

# CAROLWOOD CHRONICLE

CAROLWOOD  
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OFFICIAL JOURNAL OF THE CAROLWOOD PACIFIC HISTORICAL SOCIETY

Issue 28

Preserving Walt Disney's Railroad Heritage

Winter 2006

## Walt Disney's Lilly Belle returns to Orange County!

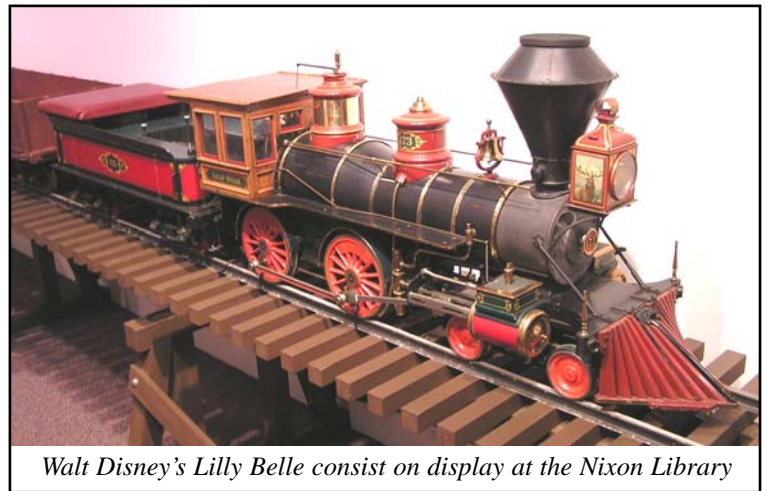
by Bob Lemberger

No, not the coach recently restored and put in service at Disneyland, but the beloved train that Walt ran in his backyard that some claim may have started it all. Last viewed at Disneyland in the Main Street station in 2000, the *Lilly Belle* is now on display at the Richard Nixon Presidential Library in Yorba Linda about ten miles from Main Street Station; with only two cars are missing from the consist. One is on display at Fort Wilderness Lodge in Florida and the other can be seen at Walt's Barn in Griffith Park.

Originally commissioned in 1949 and built by Roger Broggie at the studios, the train ran at Walt's home in Holmby Hills from 1950 until 1953 when an accident and insurance concerns forced Walt to shut down operations. By then he had much bigger ideas and plans in the works. Sometimes referred to as the "Engine that started an Empire," the *Lilly Belle* directly led to Walt building Disneyland. One could argue that without it there might not be a Disneyland as we know it. Clearly the love of entertaining guests in his backyard with train rides impassioned him to dream on a much bigger scale. And the rest, as we know, is history.

The exhibit at the library includes not only the *Lilly Belle*, but an unsurpassed exhibit of toy trains with an operating layout featuring ten trains and three trolley cars running simultaneously on a tiered platform that begins two feet above the floor and rises to a height of just under twelve feet. There is also a fantastic display of rare toy trains dating from the late 1800's to the present representing virtually every American manufacturer. Included are many rare Disney related trains and items.

Disney Legend and Society Governor **Bob Gurr** loaned his piece of the original monorail car for use as part of an exhibit featuring the then Vice President Nixon and family at the park for opening day of the monorail.

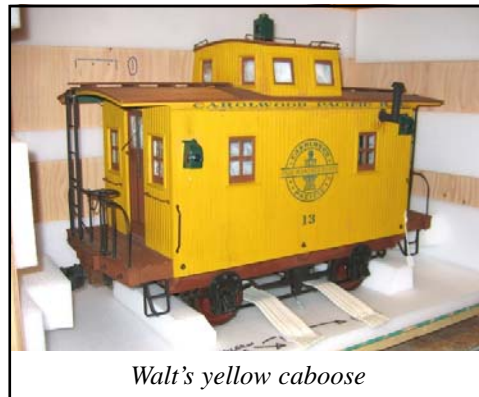


Walt Disney's Lilly Belle consist on display at the Nixon Library

Other Carolwood members participating include myself, **Bob Lemberger**, designer and project manager of the layout for the Train Collectors Association, Society Governor **Steve Waller** as the weekend conductor, **Doug Marsh** and lastly **Michael Broggie** who was very instrumental in helping the library obtain the loan of the Lilly Belle. The consist is displayed on a special trestle built by *Roger Broggie Jr.* and assembled at the library by Society Governor **Michael Campbell** with help from **Bill Barbe**, Society Governor **Fred Lack** and **Dave Tavres**.

