

# CAROLWOOD CHRONICLE



OFFICIAL JOURNAL OF THE CAROLWOOD PACIFIC HISTORICAL SOCIETY

Issue 22

Summer 2004

## SAVING WALT'S CAROLWOOD BARN . . . By Michael Broggie

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A Five-year celebration of Walt Disney's Barn will be held on July 18th at the Barn, located at the L. A. Live Steamers site in Griffith Park..

The first annual pin trading day will be at the Barn on August 15th. You won't want to miss this one!

### Five Years at L.A. Live Steamers

It was after noon mid March 1998 when my home office phone rang. Diane Disney Miller had an urgent request: "We have to save Dad's barn."

I was aware her late mother's property on Carolwood Drive in the Holmby Hills area of west Los Angeles had entered escrow. The barn was well known to me since it was the early morning gathering place for the Carolwood train crew during a stretch of Saturdays and Sundays in the early 1950's. The "crew" consisted of my older brother Roger, my dad and me. Our crew chief, of course, was Walt. Our task was to help run the Carolwood Pacific Railroad, the renowned one-eighth scale live steam backyard layout that became the harbinger for the Santa Fe

and Disneyland Railroad.

Now, many years later, a request to return to the barn was again the call—only this time it was a much more poignant occasion. As a Society board member, Diane was aware the Carolwood Society had grown into a sizable organization of hundreds of families throughout North America and half-dozen foreign countries.

The following day, I met Bob Wilson of Retlaw Enterprises at 355 North Carolwood Drive. We walked the winding path to the rear of the five-acre gated estate where the 800 square foot wooden barn sat shaded by liquid amber trees and surrounded by carefully manicured flowering scrubs and sword fern. The board and batten exterior, split cedar shake roof and signature dove cote with its horse and carriage weather vane evoked a flood of childhood memories.

Bob explained the Disney family had the option to remove the barn rather than have it conveyed to the new owners, Gabriel and Deborah Brenner. Since it carried special memories for the children and grandchildren of Walt and Lilly Disney, they decided it should be moved to another location for permanent preservation. Where that would be had not yet been determined. The immediate task was getting the small, framed building off the property before escrow closed at the end of the month.

Recognizing the tremendous historical and personal value of the barn, I accepted the assignment on behalf of our Society.

My first effort was to find a company able to move the structure. I contacted a well-respected firm that specialized in house and heavy equipment relo-

(Continued on page 4)

### Letter From the Editor . . .

by Steve DeGaetano

In addition to being an avid fan of the Disneyland Railroad, I also am a model railroader. My chosen scale is "O" gauge, running on Lionel-type three-rail track.

I have had model trains all my life, beginning with my first Lionel set when I was

five, moving on to HO scale when I was 13, and eventually coming back to O when I was in college. Through it all, I was always inspired by the creativity of a fellow model railroader: Walt Disney.

Even as a young child, before knowing anything

about Walt, I could sense that Disneyland was created by someone who liked trains. The imposing train station at the entrance was my first clue. Then there was the prominence those trains had around the park, visible almost everywhere.

(Continued on page 4)

## Fort Wilderness G-Scale Engine Update ....by Michael Campbell

**W**e have some updates for those of you who ordered the *Fort Wilderness* engines.

First, the disappointing news: we were informed last week that delivery of the engines has been delayed until September. However, we have encouraged Accucraft to help their factory understand our sense of urgency. They just let us know that the updated delivery is hopefully mid-August. That's still not the July date we were hoping for, but it's better than September.

Notice will be sent three to four weeks before the actual delivery. This will detail any amount remaining and the specific instructions related to shipping or picking your engine up in person, as well as include the Release of Liability that must accompany every engine. Accucraft is moving to a larger facility in early September, so picking up the engines at their offices may not be an option depending on the exact delivery date. However, we've got a pretty good contingency plan if that happens.

