



## 1st Classic Attraction

### Steam Trains Honored at Disneyland: Gala Event Attracts Thousands to Park

### Winery Tour and Dinner Salute Veteran Disney Star Fess Parker



*Michael Broggie welcomes Ollie Johnston to the steam train rededication ceremonies at Main Street Station. ©Disney*

Anaheim, CA—Engine Number 1, the *C. K. Holliday*, chuffed into Main Street Station as the Disneyland Band played. A throng of Disneyland cast members, VIPs and CPHS members cheered. While a gaggle of news reporters, and Disney characters led by Mickey Mouse, joined in honoring “the 1<sup>st</sup> Disneyland Classic Attraction,” Walt Disney’s beloved Disneyland Railroad.

Held Friday, Nov. 14, 1997, it marked the initial event in a series honoring the original attractions that the Park inaugurated on opening day in 1955.

The SRO ceremony began at 9:30 in the morning under perfect

“Walt Weather,” skies that cleared after a rain storm had moved through the area the night before. In fact, the entire day was beautiful, while yet another El Niño wave washed over the Magic Kingdom the following day.

Leading off the ceremony was Disneyland Ambassador to the World Robyn Schatz. She welcomed everyone including special recognition for Walt Disney’s granddaughter Joanna Runeaher and her husband and their two children. It marked the first time in years that immediate members of the Disney family participated in an official Disneyland event.

*(Continued on page 2)*

Santa Barbara—On October 25, forty members of the Carolwood Pacific Historical Society gathered on a sparkling day in this seaside resort to celebrate one of Disney’s most venerable stars.

Known to everyone who grew up during the television era as Davy Crockett, CPHS member Fess Parker became TV’s first living superhero. His portrayal of the intrepid frontiersman has been a blessing for his many fans, and as an actor who wished to do other roles, a curse. Because he became so closely identified with Crockett, and his style of acting was much like that of Clark Gable and John Wayne, who basically played themselves, Parker never successfully separated the character from his own image. Even when he left Disney to do other roles, NBC quickly signed him to star in a series—as Daniel Boone. A final testimony to the indelible connection is the logo for his winery, which features a ubiquitous coonskin cap.

Among the few exceptions to the buckskin roles was his portrayal of James Andrews, the Civil War hero who led a ten-man undercover attack on the Confederate railroad. Walt Disney had read the story when he was a boy and eventually

*(Continued on page 6)*



*Bob Witter welcomes Ward and Betty Kimball to Disneyland for the steam train rededication.*



*Participating in the rededication were Michael and Sharon Broggie, Betty and Ward, and Walt's granddaughter Joanna Runeaher and her family.*

## ■ ■ ■ CAROLWOOD PACIFIC HISTORICAL SOCIETY MEMBERSHIP RENEWAL FORM ■ ■ ■

There's a lot to do in '98. Don't miss the fun and excitement as we begin the second full year of scheduled and (occasionally) impromptu events (but, no boring meetings). We have hundreds of members and the roster is growing every day as more discover the railroad legacy of Walt Disney and the Carolwood Pacific Historical Society. It's the only organization in the world that works (and plays) to maintain and perpetuate that legacy.

*Yes! Please renew my (our) membership for 1998. A \$24 check payable to CPHS is enclosed.  
(Additional membership pins are \$5.)*

**Please print clearly:**

Name(s) \_\_\_\_\_

Street Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

Day Telephone \_\_\_\_\_ Evening Telephone \_\_\_\_\_

E-mail \_\_\_\_\_ Fax \_\_\_\_\_

Amount enclosed \$ \_\_\_\_\_



**Please send to: CPHS, 1032 Amberton Lane, Thousand Oaks, CA 91320-3514**

Your 1998 membership card will be sent by return mail.

Remember: If you move, please send, fax or e-mail your new address. Thank you.

# HISTORY OF THE DISNEY RAILS: A LOVE STORY – Part II

By Roy David Flesh

*This column is focused on the people, places, and events of Walt Disney's life that gave him his lifelong passion for railroading. The first two installments, continuing in this issue, give an overview of the early years of Walt's contact with railroading.*

*Now, let's get rolling... "Alla 'board for Part II!"*

[In 1907, the Disney family relocated from Chicago to a 40-acre farm located near Marceline, Missouri.—Ed.]

