

# CAROLWOOD CHRONICLE



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Summer 2005

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## Society Members Tour Tony Baxter's Gothic Mansion

Tony Baxter, is a humble and rather shy guy for all the achievements he's accomplished during his four decade career with Disney beginning as a scooper in the Carnation Ice Cream Store on Main Street USA.

When the legendary Imagineer was approached by the Society to host an event for fellow Society members at his Gothic estate in Anaheim Hills, he surprised everyone by agreeing to have his valued privacy invaded.

Tony's home had been the subject of an extensive photo layout in the Fall 2004 issue of *Disney Magazine* showing the intricate woodwork, ornate ironware, leaded glass and unique collectibles from motion pictures and Disneyland.

Plans for the May 7, 2005 activity were drawn together and the Society organized a task force of members to help with details such as security, parking off site, bus transportation, a catered gourmet lunch, beverages, souvenirs, a gift and a special presentation created for Tony.

This became a "textbook" operation. Everything clicked into place including the taking of individual digital photographs of each guest with Tony and the scale model of the home he'd envisioned before construction began



**Model Home**—Tony Baxter autographs a color rendering of his home for Society members Debbie and Mike Campbell. Tony built the model of his home, which is seen in the background.  
—Steve Broggie photo

in 1991. This is the same process Tony and other Imagineers use when designing attractions for Disney parks.

In fact Tony's home is built with the same visual effects used to make movie sets. The exterior appears to be stone, wood and brick while it's actually carefully crafted stucco material that was painted to give shadow and texture. He also used "forced perspective" to create the illusion of height as was done in Disneyland. The slate roof and leaded glass windows are real.

Another unusual feature of Tony's property is the addition of

three olive trees that were personally selected by Walt Disney for the Central Plaza in front of Sleeping Beauty Castle. Due to their size, Park management decided to remove them. When Tony learned of their fate, he asked if he could have three of the eight trees.

A huge crane was brought in to move the boxed trees onto a trailer and then to off load at Tony's home. The trees are now living on Tony's property.

A custom golden plaque was created by the Society and

(Continued on page 4-Baxter)

### Receiving Too Much Mail From Us?

If you are receiving duplicates of the newsletter, please let us know and we'll ease your postal carrier's load!

**Thank you.**

## John Lasseter Stages Disneyland Surprise For Ollie Johnston

It took a showman with the skills of Pixar's chief creative executive to pull off one of the most unusual events in the 50-year history of the Disneyland Railroad.

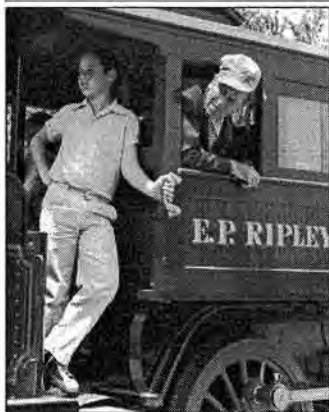
Two-time Oscar winner

John Lasseter, who is executive vice president of the motion picture industry's most successful modern day animation studio, has an idol: Ollie Johnston. Ollie, as most readers already know, is a Disney Legend

and the last survivor of Walt's venerable "Nine Old Men" of Disney's classic era of animation. He's also a founding member of the Board of Governors of this Society and a lifelong rail-

(Continued on page 6-Ollie)

## SOCIETY MEMBERS CELEBRATE 50 YEARS OF DISNEYLAND RAILROAD HISTORY



June 18, 1955



June 18, 2005

One of the advantages mechanical devices have is, with proper care, they don't show their age. Obviously, this isn't true for human animals.

So it was, 50 years ago that Walt Disney and a lucky kid took the very first steam-powered ride around (most of) Disneyland aboard the *E. P. Ripley*, Engine No. 2. Most would have thought Engine No. 1, the *C. K. Holliday*, would have been selected for this historic moment. It turned out that No. 2 was the first to be completed and Walt—not being one who liked to wait—decided to take her on the mainline and see how well she could run under a full head of steam.

That date, for readers who might not know, was June 18, 1955. Fifty years later, to the day, which was also a Saturday, about 120 Carolwood Society members and guests met at Disneyland to join Sharon and Michael, and the Broggie family for a commemorative run around the Park.

Riding aboard the steam train whenever visiting a Disney Park is

the only rule of the Society. This arbitrary rule has been modified for the new Disneyland Park in Hong Kong because those trains won't be powered by steam, they will be diesel-hydraulic.


