

Goodbye to a Friend

by Bill Barbe

On Saturday, August 11, 2007, we lost a dear friend and Disney Imagineer, **Morrie Houser**.

Morrie was born on May 16, 1921 in Grand Rapids, MI. Throughout his life, Morrie worked as a machinist and model maker. He served his country in the US Army Air Corps in 1944 and for a time worked for the Electro-Motive Division of General Motors. Those are the guys that build GM Diesel Locomotives.

In 1953, Morrie went to work for a company called Model Builders, which ended in 1959 when the Disney Company hired him. He started out in the machine shop eventually replacing Roger Broggie who had moved up in the organization. He became director of show and Ride Engineering in 1979 and worked for the Company until 1983.

Throughout his life, Morrie had a love of trains. He is best known to Carolwood members as the builder of that beautiful locomotive chassis that is on display in the Disney Barn. He was immortalized in **Michael Broggie's** book and was a frequent visitor to the barn.

In 1979, he was recruited by Chad O'Connor to help build perfect replicas of the two steam locomotives that met at Promontory Point where the golden spike was driven completing the first transcontinental railroad. Morrie's job was to design the valve gear for the engines. In an interview, Mr. O'Connor said the work Morrie did on the design of the valve gear was



Morrie on his last visit to the Disney Barn

so precise that it was better than the original locomotives that were designed by professional locomotive builders. This was just one small example of the outstanding work Morrie did throughout his life. Many of the attractions we all enjoy at Disney parks were created by Morrie and his team.

I became acquainted with Morrie because of my participation at the Disney Barn. I fell in love with his model locomotive. It is based on my favorite full size engine that was also Walt Disney's choice for a model. The amount of detail in Morrie's engine is incredible. No matter how often I see it, I am still amazed at the workmanship. It has inspired me to do better in my modeling endeavors.

Morrie and his wife **Marge** visit-

ed the barn on several occasions. They both were the nicest people you could ever hope to know. Every time he came over, I would bug him with questions about how he made one part or another. He was always patient and helpful, but extremely modest. I once asked him how he made a particular fitting. The fitting is an exact scale replica of one I had seen on a full size locomotive and the attention to detail is something rarely seen these days. Morrie's explanation was "Oh, a little filing and a little milling, nothing difficult". Sure, for him...I still haven't been able to figure out how he did it.

Marge would always say more about the amazing work that Morrie did, then Morrie himself. He was very quiet, but if you kept after him, you could get him to talk about his accomplishments. It turns out there were two artists in the family. I didn't find out until after her passing that Marge was an accomplished artist herself. We have one of her paintings in the barn next to Morrie's locomotive and I was honored to receive a beautiful painting of my own from her family. While working in different mediums, both Housers were true artists, one with paint and one with metal.

It was obvious the deep love Morrie and Marge had for each other. After her death, Morrie appeared to be lost without her. They were the neatest couple. Because of my friendship with them, I became acquainted

...continued on page 4

OH, To Ride The Lilly Belle

by Marilyn Dupaquier

It all started with a love of Disneyland, love of trains and the quest for the perfect gift.

Early in 2006 my boss John announced his retirement. Knowing he shared my enthusiasm for Disneyland as well as trains, I knew I must find a gift to include both. If only I could find a way to get him a ride on the *Lilly Belle* VIP coach - that would be too perfect! But that, of course, was only for VIP's.

Well, as I wracked my brain I suddenly remembered an article in a past "E" Ticket magazine (#39) that featured Michael Broggie and his involvement with Walt Disney, Disneyland and the Disneyland Railroad. I seemed to recall something about a club or website or something so I pulled out my magazine, reread the article and there at the end was a full-page ad for the Carolwood Pacific Historical Society. Now, why I had never looked into this before, I don't know. Maybe it just wasn't the right time. At any rate I logged onto the CPHS website and knew this was it. I would give John and his wife Becky a membership.

The next day I called and was surprised that the telephone was answered by Michael Broggie himself. We had a delightful conversation and, as John's retirement was still a few months off, Michael assured me we could set it up then, he could send me all the membership material and I could present it when it was time.

I was thrilled and still not quite grasping the relationship between CPHS and the Lilly Belle, I laughingly asked, "Would you know any way a person could get a ride on the Lilly Belle?" "Why, of course," was the answer. Michael then explained that one of the privileges of being a CPHS member is being able to ride when the Lilly Belle was in service. I think I might have shrieked! This was too perfect. I thanked Michael and told him I would apply on-line right away, hung up and was halfway down the hall when it hit me, "You fool," I said to myself "You need to do this for yourself!" So it was back to the phone and another call to Michael. You see, my sister, niece and I were headed to Disneyland in just 2 weeks (our 3rd time during the 50th - we were there overnight in DCA on July 16th & 17th so we could walk over into Disneyland on the anniversary morning). Michael assured me that we would have everything we needed by the time we traveled and indeed we did thanks to the hard work of his lovely wife Sharon.