A sincere thank you to the Walt Disney Family Foundation for loaning this exhibit. According to WDFC Collections Manager Michael Labrie, this is likely to be the last time the consist will be on display until the Walt Disney Museum opens at the Presidio in San Francisco in 2009.

The exhibit is at the Richard Nixon Presidential Library, 18001 Yorba Linda Blvd., Yorba Linda, CA. It is open seven days a week from 10:00 am until 5:00 pm and is scheduled to run until January 11 of 2007.



Walt's yellow caboose

## 2006 Napa Rail & Wine Fest *by Michael Broggie*

In a poll of preferences for Carolwood Society events, the Rail & Wine Fest in Napa Valley, California, was ranked number one.

Held every few years, this was the third edition and judged the best by those who had attended before. It is said "practice makes perfect," so this year's session featured a return to the amiable John Muir Inn, where the staff go out of their way to make Carolwood members welcomed and comfortable. The spacious and reasonably priced rooms were complimented by breakfasts held at Marie Callender's Restaurant.

Upon arrival Friday evening, members were treated to a champagne reception featuring assorted cheeses, fruit and a selection of the finest bottlings from Mumm's, considered among the premier sparkling wines on the market.

The following morning, the group headed for the Napa Valley Wine Train, the weekend's perennial favorite. Welcoming us at the depot were the owners, **Vincent** and **Mildred DeDomenico**, who are long-time Carolwood members. If there is truth to the belief that wine is the elixir of youth, Vincent and Mildred are living evi-

dence. Vincent celebrated his 91<sup>st</sup> birthday just a few weeks before and is still spry and energetic. He reports to work every day and still drives himself. Mildred is as charming as he is enthusiastic. Among his many interests is a 4,500 acre cattle ranch in the Sierra Nevada foothills. His eyes brighten at the mention of expanding his railroad operations. A well-known author talked to him about doing his biography.

With the call to board, members settled in the posh platform club car where they were served wine, appetizers and soft drinks. Following a sumptuous lunch in one of the line's restored dining cars; members enjoyed the rolling scenery of vineyards and small towns. Upon return to the Napa station and perusing the well stocked gift shops, members ventured out to finalize their selection of the best locally grown and bottled Merlot and Pinot Grigios, the 2006 "wine challenge" red and white varietals.

That evening, members gathered in the community room at the John Muir Inn for the wine challenge conducted by Brent Trojan, wine buyer and educator for the Napa Valley Wine Train. After several hours of examining the "nose," look and


taste of several dozen entries, the favorites were awarded prizes. First place went to **Bob Lemberger** for a 2002 O'Brien Family Merlot from Napa Valley, and the winning Pinot Grigio was submitted by **Michael Campbell**.

Next, the group adjourned to the private



*Carolwood Members pose for the 2006 Napa Wine & Rail Fest in Napa, California*

dining room at Marie Callender's Restaurant for an excellent banquet and more story telling.

Sunday was open for more winery visits and touring the area's many attractions and shops. All agreed, the Rail & Wine Fest featuring the Napa Valley Wine Train should continue as a biannual event. Salute! 

## Celebrating Roger E. Broggie - A True Imagineer *by Nathan Eick*

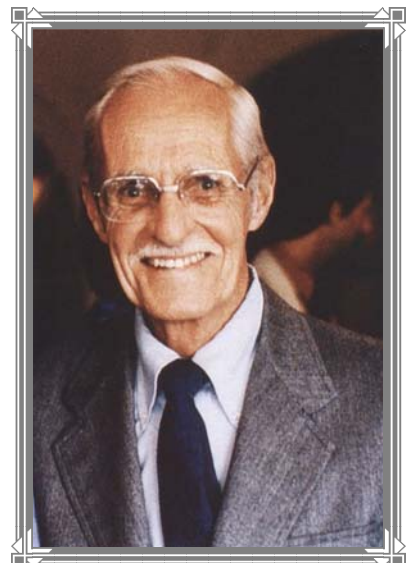
One could not really talk about the *Lilly Belle* without mentioning the contributions of Roger E. Broggie, Walt's first Imagineer. An inventive and creative thinker, there was nothing that Roger could not figure out, fix, or invent.