Secondly, the good news: The pricing for the coaches has been tentatively set. The "standard version" is \$145, and the "observation version" is \$165. The only difference between the two is that the observation version has a drumhead and two marker lights. Both are illuminated by battery powered LED's. The engineering samples are currently being created, and pictures of them will be posted on the carolwood.com and fortwildernessrr.com web sites as soon as they become available. Please note that the prices are "tentatively" set; the final price is determined by the total ordered. We've estimated a combined total of 300 units (We reasoned that most engine owners will want at least one, and that many will want multiples. For example, our good friend David Rose wants to run the prototypically correct five cars behind his engine.)

And here is where we need your help: If you would like to order any of these coaches please respond to [mcampbell@brocam.com](mailto:mcampbell@brocam.com) with an estimate of how many coaches you may want. This will help determine the total we need to produce and, in turn, firm up the price. This is not a commitment - we understand that things change and that your order may go up or down - but it will help get us into the right ballpark. Also, unlike the steam engines, we are going to reserve the right to produce more coaches in the future. We have had to turn away at least 30 people who wanted to purchase an engine but missed the deadline. We don't want to disappoint people who may want to buy coaches in the future, so we're keeping it

as an open edition. However, the minimum re-order quantity is 50 units, so it may be a long time between orders. Also, the price is certain to be higher when we order smaller quantities so, our recommendation is to buy as many coaches as you will want now to ensure that you get them and get the best price.

Lastly, in the spirit of full disclosure, we want to clarify a few points:

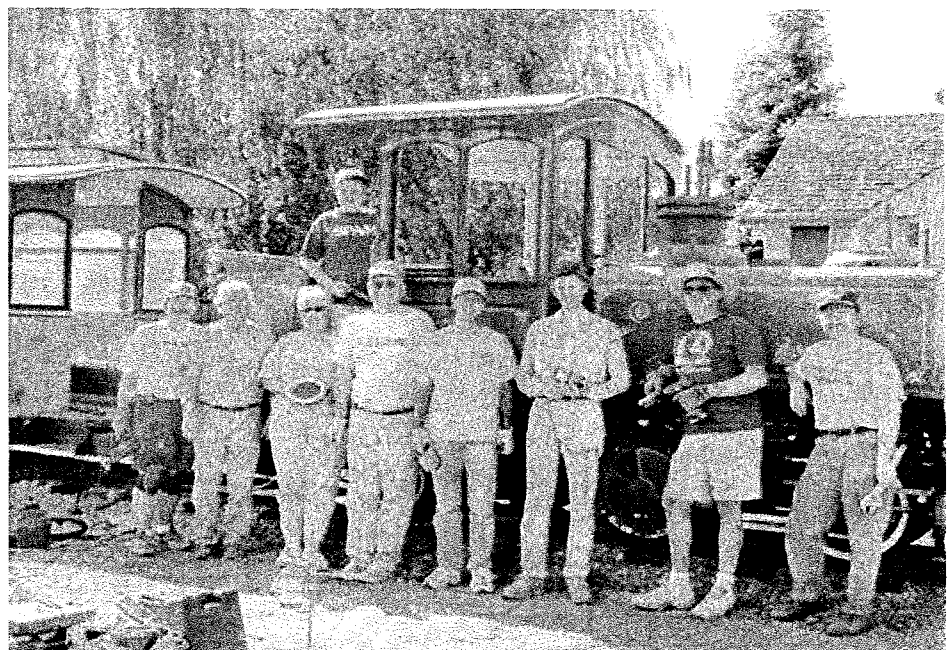
1. A total of 150 FWRR steam engines were ordered. A total of 155 will be produced; the remaining five are prototypes and artist's proofs. (Sorry, these are not available for sale.)
2. All but three engines are being produced as number 4. There will be one each custom-made of numbers 1, 2 and 3; these are going to Jim Zordich and Bill Dundas who own the corresponding prototypes. Anyone who wants to buy a G-scale #1, 2 or 3 will have to first acquire the matching prototype from Jim or Bill ;-)
3. The model does not have the intertwined WDW on the sides of the saddle tank and the back of the bunker as this is a Disney trademark. Instead, Society member Michael Aronson created a new FWRR logo for use in its place on the engine and coaches. You can see it at [www.fortwildernessrr.com](http://www.fortwildernessrr.com). Similarly, the side of the coach reads "Fort Wilderness Railroad" instead of "Walt Disney World" in the circle design around "The Wilderness Line".