Back on point. With tremendous cooperation and support from the Disneyland Resort Special Event team managed by Tom Jacobson, the Society members and guests were photographed in front of Main Street Station and the flower 50th logo with the *E. P. Ripley* in the background. This required coordinating the arrival of the train (empty) from the Roundhouse on cue, having the large group pose for a cast member photographer from the Kodak Corner to take the picture, and then quickly loading everyone onto the train. After all, this stunt was holding up the entire railroad operation.

There were operational cast members talking into headsets throughout the area. Michael Broggie was asked to pose in the cab to create an update of the picture his father took of Walt and him 50 years before.

A souvenir of that earlier picture was made into a collector's pin and given to attending members and guests along with a souvenir ticket/certificate designed by Board Member Miguel Fernandez.

After completing the commemorative run around the Park, the group headed for the Opera House on Main Street USA for a visit to the Disneyland 50th Anniversary exhibit, featuring an N-scale model of Disneyland in 1955, and then viewing the retrospective show starring former Cast Member Steve Martin with Donald Duck.

After the show, everyone headed out on their own until gathering early that afternoon for a chat and memory session at Compass Books & Café in Downtown Disney. There they were joined by Bob Olszewski, the master of miniatures who hosted the premier of his Main Street Train Station that same morning at the Disneyana Shop on Main Street. Bob signed models of his work that members brought for signature.

All agreed that the day went very quickly even though it was 50 years in the making. 

*Collectors Note: The Disneyland 50th anniversary commemorative N-scale model of E. P. Ripley and three yellow Retlaw 1 coaches by Bachmann Industries goes on sale at 10 am, September 17th at the Disneyana Shop, Main Street USA. The set comes complete with click-track and control pack. Phone orders, Disney Direct: 800-362-4533*

## Letter From the Editor . . . . .

by Steve DeGaetano

Summer 2005 finds Disneyland spruced up for its big 50th Birthday Party, and the trains of the Disneyland Railroad are receiving their share of the polish. This spring, for several weeks, the railroad has been closed, while the mainline has been upgraded. The company performing the upgrade, Sharp & Fellows, has been in the business of laying tracks since 1877, and from what cast members have told me, the new roadbed and heavier (40 pound) rails look great. Eschewing modernity, the rails are still segmented and not continuously welded, guaranteeing that we will still be able to hear the soothing "clickety-clack" of the past. Expect a smooth ride the next time you ride the railroad.


Also being upgraded is the block sig-

naling system that has been in place since the late 1950s. The locomotives are being fitted with "cab signals," which essentially are small signals in the cabs of the locomotives. These signals will allow the crews to better see the status of the mainline.

The Carolwood Pacific Historical Society is also actively involved with other railroad-themed events set to take place throughout the year. Keep an eye out in the *Chronicle* for further updates! I can tell you, though, that the Disneyland will be unveiling an N-scale model of the *E.P. Ripley*, pulling a set of yellow passenger coaches very similar to the old Retlaw 1 coaches that ran on Opening Day, to be used with Bob Olszewski's beautiful Main Street Station. The release date for

these items is set for September 17th. Carolwood Board Member Michael Campbell did extensive research on the livery to be used on the model locomotive, which will wear colors very similar to what the locomotive sported in the 1970s.

As Campbell notes, "A different engine will be produced to accompany each of Bob's future "lands": *Holliday* for Frontierland/NOS; *Gurley* for Adventureland; *Marsh* for Fantasyland; *Kimball* for Toontown. We 'may' even make a Viewliner for Tomorrowland!"

Well, that's all for now, but there's plenty more to come as the year unfolds. And, I'll see you on the train! 

## Ward Kimball Auction by Bob Lemberger



**Inspecting goods**—Doug Blaine, vice president of Bachmann Industries, the world's largest manufacturer of model trains, is joined at the auction preview in Philadelphia of Ward Kimball's world class collection by Society Chairman Michael Broggie. —Noel Barrett photo

Ward Kimball's death must have been exaggerated greatly for he appeared in Philadelphia this past November at the Ramada Inn!!! Well, at least there was a life-size cardboard cutout of him placed next to the big screen that showed pictures of the items as they were being auctioned (items remained under lock and key in the rear of this Grand Ballroom).

The cut out, which Ward presented to his wife, Betty, as she complained he was never home, featured Ward in his boxers and tee shirt. Auctioneer Noel Barrett later put a suit on Ward as they plodded through 854 lots at the "slow" rate of 85 per hour. Maurer's in Pottstown, PA, for example, auctions 125 per hour. However, due to the number of floor bidders (I guesstimate 400 to 500 in attendance) as well as absentee and Internet bidders, the bids per item were rather high accounting for this slower pace.