Roger started his career with Disney in 1939 as a precision machinist after working for legendary Hollywood filmmakers like David O. Selznick and Charlie Chaplin. One of Roger's first big assignments was aiding in the assembly of an advanced version of the multiplane animation camera.

In the late 1940s, Walt came to Roger and asked him to help Walt construct a miniature live steam locomotive for his backyard layout, which was still being planned. Even though Roger knew very little about trains and live steam, he told Walt "yes." Roger studied blueprints and schematics of other trains, and

together with Walt and fellow machinist Eddie Sergeant, they built what would be known as the *Lilly Belle* miniature live steam train. The engine was first steamed up in 1949.

Roger was promoted to head of the studio machine shop in 1950. Because of Roger's mechanical prowess, the duties of the machine shop expanded to producing



*continued on page 5...*



...continued from the previous Carolwood Chronicle - Issue 27

## Fort Wilderness Engines update... Part 2

by Michael Campbell

Although many campers enjoyed the charm of riding aboard a steam railroad, the operational headaches, guest complaints and safety issues proved too great to justify its continued use. However, according to Jimmy Graves - the roundhouse foreman of the FWRR for all of its existence - the railroad was not formally shut down as of a certain date. Instead, engine maintenance was simply deferred. That is, when a locomotive needed repair, it would be taken out of service indefinitely. This continued until there was but a single operational engine. It would be fired up only for special occasions, which became increasing rare. The last known date of operation was January 14, 1980, although there are reports that it continued to run intermittently until 1982.

For a while, the trains were kept in the engine house as park management evaluated their options. Sometime around 1985, the trains were moved to an open-air storage area behind one of WDW's distribution centers. Although an effort was made to protect them from the elements, the unrelenting sun, wind, rain and

Britton - roundhouse foreman of the Walt Disney World Railroad - all easily stolen items would have vanished. George and Jimmy, on their own time, carefully removed all of the remaining "jewelry" and stored it away for better times.

Although the railroad itself was pulled up in 1986, the line was not forgotten. The FWRR had many fans at Walt Disney Imagineering, who would occasionally try to find a way to use the trains. The most ambitious of these projects was called "Wilderness Junction."

The concept was to build an entertainment complex in between Fort Wilderness and the Wilderness Lodge. The FWRR would serve as the primary form of transportation among those three points. Sadly, that project never came to fruition. During the planning of EuroDisney, consideration was given to using some of the FWRR coaches as the Main Street Trolleys. It was decided to construct new trolleys instead.

Meanwhile, the trains continued to deteriorate. Two of the smokestacks were blown off during a storm, and one of these was virtually consumed by rust as it lay on the ground for years. The plywood floors of the coaches became so rotted that it was impossible to walk upon them. It was in this condition that **Michael Broggie** found the

railroad when he was performing research for his book, "Walt Disney's Railroad Story".

It was about this time that one of the Society's Governors, **Downs Prior**, made some inquiries about the status of the

FWRR in the hopes that it could be preserved. As the talks progressed, Downs involved another Governor, the late Bill Norred (Bill had obtained the former Retlaw 1 consist from Disneyland in a trade for a locomotive a few years beforehand.) The discussion progressed to a certain point, but did not conclude before Bill's passing.



Michael Campbell on Engine #4 in Florida

In 1997, I met Michael Broggie at a book signing. We became friends, and one day I asked him about the disposition of the Fort Wilderness Railroad. After the previous discussions ended, there had been some talk about rescuing the railroad, but no meaningful progress had been made. It had always been one of my dreams to own a "real" locomotive, and I volunteered to help resume the talks. Simultaneously, Downs Prior was discussing the same thought with Bill Dundas, a collector of antique fire equipment. The four of us met in 1999 to develop a plan to save the FWRR from its rapid deterioration. We recruited additional people to accept the equipment, and formally approached the Company.