Life on the farm was difficult for the Disney's. Walt's oldest brothers, Herb and Ray, ran away from home following one of many disagreements with their father. Bad luck reached a peak in the winter of 1909, when Elias Disney contracted typhoid fever and then pneumonia. Sixteen year old Roy had to run the farm. But, the workload was too much. Flora convinced Elias to sell. The family moved from the farm, rented a house in Marceline until school was out in the spring of 1910, and then moved to Kansas City.

A parting comment about Marceline, Missouri. This is a place where every devoted fan of the Disney legend should visit. The town, its rolling countryside with creeks and pastures and woodlands, and its prominent association with railroading, gave Walt many happy childhood memories. Those memories clearly influenced Walt in later years when he designed his theme parks and produced some of the live-action motion pictures. We will return to Marceline in a future issue of the CHRONICLE and tell you more about how it was in the early 1900s and how it is today. Considering all the influence it had on Walt's life, Marceline can properly be called Walt Disney's boyhood hometown. It is a very important place in Disney history.

## EVERYTHING'S UP TO DATE IN KANSAS CITY

To eight-year-old Walt Disney, Kansas City was big and busy and noisy. It offered lots of exciting attractions, but the Disney's did not have money to spend on attractions. Elias' health precluded him from hard labor. He purchased a distributorship for the *Times* and *Star* newspapers. Walt and Roy worked as his delivery boys. Instead of pay for their work, the boys received small allowances. For three years, Walt and Roy delivered newspapers, morning and evening, in fair and foul weather. Upon graduation from high school, at age 19, Roy, like Herb and Ray, ran away from home. Walt continued delivering newspapers until age 15 when his father sold the distributorship.

During his years in Kansas City, Walt Disney

attended Benton Grammar School, where his interests were reading the books of such authors as Mark Twain, Robert Louis Stevenson and Charles Dickens, and exploring styles of cartooning. Through the family of a schoolmate, Walter Pfeiffer, Walt was introduced to vaudeville shows and motion pictures. Walt's future career in show business had taken its first steps. Walt graduated from Benton Grammar School in June 1917.

Following sale of the newspaper business, Elias, Flora and Ruth moved back to Chicago, where Elias bought part ownership in a jelly factory. Walt's brother Herbert, who now had a wife and daughter, moved into the Disney home in Kansas City. Roy returned to that home and Walt continued to live there throughout the summer of 1917.

At Roy's suggestion, Walt got a job on the railroad that summer. As Roy had done several years before, Walt became a news butcher. His first day on the job, Walt reported to the Van Noyes Interstate News Company office in the Kansas City railroad station. He was issued a blue serge uniform with brass buttons and told to stock his hampers with newspapers, soda, and the other items news butchers were expected to sell. His first trip was an eight-hour run from Kansas City to Jefferson City, Missouri. In later years, Walt laughed about that trip, especially the fact that he had lost the empty soda bottles and had to use all of his first-day profits to cover the loss.

Walt's work put him aboard several railroads that summer, including the Missouri Pacific, Kansas City, Southern & Missouri, and the Kansas & Texas lines. He supplied the train crews as well as passengers. On some of the trips he was invited by engineers and firemen to spend time in the engine cabs. There he experienced firsthand, the high adventure of railroading and there he made a commitment that, somehow, railroading would always be part of his life. In October 1917, Walt Disney joined his parents and sister in Chicago, where he attended McKinley High School. *[To be continued.]*

## SOURCES OF INFORMATION

Broggie, Michael. *WALT DISNEY'S RAILROAD STORY: the small-scale fascination that became a full-scale kingdom.* Pasadena CA: Pentrex Media Group, 1997.

Jackson, Kathy Merlock. *WALT DISNEY: a bio-bibliography.* Westport, CT: Greenwood Press, 1993.

Malins, Kaye. Interview with the author, April 5 and 6, 1996. Ms Malins oversees extensive tours of Marceline, Missouri, conducted during the months of June, July and August by high school students.

Stallo, Joyce. Interview with the author, April 4, 1996. Ms Stallo is Director of the Marceline-Carnegie Library, Marceline, Missouri.

Thomas, Bob. *WALT DISNEY: an American original.* New York: Hyperion, 1994.



*Lillian Bounds Disney*  
1899-1997



*Walt and Lilly circa 1930s*

## Remembering Mrs. Disney

*(Continued from page 4)*

million toward the development of a permanent home for the Los Angeles Philharmonic to be known as the Walt Disney Concert Hall. Although well behind in its construction timetable, recent donations from corporations, including \$25 million from The Walt Disney Company and \$5 million from Roy E. Disney, completion of the unique Frank Gehry-designed home for the orchestra is scheduled for 2001, the centennial of Walt's birth.

