

# CAROLWOOD CHRONICLE

CAROLWOOD HISTORICAL SOCIETY  
PACIFIC

OFFICIAL JOURNAL OF THE CAROLWOOD PACIFIC HISTORICAL SOCIETY

Issue 27

Preserving Walt Disney's Railroad Heritage

Summer 2006

## E. P. Ripley Becomes Honored Guest at Fullerton Railroad Days

by Michael Broggie

If asked, many on the crew in the Steam Train Facilities roundhouse would have bet their paychecks that it would never happen.

That opinion would have been upheld at the various levels of Park management before **Matt Ouimet** became president in 2003. When Matt came aboard in October of that year, he brought a strong "can-do" attitude from his stint as president of Disney Cruise Lines that permeated every operating level in the legendary theme park built by Walt.

Because he frequently showed up at places in the Park, including backstage areas where few top executives ever tread, he became known to the roundhouse crew of cast members. None recall seeing any of his predecessors inside the steam train facility. Matt listened to the crew regarding such concerns as the much-needed restoration of the *Lilly Belle* Presidential Car. He green-lighted that project.

When the opportunity was presented by Craig Ludwick and Dale Tetley to their supervision that the Park could benefit by providing an exhibit of one of its steam engines to the Fullerton Transportation Center during its annual Railroad Days, they were given about as much of a chance for approval as that proverbial snowball.

Undeterred, Craig and Dale persisted. They rallied the support of John McIntosh, director of attractions maintenance. They also got support from Rich Langhorst, senior vice president of facilities operations services. Eventually, it got to Matt, whose reaction was "good idea."



The E. P. Ripley on display at Fullerton Railroad Days

With that presidential endorsement, the team set about to determine the best way to transport one of the engines. They called upon the expertise of Society Member **Tim Lagaly**, who was mentored in railroading by late Society Governor **Bill Norred**.

Tim handled the transport of the original yellow *Santa Fe & Disneyland R.R. Retlaw 1* coaches Bill acquired in a trade for one of his steam engines. Later, he restored the combine car for the

Norred family and, more recently, fully rebuilt the former Retlaw 1 passenger car No. 106, *Grand Canyon*, which was converted into the *Lilly Belle* Presidential Car in 1976. In need of a general overhaul, the car was retired from service in 1996 and stored inside the rear of the roundhouse. After Tim's restoration, with Ken Becker and Russ Becker of RB Builders of Camarillo, California, it rejoined *Disneyland Railroad's* rolling stock this year on February 15—the birth date of the car's namesake, Mrs. Lillian Disney. Some have suggested that the *Lilly Belle* would make a wonderful display at next year's Railroad Days.

The engine everyone recommended for an appearance at Fullerton Railroad Days this year was the *E. P. Ripley*. It was the very first operational attraction at Disneyland, commencing service on June 18, 1955, with Chief Engineer Walt Disney on the throttle, a month before the Park's grand opening on July 17. All agreed it would be a fitting tribute to Walt, during the celebration of Disneyland's 50th anniversary, to allow one of the Park's steam engines to leave the property for a public display. During a half-century of operations, this had never happened.

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**I've Been Workin' on the Disneyland Railroad...** *by Dave Tavres*

Yes, I have actually been working on the railroad - at Disneyland. Unlike the three days of training you get on most attractions at the park, it takes five weeks of training to become a fireman on the locomotives. At least it does these days. Not too long ago, you'd get a day or two of instruction, then you were put on the engine to figure it out with a trainer. Now the five weeks consists of a week of safety training through the maintenance department, a week of classroom instruction on the parts of the locomotives, how they work, and how to fire the engines. The next two weeks are daytime training on the engine, actually firing and learning how to do the job, with the last week of training doing the same thing at night - which is very different by the way! You can actually see the fire in the peephole at night!

Once you get signed off on how to fire the engine and are deemed safe and competent, you get to play train on the days you are scheduled. So, my first time learning to actually light the fire - was on the *E. P. Ripley*. After climbing into the cab, and talking through the firing

process, my trainer said to go for it! So, I went through the safety procedures, lit the wick, tossed it into the firebox... added a little atomizer, then fuel a little at a time, then WHOOSH - it lit! WOW! WHAT A FEELING!

Getting to work on Walt's engines - actually operating them - is one of the greatest experiences a Disneyland fan (or even a rail fan) could ever have. Engines #1 and #2 are pretty tight quarters for the fireman and engineer. Since both of the cabs were built to match Main Street at 5/8 scale, we have to sit facing each other while working forward. Not only that, but because of their size the forward facing windows on either side of the cab are small, which doesn't let much air pass through to cool off the crew. Engines #3, #4 and #5 having been purchased and cleaned up for the DRR, have bigger cabs and are MUCH better for keeping a little cooler. There are doors floor to ceiling that let you get plenty of air - as long as

you're moving... When you're sitting at a station when it's hot outside, it's really hot inside - it can be as much as 30 degrees hotter inside the cab as it is outside!

There are some interesting questions about the railroad, too. Surprisingly, a lot of people ask "Is it a real steam engine?"

And when we're filling the tender with water at New Orleans Station they ask "Where does the water go when you put it in there?"

Some people think that filling the tender is for show, not for steam. Recently a local newspaper wrote about the engines and said that the Disneyland trains "simulate live steam engines." In case you're not sure - they are real, live steam.

Something that guests at the park don't take advantage of is the "tender ride."