After much discussion, and assistance from key individuals in the Company, an accord was reached in September 2000. By late October, the indomitable Bill Dundas had arranged for the removal and transportation of the four locomotives and eleven coaches. (Of the twenty coaches, nine of them had been disposed before we started our talks. Two were converted into ticket booths for the opening of Pleasure Island. These were later



Engine #4 on the road

humidity quickly shredded the heavy tarps under which the trains were stored. Left outside, the equipment rapidly deteriorated. Rust and rot ate away at their surfaces, and treasure seekers "liberated" the bells, eagles, whistles and builder's plates. If not for the efforts of George

...continued on page 7

## The Miniature Locomotive took us to the Los Angeles Annual Hobby Show

by Dick and Toots

Which Miniature Locomotive took us to the hobby show? Why, it was both of them, "our" mag and also Walt Disney's, Lilly Belle. Sit back and relax and we'll tell you all about it.

been entrusted out of his hands. His only request was that "Toots" (Mrs. Bagley) and myself man the booth and be with it at all times during the show.



The Miniature Locomotive booth at the Annual Los Angeles Hobby Show. Pictures from left to right are Lilly Belle, Dick Bagley, Pat Southern, manager of the Griffith Park railway, and Toots (Mrs. Bagley).

First of all perhaps you'd like to know a little about the show itself. It was staged in the Shrine Convention Hall, one of the largest auditoriums in this city, and by the Tabery Corporation. Attendance figures averaging about 16,000 people a day would seem to be proof enough of the show's popularity. This was the fifth such annual event.

Bob White is Tabery's agent in charge of the railroad exhibits. Through his noble efforts Live Steam was invited to participate for the first time, two years ago. This year Bob asked us to exhibit THE MINIATURE LOCOMOTIVE. Through us an invitation was extended to Walt Disney and Walt graciously accepted, offering his loco and cars and whatever else was needed to make an interesting display.

This was the first public exhibition of Walt Disney's Miniature Railroad also the first time that the precious equipment had

I have never seen Walt more pleased than on the day when we loaded the loco and cars. He has always been anxious to do everything possible to boost THE MINIATURE LOCOMOTIVE and it seemed to make him very happy to think that his railroad would attract visitors to our booth. The display had been set up at the studio and, of all things, awaiting our approval! Another surprise was to see Walt, himself, because it was on a work day and he is a very busy man. But he is an enthusiastic Live Steamer and wanted to see us and gave us some valuable last minute information. He had brought us the engineer and fireman, two clever little figures that sit on the seats in the cab of the engine. They would be a prize in anybody's collection.

The loco was in operation for the full ten hours each day at the show, the drivers turning on rollers. People flocked to our booth. Many of them came back time and again and some of the Live Steamers

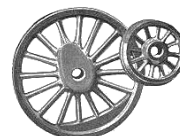
missed all of the other exhibits. We saw a great many of our old friends in S.C.L.S. and several of our engineer friends from the Southern Pacific. It was our special pleasure to meet some of the subscribers to our mag that we had not seen before.

Beside the loco and cars, we had some of the castings for people to see. You will notice them on the table in the foreground in the picture. Stretched under them are two of the blue prints for the loco. Several different covers of our magazine decorated the back drop along with pictures of the original No. 173 and the miniature. The signs speak for themselves. They were made under the direction of another of our good friends, Gordon Sherwood, also a Live Steamer.

The sale of magazines was handled on the right. As ever, Toots handled the important things such as keeping our booth organized and — don't ask me, I wouldn't know. You see her at the magazine desk although she wasn't there most of the time. It took both of us to answer the questions being asked. The dope with the glasses is me and between us is Pat Southern, the manager of the Griffith Park amusement railway, who had dropped in for a visit. Unfortunately, Bob Day couldn't be with us, having been called out of town on important business.

It was a grand experience. We showed Live Steam to a lot of people that had never heard of our hobby before. Lilly Belle came home all safe and sound and wearing a pretty green ribbon denoting SPECIAL AWARD in the Los Angeles 5th Annual Hobby Show. Thank you Walt Disney and all of the others to whom we are indebted for a fine showing for Live Steam and our magazine.

Reprinted from  
*The Miniature Locomotive*  
magazine, circa 1950.



## Celebrating Roger E. Broggie

...continued from page 5

special effects for both animated and live-action films. He joined forces with Disney Legend Ub Iwerks to create a new optical printer for the camera to create astounding visual effects for such great Disney films as *20,000 Leagues Under the Sea* (1954) and *Mary Poppins* (1964).


WED Enterprises (later Walt Disney Imagineering) started in the studio machine shop. Roger helped Walt and Disney Legend Wathel Rogers create the forerunner of Audio-Animatronics® - a miniature stage with a miniature vaudevillian that sang and danced, called "Project Little Man." Walt constructed the stage, Wathel constructed the man, and Roger devised all the mechanics that made it work - even using an old film camera motor to power the cams and

rotors that made the figure move.