Well . . . fast-forward to our trip in July. We knew this was going to be a very busy time as it was still the 50th celebration and the 51st anniversary would come while we were there so we headed straight to the Main Street Station as soon as we arrived and I approached a cast member to ask if the Lilly Belle was available for rides. He very nicely replied that it was really only for VIP's and we showed him our Carolwood pins. That's all it took and he escorted us into the station, checked and the Lilly Belle



photo by Dave Tavres

was indeed running. He said it would be a few moments and soon the E.P. Ripley pulled into the station.

As we looked down the track there she was, "our" Lilly Belle, all polished and gleaming in the California sun. A conductor said to follow him and took us out a separate door, down the platform and up the stairs into the beautifully restored Lilly Belle. He told us the rules and as we pulled out of the station, he told us a little bit about the restoration.

As we rode along we imagined Walt and Lillian Disney riding beside us. At each stop we moved around to look at the special features of the car and take pictures, and then it was into a new seat until the next stop. At each station we could hear people say, "Who is that?" or "How do you get in there?" It was a very special ride and we knew we wanted to ride at least once more while we were there, preferably at night.

We began asking each evening and it wasn't possible to ride so we thought we had better ride whenever we could. It was our last full day and we started asking in the morning. It was very busy, being the 51st anniversary and different events going on. The lead that day was Steve and he asked us to keep trying back during the day, as he was sure

...continued on page 3

Introduction Letter to Carolwood

by Roderick Campbell

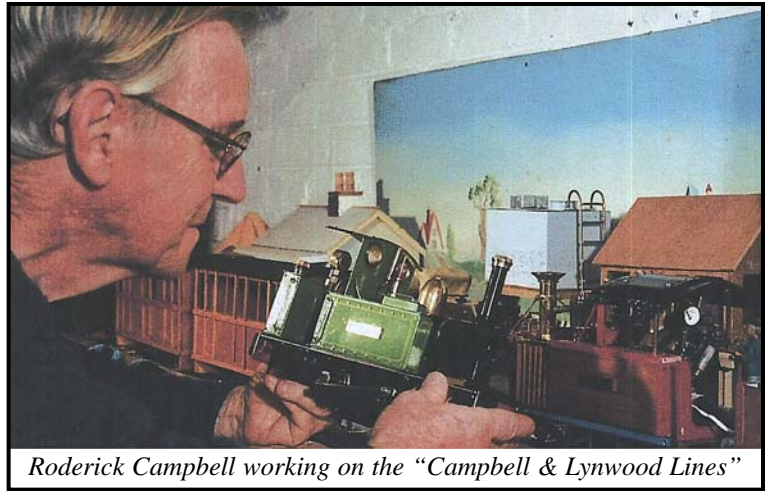
I have been a dedicated and enthusiastic follower of anything "Walt Disney," from animated films to the Disney Theme parks most of my life, and have had the privilege of visiting the Animation studios, and Disneyland at Burbank in 1970, 1975, and in 1980, and also Euro-Disneyland in 1995.

My career background has been 16 years in the aircraft technical field, and then 20 years in film and television creative production facilities.

I have a wonderful collection of porcelain Disney figurines, and a substantial collection of Disney books, videos and DVDs. However my reason for this letter is that I recently had the privilege of acquiring a book titled "Walt Disney's Railroad Story" by Michael Broggie, from Pentrex in Pasadena, who also have been helpful in supplying me some wonderful videos and DVDs on railroading, as I am a keen garden live steam enthusiast.


In my earlier years I was involved in model engineering live steam locos in three and a half inch gauge, and a keen member of the Johannesburg Live Steam Club. I have also in my later years been designing and building what is known in the U.K. as SM-32 or 16mm/ft. That is roughly the size of the more popular G scale, but runs on "O" gauge track, also live steam.

Most of my locos are my own design and hand built, as



Roderick Campbell working on the "Campbell & Lynwood Lines"

it is too expensive to purchase ready built locos from the U.K. at our exchange rate. Most of my engines are either Welsh Narrow Gauge designs, or Steam Trains, but being a big Disney Fan, I have of late been working on a Disneyland style of American woodburner, and also a live steam version of Casey Jr. from the Animated film Dumbo, which I hope to complete in the near future (I plan to build these two locomotives in G scale).

In South Africa it is difficult to get anything of a specialized nature and acquiring a collection comes with great difficulty, and searching for material over long periods of time. I picked up this address from the "Walt Disney's Railroad Story" which so inspired me, and decided to write this letter of introduction. 