*...continued on page 11*



*Dave Tavres in the C. K. Holliday*



**Mail Car**

*"My son Dennis is currently serving our country overseas. Before he left, he made a point to go to Disneyland and ride the Lilly Belle with his wife. He was very excited about this fact, plus being able to go to Club 33 before he deployed, thanks to the Carolwood Society."*

**-- Robert Flores, Rodeo, California**

*"I just recieved the e-mail about the foundation. The work that you and Sharon have done to preserve Walt's legacy as well as Roger Broggie, Ward, Ollie, Frank, Bill and all the old guys that were and are what the Disney family is all about is invaluable. I thank you for allowing me to share in this legacy. I know that I am in Florida but certainly would consider it an honor to participate on the board of the Foundation. This is not about us but a man and a group of pioneers that shared a bond that we can only be in awe of. 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!*

**-- David Krebs, Destin, Florida**

*On a recent visit to Disneyland, following the CPHS bylaws, we headed for the Main Street Station to ride and photograph the Ward Kimball. As we were boarding, we slid forward toward the locomotive, and two guests sat next to us. It was none other than the legendary "CP Boarding Pass" creator/artist, Miguel Fernandez and his lady friend. We chatted about the CPHS adventures and how much we enjoyed them. Also, Joan and I commended Miguel on his excellent designing of the special "CP Boarding Passes" he has created for each adventure. We introduced and compared business professions and exchanged business cards and went our separate ways, on to more attractions.*

*Not long after, Miguel called me and was in need of a company that could do demolition*

*work. The contract was signed and the work completed. I explained to my boss that this job would not have existed had we NOT met Miguel on "The Train" at Disneyland, and that he might want to sponsor us for the new passports we would soon be needing to renew, and so it was done.*

**-- Steve Dessert, Camarillo, California**

*As a part-time WDW cast member and conductor on the Walt Disney World Railroad, I am one of the five tour guides who give the Magic Behind Our Steam Trains Tour. At the end of my tours, I always bring up CPHS, show off my Carolwood membership pin and give everyone the website info. I also show them a picture of the two Carolwood rail cars at Wilderness Lodge and urge them to go see it. I love doing the tour and helping to keep Walt's legacy alive. It's a great honor to be part of WDW railroading.*

**-- George Hulcher (AKA Raymond), Orlando, Florida**

## Letter From the Editor

by Dave Tavres

I'm thrilled and honored to be the new editor of the *Carolwood Chronicle*. I'm thankful to Steve DeGaetano for his help in handing off the Chronicle, and for his expertise as the previous editor. I'll do my best to get the Chronicle out quarterly to all of our members, and hope that you'll freely communicate back to me what you like, or dislike about each issue. As nice as kind words are, I'd prefer to hear more critical feedback so that we can make the *Chronicle* a newsletter you'll be excited to receive each quarter, as well as share with friends, family and future members.

With that being said, I'd like to make a call for articles from our membership. There are hundreds of members in the Carolwood Pacific Historical Society from which to draw upon. And being "editor" does not mean that I'm supposed to write all of the articles. Neither does it mean that we have two or three people write the entire thing. So, if you have some interesting tidbit of history or knowledge that you think other CPHS members would be interested in, do some research, then email me with your idea and we'll see how your article might fit into an upcoming Chronicle.

Now, most of you probably don't know who I am. I have been volunteering at Walt's Barn in Burbank since January 2005, having just come to the barn for my first time just a few months earlier. I had been working at Disneyland for over a year at that time, where I began as a ride operator at Autopia (no, not Autotopia) but quickly transferred to my dream job in Guest Relations, where I became a "Walk in Walt's Footsteps" Tour Guide. I spent countless hours pouring over the tour script, as well as many books, videos, magazines, anything that had Walt or park history that I could absorb. By the time I left my position as a Tour Guide, I had a hard time stopping the tour at just three and a half hours.

Shortly after I left the park for personal business reasons, an opening in the Disneyland Roundhouse became available, which I just couldn't pass up. So rather than talking about Walt and his dreams, and the history of the park, I was able to operate his "big" trains and become part of the history once more.

So, for those who want to hear an old Disneyland Tour Guide ramble on with stories of the park, shoot me an email and let me know when you're going to be there - I'd love to come play!

I can be reached best by email at - [dave@carolwood.org](mailto:dave@carolwood.org) - I look forward to hearing from you!

## *E. P. Ripley... from page 1*

The four-mile journey was carefully planned like a military maneuver. A long flatbed trailer was hauled into the area in front of the roundhouse on Friday, May 5, 2006.

It took about two hours to get it loaded correctly, because they found that the track section they had was about 9 inches too short after they hauled the *Ripley* onto the trailer, so they had to add a 13-inch section to get it to fit.

Once loaded and tied down, the trailer and its precious cargo together weighed 38,880 pounds, with the loco and tender making up about 22,500 pounds of the total. Tim observed that had the tender been filled with water, the trailer would have been over its permitted gross weight.

Slowly, the tractor-trailer provided by Brad Levine Transport made its way to Ball Road and then turned north on Harbor Boulevard. Drivers along the busy thoroughfare honked their horns saluting the famous Disney icon. Pedestrians paused to watch as the short procession of Park vehicles and media vans provided an impromptu parade.


Chairman of the event, Fred Canfield, said he was thrilled that Disneyland agreed to provide one of its original engines, and that it was the most popular attractions they've had in the event's eight-year history. The *Ripley* was featured extensively in news accounts and advertising.

Over the next two days, over 40 thousand people flocked to the Fullerton Transportation Center. The queue line stretched to over an hour's wait. Some said it was no different than waiting for a popular attraction at Disneyland, except there was no admission to pay.

The *Ripley* was one of two steam engines built at the Disney Studios Machine Shop under the direction of Roger E. Broggie. Walt selected the name in honor of Edward Payson Ripley, the first president of the Atchison, Topeka & Santa Fe Railway.

Many visitors had their photos taken next to the engine - something not possible at Disneyland where the steam engines are hot while stopped at the various train stations. Craig and Dale worked in the cab as host engineers. Children were encouraged to board the engine and ring the brass bell while parents captured memories on cameras and video recorders.

Park Executive John McIntosh commented that the level of the public's interest generated by the engine was surprising to Disneyland's management. He made his remarks recently at a meeting of the Fullerton Railway Plaza Association, which presented a commemorative plaque of appreciation to Disneyland and to the cast members involved in the event.

Plans are already in the works for 2007, in hopeful anticipation that Fullerton Railroad Days will receive annual participation from Disneyland. 