Thirty-one years to the day Walt died, Dec. 15, 1997, Lilly suffered a stroke. She passed away peacefully in her sleep the following evening at the age of 98.

Even though she was not the rail-fan Walt was, it's her name that appears most often on Disney railroad rolling stock. Bestowed with the LILLY BELLE name are the original miniature Carolwood Pacific locomotive, the Disneyland Presidential Coach, Engine No. 2 in the Magic Kingdom at Walt Disney World, and an exact replica of the miniature engine, which was displayed for two years in Tokyo Disneyland. Another Walt Disney World attraction was named in her honor, a replica of a stern-wheeled Mississippi riverboat, that actually served as a restaurant, that was appropriately named, "Empress Lilly."

Her daughter Diane, ten grandchildren and thirteen great grandchildren survive her. Her daughter Sharon passed away in 1993.

Perhaps Sharon's son Brad said it best: "Don't worry about Granny. Mom and Walt are taking care of her now."

*In memory of Lillian Bounds Disney, in lieu of flowers, the family requests that contributions be made to:*

*St. John's Health Center  
1328 22<sup>nd</sup> Street  
Santa Monica, CA 90404.*

Carolwood Pacific  
Historical Society  
1032 Amberton Lane  
Thousand Oaks, CA  
91320-3514

BOARD OF GOVERNORS

Michael Broggie  
David Flesh  
Ollie Johnston  
Ward Kimball  
Diane Disney Miller  
Bill Norred  
Downs Prior  
Scott Rhodes  
Richard Thompson  
Bob Witter

Membership information is available by contacting the Society at the address above or:  
<http://www.carolwood.com>

The Society is an independent organization and not affiliated with The Walt Disney Company.

Carolwood Pacific Railroad and CPHS related materials are copyrighted by Retlaw Enterprises, Inc. Opinions expressed are those of the writers and not necessarily that of Retlaw Enterprises.

Sharon Charnagne, Publisher  
Michael Broggie, Editor  
Miguel Fernandez, Graphic Design  
Contributors: R. David Flesh,  
Ray Haller, Darrell Holmquist,  
Jan McMahon,  
Downs Prior

## View from the Cupola

It was wonderful to see so many members show up at Disneyland on relatively short notice to celebrate the Disneyland Steam Train rededication. This event would not have happened if Bob Witter, who is a member and now on our Board of Governors, hadn't pushed very hard to make it happen. Bob is the busy Director of Promotions/Partnership Marketing for Disneyland. He's also a very dedicated Disneyphile who really knows the history of the company and the traditions Walt stood for in everything he did. Bob's idea of time off is to bring his young daughter to Disneyland! Which he does often.

Bob was one of the first people we talked to when we learned that Mrs. Disney had passed away. He immediately called Park Operations and had the flags lowered to half-staff. Some of us remember the hurried discussions that took



*Display of Disney railroadiana collected by Downs Prior and presented at Disneyland. ©Disney*

place when Walt died. Should the Park close or stay open? Finally, Card Walker and Dick Nunis made the call, which was endorsed by Chairman Roy O. Disney: Keep it open. Walt would not have wanted to disappoint all those guests who wanted to visit Disneyland.

Another member who deserves a tip o' the Carolwood Cap is Downs Prior. He's the hard workin' Board Member who assembled that incredible display of Disney railroad memorabilia that was displayed in Main Street Station during the rededication day. Behind the scenes of the remarkable display was a 48-hour marathon that had Downs and the Park's facilities crew scrambling to get the huge wooden and glass cases refurbished to show standards. This was being done while Downs, who is the Society's official Curator of the Carolwood Collection, also had the difficult task of selecting just the right items to display. The final result was so well received that the Park asked Downs to create a permanent display of the Carolwood Collection in the Main Street Station.

Planning is well underway for a

host of interesting events and happenings. We are very interested in knowing of members who like to provide support for event operations. Since we don't have meetings (boring or otherwise) we have to rely on this journal to gather support. Having an e-mail address is one perquisite to serving on the Ops Team. That way we can broadcast messages any time. (It's now one-thirty in the morning, so you get the idea.)

