

CAROLWOOD CHRONICLE

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Issue 26

Preserving Walt Disney's Railroad Heritage

Spring 2006

Veteran Disney Railroader to Retire

by Michael Broggie

For over three decades, George Britton and the steam-powered narrow gauge railroad at Walt Disney World have been inseparable. Since opening day, October 1, 1971, the four vintage locomotives and 20 observation passenger cars have operated under the close supervision of the first and only railroad foreman in the history of Walt Disney World.

This illustrious career will come to an end the afternoon of April 6, 2006, when Britton leaves the backstage steam train facilities building for the last time as a Walt Disney World cast member after nearly 35 years of service.

In 1969, Britton was working as a machinist at Tampa Ship Repair & Dry Dock Company. That spring, he received a visit from Roger Broggie and Earl Vilmer, who needed a crew to rebuild railroad equipment that had been acquired from the United Railway of Yucatan, Mexico.

Britton made it clear that he didn't have any experience with steam locomotives. The Disney Imagineers informed him that he would be taught everything he needed to know in order to restore four vintage steam engines and tenders that had been built by Baldwin Locomotive Works in Philadelphia, Pennsylvania, in the 1920s and sold to the Yucatan government. Intrigued by the challenge of learning something new, Britton agreed to shift from repairing huge oil tankers to steam engines. With a crew of only five, they completed the rebuilding and restoration on time and under budget. In addition, they built 20 passenger observation cars from scratch.

When it came time to hire a foreman to run the steam train operations at the Magic Kingdom in Walt Disney World, George Britton was recommended for the position by Earl Vilmer, superintendent of the railroad at Disneyland and Walt Disney World. Roger E. Broggie approved Vilmer's recommendation.



George Britton - Foreman, Steam Train Operations
Magic Kingdom, Walt Disney World Resort - Feb. 9, 2006
photo courtesy Bill Dundus

When asked what message he would like to leave with his successors at the Magic Kingdom, Britton said, "When people look at those beautiful trains, they should see the pride of your work. If you take care of your work today, you will always have a job tomorrow."

Britton has long felt a strong connection with the Disney and Broggie families that have had the most to do with preserving the railroad legacy of Walt Disney in each of the Disney themed amusement parks. He is a life member of the Carolwood Pacific Historical Society, founded by Michael Broggie, son of Roger E. Broggie, the first Disney Imagineer.

Society member Roy E. Disney presented Britton with the Carolwood Society's highest honor, the Walter E. Disney Railroad Preservation Award in 2002, at the rededication ceremony of the restoration of the *Roy O. Disney* steam engine. Over a five year period, each of the locomotives has undergone complete restoration. The names on the engines are: *Walter E. Disney*, *Lilly Belle* (for Mrs. Lillian Disney), *Roger E. Broggie* and *Roy O. Disney*.

A celebration of George Britton's career was held at the Central Largo Railroad Winter Meet on March 25, 2006. For information about future meets, please contact Carolwood Society member Jerry Smithson, the clubs' vice president, at (727) 841-9600, (727) 243-3692 or e-mail: JerrySteam@Access4less.net, or visit the club's web site at www.LCRailroad.com.

Letter From the Editor

by Steve DeGaetano

Now it's time to say good-bye...

Yes, everyone, it pains me to have to tell you that this will be my last Letter as editor of the Carolwood Chronicle. It has been a wonderful journey.

By the time you read this, my second son should have arrived. The exciting and fun challenges of fatherhood have been calling me more and more, leaving less and less time to shepherd this publication through the presses.

I will continue to enjoy looking back on all that has happened under my tenure, both with the Society, and with the Disney trains.

--Disneyland has added a fifth locomotive to its fleet, the Ward Kimball.

--The parlor car Lilly Belle is soon due to begin polishing the Disneyland Railroad rails once again;

--Member Rodney Recor got the Society's web site up and running with a variety of fun and interesting features;

--Board Member Michael Campbell spearheaded the project to have builder's plates cast for the first two Disneyland locomotives;

--East coast "un-meetings" have become annual and much-enjoyed events in Florida;

--Walt's Barn continues to be a wonderful museum and tribute to Walt Disney's love of trains.

I leave the Chronicle in good hands, and will enjoy reading it as much as I've enjoyed being a part of it. My thanks to Michael and Sharon Broggie for allowing me to handle the throttle of this fine publication, and to all the contributors I've worked with over the years. And finally, thanks to all of you for your continued support and readership. You, after all, are what make the Carolwood Pacific Historical Society the recognized vanguard in preserving Walt Disney's railroad legacy.