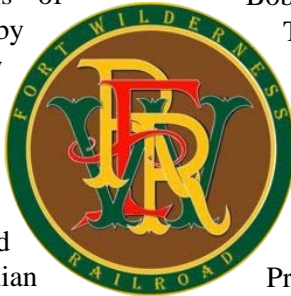
## Fort Wilderness Engines update...

by Michael Campbell

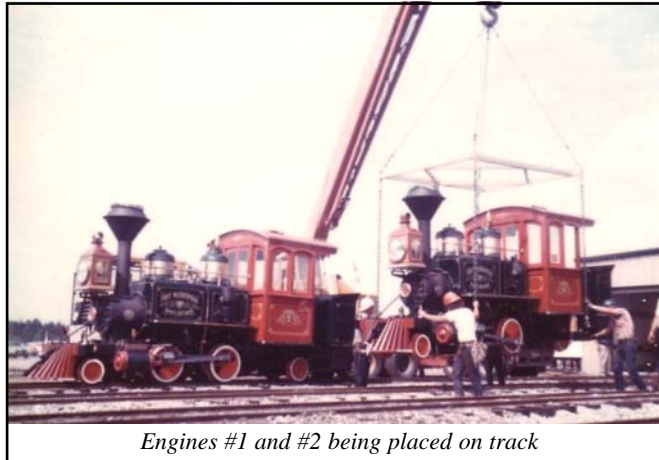
When Walt Disney World opened in 1971, the property included just three Disney-owned resorts: the modern Contemporary Resort, the tropical Polynesian Village, and the rustic Fort Wilderness Campground. The latter facility was intended to recreate the atmosphere of an 1880's Frontier settlement. Keeping with this theme, it was felt that an authentic steam railroad would be the most appropriate form of transportation to serve the campground. This article explores the creation, operation, demise and eventual salvation of the *Fort Wilderness Railroad*.

The Fort Wilderness Campground officially opened on November 19, 1971. The railroad, however, would not operate for almost another two years. WED (later Walt Disney Imagineering) began work on the trains in 1971. Roger Broggie, Sr. led the design and construction of the FWRR trains. According to the late Bob McDonnell, the Imagineer responsible for much of the design of WDW's Main Street U.S.A., the decision was made to base the locomotive upon the *Olomana*, an 1883 Baldwin 0-4-2.

The *Olomana* had served many years in the sugar cane plantations of Hawaii before being acquired by famed railroad historian Jerry Best. Jerry restored and beautified the engine with the personal assistance of Disney Legend and Society Governor **Ward Kimball**. Earlier, Ward had purchased a similar Hawaiian plantation locomotive - the *Pokaa* - which he rebuilt into the beautiful *Chloe*. The influence of both the *Olomana* and *Chloe* can be seen in the design of the Fort Wilderness engines, but there are certain elements (such as the squared-off saddle tank) that are not found on either of those locomotives.



The "Campground Railroad Project", as it was known, was supervised by **Morrie Houser**, and the core design team included Imagineers Max Convess and Art Mosley. The *Fort Wilderness Railroad* coaches were designed by Disney Legend and Society Governor **Bob Gurr**, who



Engines #1 and #2 being placed on track

also designed "just about everything on wheels" in the early days of Disneyland. Their basic body shape is not that of a mainline passenger coach, but rather of a street trolley popular in the Eastern Seaboard in the late 1800's. The Victorian-style livery that adorned the engines and coaches was created by Bob McDonnell.

Construction of the trains began in 1973 at MAPO in Glendale under the supervision of MAPO Shop Manager

Bob Booth and Roger Broggie, Jr.

This places the FWRR in unique company, along with the *Lilly Belle* and engines 1 and 2 of the *Disneyland Railroad*: they are the only locomotives built by employees of Walt Disney Productions. All of the other locomotives at the Disney parks around the world are either re-built Baldwin engines, or were constructed by modern builders such as Severn-Lamb of England. The four locomotives were virtually identical; they only differed in their engine number and the animal paintings that adorned the headlamps.

The trains and railway were built to 30" gauge. It was thought the narrower gauge would be an advantage by permitting sharper curves throughout the campground area. Although 30" is prototypically correct for many Hawaiian plantation railroads, the much more common 36" gauge would have still been appropriate for a narrow-gauge railroad of the Old West and might have allowed for other engines to run on the line. As for the locomotives, it has not been fully explained why the engines themselves were scaled to about four-fifths the size of their Baldwin prototypes. This scaling resulted in a corresponding decrease in tractive effort, which was a factor in some of the operational problems the line suffered.

The total cost for the four engines and twenty coaches exceeded \$1 million; this did not include the cost of the railway itself. While some of the parts used in their construction were completely custom-made, Bob Gurr made an effort to use standard, commonly-available parts where possible. For example, the disk brakes found on the coaches are stock Chevrolet Vega brakes, including the spindle mounts. This not only helped keep the construction cost down, it also provided a near-guaranteed source of replacement parts in the future.

The FWRR had a "soft opening" in the Fall of 1973, and was officially dedicated on New Year's Day in 1974 in a Golden Spike ceremony featuring Goofy and Mickey Mouse. The mighty Disney marketing machine immediately started featuring the romance and excitement of an authentic steam railroad in all Fort Wilderness literature. The railroad became part of the campground's standard logo, and was featured on everything from the check-in folder to the express photo-developing envelopes. From 1974 through 1977, it was difficult to find any Fort Wilderness promotional items that didn't at least mention the railroad, if not

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## Carolwood Event Planner

The following events are recommended to members and guests of the Carolwood Pacific Historical Society. Information is current at the time of publication. For updates, please visit our Website: [www.carolwood.com](http://www.carolwood.com) or the Website of the event host. Early reservations are always recommended as some activities may have necessary restrictions on capacity. In such cases, reservations will be accepted in the order received. (We strongly dislike disappointing anyone!) If applicable, capacity is noted.