Speaking of support, another member has accepted a seat on the Board: Richard Thompson. We hope you've been lucky enough to see the incredible one-eighth scale models Richard and Samma have of Disneyland rolling stock, including the only model we've seen of the LILLY BELLE Presidential Coach. The Thompsons have willingly brought their locomotives and cars to numerous events throughout Southern California and are always in attendance at CPHS events. Welcome aboard the Board, Richard and Bob!

All of us at CPHS send you and yours best wishes for a clear track and green lights throughout 1998! 🚂

—Michael Broggie

## Carolwood Pacific Timetable & Bulletin Board

1998 Events, Special Dates,  
Notices, Arrivals & Departures.  
For Updates Please Check  
Our Internet Site:  
<http://www.carolwood.com>.

Jan. 18: National Fantasy Fan Club,  
Hyatt Regency Alicante Hotel, Ana-  
heim, CA.

Feb. 11: Book Presentation, Getty Mu-  
seum Research Library, Los Angeles

Feb. 24: Disney Stockholders Meeting,  
Hyatt Crown Center, Kansas City, MO.

Feb. 24: Book Signing, Hall's Station  
Railroad Store, Hyatt Crown Center,  
Kansas City, MO.

Mar. 13: Presentation, Pacific Railroad  
Society, 9-10 pm., Story Park, Alham-  
bria, CA .

May 23-24-25: CPHS Picnic, L.A. Live  
Steamers, Griffith Park, Los Angeles.

Jul. 19: National Fantasy Fan Club,  
Hyatt Regency Alicante Hotel,  
Anaheim, CA.

Aug. 9, 1998: Railroadiana Show,  
Buena Park Hotel, Buena Park, CA.

### Member Events Under Construction:

Book Signing, Mickey's Corner, Walt  
Disney Imagineering, Glendale, CA.

Tour of Walt Disney Studios  
April

Disneyland Backstage Tour mid-July.

2nd Annual Fess Parker Winery Tour,  
October.

### Special Notice

Bob Witter and Richard Thompson  
have accepted invitations from CPHS  
to join its Board of Governors.



©Disney

## Railroad Rededication

*Continued from page 1*

Robyn pointed out that few people are aware of the important role that Walt Disney's love of railroading played in the development of the Disney empire. The fascination he had for trains followed him from his boyhood and continued throughout his adult life. In his vision for Disneyland, real steam trains would play a special role.

She then announced that "a remarkable new book has just been published which chronicles Walt's love of trains. Entitled *WALT DISNEY'S RAILROAD STORY*, the book was written by the son of Walt's first Imagineer, Roger Broggie."

Robyn introduced author Michael Broggie. Thanking everyone for coming, Michael recounted, as an eight-year-old, his personal experiences of visiting Walt and Lillian Disney's Carolwood estate, and riding on the miniature Carolwood Pacific Railroad, and several years later, riding around Disneyland with Walt while the Park was under construction.

Three Disney Legends, Ward Kimball, Ollie Johnston and Sam McKim then joined the ceremony. Michael presented his book to each Legend and told how they contributed to Walt's love of railroading. With the Legends looking on, Mickey Mouse and Michael were provided with a bottle of *Le Vin du Disnée '55* by Ambassador Robyn, to rededicate the Disneyland Railroad.

Michael gave the christening speech: "For anyone who's ever loved a train, or who has loved Disneyland, we hereby rededicate the Disneyland Railroad, which embodies the true spirit and passion of Walt Disney's Magic Kingdom."

With that said, Mickey and Michael shattered the bottle on the side of Engine No. 1.

As the band played, Robyn then invited everyone to board the Disneyland Railroad for a ceremonial nonstop run around the Magic Kingdom.

The VIP party was treated to lunch in Club 33 hosted by CPHS Board Member Bob Witter, who conceived and orchestrated the event as Director of Promotions for Disneyland's Partnership Marketing.

That afternoon, Michael and Sam McKim went to the Gallery, where Michael autographed his book and Sam autographed a special limited edition lithograph of a drawing he had done of Engine No. 3, the *Fred Gurley*. Sam's original drawing had been presented by Walt to his friend Fred Gurley when he was chairman of the board of the Santa Fe Railway, the first and only corporate sponsor in the 43-year history of the Disneyland Railroad.

Reflecting on the event, Michael remarked, "It's gratifying that the management of Disneyland honored the tremendous legacy Walt left for all of us when he declared that his unique Park would be 'surrounded by a train.' This is a day we won't forget. It was a privilege to participate and I'm glad so many of our Society members could be here." \*\*\*

# Parker Winery Tour

*(Continued from page 1)*

fulfilled his dream of producing it as a major feature motion picture.