-Steve DeGaetano

A Ride in the Lilly Belle

by Michael Sheehan, CPHS member

It was a special day at the park for my wife Genevieve, my 8-month-old son Jack and I. As a grad student about to be buried in work for my thesis, I wanted to enjoy a last weekend of freedom with my wife and son before basically disappearing from the home front for months. We value our Annual Passes to Disneyland enormously, as it is hard to find somewhere fun to go for the whole family, even for a little baby, and we're ever thankful that Walt and company imagineered the whole thing up for just that reason. Suits us fine.

We arrived in the early afternoon and spent most of the daylight hours at California Adventure. Then, around 5:00 or so, we headed over to Disneyland. It was that magical twilight time when the lights are just starting to come on and the outside world really fades away, a time we both cherish at the park. We entered the gate and as is our custom strode toward the right entrance under Main Street Station.

"Wow," said Genevieve, "that's a nice caboose." I glanced up at the track above and stopped dead. Could it be? I literally rubbed my eyes and darted forward. Good heavens . . . there it was, in gold leaf along the side of a beautifully restored vintage rail car.

"That's no ordinary caboose!" I exclaimed. "That's the Lilly Belle!" And indeed it was, with two passengers disembarking.

Now, let me assure the gentle reader, I was leaping out of my skin at this point. "But how? When?" I spluttered. I had read of the car being carted off-property some months ago, seen some dim, out-of-focus shots of a refitting underway, but had heard nothing, not a peep, from the park or anyone else about a return to service. I blathered this all out in a spew to my wife.

She goggled at me. "Wait, wait," she said, "what is it, anyway?" I explained that it was a special car, for VIPs only, which became part of the Disneyland line in the mid-70s, a sort of posthumous fulfillment of something Walt had wanted many years before. That it was appointed within in Victorian finery and that its first occupant, legend says, was Emperor Hirohito. Of course, there was a lot more to the story, but my wife, fine woman that she is, has a limit, even for my enthusiasms.

Before her eyes began to glaze over under the burden of my tale I said, "I'll be right back, OK?" "Go, go, for God's sake," she said, and I sprinted off and up the stairs to the turnstiles. All of a splutter, I began quizzing the conductors. When had it come back into service? Only a day or two ago. I hadn't heard

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Be sure to keep us updated with your current address, email and phone numbers so we can keep *you* up to date!

Happy 50th birthday, Disneyland Railroad

by Michael Campbell

This October Disneyland's 50th anniversary celebration will officially come to an end. Along with it, most of the 50th decorations, signage and merchandise will disappear. But there will be two lasting reminders of that once-in-a-lifetime event: builder's plates for engines 1 and 2 of the Disneyland Railroad. This is the story of how they came to be, and the people who made it happen.

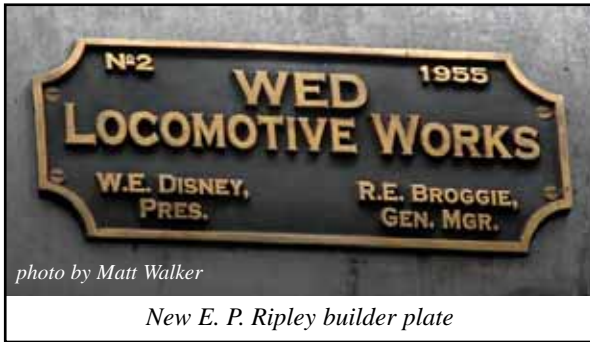


photo by Matt Walker

New E. P. Ripley builder plate

2005 marked not only the 50th anniversary of Disneyland, but the 50th "birthday" of two of its steam locomotives: the *C. K. Holliday* and the *E. P. Ripley*. These were built by Roger Broggie, Sr. and the machine shop crew at Walt Disney Studios in Burbank, with final assembly taking place at the Park in June, 1955. Although most of the Park was owned by Disneyland, Incorporated, the railroad was Walt Disney's personal property: he paid for the construction of the engines and their consists, and the railroad cast members were employees of Walt's personal company, Retlaw Enterprises.

For unknown reasons, builder's plates were never created for engines 1 and 2 at the time they were built. Builder's plates are, in effect, the locomotive manufacturer's "signature"; they bear not only the builder's name but also the serial or construction number, date and location of manufacture, and sometimes the plant managers' names. They were found on virtually all steam locomotives, and are highly prized by collectors. It always seemed odd that the *Holliday* and *Ripley* should be lacking this common yet vital detail. So, when Michael Broggie challenged the Society to think of unique ways to help celebrate the 50th anniversary, it occurred to me that we could "plus" the engines through the creation of custom builder's plates. Michael agreed, so I set about creating some designs to show Disneyland management.