It was fun watching people handling phone bids from all over the world. Imagine sitting there wondering who was on the other end of the phone. Michael Jackson restocking Neverland??? Bids of \$60,000 were not limited to the number of fingers one has on one's hands!!! Toys and trains from the turn of the century...some undoubtedly returning to their continent of origin due to the number of Europeans in attendance strategically using a 30% favorable exchange rate to their advantage.

Forty white, wooden and glass locked showcases held half of the Kimball collection. These same showcases held the other half of Ward's collection in May of 2005. According to the auctioneer, the second auction resembled this one as there were floor toys, clock-work trains, electric trains, and toys from the depression era back to before the 20th Century. I successfully bid on a near flawless 436 Power House that I remember seeing in one of the videos featuring this collection. Condition of the Lionel standard gauge trains varied from very nice complete sets to locos with replacement castings. It seems as in the Redman collection that these pioneers did not concentrate on quality all the time but rather on restoring their old treasures, so that they may be intact once again. This auction drew the train collectors, toy collectors and the Disney collectors. Disney Historian Michael Broggie was also in attendance. He set up a table displaying a G-gauge replica of Ward Kimball's Grizzly Flats Railroad pulled by DCC compatible *Emma Nevada* locomotive by Hartland Locomotive Works.. Broggie informed me how he and his

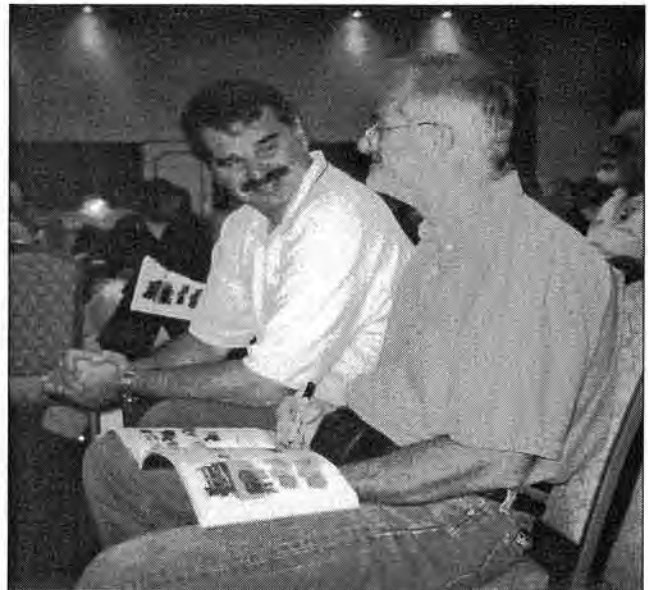
brother, Roger, crewed on the Carolwood Pacific Railroad in Walt's backyard, the engine having been built by their father, Disney Imagineer Roger Broggie. Roger Broggie has the high distinction of having his name on one of the steam engines running around the Magic Kingdom at Walt Disney World. Michael personalized for me the personas of Ward Kimball and Walt Disney, who valued the creativeness and imagination of one of his most talented animators.

When time came to attend the second auction May 27-28, we were ready with \$6,000 of buying power and the input of Kimball collection expert, Society Governor Steve Waller. (See Club 33 story Page 4.)



We targeted the firefighter's hat that Ward wore in the 1966 Tournament of Roses Parade, of which Walt was the Grand Marshal. This white hat carries the distinctive Firehouse 5 Plus 2 emblem. We successfully bid \$3,000 for it (plus auction fee), leaving a couple of thousand for additional items. You'll have to visit Walt's Barn to see the total results.

All in all, I will treasure this experience as a visit to a one of a kind museum full of Americana. This was not your Grandfather's train auction ... or was it? **WAL**



**Collaborative effort**—Bob Lemberger and Terry Lynn compare notes and track bid prices during the second auction of Ward Kimball's world class train and toy collection held in May in Philadelphia. Russell and Kendra Trahan, along with many Society members, were instrumental in raising \$6,000 to purchase items for permanent display in Walt Disney's Carolwood Barn & Museum. —CPHS photo

**Sidetrack**—The 1902 Baldwin locomotive named for Ward Kimball is now steaming around Disneyland as Engine No. 5. Ward's famous creation, Jiminy Cricket, appears as a golden silhouette on each side of the headlamp. The 2-4-4 engine was completely rebuilt to Disneyland standards after being acquired from Cedar Point, an amusement park in Sandusky, Ohio, where it was known as the *Maud L*. It is a similar locomotive to the *Fred Gurley*, Engine No. 3, which was built in 1895. Dedication plans for the Kimball have not been announced as of this publication.

## CLUB 33 FUNDRAISING EVENT HUGE SUCCESS

By Chris Contes

Anaheim, CA – Disneyland Resort's main entrance plaza was empty and quiet early in the morning on March 5<sup>th</sup>, still over an hour before the park gates actually opened.