4. We regret that are unable to continue to accept credit cards or PayPal for payment, both for any remaining engine balance and coach orders. The margins are too thin for the Society to absorb the associated bank costs. Checks, cashier's checks, and money orders still work great.

We hope that none of you have any issues with these points of clarification.. However, if you do, we will be happy to cancel your order and refund your deposit. There is a tremendous demand for this engine, and we should have no problem finding another owner.

Thank you again for your patience. Please send an email to [mcampbell@brocam.com](mailto:mcampbell@brocam.com) with any questions.

**B**elow, helping with the restoration of Michael Campbell's Fort Wilderness Engine are, from left to right: Darrell Holmquist, George Crabb, Renee Story, Bo Story, Craig Story, Mike Lima, John Hopkins, Dean Severns and Michael Campbell. What a good looking crew!!



## A Look at the Walt Disney World Railroad Train Stations —

Second in a series by Steve Burns

**T**he next stop on our tour of the Walt Disney World Railroad depots is Frontierland Station. The WDW RR has had not one but *two* Frontierland stations in its history. The original station was a relatively small stand-alone building with gingerbread trim. The station also had an attached canopy over the loading area--as can be found at all the Walt Disney World Railroad stations--to protect guests from the frequent rains. The station was a fanciful version of what might be found in a romanticized Old West, complete with rain barrels on the roof to use in case of fire.

The station sat at the western end of Frontierland, south of Big Thunder Mountain and near the Pecos Bill Cafe. Guests walked up an incline to reach the station due to the railroad's location on the berm around the park, similar to the Disneyland Railroad. While the "real world" doesn't encroach on the Magic Kingdom quite like it does in California, it does help to hide the service areas located just to the west of the park, keeping the real world out of view. Because of its location at the edge of Frontierland, the station had the feeling of being on the edge of an Old West town, bringing passengers from far-off lands.

When the Imagineers were designing the Florida version of Disneyland's popular Splash Mountain attraction, they determined that the best place for the new mountain would be right where the Frontierland Station stood. The original station was removed around 1990 during the beginning of Splash Mountain's construction.

Because the railroad still needed a stop in Frontierland, especially with the addition of a popular new attraction in the area, a new station was built adjacent to Splash Mountain. Now the trains emerge from a tunnel through the mountain and immediately arrive at the new station. Guests approaching the Splash Mountain entrance walk right under the station.

The new Frontierland station has a more rustic look than the old station, looking more like something found in the Wild West of the Gold Rush days. Instead of the freshly painted look often found throughout the park, the station has a weathered, fading paint on the wood siding to add to the rustic atmosphere. This look also helps make an easier transition between the Southern charm of Splash Mountain and the desert sands of Big Thunder Mountain. And because of its location between Splash Mountain and Big Thunder Mountain, two very busy attractions, the new station has an atmosphere of being right in the middle of the action, instead of the old station's edge-of-town feeling.

Seating benches can be found inside the station, but as with the benches in the Main Street station, these are rarely used. An old stove is recessed in one wall to provide heat. A ticket window is off to one side, and posters offering rewards for the capture of various outlaws line the walls. On their way to the trains, guests pass the baggage office, cluttered with apparently lost baggage and belongings.

A water tower was located at the original Frontierland station, and the locomotives would regularly take on water as passengers boarded in there. But the layout of the new station left no room for a water tower, so the tower was relocated to Mickey's Toontown Fair.

Soon, the station begins to rumble with the arriving train, bringing guests from Main Street. After some passengers leave the train, more guests board, and the train steams off to its next destination and the Walt Disney World Railroad's newest station, Mickey's Toontown Fair.

*CPHS member Steve Burns can be reached at [steve@burnsland.com](mailto:steve@burnsland.com). His website, which features several pages devoted to Disney steam trains, is at [www.burnsland.com](http://www.burnsland.com).*

*(Letter From the Editor Continued from page 1)*

The fact that much of the park itself seemed like scenery for a model train layout was another indication.