### September 16<sup>th</sup>, 2006: Toonfest at Marceline, Missouri

Each year Marceline Missouri, Walt Disney's boyhood hometown, hosts internationally acclaimed cartoonists during Walt Disney's Hometown Toonfest. Once again this year, artists and their fans will gather in this small rail-stop town where Walt lived from 1906 until 1911. Many times during his legendary career, Walt Disney returned to bucolic Marceline, both to research its locale and lifestyle for his films, and to achieve personal renewal.

The annual Toonfest recognizes the influence Marceline had on Walt Disney's animated cartoons and it toasts the accomplishments of today's most popular animators and cartoonists. 2006 featured artists include: Pete Docter (Monster's Inc.), Chris Browne (Hagar the Horrible), Lynn Johnston (For Better or For Worse), Mike Peters (Mother Goose and Grimm), Dan Piraro (Bizarro). For more information, please visit [www.ToonFest.NET](http://www.ToonFest.NET) or call 660-376-9258. Note: the Toonfest Webmaster is our own Society Member **Rodney Recor**, Marceline's newest full-time resident.

### September 29<sup>th</sup> - October 1<sup>st</sup>, 2006: Carolwood Society Un-Meeting, Walt Disney World, Orlando, Florida

For the first time, our Society is combining its East Coast Un-Meeting with the NFFC, the nation's largest Disneyana collectors' organization. Of special interest is the NFFC "Legend Awards" Luncheon on Sept. 29, which will include the induction of Society Member **George Britton**, who retired in March after 37 years as foreman of the steam trains at the Magic Kingdom. By special arrangement, Society members may attend the luncheon without full NFFC Convention registration of \$350. The luncheon is only \$50. However, we encourage your full convention participation. Visit [www.NFFC.org](http://www.NFFC.org) or call 407-877-3831 to obtain the full program of activities. Note: the national president of NFFC is our own Society Governor **Kendra Trahan**.

### October 27<sup>th</sup> - 29<sup>th</sup>, 2006: Napa Valley, California, Carolwood Rail & Wine Fest 2006

Please note: Reservations are limited to 60 due to capacity restrictions and deadline for reservations is September 28<sup>th</sup>. High on the list of preferences for Carolwood members is visiting Napa Valley and taking part in related activities indigenous to this world-renowned wine producing region. This year, we've arranged for affordable accommodations at the John Muir Inn, about 10 minutes north of the Napa Valley Wine Train Station on Highway 29. Please make your reservations by calling the John Muir Inn at 707-257-7220. Be sure to say you're with the Carolwood Society to receive your discounted rate. If we run out of available rooms there, we've arranged for a special group discount rate at the River Terrace Inn, 866-627-2386. Again, identify yourself as a Carolwood member. River Terrace Inn is about ten minutes south of the John Muir Inn, about a half-block from the Wine Train Station.

Friday evening from 5:30 to 7:00 is our welcoming champagne and cheese reception at the John Muir Inn followed by dinner on your own in one of the many fine restaurants in the area. The front staff at John Muir Inn will assist with suggestions and reservations.

Saturday will be highlighted with a multi-course gourmet lunch aboard the historic Napa Valley Wine Train, which is owned and operated by Society Members **Vincent and Mildred DeDomenico**. Preferred pre-boarding is at 11:30 a.m. sharp. The first 50 reservations will be guaranteed seating in the Carolwood dining car. The train will arrive back at the station at 2:30 p.m. For those who plan to compete in the Wine Challenge, this will be your last opportunity to acquire your entry. Saturday evening at 6:00 p.m. we'll feature our classic Wine Challenge under the direction of our Society's sommelier-in-residence, **Dr. Ken Judy**. Contest rules are simple: purchase one red and/or white wine (varietals will be announced) and enter before the Challenge deadline of 6:15 p.m. Saturday at the Hospitality Room in the John Muir Inn. Your submission will be included in the blind tasting competition. Willing participants will sample and judge the competitive entries under the scrutiny of Dr. Judy. Those we all determine to be "best of taste" will be awarded prizes for first, second and third place. Following the wine competition, we'll adjourn to Marie Calender's Restaurant located next door (no impaired driving required) for a private banquet.

Sunday we've left open for recovery, wine tasting, touring, picnicking, or whatever your interests fancy. Some of us may go for a tour and tasting at Silverado Winery owned by Society Governor **Diane Disney Miller** and her husband **Ron**. Others may choose to visit the American Center for Wine Food & the Arts in Napa: [www.Copia.org](http://www.Copia.org). Note: Our special discounted hotel rates also apply to Sunday night, in case you want to stay over. Those who have been on our Carolwood holidays know we take pride in creating memorable experiences with unexpected surprises. Included in the price of \$150 per person are the champagne reception, continental breakfast each morning at Marie Calender's next to the John Muir Inn, gourmet lunch aboard the Napa Valley Wine Train, the Wine Challenge followed by our banquet dinner and a few surprises. Cheers!

### December 2<sup>nd</sup>, 2006: Holiday Gathering and Tour of the Ronald Reagan Presidential Library and Air Force One Pavilion, Simi Valley, California

Don your holiday attire and celebrate the Christmas season at the Ronald Reagan Presidential Library and its Air Force One Pavilion, with a guided tour conducted by **Michael Broggie**, author of the new book, *Air Force One-The Final Mission*, with photography by Michael and Joel Cohen. The Reagan Library will be decorated with Christmas trees from throughout the world. G-scale trains run throughout the display. After the tour, we'll gather at a local restaurant for a holiday feast. Overnight accommodations will be available near the restaurant. Price per person will be posted on [www.Carolwood.com](http://www.Carolwood.com) and broadcast by email. Please be sure that your email address is kept current at [www.Carolwood.com](http://www.Carolwood.com).

## Nomination Committee Report

In response to its request for nominations for the originating Board of Directors of the Carolwood Foundation, the following slate of names is presented by the Nominating Committee for your consideration:

### **Bill Atwood**

As a public school administrator, I believe that the Carolwood Pacific Historic Society needs to help educate children about Walt Disney and his passion for trains. I know how to help get our organization into the schools. My experience and Doctorate in Administration will help in establishing our society's new course as we make the changes for the future. I want to help ensure that Carolwood outlives us all.