Even though engines 1 and 2 are mechanically identical, great care was taken to ensure that each had a unique appearance. The *C. K. Holliday* was a reproduction of an 1870's wood-burning freight locomotive, but the *E. P. Ripley* was a tribute to an elegant 1890's passenger train. It was important, therefore, to ensure that our plates would fit the individual style and era of each engine. Fortunately, I had the assistance of three of the most knowledgeable and qualified individuals to help determine

the best design: Steve DeGaetano, author of "Welcome Aboard the Disneyland Railroad"; David Fletcher, master modeler and railroad archivist from Australia; and, Jim Wilke, railroad historian and consultant to the California State Railroad Museum as well as major model railroad manufacturers.

After many discussions and reviews of dozens of photographs, we decided to fashion the *Holliday* plate after a Baldwin design of 1872. The *Ripley* plate, however, would follow the rectangular shape used by Rogers on an 1899 locomotive. Having selected the styles, we came to the much more difficult task of writing the verbiage. These two engines share the distinction -- along with the Fort Wilderness engines -- of being the only steam locomotives built by WED/Mapo. (The other engines at the Disneyland and Walt Disney World are re-built Baldwins; the locomotives at the international parks were built by Severns-Lamb and other present-day manufacturers.) We decided to create the fictional "WED Locomotive Works" to take the place of the builder's name as a subtle reference to this fact.

We wanted to use the plates as a way to honor the history of these trains. On the *Holliday* plate, we included "Retlaw & Co." as the plant managers' names as a way to pay tribute to the fact that the railroad was owned and operated by Retlaw. For the *Ripley* plate, we listed "W. E. Disney, Pres." and "R. E. Broggie, Gen.



Matt Walker

New C. K. Holliday builder plate

Mgr." as an honor to the driving forces behind the creation of the locomotives. After careful consideration, we opted to assign the serial numbers "1" and "2" to the engines to signify that they were the first and second locomotives built by WED. (The fact that this matches the engine numbers is just a happy coincidence.) Having settled on the basic design, I worked up some computer graphics that we could show for approval.

It's a rare occurrence that a group outside of the Company develops a "plus" for an attraction. As such, we needed to obtain permission from a number of entities: Disneyland Park management, Walt Disney Imagineering and the Walt Disney Family Foundation. We were met with enthusiasm and support at each step through the approval process. Additionally, we solicited input and commentary from the group of people who best know and care for those engines: the crew of the Disneyland Railroad. Each group offered their suggestions on the style and content of the plate designs, and we are grateful for their support.

To fabricate the actual plates, we enlisted the help of Harry VanderWyk of Hortie Van Innovations. Harry has a long history with Disneyland: he and his brother, Lyon, supplied all of the

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A Ride in the Lilly Belle ...continued from page 2

anything about it! The last I knew for sure it was a rotting hulk! They had deliberately done the softest opening possible, they said. Who's riding in it? Certain cast members only. I expressed surprise that I hadn't heard anything about it through the Society, of which I am a member. How could one get to ride it?

I must confess that for a very large, 40-year-old man, I must have come across like a giddy schoolchild. I suppose my Incredibles football jersey helped in that regard. In any event, my bubbling and glowing over the whole thing led to an extraordinary surprise.

"Is there any way ordinary people get to ride it?" I asked.

The conductor I was speaking to -- I regret to say I can't remember her name -- told me, sorry, no way. I had expected that, and wasn't too disappointed; I was just happy to see the car in person! She departed for a moment and I chatted with another conductor for a few when the first conductor returned. She lowered her voice a little; I was the only guest around. "I talked with the lead," she said. "I think we can let you take a trip."

Pausing to collect my eyes, which had bugged out of their sockets and were now rolling around on the ground, I asked if she was serious. "Well, we'll have to see, but if you wait until it comes around again, we'll try to let you on." In an instant I was off to collect my wife and son. By the time we returned, I was exhilarated to find that our trip was definitely OK'd!

We sat in the station as our charming conductors joined us. We chatted merrily away about the Lilly Belle, their swell jobs, and watched the trains progress around the track on the nearby display. The conductors said they hadn't even been in it much, even just to look around. There wasn't anything formalized about its use yet, but it was likely this weekend was the only time they'd be able to let a "regular Joe" sneak on; they were expecting edicts regarding Club 33 use, possible City Hall tour use, and strict rules about access to come down during the week.

Then it came, behind the old *Ernest S. Marsh*. I had goosebumps. The conductor waited for the train to unload, then held the other passengers back while we were escorted to the Lilly Belle where another conductor drew a brass key from his pocket and opened the door for us and we went in.