As the Disneyland project grew, so did the ideas. The first two steam trains on the Disneyland Railroad, *C.K. Holiday* and *E.P. Ripley*, were both constructed at the studio. Under Roger's supervision, the *C.K. Holiday* was constructed from the blueprints for the *Lilly Belle*. Roger also devised the first Circle-Vision 360 motion picture system and contributed to the Matterhorn Bobsleds' ride system, as well as the Disneyland Monorail. For the 1964/1965 New York World's Fair, Roger and his staff created the mechanics and parts for the Abraham Lincoln figure for the Great Moments with Mr. Lincoln show.

Before he retired in 1975, Roger helped plan and build the *Walt Disney World*

*Railroad* steam trains, which opened at the Magic Kingdom in 1971 and also consulted on the short-lived *Fort Wilderness Railroad*, which opened in 1973. He was named a Disney Legend in 1990 and passed away a year later. One of the steam trains in operation on the *Walt Disney World Railroad* is named in his honor.

Because of the experience with the steam train and backyard layout, Walt was inspired to journey on to bigger and better things - like Disneyland. In fact Roger's son, Carolwood Foundation Founder Emeritus **Michael Broggie**, wrote of his father, "Gifted with mechanical genius, Roger Broggie epitomized the essence of Imagineering - the blending of creative imagination with technical know-how." 

## "The Great Locomotive Chase" 50th Anniversary

Walt Disney described his production of "The Great Locomotive Chase" as his favorite live action feature motion picture. Anyone who knows of Walt's passion for vintage steam-powered railroading understands his preference.

Marking a half-century since the original release of this epic telling of the true Civil War adventure starring Fess Parker, the film features the historic and exciting chase between the *Texas* and *General* locomotives. Walt spent several weeks on location in Georgia, where he got to drive the vintage steam engines between scenes.




photo by Gary Oakland

Fess Parker signs a scale model of the *General* as Michael Broggie looks on.

Fess Parker has agreed to a gathering at his winery in Los Olivos, CA, for the owners of the 50 *Generals*. He will pose for a picture with each owner and the *General*. We will use the model that he will receive so owners don't have to bring their own. This event will be scheduled in 2007 after the *Generals* are sold out.

A free DVD of Walt Disney's "The Great Locomotive Chase" will be given to each owner of the Fess Parker signature edition of the *General*. This is a hard-to-find motion picture. We have placed a special order with The Walt Disney Company to purchase this edition.

To celebrate this golden anniversary, the Carolwood Society and Hartland Locomotive Works announces the release of 50 specially crafted G-scale (1:24) models of the *General*. Making these electric-powered models even more unique is that on each engine roof is an original autograph by Fess Parker in gold ink. A certificate of authenticity designed by Society member **Michael Aronson** features the original signatures of Fess Parker and Society founder **Michael Broggie**.

Reservations are now offered via the Society website: [www.Carolwood.com](http://www.Carolwood.com). While many have already been reserved, at this writing they were still available. Price is \$449 plus \$30 shipping and handling. Indiana residents add sales tax. Reservations made by December 15 are scheduled to ship from Hartland Locomotive Works in LaPorte, Indiana, in time for Christmas. See the related story for a special offer to own one of the limited edition engines. 



## Carolwood Calendar

### Board of Governors

Michael Broggie, Chairman  
 Bill Barbe  
 Tony Baxter  
 Michael Campbell  
 Miguel Fernandez  
 Dave Flesh  
 Bob Gurr  
 Darrell Holmquist  
 Ollie Johnston  
 Jeff Kaye  
 Ward Kimball\*  
 Fred Lack III  
 John Lasseter  
 Doug Marsh  
 Diane Disney Miller  
 Jon Newbill  
 William Norred\*  
 Gary Oakland  
 Scott Rhodes  
 Richard Thompson\*  
 Kendra Trahan  
 Steve Waller  
 Bob Witter  
 \*deceased

Membership information is available by contacting the Society.

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 Historical Society



For the third consecutive year, the model train industry is sponsoring a national tour designed to introduce families to the joys of sharing the hobby of model railroading.