### **Bill Barbe**

I have been a member of the Carolwood Pacific Historical Society since its beginnings and currently hold the title of Chief of Security and Co-Barn Crew Chief. My goal is to make the Barn fun for both guests and volunteers and keep the spirit of Walt alive. My profession is law enforcement as a Sergeant with the Los Angeles Sheriff's Department.

### **Richard Cronin**

I was the Treasurer for the Conejo Gem \$ Mineral Club for over 5 years--This was a 501-C-3 tax exempt organization and I filed all the tax papers each year for 6 years. This included California Forms: #199 "Exempt Organization Annual Return", #CT-2 "Periodic Report to the Attorney General of CA, #S/O 100 "Statement of Domestic Non-Profit Organization", US Dept/Treasury Form #990 "Return of Organization Exempt From Income Tax", Financial Statements and Income Producing Activity with Explanation of Expenses included with each.

### **Nathan Eick**

I believe that I can add a unique perspective to this group. Being a Disneyland Cast Member (a Tour Guide, specifically), I work for the people that are touched by Walt Disney's legacy on a regular basis. I know the history and understand the culture. In short, I am very passionate about Walt. I plan to look after the Foundation as an extension of his legacy and dreams that he shared with the world.

### **Darrell Holmquist**

I have been an active member of CPHS since the early years and have been on the Board of Governors for much of that time. Professionally, I have extensive experience in computer technology and disaster recovery. If I had to give up every organization of which I am affiliated but one, I'd keep CPHS. As a member of the Board of Directors, I promise to keep CPHS the fun, quality organization we all love.

### **David Krebs**

The work that the Society has done to preserve Walt's legacy as well as Ward, Ollie, Frank, Bill and all the guys that were and are what the Disney family is all about is invaluable. I thank you for allowing me to share in this legacy. I certainly would consider it an honor to participate on the Board of the Foundation. This is not about us but about man and a group of pioneers that shared a bond of which we can only be in awe. Professionally I own and operate a successful wholesale seafood business located in Florida.

### **Fred Lack**

I have been a member of the Carolwood Pacific Historical Society since 2000 and a member of its Board of Governors. I have volunteered over a 100 times at the Barn on Sundays and for other events which have needed volunteers. Since July 2005, Bill Barbe and I have coordinated the running of the Barn. I have served on the Board of Los Angeles Live Steamers Railroad Museum and serve as their liaison with the Barn and its activities. I want to continue my work on these projects as a member of the Board of Directors for the Foundation.

### **Bob Lemberger**

People that know me know that I follow through on promises. I believe I can serve in an unselfish manner keeping the Disney Ideals we hope to keep alive as well as working to preserve the general welfare of the barn and the items within as my primary purpose.

### **Rich Martin**

As a practicing attorney, I would be happy to serve on the non profit Board. The following are examples of my background in legal and business matters. Drafting, review and negotiation of contracts. Resolution of business disputes, including contract matters. Formation of corporations and partnerships. Formation of non-profit corporations, including application for state and federal tax-

exempt status. Administration of corporate affairs, etc. Preparation of trusts, wills, powers of attorney, and buy-sell agreements, etc. Resolution of real property related matters, including partition, easements, real estate limited partnerships, etc.

#### **Gary Oakland**

I have been a lifetime enthusiast of steam railroading, as well as Walt Disney. Some highlights: Can operate and fire a Steam Locomotive. First movie ever viewed: "The Great Locomotive Chase." A Walt Disney historian, I have read most books ever written about Walt and have interviewed many of Walt's closest associates in preparation for a book on the history of Disney Studios. CEO of a Real Estate Development company for 31 years, Serve on the Board of Governors of the Carolwood Society.

#### **Dave Tavres**

I have been a monthly volunteer at Walt's Barn since January 2005, missing only a few days since then. I served on the Board of Directors of the Sierra State Parks Foundation (non-profit) for almost two years as a voting Director, and as Secretary / Treasurer. While working at Disneyland two times, I was a Tour Guide giving the "Walk in Walt's Footsteps" tour, as well as a being a Fireman on the Disneyland Railroad. Previous I was a software test engineer at Microsoft, and for the past 4 years have had my own technical consulting business.

#### **Kendra Trahan**

I sit on the Board of Governors of the Carolwood Pacific Historical Society and have been a steady volunteer at Walt's Barn. I'm also the recipient of the Richard Thompson Volunteer Spirit Award. Since I am strategically placed in Florida that will help spread activity across the country and specifically to the Walt Disney World market.

#### **Debra Turner**

Since joining Carolwood and being a Barn Volunteer, I have learned a tremendous amount and enjoy passing that information on to our guests. My background is accounting and production and I feel that these diverse vocations are my strong points and would work well as a member on the Carolwood Foundation Board.

#### **Lawrence Varblow**

I have been an active crew member of Walt's Barn since the time of its dedication in 1999. Indeed I assisted in the dedication ceremony. I have an MBA and twenty-five years of financial management experience. I am currently the treasurer of a \$100+ million corporation. I also have experience in the protocol of boards of directors having been the corporate secretary of the corporation for which I work, for the past fifteen years.

#### **Steve Waller**

I've been involved with the Disney Barn since the time of its moving to Griffith Park. I've served on the Board of Governors of the Carolwood Pacific Historical Society for several years and have been Display Chairman over the past year. I created the video that runs in a continuous loop on the Museum television. I've also volunteered on Barn Day month after month, ever since we opened to the public. I would be honored to serve on the new Board of Directors of the Carolwood Foundation.

This initial governing body will set policy, establish rules of protocol and develop operating policies and procedures. This initial Board will select the officers of the Carolwood Foundation from its elected members. The positions will include: chair, president, vice president, secretary, treasurer. The Board may, at its own direction, create additional positions and functions. A non-voting representative of the Carolwood Pacific Historical Society will serve on the Board. Until further notice, this representative will be Michael Broggie, co-founder of the Society and organizing chair of the Foundation. Michael will resign as acting chair of the Foundation immediately upon the selection of its officers.