All these things inspired me to try to make my own modest train layouts better. The structures on my layouts eventually became more Victorian, and the locomotives went from weathered black 20th century steamers to colorfully-painted engines from the 19th century. Details that no one else would think about became important, like when I built my model tunnels with blasted-granite interiors—just as I had seen at Disneyland.

For model railroaders, summer is the time when we crawl out from our basements or garages, away from our model railroads, and get out into the bright sunshine with family and friends. Camping, barbecues and picnics replace laying train tracks, building locomotive kits and constructing scenery. If you get a chance to visit a Disney theme park, pay attention to the small details of the railroads. Model railroaders as well as those who just appreciate detail will surely be inspired by what they see. For Disneyland, created as it was by a true model railroader, turned out to be one of the largest model railroads in the world!

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*(Continued from page 1)*

cation. They wanted the job, but their equipment wouldn't fit through the narrow access to the lower level of the property Walt dubbed "Yensid Valley." The only alternative was to take the barn apart.

I consulted retired Imagineer Bob McDonnell, who established a second career as a home designer. Bob recommended Bill Abel, a general contractor with a skill for restoration and preservation. Within 24 hours, Bill and I met at the barn. He examined the structure and marveled at the tongue and groove hardwood that had been blind nailed to the interior walls. There were dozens of glass panels (Walt wanted to see out of his

barn) and a wooden shingle roof that had sag engineered into its ridge to give the impression of age. Bill concluded this wasn't just an ordinary barn. It had unusual features reflecting the unique creativity of its owner.

Walt had the barn designed by John Cowles, Jr., a Disney studio architect and son of Dr. John Cowles of Kansas City—the major investor in Walt and Ub Iwerks' first studio that went bankrupt. The basis of the design was to recreate the barn that was on the Disney family's farm in Marceline, Missouri. He asked Ray Fox of the studio's carpentry shop to supervise construction. Ray had recently built the sets for "So Dear to My Heart," a live action feature with a storyline of the same period as Walt's impressionable childhood in Marceline. One of the movie sets built for the location filming in Porterville, California was Grandma Kincaid's farm, which included a barn based on Walt's childhood memories. (Another set was the famous flag-stop depot that ended up in Ward Kimball's backyard Grizzly Flats Railroad.)

The new barn's concrete foundation was set 14 inches into the ground so its exterior height didn't overwhelm the scale model railroad. The exterior slope was so gradual, you had no idea you were entering a sublevel floor surface. Such tricks proved valuable later when designing Disneyland.

Bill recommended the barn be dismantled carefully after marking each board with a reference number. He brought in a small crew and within a week had the barn completely disassembled, banded into bundles and stored in a metal container. All that remained was a broom-swept concrete foundation.

The first hurdle cleared, Diane and her family had to decide where the barn would be placed. There were several suggestions, including a request by Disney Imagineers to move it to a new amusement park being constructed on the parking lot of Disneyland. Diane preferred the Los Angeles Live Steamers' facility in Griffith Park since her father was a charter member and the track and trestle from Carolwood were donated to the club in 1968. Besides, the parking lot amusement park didn't have an operating train.

Because Griffith Park is public property, a lengthy process of meetings then ensued with the club, city officials and the

Park and Recreation committee chaired by Steve Soboroff. From the onset, Mayor Dick Reardon and his top advisor Tom LaBonge (now a city councilman) gave their strong support.

The majority of the Live Steamers and their board recognized the barn as a benefit. Some members felt the barn was an intrusion. However, most realized if large-scale railroading is to survive, it needs new generations of interested hobbyists. Many members of the club are senior citizens. The barn (and the name Walt Disney) could attract young people to the park to experience the pleasure of miniature railroading.

After months of negotiations, the family, the Live Steamers and the city signed a loan agreement. The Society agreed to become the operator of the barn on behalf of the Disney family and began supervising construction under the direction of Walt Miller, president of the Disney family's foundation.