It was beautiful, every bit as lovely as any picture I'd seen. We drank it all in and I popped off a bunch of photographs. Then we

settled into a velvet settee for the most memorable trip around the Magic Kingdom I ever expect to have. Everything in the car spoke of Lillian Disney's love for Victorian decoration. The chairs were upholstered in velvet; the brass fixtures and stained-glass decorations atop the carriage spoke of the same warm, glowing times Main Street evokes. Small tables with decorative glassware (carefully fixed to the table surface) evoked feelings of a Victorian sitting room. Stepping inside it was like stepping into another time. In the rear corner of the car sat a table with a period photo album -- this contains the pictures which once hung framed around the walls of the car, some great intimate photos of Walt and his family. I was particularly struck by a photo of what appeared to be a homecoming parade for Walt and

Roy in Marceline. Hung on a coat hook by the door was a period woman's jacket; its purpose was a mystery -- just another detail to lend that period air? A nod to the Lilly's namesake, Mrs. Disney? Nobody knew.

My wife and I were literally in awe of the restoration. If I hadn't known a little of the history of the Lilly Belle, I never would have known that just a few months ago it was a pile of dry rot on wheels sitting in the round-


house. And the smoothness and comfort of the ride -- now this was Disneyland Railroading in style!

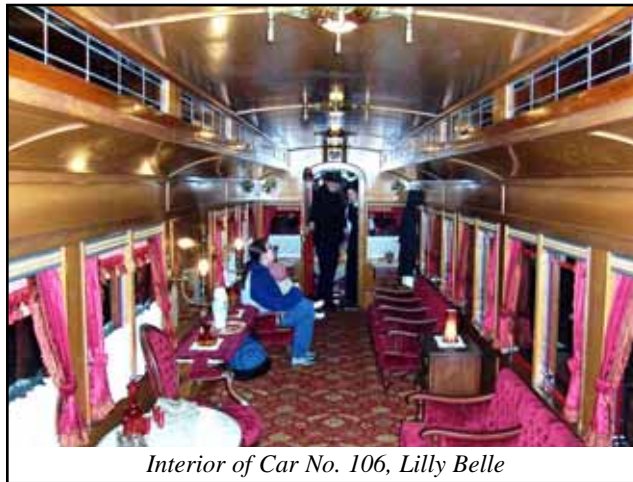
We circled the park and the conductor very kindly took some more photos for us, even taking a walk behind the train to snap us looking out the back window. At each stop curious fellow-guests peeped through the lace curtains at us as we passed. We couldn't help but giggle. We're VIPs! we laughed. As we went, the conductors figured out some of the controls -- how to make the fans work, how to get the audio feed working. They were having as much fun as we were, it seemed.

Finally, our trip had to come to an end as the train pulled back into Main Street. With effusive thanks to our gracious hosts, we stepped from this magical train and stood at the track to watch her depart, waving as she disappeared into the now-deepening night.

"Hey!" shouted a nearby man, sitting at the station, waiting for the next train, to a conductor. "How do I get a ride in that!"

"You have to be a VIP," said the conductor.

Or just be lucky, my wife and I said with a smile, and with this fond memory of our best-ever train trip we walked out into the evening on Main Street. 



Interior of Car No. 106, Lilly Belle

What is the Disney Loop? *by Fred Lack III*

As you walk past the entrance booth going to Walt Disney's Barn you head down the driveway on Crystal Springs Dr. and turn right onto the concrete path that leads to the Barn. If you look to the left you will see a small "V" shaped railroad sign that says Disney Loop. What significance does that sign have?

Walt Disney was asked to be a charter member shortly after Los Angeles Live Steamers was founded. He was asked to be a member because of the prestige he could offer the club and also for his activity in the railroad hobby.

Because Walt's studio was just a couple of miles away from Griffith Park, it was convenient for Walt to bring his brown bag lunch over and hang out and enjoy his love of the hobby. He would walk around the track and relax from the pressure of work. At this time in the late 50's and 60's, Walt had discontinued running his backyard 1 1/2" scale Carolwood Pacific Railroad and was now running his Disneyland and Santa Fe Railroad at the Disneyland Park in Anaheim, CA.

In 1964, Walt pulled up his backyard railroad track; he then donated 1500 feet of track, his diamond crossing, (now on display in Walt Disney's Barn), switches, switch actuators, and his long wooden bridge and trestle supports to LALS. LALS members used the wood and the rails to create the "Disney Loop" on the South edge of the facility in 1965 and 1966.

In 1965 LALS member Doug Alkire presented a five year expansion plan with a large drawing to the LALS membership. The Disney Loop was going to be the first part of the five year project. The loop was going to make a much larger circle around the property.