The Board will be responsible for the operations of Walt Disney's Carolwood Barn and will prepare an annual report in May to the Walt Disney Family Foundation and the Carolwood Pacific Historical Society. It will prepare annual statements in compliance with the Internal Revenue Service and the State of California Board of Equalization to maintain the Foundation's status as a tax exempt corporation.

To confirm or deny the slate of nominations, please send an email to [michael@carolwood.com](mailto:michael@carolwood.com) or mail your confirmation or denial to Carolwood Foundation, 1032 Amberton Lane, Thousand Oaks, CA 91320-3514. Thank you for participating in this important step in the future of the Society and the Foundation.

**PLEASE INDICATE YOUR VOTE BY EMAIL to: [michael@carolwood.com](mailto:michael@carolwood.com) by October 1, 2006. Results will be posted by October 10<sup>th</sup> on [www.Carolwood.com](http://www.Carolwood.com) and in the next edition of the *Chronicle*.**



*Fort Wilderness Engines update*

*...from page 4*

provide a photo of it. The main reason for this emphasis was simple: in the competitive arena of Orlando-area campgrounds, the FWRR was a point of differentiation and, therefore, a unique draw. It also provided a sense of kinetic energy to an otherwise halcyon campground.

Perhaps the most impressive marketing piece was a large format poster created for display at travel agencies. Designed by Bob McDonnell, it recalled the famous "Great Event" Union Pacific poster of 1869 and featured an image of one of the FWRR trains as its central graphic. It is within this drawing that the mischievous Mr. McDonnell hid his initials "RFM"; an Imagineer signing a piece of art such as this poster is a practice considered taboo by the Company.

Unfortunately, problems surfaced from almost the first day of operation. The two biggest issues were the poorly installed track and the diminutive size of the locomotives. The railroad at the Magic Kingdom was constructed using standard railroad practices, but some important corners were cut during the building of the railroad at Fort Wilderness. For example, rails were directly spiked to the ties instead of using tie plates as is typical on mainline railways (tie plates help keep the track in gauge.) Additionally, to conform to curves, the rails were bent by hand rather than through the use of precision rail bending machines. This resulted in some kinks at the rail joints. As a result, the trains often jumped the track.

So serious were the problems with the railroad that the entire line was pulled up and replaced in 1976. While this helped solve the chronic derailments, it did not address the fact that the size of the locomotives was impractical given the demands upon them. The water capacity of these saddle tank engines is just 225 gallons, compared to the 1,837 gallons carried by the Magic Kingdom locomotives. However, the Fort Wilderness trains had to travel a circuit of over three and one-half miles, whereas the Magic Kingdom's railroad is less than half of that distance. As a result, the Fort Wilderness engines had to take on water after every single trip around the campground or risk running dry.

In another departure from the successful practices of the Walt Disney World Railroad, the engine crews were often not highly trained engineers, but were instead basic ride operators not

accustomed to the requirements of operating a live steam engine. They would occasionally forget to take on water at the single tank on the line, and literally "run out of steam" around the campground. This not only proved to be an inconvenience for the guests and a disruption to railroad traffic, it was also quite dangerous: without water to absorb the heat generated by the locomotive's combustion, the metal of the boiler itself can soften. This can lead to a deadly "crown sheet collapse".

Fortunately, this calamity never occurred, but so serious was the threat that WED installed "low water cut-off" sensors in the boilers; these devices automatically cut the flow of fuel to the fire if the boiler water drops below a certain level.

These operational issues, although serious, might have been overcome. So why was the railroad permanently shut down? There is no single reason. Instead, the line's failure was due to a number of causes. In addition to the aforementioned problems, the railroad

was relatively expensive to operate and maintain, especially when compared to trams. However, there were two specific factors that help brought about the end of the FWRR: not all the guests liked it, and it posed a safety risk.

Certainly, the railroads at the various Disney Parks have their fans, and the FWRR was no exception. But a significant difference between the Magic Kingdom railroad and the FWRR is that no one was sleeping in tents just a few feet away from the Walt Disney World Railroad. The trains operated from 7 AM to 11 PM seven days a week. As is standard practice, the engineer would sound the steam whistle before each of the line's eleven grade crossings. The engines' Lunkenheimer whistles can be heard for three miles under country conditions. Not everyone enjoys being awoken at 7:00 AM by a steam whistle sounding every few minutes, and Guest Relations received a steady stream of complaints about the noise.

The Wilderness Line weaved throughout the campground, crossing roads and trails. Fort Wilderness, like many campgrounds, encourages biking and hiking. During its seven years of operation, there were several close calls as people attempted to "beat the train" to the crossing. At least one girl was injured when her bicycle collided with the locomotive.



*Burbank Train Crew*

*Watch for the next Carolwood Chronicle  
for part 2 of this article!*



## The First Dedication Run for the Ward Kimball!

by Steve DeGaetano

As many of you know, Disneyland Railroad locomotive No. 5, the *Ward Kimball*, was officially dedicated - along with the *Lilly Belle* - in an exclusive ceremony with invited guests and cast member on February 15, 2006. But not many know that this past June 23<sup>rd</sup> marked the 1st anniversary of the *Ward Kimball's* first dedication!

June 23, 2005 marked the completion of the test and acceptance plan for the engine - the locomotive was now officially turned over to the Park. Lead restorer Paul Boschan, of Boschan Boiler and Restorations, Inc., in Carson, CA had arranged with Park officials to have a small early-morning ceremony for the folks who worked on the project, and I was lucky enough to be invited.

After arriving early that Thursday morning and checking in, I walked to the roundhouse with other guests. Operating Engineer Dale Tetley was polishing the engine's deep blue jacket with Pledge furniture polish, and I volunteered to help. A gentleman in a blue blazer was off to the side watching, and his nametag read "Matt." It was none other than Matt Ouimet, Disneyland President!