The first annual fund raising benefit for Walt Disney's Barn, held at Disneyland's legendary Club 33 was set to begin promptly at 8 a.m., and well-dressed Society members were beginning to trickle in from the edges of the Plaza, grouping together in anticipation. Several weeks before, as event notices went out exclusively to Society members, the flood of response almost overwhelmed the fundraiser committee leader, Kendra Trahan.

Within two weeks, Kendra had taken confirmed reservations from over 70 Society members who were interested in supporting the cause, filling the roster completely. The cause, of course, was the raising of funds to purchase one or more of Disney Animator Ward Kimball's pieces of memorabilia from his estate. The items acquired will be added to the historic Walt Disney's Carolwood Barn collection and permanently displayed in the Barn at Grif-fith Park.

Because of the extremely limited time and guest capacity at Club 33, the fundraiser committee was faced with a challenge: To provide a unique experience for as many guests as possible, while still allowing for time to open and close a silent auction, host a short presentation by Michael Broggie, and dine on a wonderful Club 33 brunch, all in a two hour window.

By 7:45 that morning nearly all of the Society guests of Club 33 had arrived, and committee members walked them to the club entrance in New Orleans Square, escorted by a Club 33 Cast Member (the Park still was not yet open). From the anticipation of the crowd waiting in narrow Royal Street, New Orleans Square, to the walk up the famous red staircase, or trip in Walt's custom-made French "lift", our guests knew they were in for a one-of-a-kind Disney experience! The action began immediately as all of the attendees looked through their event greeting packets, and explored the Club's exclusive reception and dining rooms.

Brunch was ready for service about the same time the Society auction opened. More than 30 silent auction items, all of which were generously donated by the membership, were arranged in the Disney Dining Room (formerly known by Cast Members as Walt's Trophy Room) awaiting bids. Among the featured items were a porthole assembly from the Walt Disney

World 20,000 Leagues Under The Sea attraction; a signed cartoon print by Ollie Johnston and historic Disneyland printed material dating back to 1957. There were also rare pieces of Disney family history (donated by the Walt Disney Family Foundation), such as Carolwood Pacific passes for 1954 and '55. Once all participants had the opportunity to see each of the items, bidding ramped up quickly and continued through the two hour event.

Appearances by Mickey Mouse himself, as well as Society Founders Michael and Sharon Broggie were wonderful highlights to the very memorable morning. There was time for photos and time to dine on Mickey Mouse waffles. With the majority of guests traveling from outside California, there was also a rare opportunity to meet Society members from all over the United States.

Club 33 Cast Members pointed out significant items and features of the Club, such as the working phone booth in the foyer, which was a movie prop from Disney's film *The Happiest Millionaire*.

Toward the end, guests had the opportunity to buy Club 33 merchandise as keepsakes. And the best part? After the event ended at 10:00 a.m., each and every guest was welcomed to stay and visit both Disneyland and Disney's California Adventure all day as guests of Club 33. The weather was sunny, clear and cool—a perfect southern California day.

With the auction closed, committee members identified winning bidders, and awarded them with their new treasures. The successful event had raised \$6,000, all of which will go toward securing items from the Ward Kimball collection.

Barn visitors and their generations to follow will be able to enjoy a piece of what Ward had always hoped would be an inspiration to others to explore railroading. Ward's massive collection of railroad models, toys and paraphernalia is destined to be distributed through two Philadelphia auctions to many different collectors. This was at Ward's request, rather than the way many estates are sold as a unit.

Preserving some of these beautiful museum pieces from Ward's collection in Walt's own Barn will now be possible, due to the success of this event.

This article wouldn't be complete without thanking the volunteers who helped to make the event such a huge success: Kendra Trahan, Chris Contes, Summer Contes, Debra Turner, Nancy Foote and Terry and Robbin Lynn. And more importantly, to all who participated and who made donations to the silent auction, the crew of Walt's Barn sends a big THANK YOU! Your contributions will last for generations, as will our memories of yet another fun event with Society members. ■

Baxter-cont. from page 1

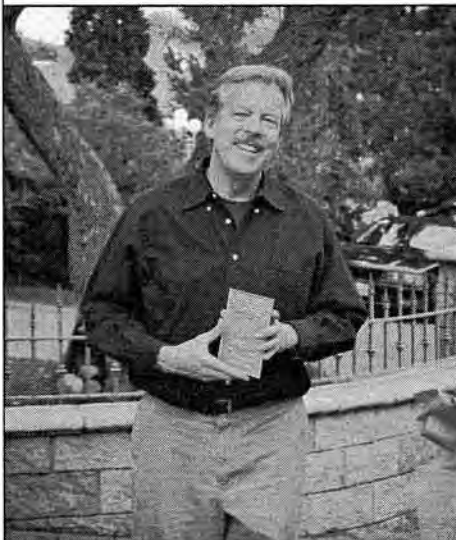
presented to Tony to commemorate his saving of three of Walt's olive trees. He wanted to save them all but didn't have enough space—the others were reduced to chips. Tony was also presented with a G-scale model of Disneyland Engine No. 4, *Ernest S. Marsh*, to add to his collection of railroad equipment.