The start of the loop was tied on to what had previously been a car barn spur. The "Disney Loop" was started in April of 1965. By the 1965 National Meet of the BLS (Brotherhood of Live Steamers) the loop had been extended to the Southwest corner of the facility and was used for a time as a parking spur. Construction continued until completion in late September of 1966. A gold spike ceremony was held October 22, 1966, at the center of the new East end bridge, with member Dick Priest and his *Daylight* touching pilots with member Chet Peterson's *U.P. Northern*. Walt Disney was invited to attend, but sent a letter stating that he was already committed for that date, and thanked LALS for the offer. Harry Dixon, the BLS West Coast Secretary, donated the gold spike and was given the honor of driving it into

the ceremonial tie with a miniature spike maul. Lila Schepler, of the Recreation & Parks Department was present to observe the ceremony. This October event was the very first Fall Meet, and the LALS Board of Directors decided to have a Fall Meet on the first weekend of October annually thereafter.



*The Disney Loop at the Los Angeles Live Steamers Museum
photo by Fred Lack III*

The original "Disney Loop" started around New Sherwood Station and went Southeast past where the current sidewalk that goes to Walt Disney's Barn then made a turn North over the East end bridge (which the Golden Spike Ceremony was staged upon), then tied back into the main line which ran along Zoo Drive.

The current "Disney Loop" runs from that "V" sign, back behind the Phil West Barn, the Disney Junction Tower, the Alkire & Richardson sheds, through to New Sherwood Station. Thanks to Walt Disney's gift, Los Angeles Live Steamers has had a chance to grow to the facility we enjoy today.

Happy 50th birthday

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flagpoles, banners and bunting to the Park in 1955. In fact, Harry would occasionally have breakfast with Walt himself! The foundry that Harry used has been in business for over 100 years, and they crafted superb plates.

The plates were affixed to the *C. K. Holliday* and *E. P. Ripley* in November 2005. Thanks to the magic of the Internet, Society members were able to see photos of the finished products shortly after they were mounted.

This project was truly a team effort. In addition to the aforementioned individuals, I would like to thank: Matt Ouimet, Todd Bruechert, Eric Kratzer, Jon Storbeck and Ellie Marlow of Disneyland; Marty Sklar, Joel Fritsche and Barbara Hastings of WDI; and Diane Miller, Walter Miller, Charles Wixson and Jeff Kaye of the Walt Disney Family Foundation. A very special thanks goes to Ray Spencer, the Imagineer assigned to this project, as well as Dale Tetley and the rest of the DLRR roundhouse crew. This tribute could not have happened without the collective talent and effort of these people.

Now you know the back story of how the Society helped create a lasting tribute to the 50th "birthday" of the Disneyland Railroad. So, the next time you visit Disneyland, please keep an eye out for the new additions to engines 1 and 2. Out of the thousands of happy guests that day, you'll be one of a very select set that knows how they got there.

Steam Trains at Santa Margarita!

by Steve DeGaetano

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Membership information is available by contacting the Society.

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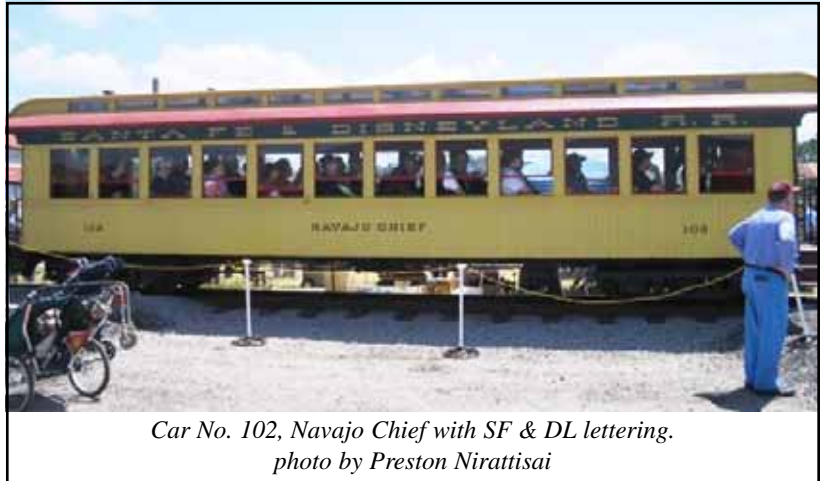
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On Saturday, May 7th, I took a field trip to the little hamlet of Santa Margarita. There, on Rob Rossi's beautiful ranch, I got a chance to have a bit of fun with some unique little steam locomotives and some very special passenger coaches. On hand was a brass band, the Ford Model A club, a small-scale live steamer or two, hobby displays, an antique gasoline engine club, and, of course, the trains. Powering the two trains were two diminutive 3-foot gauge steamers. A little 2-4-0 was built by Vulcan, while the other, an Ersatz 2-6-2, was built by Porter.