Society member Miguel Fernandez drew construction plans for the city's building department. The city waived all permit fees and expedited approvals. In February 1999, Bill Abel commenced building a new foundation and frame. Carefully, the crew unpacked and installed the bundles of original materials. Fire regulations required retardant roofing material rather than cedar shakes. Closely matching shingles were found and installed. Eighty percent of the barn's original material was preserved.

Meanwhile, Disney Legend Morgan "Bill" Evans was asked to replicate the landscaping he originally installed at Carolwood in 1950. With the assistance of Disney Imagineer Michelle Sullivan, a plan was created for Diane's approval. Upon reviewing the plan, Diane caught an error in the citrus tree selected for the front area of the barn. She remembered it was a tangerine, not an orange tree. The correct tree was found in San Diego and shipped to the site in a three-foot box.

Bill Evans enlisted the help of several nurseries in Southern California to supply plant materials including Monrovia Nursery—one of the largest. He then asked his friends at Valley Crest,

*(Continued on page 8)*

# The Mail Car

**T**hank you for a fantastic day on Monday, April 19th. Kris and I truly had a wonderful time and we met so many wonderful people that day. Our entire week in California was filled with Walt Disney history; the Walk in Walt's Footstep,s Tour at Disneyland, Walt's home, the Disney Studios, the Animation Research Library Tour, the new Walt Disney Performance Center and Walt's Barn.

We hope to attend more Carolwood railroad events in the future, but in the interim we'll need to settle with visiting the web site. Again, many thanks for helping make our 15-year anniversary trip fantasmic!

—Dennis & Kris Shealer  
York, PA

**I** just wanted to say thanks for all the work you did in setting up the tour of the Disney Animation Research Library. The tour was unbelievable and far exceeded my expectations. The original artwork we saw was amazing and spiritually uplifting! Our "guide" was Doug Engalla. He answered all of our questions along with the other employees we met. And I almost got in trouble for dallying when I was talking to the woman that does scanning and Photoshop cleanup and her methods! I would be remiss in not mentioning some of the wonders we saw, like the background and cells for the famous Lady and the Tramp spaghetti scene, the Sleeping Beauty background, an original painting of the rooftops in Mary Poppins, all of the maquettes, the few surviving glass plates for the multi-plane camera, a set of storyboards for Donald Duck's "Out of Scale" and, of course, the amazing original pencil drawings of Steamboat Willie. My daughter said that her husband, Rob Anderson, wouldn't stop talking about the tour all that evening! I, of course, was just

talking to myself. Please pass along my thanks to Doug Engalla and all of the others that helped on the tour. It is certainly one of my Disney high points.

—George Crabb  
Santa Clara, CA

**I** must say it is more than a pleasure to belong to the CPHS. Just the basic idea of keeping Walt's memory and ideals alive (not to mention his love of trains) is phenomenal. The fact that you guys go beyond and plan such incredible events as this tour through the Archives is very appreciated. I want you to know that your efforts and hard work have given me some wonderful opportunities. Thank you.

—David Keune  
San Juan Capistrano, CA

**T**hank you again for a wonderful experience, as promised it truly was a once in a lifetime event. I really enjoyed listening to Tony Anselmo and his passion to work for the Disney we love. If you can arrange it I would like to order two books from Tony and ask him if he would sign them. I cannot wait until the next event!

—David Krebs  
Destin, FL

**I** enjoyed my docent time at Walt's Barn and look forward to helping again. I had two memorable days and the other people that came from a distance to help agreed. I was impressed with everything including the great picnic meal, training and last but not least, the train ride. Walt is looking down and smiling at the whole operation!

I spent eight months in Reseda when I was four years old, and I'm surprised that my parents didn't know about the L.A. Live Steamers. My parents made up for that in Los Gatos by taking me to

Walt Disney's friend Billy Jones' *Wildcat Railroad*, which was in Billy's three-acre orchard. After Billy's death in 1968, the train was moved to Oak Meadow Park, where it remains today.