After the engine was polished and given its morning blowdown, the train was



Folks who worked on the Ward Kimball pose with the engine on June 23, 2005. photo by Preston Nirattisai

hooked onto "Holiday Red" car 201, and the guests boarded the train, which whistled off, and headed to Main Street Station.


The Park was deserted, and having the main line all to ourselves was a special treat. Dale, Paul, and roundhouse Lead Craig Ludwick were in the cab. When the train arrived at Main Street, everyone disembarked for a quick photo opportunity. When Matt Ouimet arrived, he gave a short speech thanking the Boschan crew for their hard work and praising the roundhouse cast members for their efforts. He bid his farewell, and everyone boarded the single stock car. It was time to "play trains!"

The train sped along the line, whizzing right past Frontierland Station. It skirted the silent and tranquil Rivers of America, blazed through Toontown, and came to a

brief stop at the roundhouse switch track. Then Paul, seeing me staring rapt into the cab, motioned me up. I was stunned, but I ran up into the cab before you could say "Jiminy Cricket!"

Dale was "pulling" the throttle, and Craig was firing. The cab was very spacious, with plenty of room for everyone. The front doors were open, and the cool morning breeze relieved the heat in the cab from the fire. We sped along, talking trains, blowing the whistle, ringing the bell, and reflecting on the meaning of this event. It was an amazing experience.

Soon, however, the time had arrived to take the train back to the roundhouse. We backed in slowly, coming to a gentle stop. I turned off the main header valve, effectively "turning off" the engine, and we stepped down. I bade farewell to the crew, and headed back to the car, but I turned around and gave the engine one last pat on the number plate. The locomotive had been dedicated, and the next time I would see her, it would be as a passenger.

Two days later, the engine officially entered service on the Disneyland Railroad. 

*Steve DeGaetano, former editor of the Carolwood Chronicle, is currently working on a book documenting the history of the Ward Kimball locomotive. He plans to have it published later this year.*

### All I Need To Know In Life: I learned from Walt Disney and his backyard railroad

♥ Compromise is important especially when it comes to your wife's rose garden ♥ Always know someone like Ward Kimball; you never know what exciting things it will lead to ♥ Let passion be your chief engineer ♥ Always know someone like Roger Broggie; you never know what will be created from the partnership ♥ The foundation for a legacy is important whether it is as big as Disneyland or as simple as a barn ♥ If you name things after your wife; she will let you have more hobbies ♥ No matter how famous someone is i.e., Salvador Dali; he will still want to play with your toys ♥ No schooling can teach you common sense and persistence ♥ Sometimes it is good to blow a little steam ♥ Life is not always an oval; sometimes there is bound to be turnouts ♥ Call everybody by their first names ♥ Remain seated please: Permanecer sentados por favor ♥ Take care of your parents ♥ Just because you control the engine doesn't mean it won't derail ♥ Some names are great forward and backward ♥ Never say "good-bye," just, "see you later" ♥ There are a few key "C" words i.e., Curiosity, Confidence, Courage, and Consistency ♥ Always take the Fair Weather Route ♥ 13 is a lucky number ♥ Show attention to every detail of your life ♥ Have fun doing the impossible ♥ Family is one of the most important things in the world; a loving wife, children, or a supportive brother, family plays an important and immeasurable role in life ♥ There is no end to your imagination ♥ There is definitely something to building things yourself ♥ Smoking kills the Dreamer and the Imagination ♥ If you make your work fun then you will never have to turn the fun off ♥ Never forget it was all started by a train

-David Keune

## A Magical Experience On the Rails at Disneyland

by Jim Shamp

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Every once in a while opportunities come along that when taken make for a unique experience and a lifetime of memories. As a young boy in the fifties I can remember going to Disneyland for the first time and being fascinated by the steam train that went all the way around Disneyland. As a life long train enthusiast and collector I always thought that riding up front in the engine cab would be one of life's great thrills.

Well, one Tuesday afternoon in June of this year, I was on business in the Los Angeles area and was invited to spend the day at Disneyland with my youngest son, who happens to be a Cast Member at Disneyland (he works in Tomorrowland on the Autopia ride). Knowing my love of trains and how every time I'm at Disneyland I have to ride the steam train, he suggested that I go to the Main Street Station and ask the conductor if it would be possible to ride up front with the Engineer and Fireman. I suspected he knew more about this than I thought, but I did what he said.



Jim Shamp on the C. K. Holliday

Little did I know that when the occasion is right, under certain circumstances, they will allow you to ride up front in the cab. Well, needless to say, when I made my request to the conductor, he spoke to the Engineer and sure

enough, they invited me on up for a ride around the Magic Kingdom. My wife, Sina, elected to ride in the first car nearest the engine so my son Gareth and I rode up front. I think she declined simply to see from back there just how big and bright my smile would be. I'm sure I lit up the whole Park.

The Engineer, Norm and the Fireman Earl were wonderful hosts, explaining everything to me and answering all my questions. They told me about how much Walt enjoyed coming to the Park and getting into the engineer's seat and taking over the throttle. To know I was given this opportunity to ride on an engine that Walt Disney operated was truly an unforgettable experience. Being that it was Disneyland's 50th anniversary it was a timely gift well appreciated, not only by myself, but by both my wife and son as well. For me it made the day and nothing else could match it. It was truly an unforgettable magical day at Disneyland.

### Carolwood Collection New Items

Roy Disney - A Visit To Westlake Yacht Club

DVD: \$19.95 + \$2 pack & ship

Walt Disney's Carolwood Pacific Railroad Polo

Shirt: \$29.95 + \$3 pack & ship

#### Coming Attractions

The world's first HO scale model of Walt Disney's Carolwood Pacific Railroad. Approved by Walt's family and manufactured by Bachmann. Tentative release by Christmas.