Car No. 102, Navajo Chief with SF & DL lettering.
 photo by Preston Nirattisai

One of the real treats of the day for me, however, was a ride in car

No. 102, Navajo Chief, still lettered for the Santa Fe & Disneyland Railroad. First, a little history: Back in 1955, there were only two trains on the Disneyland Railroad, a freight train and beautiful passenger train consisting of a combine, four coaches and an observation car, known then collectively as "Retlaw 1," (Walter spelled backwards).

In the mid 1960s, in part because the cars were difficult to load, the train was pulled from service, seeing only occasional use during inclement weather. In 1975, Disneyland refurbished the observation car, originally known as Grand Canyon, and rechristened it Lilly Belle. That car remains at the park today.

For years, the rest of the train was stored in the Disney roundhouse. Eventually, Retlaw 1 - the cars Walt Disney himself walked through - were traded to the renowned railroad collector Bill Norred, who later joined the Board of Governors of the Carolwood Society.

In 1998, Norred passed away, and his family decided to sell the coaches. They found a buyer in Rob Rossi. The four coaches of the train, No.102 *Navajo Chief*, No. 103 *Colorado Rockies*, No. 104 *Land of Pueblos*, and No. 105 *Painted Desert* were sold to him in 1999. The Norred family has retained car No. 101, *Wells Fargo Express*.

Currently the cars are undergoing restoration. Aside from some chipping and peeling paint, however, the cars are in excellent condition. The green naugahyde seats are in fantastic shape. The wood-grain linoleum on the floors was only slightly the worse for the wear. I had to remind myself that these cars were 50 years old! The ride was very pleasant indeed.

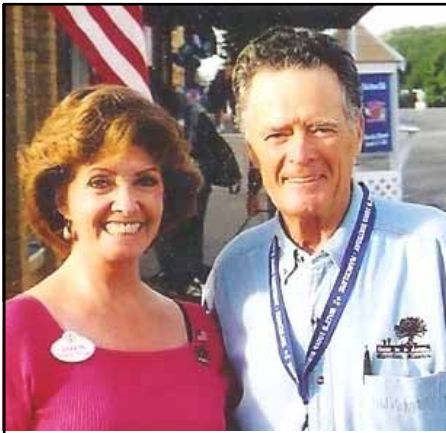
All in all, it was wonderful to once again be able to ride in Walt Disney's passenger train, lovingly preserved by Rob Rossi.

Steve DeGaetano is author of *Welcome Aboard the Disneyland Railroad!* a 320 page book on the Disney steam trains, which can be purchased through www.dlrcad.com/book.

Last Call

Carolwood Society member

Rush Johnson was among a select few who called Walt Disney a personal friend. During Walt's sentimental visits to Marceline, Missouri in the 1950s and '60s, where he had spent several impressionable years during his youth, Rush served as his local contact.



Sharon Broggie and Rush Johnson

When Walt decided to premiere his feature film, *The Great Locomotive Chase*, in the Uptown Theater on Main Street in Marceline, the Rush family provided their home for the Disneys during their visit. There was talk about setting up the 40-acre farm that was once owned by the Disney family as a tourist attraction. Although that plan didn't materialize, Rush became the owner of the parcel that included the original house Walt and his family had lived in. Rush's daughter, Kaye Mallins, and her family live there now. A replica of the barn was recreated in 2001 during the local celebration of Walt's centennial. It is now a popular tourist attraction.

Rush and his wife Inez, along with their family and friends, restored the old

Marceline depot and have extensively renovated it into the Walt Disney Hometown Museum. Many personal family mementos are displayed along with enlarged photographs charting the history of the Disney family. The local post office is named in Walt's honor as is the elementary school.

Rush had lived over 58 years in the area and held memberships and leadership positions in numerous civic and fraternal organizations locally, statewide and nationally. Among many offices he held, he served as mayor of Marceline and president of the North American elk Breeders Association and the National Yearbook Manufacturers Association.

He passed on July 25, 2005, at the age of 79 while vacationing with his wife in Washington State.

Rush believed that success in life comes not from holding a good hand, but in playing a poor hand well.

Carolwood Society benefactor and member Irving Ludwig spent his career building one of the film industry's most respected distributors, Buena Vista Pictures Distribution Company. He joined The Walt Disney Company in 1940 and arranged for theaters throughout the country to install a revolutionary multi-track sound system to handle the release of *Fantasia*, which featured classical music that Walt wanted the audience to appreciate as though they were attending a concert.

Throughout his 40 years in film distribution, Irving built a solid reputation as a fair but tough negotiator. He believed that the name Disney on a film assured

audiences that the entertainment would be wholesome family fare. He also believed Disney deserved the best play dates in the best theaters, including Radio City Music Hall. Not far from the famed New York City showplace, young Irving began his career as a part time usher at the Rivoli Theater.