—Tom Shafer  
Los Gatos, CA

**I**t was a delight to meet you last weekend at Walt's Barn, and I was delighted to volunteer. I've reviewed the Operating Orders and I'm very impressed with the detail and strategy. Your Barn team has put a lot of work into getting this right, and I'm proud to be part of such a wonderful organization. Even more than that, it was fun! I can't wait to bring my wife to Walt's Barn so that she can share in the fun and community that has grown there. Thanks!

—Rich Hamilton  
Phoenix, AZ

**T**hanks for the once in a lifetime opportunity to visit the Disney Animation Research Library and the very entertaining program at lunch. My daughter, Lauren, really enjoyed seeing all they had on file there. I found out some information on some of the artists of the drawings of some of the animation productions cells I have. Once again, you have done a wonderful job planning a truly unique "Disney" experience!

—Brian Kanegawa  
Lodi, CA

**O**ne more Disney Animation Research Library tour is planned for Monday, July 19th. There will be a session in the morning and another in the afternoon. Both groups will meet for lunch at Pickwick Gardens. If you are interested in attending, please email Sharon at [scbroggie@msn.com](mailto:scbroggie@msn.com) to receive your reservation form.

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**H**ere it is — summer already. Time to plan, and take, one of those trips you've been thinking about for months. If you've got the bug to go by rail — here are some ideas for you.

**WESTERN U.S.****Mendocino Railroad**

Runs between Fort Bragg, California, on the coast and Willits on US 101. Board in either town. Once known as the "*Skunk Train*," this century-old rail line was built to carry logs, freight and passengers through California's majestic redwood forests. The 40-mile route has 30 bridges and trestles and two mountain tunnels. Weather permitting, passengers can sit in open-air observation cars. *Cost:* Full-day trips are \$45 for adults and \$25 for children ages three to fourteen. Children under age three ride free. Half-day trips — turning back at Northspur, the line's midpoint — are \$31 to \$39 for adults and \$18 for children. Special family rates begin at \$69. All trips have a 30- to 45-minute layover in Northspur, where refreshments can be purchased.  
 800-777-5865 — [www.skunktrain.com](http://www.skunktrain.com)

**Roaring Camp Railroads**

This route is a cheaper and shorter alternative to the *California Western Railroad*. It begins in Felton, California, about six miles north of Santa Cruz, and offers a six-mile rail journey through the redwoods. The trip to the top of Bear Mountain and back takes about 75 minutes. *Cost:* \$15.50 for adults, \$10.50 for children ages three to twelve. Children under age three ride free.  
 831-335-4484 — [www.roaringcamp.com](http://www.roaringcamp.com)

**Durango & Silverton Narrow Gauge Railroad**

Board in Durango, Colorado, about 40 miles north of the New Mexico border, for a nine-hour 90-mile round-trip, steam-powered ride through San Juan National Forest in the southern Rockies. At times, the train seems barely to cling to the mountainside. Includes a lay-over of about two hours in the historic mining town of Silverton. *Cost:* \$55 to \$60 for adults, \$27 to \$30 for children ages five to eleven, free for kids under age five if not occupying a seat. The trip often sells out, so book at least six weeks ahead.  
 888-872-4607 — [www.durangotrain.com](http://www.durangotrain.com)

**Alaska Railroad, Denali Star Route**

Board in Anchorage or Fairbanks, Alaska. Many destinations are available. The 12-hour, 350-mile Denali Star train passes stunning Mount McKinley, America's highest peak. There is a full-service dining car on-board. *Cost:* Rates during peak season (early June to early September) are \$175 each way for adults, \$88 for children ages two to eleven. Children under age two ride free. Off-peak is \$140 for adults, \$70 for children.  
 800-544-0552 — [www.alaskarailroad.com](http://www.alaskarailroad.com)

