's opening, October 1, 1971. The engine named *Roger E. Broggie* was the last of the four engines to be completely restored to their original beauty.



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## VIEW FROM THE CUPOLA . . . . .

Borrowing a line from Walter Cronkite: 2003 has been a year—like all years—filled with events that alter and illuminate our time.

Of historical significance was the resignation in December of Roy E. Disney from his position as vice chairman of the board of The Walt Disney Company. By his own public account, it was the most difficult decision he's ever faced. The direction of the company's management and performance, he felt, left him without an alternative. A Website, [www.savedisney.com](http://www.savedisney.com), was created by Roy to communicate with supporters and to provide a forum for his position.

As Emerson opined in his essay, *The Law of Compensation*, "What goes around, comes around." The next chapter in this potentially Gothic melodrama has yet to unfold. But, as Lewis Carroll wrote: "Things are getting curiouiser and curiouiser."

On January 17, at 2:15 p.m., Roy will address the mid-year convention of the National Fantasy Fan Club at the Crowne Plaza Hotel in Garden Grove, California. This organization is comprised of thousands of loyal Disneyana collectors and by no coincidence many are stockholders. Roy, who is a member of our Society, has a plan that he hasn't shared. But you can bank on the fact that the final curtain has not come down on his role with the company, which will be holding its annual stockholders meeting next month in Philadelphia.

Although not Earth-shaking as Roy's action, another event last year at least marked a major event in the history of the Broggie family—our first reunion. We chose the occasion of the rededication at the Magic Kingdom in Walt Disney World of the steam engine named for Roger E. Broggie for 25 members of the family to gather in his memory. (Roger died in 1991, the year following his recognition as a Disney Legend.)

This was the fourth and final WDW steam engine to receive complete restoration at the excellent shops of Tweetsie Railroad in Blowing Rock, North Carolina ([www.tweetsie.com](http://www.tweetsie.com)). Restoring the engines took a total of six years, costing nearly \$4 million. The vintage Baldwin engines were purchased by Roger Broggie for WDW in 1969 from the government of Mexico for \$8,000 each. At the Tampa shipyard owned by George Stein-

brenner, the engines and tenders were fully rebuilt by a small team assembled by Roger that included Bob Harpur, Earl Velmmer and George Britton. They also built 20 excursion coaches. George continues as foreman of the steam railroad—a position he's held for over three decades.

Under clear, blue skies, the *Roger E. Broggie* engine chuffed into the Main Street Train Station on October 21. The gleaming brass, green boiler jacket, red lacquered wood cab and bright red wheels and pilot, made quite an impression on the thousands gathered for the welcoming ceremony. It was the first event of two days filled with activities. Hundreds of Society members were joined by members of the Disney Vacation Club—many of whom have since become Society members—and scores of WDW cast members.

The following day offered an opportunity to hear the history of the Fort Wilderness Railroad, presented by Society Governor Michael Campbell, and to dedicate the Iron Spike Room at the Villas at Wilderness Lodge Resort. Society members are invited to the Iron Spike Room whenever visiting Walt Disney World. It's filled with items and photographs recounting Walt's passion for railroading. For precision scale model collectors, Michael Campbell and AccuCraft created for the Society an operating live steam G-scale model of the Fort Wilderness engine. Orders for the engine are being received only until January 31, 2004, via the Society Internet Website: [www.carolwood.com](http://www.carolwood.com).

These experiences reinforce the purpose of the Society: To preserve the memory and legacy of Walt Disney, and to share our mutual enjoyment of all things related to Disney and railroading. Walt's assessment was *people* make the difference. Behind the planning, architecture, landscaping and Imagineering—it's the people. Walt acknowledged the importance of every cast member and the role each filled. Our Society underscores this by encouraging its members to let the company know about its performance according to the legacy of it founding brothers: Walt and Roy.

--Michael Broggie