Released in 1956, *THE GREAT LOCOMOTIVE CHASE* was acknowledged as one of the most historically accurate films ever made about the Civil War railroad drama. Walt insisted that original rolling stock, including real wood burning steam engines of the era, be found for the film. He also insisted that this would not be a "backlot production." He sent location scouts to find an original area in the South to shoot the exterior scenes, which turned out to be Clayton, Georgia, not far from where the actual chase occurred. Parker recalled, when filming began, Walt spent a full week with the production crew running the vintage steam engines between scenes.

## The Tour

Drawn because of the opportunity to meet Fess Parker, and to enjoy a day of pleasurable company with CPHS members, the tour also became an occasion to sample some of the finest wines produced in California.

The day began with a gathering at Fess Parker's DoubleTree Resort, a sprawling 360-room, five star Mediterranean-style hotel and convention center located on the Bay of Santa Barbara. The group then boarded a chartered deluxe motorcoach for a pleasant 40-minute drive over San Marcos Pass to the quaint town of Los Olivos in the Santa Ynez Valley.

Winding off the main highway onto Foxen Canyon Road, the party was treated to an expansive view of Parker's 714-acre ranch containing his 200-acre vineyard and state-of-the-art winery. Just beyond a large oval sign announcing the Fess Parker Winery & Vineyard, behind a stately California Black Oak, was



the massive visitor's center. It didn't take long for this group to find its way to the tasting room. Accommodating servers poured from the winery's selection of award-winning wines including syrah, johannisberg reisling, pinot noir and chardonnay. After this all-to-brief attitude adjustment period, the group was asked to assemble outside the building where it was led by Charlie Kears, the winery center's manager, along a pathway, past a beautiful flowering rose garden, to a large open doorway.

There, waiting to meet and greet the CPHS members, was the six-foot-six veteran of dozens of Disney television shows and motion pictures. In his gentle, Texas-drawl voice, he thanked everybody for coming. It was a genuinely sincere voice that was so familiar. Although at 70, time has creased the youthful face and silvered the dark hair, here was that bigger-than-life Davy Crockett hero, who entered people's living rooms across the nation and found a place in their hearts.

Fess Parker explained that he was now an entrepreneur. He had purchased the acreage to build the winery as a business that he and his wife Marcy could share with their family. In fact, as he told his story about the successful growth of the winery into an award-winning producer of premium wines in a highly competitive industry, his son, Fess III joined the group.

Soon, the Parker duo was leading a walking tour through the inner workings of the facility. It was obvious that no expense was

spared to create a showcase operation, from the stainless steel processing equipment to the French wooden casks where careful fermenting was underway.

For as much as the group wanted of pictures and autographs, Fess remained the genial and accommodating host. After a pass through the gift and wine shop to acquire souvenirs, the group reboarded the motorcoach for a return to Santa Barbara and the Fess Parker DoubleTree Resort for the evening program.

## The Film

After the hotel staff served an excellent gourmet dinner, accompanied by Fess Parker wines, the program started with a brief slide presentation by CPHS member Dan Viets, who brought color images of the original *GENERAL* locomotive he had recently taken. Dan had traveled all the way from Columbia, Missouri to attend the event.

Next, a rare background film was shown from an early Disneyland TV show, "Behind the Scenes With Fess Parker," which showed the making of *THE GREAT LOCOMOTIVE CHASE*. Finally, the large screen, which was brought in especially for this presentation, lit up with the feature presentation. For the next 87 minutes, the audience enjoyed reliving the action and drama as the *GENERAL* was chased by the *TEXAS* in "Walt's favorite live-action feature film," *THE GREAT LOCOMOTIVE CHASE*. The experience was particularly poignant, having just spent the entire afternoon with its star-turned vintner, Fess Parker.

Planning is underway to make the winery visit an annual CPHS fall event. ■

# Remembering "Empress" Lilly: A Fond Farewell to Mrs. Walt Disney

by Michael Broggie

No one can dispute that Walt Disney was the "Emperor" of his Magic Kingdom. And at his side, throughout his renowned career, was a remarkable woman who chose to remain in the background while sustaining her husband with much-needed support.