**Cumbres & Toltec Scenic Railroad**

Board in Chama, New Mexico or Antonito, Colorado. The country's highest and longest narrow-gauge railroad, the *C&T* travels 64 miles through the Rocky Mountains with a stop mid-trip for lunch. Passengers can buy lunch or bring their own. Then passengers can either take the train back to their starting point or ride to the other end and return by van. *Cost:* \$45 for adults, \$22.50 for children under age twelve for the six-hour trip to the midpoint and back...\$60 for adults, \$30 for children for the trip and return van ride, which takes only an hour longer. Book at least two weeks ahead during the popular fall foliage season.  
 888-286-2737 — [www.cumbrestoltec.com](http://www.cumbrestoltec.com)

**Mount Hood Railroad**

Board in Hood River, Oregon, about 60 miles east of Portland, for a hour-hour 44-mile trip through the Hood River Valley in the Columbia River Gorge National Scenic Area. *Cost:* \$23 for adults (\$2 discount for seniors age 60 and older), \$15 for children ages two to twelve. Children under age two ride free. Special brunch and dinner train tickets cost \$57 and \$70 respectively.  
 800-872-4661 — [www.mthoodrr.com](http://www.mthoodrr.com)

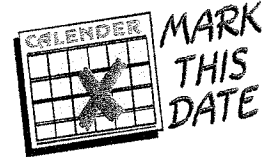
**EASTERN U.S.****Potomac Eagle**

Board in Romney, West Virginia, near the northeast border of the state. The three-hour, 35-mile, narrated round-trip follows the south branch of the Potomac River through a mountain canyon and past centuries-old farms. The *Potomac Eagle* is especially popular during the fall foliage season. Bald eagle sightings

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# Carolwood Event Calendar for 2004



- July 18 Disney Barn open to the public — 11 a.m. to 3 p.m.
- July 19 Secret Animation Archives Research Library Tour, Souvenirs and Lunch—email [scbroggie@msn.com](mailto:scbroggie@msn.com) for information on this once-in-a-lifetime tour
- July 25 NFFC Show and Sale — Crowne Plaza Hotel — Garden Grove, CA
- August 15 Disney Barn open to the public — guest, Mario Fiumani from PIN USA and his splendiforous collection of Disney pins (pin trading encouraged)
- September 18 Cartoon Fest in Marceline, MO — featuring a salute to Ward Kimball
- September 19 Disney Barn open to the public — 11 a.m. to 3 p.m.
- October 17 Disney Barn open to the public — 11 a.m. to 3 p.m.

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are reported on more than 90% of trips. Cost: Coach tickets are \$22 for adults (\$2 senior discount for those age 60 and older), \$10 for children ages three to fourteen. Children under age three ride free when not occupying a seat. All first-class tickets are \$49. 304-424-0736 — [www.potomaceagle.com](http://www.potomaceagle.com)

## Knox & Kane Railroad

Board in Marienville or Kane, Pennsylvania. The eight-hour, 96-mile round-trip through the mountains and valleys of Allegheny National Forest stops for 30 minutes at the Kinzua Bridge, one of the highest rail bridges in the world at 301 feet. Cost: \$22 for adults, \$14 for children ages three to 12, Children under age three ride free. Tickets for a shorter, 32-mile, three-and-a-half hour trip starting in Kane are \$16 for adults, \$9 for children. 814-927-6621 — [www.knoxhanerr.com](http://www.knoxhanerr.com)

## Green Mountain Flyer

Board in Bellows Falls, Vermont, 94 miles south of Montpelier, and travel to Chester and back. The 26-mile, two-hour riverside trip through rural New England passes covered bridges, waterfalls and farms. Cost: \$12 for adults, \$8 for children ages three to twelve. Children under age three ride free if not occupying a seat. 800-707-3530 — [www.rails.vt.com](http://www.rails.vt.com)

## Eureka Springs & North Arkansas Railway

Board in Eureka Springs, Arkansas, about 40 miles east of Rogers. A quick, four-and-a-half mile, 45-minute ride along a winding creed in the Ozark countryside. Cost: \$9 for adults, \$4.50 for children ages four to ten. Children under age four ride free. 479-253-9623 — [www.esnarailway.com](http://www.esnarailway.com)

## Blue Ridge Scenic Railway

Board in Blue Ridge, Georgia, 96 miles north of Atlanta. Take in the stunning scenery of north Georgia's hardwood forests and the Toccoa River from this