On this tour, Michael and Sharon Broggie will be exhibiting the new HO scale model of Walt Disney's *Carolwood Pacific Railroad*, which is scheduled to be released in March 2007. This is the first officially licensed product by the Walt Disney Family and is manufactured by Bachmann Industries.

As a benefit to Carolwood Pacific Historical Society members and their families, **complimentary tickets are available by request.** This saves the \$9 admission charged for adults. Children are admitted free. Any Society member interested in attending free is invited to send an e-mail in advance to michael@carolwood.com requesting the number of adult tickets and the city location. Informal gatherings for Carolwood members with Michael and Sharon are planned on Saturday nights following the close of the shows at 6:00 pm in each city. The location of the gathering will be announced to ticket holders. Sunday shows are also available for free tickets.

### "The World's Greatest Hobby" 2007 Tour Dates

January 6 & 7, 2007: Indianapolis, Indiana  
 Indiana State Fairgrounds

January 20 & 21, 2007: Pittsburgh, Pennsylvania  
 Pittsburgh ExpoMart

February 3 & 4, 2007: Atlanta, Georgia  
 Cobb Galleria Centre

February 17 & 18, 2007: Portland, Oregon  
 Portland Metropolitan Expo Center

March 17 & 18, 2007: Fort Worth, Texas  
 Fort Worth Convention Center

Called "The World's Greatest Hobby On Tour," during the past two years the tour visited eight cities including Edison, NJ, Denver, St. Louis, Salt Lake City, St. Paul, Long Beach, CA, Washington DC, and Houston. For 2007, the tour will visit Indianapolis, Pittsburgh, Atlanta, Portland and Fort Worth. So far, over a quarter of a million visitors have attended the shows, which are held in large convention centers filled with booths and displays featuring all types of trains in every scale from Z (1:220) to large scale (1:8). Other railroad-related merchandise is also offered from apparel to toys. Major model train manufacturers display their latest releases.

### Carolwood Collection

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

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

G-scale model of the General:  
*see article on page 5*  
 \$449 + \$30 pack & ship

### Coming Attractions - March 2007

The world's first HO scale model of Walt Disney's Carolwood Pacific Railroad. Approved by the Walt Disney Family Foundation and manufactured by Bachmann.

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

## Around the Barn...

by Larry Varblow

As a reminder... Walt's Barn is open to the public on the third Sunday of each month. Admission and parking are free. What is Walt's Barn you ask? Walt's Barn was Walt Disney's workshop and the former centerpiece of his backyard Carolwood Pacific Railroad. Walt's Barn, transplanted from its original Holby Hills location, stands today much as it should, surrounded by running miniature trains on the grounds of the Los Angeles Live Steamers Railroad Museum in Griffith Park. Each month Carolwood volunteers act as hosts to displays, special guests, and unexpected fun. Repeat visits are often rewarded with changing displays. The recent move of our former monorail exhibit, now on display as part of a special exhibit at the Richard Nixon Library, made room for a new and exciting exhibit of model locomotives.



Dr. Don Adler and the Barn Crew

In November the Barn played host to special guest Dr. Donald Adler, long-time collector of model trains and vintage toys. Don, a retired surgeon and friend of fellow collector and Disney Legend Ward Kimball, displayed representative models from among his extensive collection of over 200 prized train sets. The October Barn opening was visited by Tinker Bell herself, the ever-popular **Margaret Kerry**. Ms. Kerry, a frequent guest of Walt's Barn, was the original reference model for the famous pixie from Walt Disney's Peter Pan. She is always happy to take photos, sign autographs and discuss her "pixie-dusted" history.

So bring your friends and family to Griffith Park and share some of the magic of Walt's Barn. You never know what new surprises might await you.



## Fort Wilderness Engines update... Part 2 ...continued from page 3

sold at auction after they were replaced with permanent structures. Three coaches were sold to the Brevard County Zoo,



Day four crew with Engine #4 at it's final stop

who, in turn, sold them to a County Fair in Florida. Three coaches were given to a local preschool for use as an outdoor play center. The final coach was mounted on pontoons to serve as a set piece for Typhoon Lagoon, where it remains.)

At Fort Wilderness today, there is little evidence to suggest that a railroad ever ran through the pine trees. A few brave hikers have walked the old right-of-way, including into areas that have reverted to their natural Central Florida condition. Here, a few cross ties are still embedded in the ballast, and the occasional spike or

tie plate can be found. Upstairs at Pioneer Hall, home of the Hoop-De-Do Review, a lone photograph provides proof that The Wilderness Line once applied its way across rivers and past campsites.