Everyone had a wonderful time and appreciated the opportunity to see first hand one of the most unusual private residences in the country.

Upon leaving, members were given a set of color prints of Tony's home, a hand signed color copy of Tony's original home rendering and a specially created blueprint of the estate by Miguel Fernandez. They also received a digital print of the photograph made by Steve Broggie and his wife, Jeunette. These pictures can also be downloaded from the Society's Website at the Rotogravure page. ■



**Future Imagineer**—This 16-year-old Disneyland guest had no idea that he would one day own the olive tree seen here in the background.



**Golden Memento**—A commemorative plaque was given to Tony for saving three of Walt's olive trees. He wished he'd had room to save all eight.

## The Mail Car . . . .

Dear Chronicle,

My name is Tim Strauch, II, and I am a former cast member of Disneyland's Character Department. I live in Roseville, CA now and work as an elementary school teacher. I recently spent the week of my 35th birthday (November 24th) in Anaheim on vacation and visited Mr. Disney's Barn on November 21st.

I want to express my sincerest thanks to you and everyone else who allows people like me who have a love of Walt Disney, but never had the opportunity to meet him (I wasn't born until 1969).

I can't tell you how wonderful and exciting it was to be in Mr. Disney's Barn walking where he walked, touching things he touched and knowing that that Barn is where things happened that helped shape my life. Without Mr. Disney and his Disneyland I would be a very different person today.

Again, I wish to express my sincerest thanks for allowing me to visit the Barn I was very, very touched by the experience.

—Tim J. Strauch, II  
Roseville, CA

I've been gone for a few days and returned to quite a surprise to see the new pin, "Where the Magic Began"—we were trying to get them done quickly but I am very pleased with how Pin USA was able to replicate the detail in the barn door header. I think the font reads just fine. I think the design worked out nicely next to the picture of the actual Barn.

Don't know if I ever mentioned this, but the field stars surrounding the castle—there is one star for every land in Disneyland. The five stars represent the original lands and the three new lands among the turrets in the left side of the Barn, of course,

is for the original 'land' — the Carolwood Pacific Fair Weather Route.

Thanks again for the opportunity to work on this project. I'll be more than happy to do what ever I can to contribute.

— Michael Aronson  
Redwood City, CA

Each time my wife, Bonnie, and I visit Disneyland, we make a point to ride the railroad as soon as we get there and then several more times before the day is over.

This day was no different. I was dressed in my hickory striped shirt, engineer hat with the "Steam Power" button, and a red bandana around my neck. We boarded the train at the Main Street Station. Upon arriving at the Frontierland Station. I stepped off the train to take a photograph of Bonnie still sitting on the train. On this morning, the train was not crowded and there were many empty seats making it easy to get on and off the train. We were riding on one of the cars where the passengers face the side of the train.

The Conductor must have seen me take the photo and came to our seat and asked if we would like him to take a photo of us on the train using our camera. We said, "Yes" and the Conductor took my hat and offered his Conductor hat to me. I placed his Conductor hat on my head and he stepped off the train and took the picture. When the Conductor returned, I thanked him for taking the picture and also said, "... And thank you for the hat."

You should have seen the surprised look on the poor Conductor's face when he thought, for a moment, he had lost his hat. The moment was priceless! There was the Conductor with my engineer hat on his head and I was sitting there with his Conductor's hat on my head. You could just see the poor Conductor trying to figure out how to get his hat back

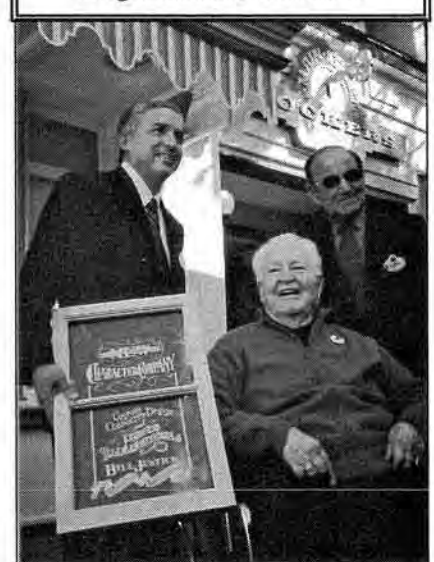
without hurting anybody's feelings. At this point I felt the joke had gone on long enough and returned his hat and thanked him once again for taking the picture.