115-year-old rail line. The 26-mile ride lasts three and a half hours. Cost: \$24.95 for adults (\$4 discount for seniors age 65 and older), \$12.45 for children ages two to twelve. Children under age two ride free if not occupying a seat. 800-934-1898 — [www.brscenic.com](http://www.brscenic.com)

**These are not current prices. Be sure to call for pricing before planning your trip — prices are subject to change.**

## NFFC

Disney fans — The NFFC show and sale will be at the Crowne Plaza Hotel in Anaheim on Sunday, July 25th. Please stop by our table and say hello!

*Michael and Sharon*

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

Email us: [scbroggie@msn.com](mailto:scbroggie@msn.com)

*We're on the Web!*  
[www.carolwood.com](http://www.carolwood.com)

*"We don't do boring meetings ~  
we just have fun events!"*

*(Continued from page 4)*

the leading landscaping company in the nation, to install plants, trees and turf. Not only did they do the planting, they also installed a complete irrigation system with automatic controls. These companies had helped Bill landscape major Disney resort properties around the world. The small area of the barn proved to be a labor of love. A bronzed plaque at the front of the barn notes that Valley Crest and Walt's Carolwood Barn shared their fiftieth anniversary the same year.

Many model trains, hand tools, objects and photographs have been installed in the barn; loaned by the Disney family, members of the Society and friends of Walt. All of the wooden benches and a desk were handmade by Walt. The central track control panel built by Lee Adams in the studio's electric shop was placed in its original location. Even the mirror Walt used to shave can be viewed. (Some say a mirror absorbs all of its images.)

On July 19, 1999, three generations of the Disney family gathered with over 200 friends, Society members, city officials and members of the Live Steamers to rededicate Walt's "humble barn"—in Diane's words—who said: "Our hearts and our heritage are in this barn."

Since opening, the barn has received over ten thousand guests and

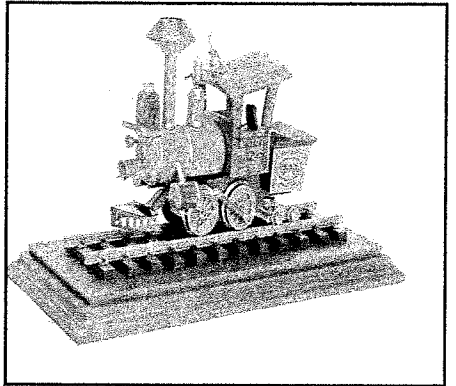
raised thousands of dollars in donations to the Live Steamers. Concrete pathways, ornamental lighting and a professional sound system have been added. Disneyland-style benches, picnic tables and enclosed trash containers add to the ambiance.

Many special programs have been presented over the past five years including guest appearances by Disney Legend honorees such as Ward Kimball and Ollie Johnston, former Mousekateer Bobby Burgess, "Engineer Bill" Stulla, Roy Disney, Margaret "Tinker Bell" Kerry and others. August 15, the Society will host its first pin-trading event featuring Mario Fiumani, CEO of Pin USA, and a major producer of Disney pins.

Barn Crew Chiefs Terry and Robbin Lynn, and a dedicated cast of Society volunteers, continue to provide guests with a unique opportunity to visit Walt Disney's Happy Place each third Sunday in every month free of charge. Guests are encouraged to take free rides on the miniature trains that encircle the barn—thus, helping to keep alive for future generations the hobby loved by Walt that led to a Magic Kingdom.

If you are interested in purchasing Fort Wilderness Railroad cars, please contact Sharon at [scbroggie@msn.com](mailto:scbroggie@msn.com).

"View From the Cupola" will be continued in our next Carolwood Chronicle. Please stay tuned.



Casey Jr. may be coming down the track sooner than we think. Michael Campbell is working with Accucraft to make a reproduction of this wonderful, little engine. If you would like to be informed of the progress of the Casey Jr. please email Sharon, [scbroggie@msn.com](mailto:scbroggie@msn.com) to be placed on the list.