OH, To Ride The Lilly Belle ...continued from page 2

we could get a ride. As the day wore on it still wasn't working out so we told Steve we did have part of the next day and we could try then but he was very insistent that we come back on the 17th. By evening, my niece and sister finally had fast passes for Space Mountain so I was on my own.


I arrived at the station and looked for Steve and this time he said we were good to go. As there was no one with me I asked if I could invite someone in line to ride with us and he said that would be fine. I asked the first family in line if they would like to ride the Lilly Belle with me and they said yes although I don't think they were quite sure what that meant! We boarded and this time Steve rode with us and now I found out why he was so insistent that we come back that day. It turns out that taking folks on the Lilly Belle is his most favorite thing to

do - and he wasn't working the next day.

Riding at night gives you a whole different feeling of elegance. Steve told us so much more than the previous conductor and I shared what I knew about CPHS. Pictures were taken and before we knew it we were back at Main Street Station. As we disembarked I realized I hadn't gotten the names of the family that rode with me but it was too late, they were off into the crowd and I headed over to New Orleans Square to meet the girls. I had my beautiful nighttime ride on the Lilly Belle and added yet another lovely memory to my Disneyland experience of 45+ years. And I knew as I journeyed home I would be planning the "next" time. The hardest part was going to be staying quiet about it, as the gift membership wouldn't be presented until September.

Now September has come and gone and John and Becky have officially come "aboard" the CPHS and are looking forward to their own ride when they go in December. It was a great surprise and I could finally tell them all about it and share my pictures.

Something else that was very special was to meet Michael and Sharon in person at the NFFC convention. In fact, Sharon had brought the membership package for John & Becky to the convention so she could give it to me there and Michael autographed my "E" Ticket magazine that started the whole thing.

We went home happy; so happy to have ridden the lovely Lilly Belle as our own special finale to the 50th Celebration. 

Goodbye to a Friend ...continued from cover

with their daughter Laurie and her husband Jeff, and Laurie's daughter Stacie. I have come to regard the whole family as great friends. Whenever they were in town to visit Morrie, we would all try to get together for dinner and my wife and I enjoyed the time we had with all of them.


A while ago, after Marge died, it became necessary for Morrie to move into an assisted living facility. I was very fortunate to be able to acquire his machine shop. The tools and equipment are worthy of a master craftsman and while I am far from that, I hope some of Morrie's incredible talent will rub off on me while I use them.

I don't think Morrie's passing has really set in just yet. Before I sat down to write this, I had been over at the barn getting ready for an event. I looked over at the case where Morrie's beautiful engine is on display. We talked often about how he built it and how someday he would like to finish it. I always offered my help as I self-

ishly hoped to learn the secrets of a great machinist. Unfortunately, that never came to pass. Still I have the memories of my visits with him. We usually talked of trains or Disney. I would try and get him to tell me about all the fine work he had done. This could be a challenge as he was so modest. I would tell him about my own projects and he would always offer encouragement. I will miss these conversations, but I will always have my memories and the whole world will benefit from the wonders he created while at Disney.

Morrie was buried at Inglewood Park Cemetery with his beloved wife, Marge. I know I speak for all of us in the Carolwood Pacific Historical Society when I say to his family that our thoughts and prayers are with you at this most difficult time.

In closing, all I can

say is cherish the friendships you have with those close to you. You never know how much time you will have with them. And once they are gone, remember them for how much they enriched your life and strive to live up to their example in all you do. I know I will always try to be as good a machinist and as honorable a man as my friend, Morrie Houser. 



Morrie Houser and Bill Barbe

Another Point of View

by Sharon Broggie

When I was asked to write an article for the *Carolwood Chronicle*, I had to give considerable thought to come up with something. Then I attended the "Movies at the Barn" night at Walt's Barn! What a pleasant surprise! Along with 60 to 70 other people, some of them Carolwood members, we enjoyed the charming little feature, *SO DEAR TO MY HEART*, along with a couple of live performances of songs that didn't make the cut into the movie. In addition, we enjoyed a "warm up" short showing scenes that were also not included in the film. These scenes were explained to us in advance by Editor-Writer-Producer Les Perkins who does projects for Disney. His explanation of each scene made the actual scenes, when we saw them on screen, much more interesting. It was refreshing to see a glimpse of Ward Kimball's Grizzly Flats

train station and the set that influenced Walt's Barn in the film. Thanks to Gary Baker for providing the W I D E screen on which the film was shown! What a treat, and I hear that he is willing to loan those wonderful pieces of equipment whenever a movie is shown at Walt's Barn! The weather, I might add, was, of course, Walt weather! (Even so, you might want to bring a light blanket or jacket, just in case a cool wind blows through.) All this was free but I'm sure donations would be appreciated and in addition there were sodas and free popcorn. I personally thought of my own childhood, living back in Michigan, sitting in a lawn chair under the full moon, with friends, watching movies on a warm summer night. Ah, a much appreciated treat! I'm looking forward to the next movie -- and this time, I'm bringing my dog.