They seem to have the most considerate and polite people working at Disneyland — even when the guests give them a "bad" time.

— Glenn McGhee  
Los Altos, CA

Your letters and e-mail are welcome. The Chronicle reserves the right to edit for length and content.—Ed.

### Congratulations, Bill Justice



**Window on Main Street**—The highest recognition that remained to be received by Disney Legend and Society Member Bill Justice was his own window on Main Street USA at Disneyland.

Thanks to Bill's wife Kim, and Marty Sklar, (right) vice chairman and principal creative executive of Walt Disney Imagineering, Bill, who is 96, was finally given this honor. Making the presentation of a miniature of Bill's window is Matt Ouimet, president of Disneyland Resort.

Wording on the window is: New Century Character Company, Custom Character Design and Parade Illuminations, Bill Justice, Master Delineator.

Bill is among a few selected by Walt Disney to transition from animation to Imagineering. He is the creator of the popular cartoon characters Chip and Dale.

**Board of Governors**

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 Diane Disney Miller  
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 Gary Oakland  
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 Kendra Trahan  
 Steve Waller

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**In Memoriam**

Ward Kimball  
 William Norred  
 Richard Thompson

Membership information  
 is available by  
 contacting the Society.

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 Carolwood Pacific Historical Society

**Governors Added to Society Board**

Two Society members have been appointed to the Board of Governors of the Carolwood Pacific Historical Society.



John Lasseter is executive vice president, creative, and a founding member of Pixar Animation Studios. He is a two-time Academy Award-winning director and oversees all of Pixar's

films and associated projects. John directed the groundbreaking and critically acclaimed *Toy Story*, *A Bug's Life* and *Toy Story 2*. Additionally, he executive produced *Monsters, Inc.*, *Finding Nemo*, and Pixar's latest release, *The Incredibles*.

John returns to the director's chair with the animated feature film *Cars*, to be released by Disney June 9, 2006. John attended the inaugural year of the Character Animation program at California Institute of the Arts and received his B.F.A. in film there in 1979. While attending California Institute of the Arts John produced two animated films, both winners of the Student Academy Award® for Animation; *Lady and the Lamp* in 1979 and *Nitemare* in 1980. His very first award came at the age of five when he won \$15.00 from the Model Grocery Market in Whittier, California, for a crayon drawing of the Headless Horseman.

John is an avid railroader and acquired a 1901 Porter steam engine and small consist that belonged to fellow Society Governor Ollie Johnston. (See Page 1 story.) John and Nancy, and five boys, live in Sonoma, CA.

\*\*\*




Gary Oakland was introduced to railroading by his father while growing up in Billings, Montana. Billings is a railroad town named for the founder of the Northern Pacific R.R. Gary recalls viewing his first feature motion picture, Walt Disney's 1956 release *The Great Locomotive Chase* starring Fess Parker. The film made a lasting impression on young Gary.

When he was 10 years old, Gary's father began taking him to the railroad switchyard where "Blackie" Orr, an engineer on a diesel switcher engine, taught young Gary how to operate the controls.

"No doubt it wasn't legal for me to operate the engine, but it sure was fun," Gary remembers.

As the chairman and CEO of Oakland Properties, Gary is a successful developer, having built over 2,000 homes in eight states. The company he founded is in its 30th year. He first became interested in architecture while a high school student and began building models for a local design firm.

Long a Disney enthusiast, Gary is co-producing a book on the history of Disney Studios with Michael Broggie.

Gary and his wife, Fran, have two adult children and one granddaughter. They have a home in Scottsdale, Arizona, and one under construction in Billings, Montana. 

**Ollie—cont. from Page 1**

fan—something he shares with Lasseter.

About four years ago, John approached Ollie with a request: could he buy the railroad equipment from the Deer Lake Park & Julian Scenic Route? Ollie had acquired a 1901 Porter 0-4-0 steam engine in 1965 and patiently rebuilt it, naming it *Marie E.* after his wife, and adding several cars and a yellow caboose.

John learned when Ollie sold his place in Julian located in northern San Diego County the new owner didn't have a railroad background. As a result, the train sat unused. With Ollie's blessing, John made an offer and acquired the equipment. His plan was to totally restore the train and eventually install it on property he owned in Northern California. The restoration took four years at a railroad shop in Gridley, California.