Irving Ludwig and his daughters

In 1959, he was named president of Buena Vista. The name came from the street Disney Studios is located on in Burbank. Due to legal activities connected with film distribution, Roy Disney recommended that the wholly owned company be named for something other than Disney. Walt suggested the street's name. Irving retired in 1980. In 1993, he was named a Disney Legend for his outstanding career in service to the company. An avid O-gauge railroad hobbyist, he collected Disney-themed trains and buildings for his layout, which he maintained at his ocean view home in Santa Monica. In 2004, he donated his layout to Walt Disney's Carolwood Barn in Griffith Park, where it delights children of all ages.

Irving passed at the age of 95 on November 26, 2005. He is survived by his two daughters, Arlene and Jackie. Arlene is west coast head of publicity for Walt Disney Studios.



Mail Bag

"I wish I had known about the society sooner, I would have been the first one to sign up. I am a big Walt fan, train lover, along with anything mechanical.

I would be happy to extend my energies to the preservation of Walt's legacy and his creative endeavors. I am looking forward to meeting you and the other members very soon."

--Mike Sommer
North Hollywood, CA

I would like to thank you for all the great work you have done and continue to do for all us "Disney nuts" who are passionate about keeping the Carolwood Pacific alive!

--Mike Magazin
Sacramento, CA

View from the Cupola

In my last column, I wrote of Roy Disney's retirement after three decades of competitive yacht racing. He subsequently donated *Pyewacket IV* to Orange Coast College for their nationally recognized seamanship program. Sailing isn't over however. He's building a 60-footer with requisite creature comforts for family cruising. While speaking with his eldest son, Roy Patrick, I was told that, even though his dad has retired from competition, "That's going to last until the first time someone passes him on the open ocean."



Roy and his wife Patty agreed to help the junior sailing program of the Westlake Yacht Club with its fundraising efforts. On February 18, 2006, Roy presented an exciting program about his sailing exploits to an entranced audience of a hundred, including many Carolwood members. The event raised over four thousand dollars for the sailing program that has produced America's only Olympic Gold Medalists in sailing.

I want to thank Steve DeGaetano for his dedicated service as editor of the Carolwood Chronicle. He will continue to provide excellent articles on Disney railroad history while finalizing his new book about the *Ward Kimball*, Disneyland Railroad Engine No. 5. I suggested to Steve the title, *Engine No. 5 Plus 4* as an homage to Ward's Dixieland band, *Firehouse Five Plus Two*. When Ward appeared on the early television game show *You Bet*

Your Life, the host, Groucho Marx, asked him why the band had such a name. Ward deadpanned this answer: "Because there are seven of us in the group." The usually unflappable Groucho fell off his stool laughing.

To our new editor, Dave Tavres, I wish the best and promise (okay, will try) to have my stuff submitted on time.

To Bill Barbe, Fred Lack and all Carolwood Barn Crew volunteers, a tip o' the engineer's cap for a job well done during the reorganization of this monthly operation on behalf of the Walt Disney family. Your continuing efforts have made the Barn function effectively and harmoniously for the benefit of thousands of guests. I'm confident Walt would be proud!

On a final, personal note, some of you know that prostate cancer cut short my dad's life in 1991. Well, for all you guys, and gals who look after us, please note that my older brother, Roger, and I have had successful surgery for prostate cancer within the past few months. It was detected early through testing of our PSA. Such tests weren't available 15 years ago. If you, or someone you regard, are over 50, suggest they get tested on a regular basis.

To all Carolwood members, my sincere apologies for the lack of a *Chronicle* since the summer of last year. We will strive to improve frequency and quality. Your written contributions are always welcome. Happy rails! -- Michael Broggie

-- Call For Nominations --

Your Carolwood Pacific Historical Society has evolved with many changes taking place since Sharon and Michael co-founded the organization in 1993. Most significant was when we agreed to accept memberships in 1997 - resulting in approximately five hundred individual and family members joining from seven countries and 38 states. It also led to holding "un-meetings" because it was decided that, since most members had enough regular meetings in our lives, we didn't need more. Our concept was simple: We would just do fun events that celebrate among other things friendships, Walt Disney, railroading, good food and fine wine. Our only "rule" is members agree to ride a train whenever visiting a Disney theme park.

Through the years we've shared incredible memories such as behind-the-scenes tours, railroad meets and private parties at the homes of present and future Disney Legends. We saved the Fort Wilderness rolling stock from the cutter's torch, held wine festivals and rededicated steam locomotives at Disneyland and Walt Disney World. We lobbied Disney management to restore and maintain the railroad equipment and joined with Walt Disney's family to relocate and operate a humble barn that represents a significant place in the personal history of Walt and the company history of Disney Imagineering.