Despite the guest complaints about noise, there are still many people with fond memories of riding the FWRR. There is no one more dedicated to preserving its memory than Society Member **David Rose** of New Jersey, who stayed at Fort Wilderness every summer while the line was operating. This passion led him to create [www.FortWildernessRR.com](http://www.FortWildernessRR.com), where he shares the story of the railroad and provides many period photographs of the trains and structures. Dave is continually contacted by visitors to the site who reminisce about their happy times aboard The Wilderness Line.

The future of the former FWRR trains is much brighter today than it was in 1998. All of the remaining equipment is in various stages of cosmetic restoration. Locomotive 4 and coach 401 are the centerpiece of my backyard in Northern California. I have a crew of dedicated volunteers that assists with the restoration as time permits. We have recovered or replaced many of the missing pieces, and have stopped further deterioration due to rust. The full restoration of the engine is awaiting the construction of a depot/engine shed that will provide permanent protection from the elements.

Someday, after completing the restoration, we hope to host a rededication of this proud little train and properly celebrate the memories of the Fort Wilderness Railroad.

In addition to all the people named in the article, the author would like to thank the following for their kind assistance: Jayne Alcorn, Coy Brashears, Debbie Campbell, Roy E. Disney, Mike Feldman, Mallory Hope Ferrell, Joel Fritche, Bruce Gordon, Bob Harpur, Cynthia Hays, Darrell Holmquist, Jim Hill, the late Ward Kimball, Jim Korkis, Mike McQueen, Marty Sklar and Jim Zordich.



Look for the *FULL COLOR* version  
of the *Chronicle in the Club173*  
section of [www.Carolwood.com](http://www.Carolwood.com)

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Please do, and let us know what you think...

## View from the Cupola

The sentimental ballad *September Song* tells of "days growing short as we meet November, December...these precious days I'll spend with you."

During this season of friends and family gatherings, often our thoughts are of those no longer among us. It's difficult to fathom that four long decades have passed since the untimely death of Walt on Dec. 15, 1966, at the age of only 65. I also think of my dad, Roger. He was 83 and it's been 15 years. He said Walt left him with ten years of work. He retired in 1975 to Carmel, California. There's a posting on a website that remembers my dad with the comment that he's the most conspicuous Disney Legend without a Window on Main Street at Disneyland. Thanks to Marty Sklar at Walt Disney Imagineering, this "missing" window is going to be rectified. When the dedication date is known, we'll post it on the Carolwood Website.

In another space in this journal, we reveal the availability of a new Hartland G-scale model engine based on the *General* in "The Great Locomotive Chase," starring Fess Parker. Fess is one of the most genial and down home genuine fellers we know. A longtime member of the Carolwood Society, Fess said he'd like to be one of our special guests at Walt's Carolwood Barn, "so long as the folks runnin' it can find a date to invite me." I told him I'd see what could be arranged.



Sharon and I have enjoyed a string of Carolwood events recently that allowed for some quality time with Society members such as the opening of the model railroad exhibit at the Richard Nixon Library featuring Walt's *Lilly Belle* from Carolwood. We were in Napa for the Rail & Wine Fest and in Simi Valley for the Air Force One Pavilion Tour at the Ronald Reagan Presidential Museum. We appreciate having Joan and Stan Stokes join us. Among his highly detailed, historic aviation art he created the fabulous giant mural in the Pavilion of all aircraft that carried U. S. Presidents. These events contribute to great moments in Carolwood history. Glad we can be a part of it.

In closing, Sharon and I want to congratulate the newly elected Board of Directors of the Carolwood Foundation and its officers. We feel this step will create the path to perpetuating the goals we share of preserving and sharing the legacy of Walt and his love of railroading. We will be visiting cities around the country over the next several months to spread our message of Walt Disney's Railroad Story. We hope to see members along the way because you are invited to attend the touring "World's Greatest Hobby" shows as special guests of the Carolwood Society. Just send an e-mail requesting tickets to [michael@carolwood.com](mailto:michael@carolwood.com). The schedule and cities are on the Carolwood website.

Merry Christmas and Happy Holidays!

--Michael Broggie