With the 50th anniversary of Disneyland looming and consequently the 50th anniversary of the Disneyland Railroad, John hit on an idea that would permit him to honor his longtime mentor and friend and provide a monumental surprise that a true railroader would appreciate.

He contacted the corporate offices of The Walt Disney Company and asked if he could bring his train to Disneyland and run it around the Park for Ollie. This set in motion a series of events that resulted in a positive response. Not only that, every top executive in the company wanted to be there to witness this unique moment in Disneyland history.

John then called the Society to get ideas as to how he could assure that Ollie would show up. He and Michael Broggie hatched the idea to give Ollie the prestigious Walter E. Disney Railroader Award—only a handful have been presented.

With the clandestine, but justified, reason in place for Ollie to come to Disneyland, the rest was logistics. John had to get his engine and caboose trucked to the Park, have it inspected for safety and reliability by the Park's roundhouse crew, and then invite the guests, who were asked to assemble in the lobby of the Grand Californian Hotel by 6:30 am on May 10th.

Soon, about a hundred invited guests began their trek from the hotel to the New Orleans Train Station. Among them were Michael Eisner, Bob Iger, Dick Cook, Marty Sklar, Tony Baxter, Brad Bird, Pete Docter, Mike Camp-

(Cont. on Page 7—Ollie)

Watch your mailbox October 10, 2005, for the Holiday Catalog of Disney merchandise. See Page 79 for an opportunity to own the world's first electric-powered G-gauge model of Casey Jr. by AccuCraft!

# Carolwood Call Board



**August 12: "Fifty Years of Disneyland Magic"**—Nevada State Railroad Museum, Carson City, 9:00 pm, presented by Michael Broggie. [www.nsrsm-friends.org](http://www.nsrsm-friends.org)

**August 21: Charles Boyer, Disneyland's Master Illustrator (retired)**—Autographs and artwork, Walt Disney's Carolwood Barn & Museum, LA Live Steamers, Griffith Park, Los Angeles, 11 am to 3 pm. [www.carolwood.com](http://www.carolwood.com)

**August 27: Disney Daze**—Oakhurst, CA, sponsored by NFFC 49ears Chapter. 8 am Mickey pancake breakfast, all day Disneyana Show & Sale, 5:30 pm celebrating 50th anniversary of Disneyland with a panel featuring Maggie Irvine Elliot, Michael Broggie and others. [www.oakhurstchamber.com](http://www.oakhurstchamber.com)

**September 17-18: Walt Disney Hometown Toonfest**—Marceline, Missouri, featuring Tony Baxter and masters of cartoons and animation. [www.marceline.com](http://www.marceline.com)

**September 17: Premier of Bachmann N-scale model of Disneyland Railroad E. P. Ripley and yellow Retlaw 1 coaches**—Disneyana Shop, Main Street USA, Disneyland Resort, Anaheim, 10 am to 1 pm, with Bob Olszewski, Mike Campbell and Michael Broggie. [www.disney.com](http://www.disney.com)

**September 18: Walt Disney's Carolwood Barn & Museum**—LA Live Steamers, Griffith Park, Los Angeles, 11 am to 3 pm. [www.carolwood.com](http://www.carolwood.com) Program to be announced.

**October 16: Walt Disney's Carolwood Barn & Museum**—LA Live Steamers, Griffith Park, Los Angeles, 11 am to 3 pm. [www.carolwood.com](http://www.carolwood.com) Program to be announced.

Notes: Event schedules subject to change. For recent updates of Carolwood events and activities—please check our Website: [www.carolwood.com](http://www.carolwood.com) Barn and event volunteers are always welcome.

## Ollie—cont. from Page 6

bell, Gary Oakland, Michael Broggie, Matt Ouimet and Jay Rasulo plus members of the Ward Kimball, Frank Thomas and Ollie Johnston families.

As soon as the throng settled in front of the station, John Lasseter announced the program was starting and introduced Michael Broggie, founding chairman of the Carolwood Pacific Historical Society. Michael spoke of the legacy of railroading at Disneyland started by Walt Disney and the influence of Ward Kimball and Ollie Johnston on Walt as a railroader. He then presented a beautiful golden framed commemorative certificate and medallion to Ollie on behalf of the Board of Governors and members of the Society.

This was a cue for John Lasseter's sur-

prise. As Michael finished reading the certificate, sounds of a bell and whistle filled the early morning air signaling the approach of a steam locomotive. Ollie, who was seated in a wheelchair, was turned so he could see the fully restored *Marie E.* hauling its yellow caboose.


Ollie's face lit up like a child on Christmas morning. "That's my baby," he exclaimed with tears welling up.