Surrounded by the illusionary world of show business, Lillian Disney's preference was to create and maintain a peaceful haven for Walt, and to raise their daughters, Diane and Sharon, in a quiet and wholesome atmosphere. Fortunately for Walt, Lilly also was capable of providing perfect balance to his unbridled creative energy. Her opinion was often the compass to his expansive talents and he consulted with her before making major decisions affecting the growth of the Disney empire. Her gentle spirit balanced Walt's gregarious personality. When she disagreed with Walt, she stood her ground. However, once Walt convinced her that he was right, she was his major supporter and defender. She said he had more confidence than anyone that she had ever met.

When Walt suggested the name Mortimer for his new cartoon character, she recommended a less "pompous" name: Mickey. In a recent interview while recounting this story, she laughed, pointed to a doll of the character in the room and added, "...and he's been living with me ever since."

He brought his feature films home to be screened before final approval. He showed Lilly a new idea for animal films, which was narrated by a studio scriptwriter named Winston Hibler. When Walt showed Lilly a final cut of the first of the True-Life Adventures, *SEAL ISLAND*, Art Baker voiced the narration. "What happened to the other man who has such a nice voice?" Walt explained that Hibler wrote the script and just did a quick "scratch track" for pacing. "Well, I liked his voice," was Lilly's

reply. Thus, Hibler became the voice of the series—and a successful Disney film producer.

When Walt decided to develop a theme park for families, she accompanied him as he visited some of the great amusement parks in the world. They traveled to Tivoli Gardens in Copenhagen, Coney Island in Cincinnati and New York, and Greenfield Village in Dearborn, Michigan.

Lilly liked a young man named Morgan "Bill" Evans, who helped to install the plants and trees at their Carolwood estate. Walt asked him to design the landscaping for Disneyland, and Bill went off to perform the same task for the Disney Parks in Orlando, Tokyo and Paris.

Her love of flowering gardens led to the development of the first Disney "dark ride," a ninety-foot tunnel that snaked under one of her gardens creating a thrilling experience for passengers riding aboard Walt's beloved miniature Carolwood Pacific Railroad. The tunnel was installed as a compromise so that each could have their hobbies without interfering with the other. This was the foundation of their 41 years together. Each respected the other and gave space when necessary.

Lilly was born in 1899 as the tenth child of Willard and Jeanette Bounds in Spalding, Idaho. Her childhood years were spent on the Nez Perce Indian Reservation in the town of Lapwai. Years later, she donated \$100,000 to the tribe to help them buy tribal artifacts created by their ancestors. She also provided money to her high school to build a gym. She fondly remembered playing basketball on the girl's team.

In 1917, following her sister Hazel, she moved to Los Angeles. A few years later, Hazel went to work for a start-up cartoon company owned by a young entrepreneur and his older brother. Hazel arranged for Lilly to come to work at the Disney Brothers Studio as a cel inker tracing pencil

drawings by Ub Iwerks, Walt and other animators.

Lilly and Walt were attracted to each other when they participated in the wedding of Roy and Edna, for which Lilly served as maid of honor and Walt his brother's best man. A romance soon blossomed. They were married in the living room of her uncle's home in Lewiston, Idaho, on July 13, 1925. Years later in an interview, Lilly laughed that her mighty weekly salary of \$15 stopped after they were married.

Over the next several decades, Walt and Lilly raised a family, Diane Marie was born in 1933 and Sharon Mae in 1936. In 1949, they purchased five acres of land on Carolwood Drive in Holmby Hills to build their dream home and gardens. Plus, Walt wanted enough land to develop his miniature live steam railroad, which ran on a half-mile of track over and under trestles, tunnels, and bridges, throughout much of the property.

When they were celebrating their 30<sup>th</sup> wedding anniversary on the eve of the opening of Disneyland, a party was planned in the Golden Horseshoe Theater and a ride on the Mark Twain Riverboat. While checking the preparations, Lilly discovered that the deck of the new stern-wheeler was littered with construction debris. Typical of her tenacity, she quickly enlisted the aid of a passing cast member and the two of them swept the entire deck!

It was at Carolwood that Lilly chose to continue residing after Walt died in 1966. Out of respect and love for her late husband, Lilly emerged as a patron of art, music, medicine and education, carrying on Walt's spirit of philanthropy. She provided support for the California Institute of Arts, which was the beneficiary of half of Walt's estate. Through her own foundation, she endowed cancer research, supported numerous charities, and gave the County of Los Angeles \$50

*(Continued on page 5)*