To assure that the Carolwood Society has a succession plan, Sharon and Michael agreed that a non-profit foundation be formed to become the legal instrument for the organization. As a foundation, the sales of appropriately themed merchandise would be permitted by the City of Los Angeles to be sold at Walt Disney's Carolwood Barn in Griffith Park with the net proceeds going to the foundation. This would be done in concert with our good neighbors in the LA Live Steamers.

As such, a board of directors is needed to operate the foundation under the corporate laws of California and to assure compliance with state and federal regulations governing its application for tax exempt status. The board will operate independent of influence by individuals who may have financial conflicts of interest, such as those who may sell goods to the Barn for resale to the public. The board would decide how its funds would be spent, who would serve as its officers, how the mission statement should read and what bylaws it should enact. Regular meetings would be necessary and attendance mandatory within the guidelines established by the governing officers and directors. An attorney who specializes in non-profit corporations has been retained by the Society to advise the board.

Initial steps have been taken by the Society, which is a California limited liability corporation (LLC), to set up the new corporation. A company has been retained by the Society to begin the process to qualify for federal tax exempt status, permitting the deduction of donations by individuals and corporations. Federal regulations provide 18 months from the time of incorporation to complete the exemption process.

Now is the time for current members in good standing of the Society to offer their names for nomination to the board of directors. If you wish to be a nominee to serve on the initial board, please indicate your desire by sending an e-mail message to: michael@carolwood.com.

The deadline for nominations is May 15, 2006. You will be contacted to confirm your willingness to stand for election, which will be voted by the general membership of the Society later this year.

Carolwood 2006 Event Suggestions

Your help is requested to gauge member interest in the following events:

Please place a check mark to indicate your level of interest.

- May: Oakland, CA: Disneyland 50th Anniversary Imagineering Exhibit
- June 10-11: Long Beach: Queen Mary G-Scale Railroad Show
- July 1-3: Marceline, MO: Great Locomotive Chase 50th Anniversary
- July 3-9: Santa Clara, CA: Garden Railway National Convention
- July 15: Anaheim: NFFC July Disneyana Convention
- August: Oakhurst, CA: Disney Daze
- September: Marceline, MO: Cartoon Fest
- October 11-15: San Diego: National Model Railroad Convention

High	Medium	Low

Dates not yet scheduled for the following events:

- Promontory Summit, UT: Golden Spike Reenactment
- Napa Valley, CA: Napa Wine Train & Silverado Winery Tour
- Mendocino, CA: Railroad Fort Bragg to Willits Run
- Los Angeles, CA: Walt Disney Concert Hall Tour and Lunch
- Simi Valley, CA: Air Force One Pavilion, Reagan Presidential Library
- Saugus, CA: Golden Oak Ranch Tour / Picnic
- Griffith Park, CA: Walt Disney's Carolwood Barn: Spin & Marty Day
- Pomona, CA: Los Angeles Fairplex Garden Railroad Tour (world's largest)
- October, Orlando: Annual Un-Meeting East

High	Medium	Low

Your help in providing your interest is sincerely appreciated.

Please send along recommendations you may have including web site addresses, brochures or flyers and locations, if available, to the return address on the *Carolwood Chronicle*. Thank you.

It's that time again! Renewal time, that is.

As usual, renewal is **\$24** per year - never goes up, never goes down. At least there is one thing you can rely on. We have wonderful things planned such as *The Great Locomotive Chase* 50th Anniversary in Marceline, MO, annual Un-meetings East and West, etc.) and want you to be involved! Please get your renewal in as soon as you can so you don't miss out on anything. Meanwhile, continue to check our web site at www.Carolwood.com.

Required for Renewal: Please update your information and send along with your check. Be sure you clearly print your email address, and include your zip code along with your address. Please check the box if your information is the same as last year:

Name(s):	Daytime Phone:
Address:	Evening Phone:
City, State, Zip:	Email Address:

- No information changes since last year.
- Send my newsletters (in color) by e-mail, rather than postal mail (grayscale).
- Include an official CPHS membership badge:
 - Name(s) on badges(s): _____
 - Pin back (\$10) or magnet back (\$15)? **Please circle**
 - City and state on badge? (\$3 extra): _____
 - If you live in the great State of California, please include 7.25% tax.
 - Include \$1 for shipping and handling.

Please enclose your check payable to CPHS and send to:

**Carolwood Society
1032 Amberton Lane
Thousand Oaks, CA 91320**

Note: All 2006 renewals will extend to April 1, 2007

If you are ordering badges, you may include the amount of your badges in the same check.

We appreciate any suggestions you may have for activities you would like the Society to arrange for its members. Thank you for supporting Walt Disney's personal and railroad legacy.

Michael and Sharon Broggie Co-Founders