John wheeled Ollie onto the station's loading platform as well wishers pressed forward to watch. Soon, the platform was bustling as people with cameras and video recorders jockeyed for the best positions. Ken Johnston assisted his father into the cab and began to remind Ollie about the function of the levers. Before he could complete a sentence, Ollie put up a hand

and said, "I know what to do!"

With that remark, Ollie pushed the Johnson bar forward, pulled the throttle lever out a few notches and he and his "baby" began a highballing run around Walt's original Magic Kingdom.

It was an historic first. Never in the Park's 50 years, had non-Disney owned railroad equipment been allowed on the rails. This unique exception was made at John Lasseter's request in honor of Ollie Johnston.

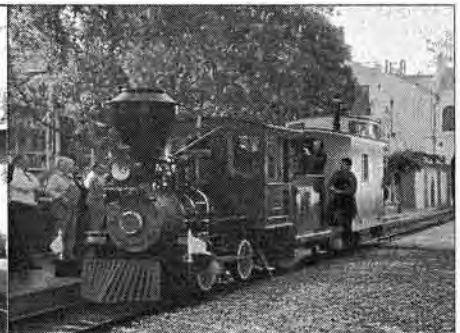
Governors of the Society were pleased to assist in this event. Everyone attending received a beautifully embroidered souvenir shirt courtesy of John Lasseter. With the shirt came memories that will last a lifetime. 



Governor gathering—(l-r) Gary Oakland, John Lasseter, Michael Broggie, Mike Campbell and Ollie Johnston.



Disneyland Railroad Crew—gather around Ollie to celebrate his run around the Magic Kingdom.



Steamin' Marie E.—Makes her maiden trip around Disneyland with Engineer Ollie Johnston aboard.

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**View from the Cupola** by Michael Broggie

## Of Ships and Men and Sealing Wax

### July was quite a month for Roy Disney.

He sealed his two year campaign to bring the "magic" back to The Walt Disney Company and agreed to become a consultant to the company and a director emeritus on the board.

Rumor has it that Roy's children may have influenced his decision to mend fences with the company's management. Whatever the reason, it can be said most are pleased the acrimony is over and all can move forward for the good of



**Society Sailor**—Roy E. Disney, a member of CPHS, gives his farewell address after the Transpacific Yacht Race. —TPYC photo

the company and its shareholders. Through his resolve and willingness to risk, Roy made a significant difference in the history of the company founded by his father and uncle.

Then there was the RACE. Not just any race, but the granddaddy of all to determine who can sail the fastest on the open Pacific. From Newport to Waikiki, the Transpacific Yacht Race is considered the World Series, World Cup and Super Bowl of competitive sailing. Covering 2,225 nautical miles, it tests the skills, endurance and luck of man and craft.

Since 1999, Roy held the world's record. He announced before the race that he was retiring from competition and would sell his fourth edition of *Pyewacket*, a maxZ86 sailboat considered the finest racing yacht on the water. After 30 years, Roy decided to hang up his rudder. His original sailing mentor over 50 years ago was Disney Legend Stormy Palmer, who taught Roy to edit film and how to tack in the wind.

According to typical Disney storyline, his new boat would secure his place in yachting history by setting a new world record—*then* he'd live happily ever after.

Fact is, Roy did break his old world record by nearly a DAY.

However, another boat, a maxZ86 made by the same company as Roy's, set a new world's record of 6 days 16 hours 4 minutes 11 seconds with an average of 13.9 knots. Owned by Hasso Plattner of Germany, his *Morning Glory* and Roy's *Pyewacket* both broke the old record. Roy came in second in this 100 year old race that featured a total of 75 boats—second

only to 80 in 1979—from eight countries on four continents and 12 of the United States.

At the awards dinner held in Honolulu, the audience saw videos of race highlights and tributes to Roy, who delivered his formal farewell to the event he promoted and helped to reshape in 15 races over 30 years.

"Did I say I was quitting?" he dead-panned in opening remarks.

Then, more serious, he said, "This race is not about the big boats. It's about the Cal 40s, it's about *B'Quest's* disabled sailors, it's about *Bubala* and the old geezers. Keep doing this. I've brought all four of our kids up on it. Thank you, all of you."

Appropriately, among those honored was Bernardo Guzman, 11, a member of the crew on his father's *J/145, Jeito*, from Acapulco, Mexico. He is within 9 ½ months of the youngest person ever to sail Transpac.

Later, with *Morning Glory* boat captain Peter Pendleton, Roy did the honors of updating the hands on the 18th century-style trophy clock he commissioned six years earlier to mark the current record.

Roy says he's going to buy a smaller boat for recreational use with his wife Patty and their family of children and grandkids. He'll leave the pursuit of open ocean sailing records to other skippers. Now there's a company that needs his help to get back on course. ■