Lilly Belle Presidential Car Commemorative:

\$195.00 + \$10 pack & ship / Society members:  
\$175.00 including pack & ship

Lilly Belle Collector's Pin: \$5 + \$1 pack & ship

Visit [www.Carolwood.com](http://www.Carolwood.com) for more details and to purchase online



**Around the Barn...**

As most of you know, Walt's Barn in Griffith Park lives on with track from the Los Angeles Live Steamers Museum surrounding it. And every third Sunday of the month, CPHS members volunteer to host the public in this "miniature museum" to trains, Disneyland, and all things Walt.

In recent months we've been fortunate to have some amazing "special guests" attend our Barn days. George McGinnis was one of the Industrial Designers of EPCOT at Walt Disney World, as well as artist and Concept Designer for many well known Disney attractions. Not only was George gracious enough to spend the day at the Barn and talk to visitors, but he brought dozens of rare and one-of-a-kind draw-



George McGinnis

ings, sketches and design graphics for people to flip through and explore with him.

Prior to George's visit, we had the famous Blaine Gibson visit the Barn. Although Blaine has done A LOT of work for Disney, most people probably know one of his sculptures best of all - the "Partners" statue in Disneyland. Besides that piece, Blaine sculpted Abraham Lincoln's face from a life mask of the President, faces for the Pirates of the Caribbean attraction, and before he worked on sculpting for Walt, he was a feature animator. Blaine took many pictures with visitors and signed lots of autographs.

One of our younger "special guests" has been Carlene Thie, author of the *Disneyland Under Construction* series,

and several other Disneyland photo books. Very friendly, knowledgeable and happy to take photos and sign autographs, Carlene and her photo note-cards were a



Carlene Thie and Blaine Gibson

wonderful addition to our day at Walt's Barn.

So bring your friends and family to Griffith Park and share some of the magic of Walt's Barn. Oh... and bring a picnic!



*I've Been Workin' on the Disneyland Railroad ... from page 2*

That is, getting to take a "Grand Circle Tour" of the Park while sitting on the tender of engines #1 and #2. It's quite a different ride for guests when they sit right there at the cab with no soundtrack to accompany the attraction, but instead getting to hear the chuffing of the engine, and the bell and whistle at crossings and station stops. It's a pleasure to have tender riders who love trains and who have lots of questions about how these engines operate. However, you can only get on the engines at Main Street Station, and you must do a full circle, as the other stations don't have a platform for guests to safely step on and off the engines. Just ask any conductor about riding up front with the engineers as soon as you get into the station.

Some fun facts about running the engines: An average trip takes about 20 minutes, and each station stop should take about two minutes. Because each combination of engine and train-set changes the length of the train, there are brass plaques in the cab that tells us exactly where to stop at each station to allow for the wheelchair ramp all the way at the back of the train. From one day to the next, an engine crew doesn't know which engine we'll be on until we get to the roundhouse - it all depends on the engine maintenance schedule.

And finally, at the end of each day, the closing engine crew backs the train into the roundhouse. For ease of maintenance

we "break" the engine from the train-set, then pull forward until the smoke stack is under a ventilation fan (just in case we smoke out of the smoke stack.) By this time the fireman should have about twice as much water in the boiler than it normally takes to run the engine. That way there's still enough water in the boiler the next morning. (Yes, they leak, they are steam engines.) Once the water level is good and the pressure is stable, we turn off the fuel supply, close all the valves we can to keep the pressure in, center the Johnson Bar and lock the throttle. For those who know about steam engines - no, the engines don't stay fired up over night, but they do hold their pressure until the next morning when the opening roundhouse crew comes in and fires them back up.

The last thing that the engineer and fireman have to do on the engine is to clean. We each clean and polish our respective sides of the engine and tender, using polish on the boiler jacket and paint and brass cleaner on all the brass - and believe me, the engine gets dirty and the brass loses its shine daily.

Wow... what a feeling to work on the Disneyland Railroad. To see and wave to the guests as we pull the train into a station - to blow the whistle and ring the bell - for the rest of my life to be able to say that I played with Walt's trains at Disneyland - but the most special of all... to be a part of the Walt Disney's railroad heritage.



*Have you visited [www.Carolwood.com](http://www.Carolwood.com) lately?  
Please do, and let us know what you think...*

## View from the Cupola

The membership has spoken regarding its preferences for activities and we are responding with several Carolwood outings for your consideration. One of the key components in all of our events is the emphasis on pleasure with a virtual embargo on Society "business."

Very early in our formative era, it was decided that we would eschew regular meetings because most of us had acquired a full quota of "business dialog" to last a lifetime. The concept of the Un-Meeting was born and has become a staple in our calendar of activities.

Our next major activity will be the East Coast Un-Meeting held in conjunction with the NFFC (National Fantasy Fan Club). Carolwood Governor and NFFC National President **Kendra Trahan**, has invited Carolwood members to participate in their activities, which begin with the Luncheon with an NFFC Disney Legend. More information is available at [www.nffc.org](http://www.nffc.org) and [www.Carolwood.com](http://www.Carolwood.com). The NFFC is honoring **George Britton** for his 37 years of service on the Walt Disney World Railroad as the "one and only genuine original" steam train foreman.



We were fortunate to have been present for his retirement party this past March 25th at the annual Central Largo Railroad Meet held in Tampa, hosted by **Jerry Smithson**.

At our request, acknowledgment of George's many years of steam train management was added to the *Roger E. Broggie* display at Main Street Station. We would like to see George get a window on Main Street. His name has been recommended to The Walt Disney Company as a Disney Legend nominee.

For anyone who hasn't experienced the pleasure of visiting Walt Disney's boyhood home of Marceline Missouri, you missed a wonderful Independence Day celebration.

Next on the calendar is the Marceline Toonfest on September 16<sup>th</sup>. This is a "must do" event for those who appreciate the art and humor of animation and cartooning. Professional cartoonists and animators attend from throughout North America. Marceline's newest fulltime resident, **Rodney Recor**, is helping on the Toonfest and is already deeply involved in the friendliest community in the country!

--*Michael Broggie*