View from the Cupola

As we wind down another summer, we look forward to our annual Un-Meeting at Walt Disney World this October 19-21. Under the able direction of veteran WDW Cast Member **John Bailey**, Carolwood Society members and their guests will enjoy a specially designed behind-the-scenes visit to several areas of the massive complex. If you haven't registered with John yet, you can do so at www.Carolwood.org.

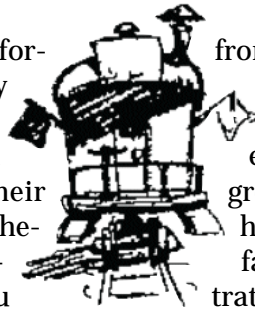
As many of you know, we were disappointed when the special room that is dedicated to Walt and his passion for steam trains, located next to the lobby in the Vacation Club Villas at Wilderness Lodge, was named "The Iron Spike Room." In 2000, when the building was erected, the new room was furnished with pictures, genuine original Carolwood rolling stock and assorted Disney train ephemera.

At the time, we argued unsuccessfully that the name Iron Spike had nothing to do with Walt and his trains. However, we were informed that an expensive bronze cast sign had been made and that renaming the room wouldn't be considered.

Fast-forward seven years. After an appeal to our friend Wing Chao, who is executive vice president of master planning, architecture and design at Walt Disney Imagineering (which may be the longest title at Disney), we found an ally. He agreed that the name should be changed to the obvious: *The Carolwood Pacific Railroad Room*.

It didn't end there. Even with Wing's support, we needed the endorsement of a senior vice president at WDW named Jeff Vahle, who readily agreed. Then the art director for WDI at WDW, Pat Bean, became involved in coordinating the new sign, which would be designed by Jeff Morris, who was selected by Wing to do the graphics.

It still didn't end. We needed to receive permission



from Walt's family, in particular Walt's daughter, **Diane**, to allow WDW to use their Carolwood logo. The family is in the process of getting federal registration to protect the logo, which has grown into a recognizable brand linked to Walt and his trains. So, the legal mark on the logo will be the familiar TM (trademark). When the federal registration is granted, the logo will receive the coveted ®.

Diane has given her permission. The Disney Family Foundation's attorney is working with the company on the use agreement, which, besides the sign, may include brochures, direction signs and other uses around the hotel.

So far, everything is on schedule for a rededication ceremony Saturday, October 20th, during the Un-Meeting weekend at WDW. For newer members of the Carolwood Society, we call it an Un-Meeting due to the fact that when Sharon and I agreed ten years ago to accept memberships in the Society, we would do so with the understanding that there would be NO MEETINGS. We felt that we had paid our dues as meeting attendees and didn't need more—the rest of our lives. Hence, Carolwood gatherings are called "Un-Meetings."

* * *

With regret and fondness, we remember our long time friend Morrie Houser, who passed away this August. Morrie was hired by my dad back in the early days of Imagineering. He was an excellent precision machinist and built a Lilly Belle chassis that is on display at Walt's Barn in Griffith Park. The quality of his work is evident on every piece of the engine. Fortunately, we have this to remind us of Morrie's cheerful spirit. His wife, Margee, would buy Morrie individual castings from the Walt Disney Railroad Company to machine for his CP 173 engine. This incremental process for a number of years spread over holidays, birthdays and anniversaries. At the time, Morrie was working for the diesel locomotive division of General Motors in Michigan. He learned about the development of Disneyland and called the Studio and asked for Walt. His secretary routed the call to Roger Broggie, who told Morrie that he could have an interview if he bought his own ticket to travel to Burbank, which he did. Morrie had a long and productive career with WDI, assuming the responsibilities Roger held when he retired in 1975.

Happy Rails,
Michael Broggie



From Plantation to Theme Park

by Michael Campbell

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Membership information is available by contacting the Society.

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Sharon Broggie, Publisher
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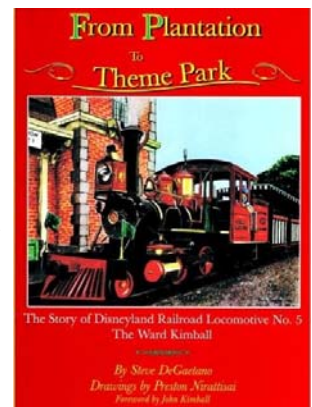
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Having thoroughly enjoyed **Steve DeGaetano's** first book, "Welcome Aboard the Disneyland Railroad", I was honored when Steve asked me to write the Introduction to his latest effort, "From Plantation to Theme Park: The Story of Disneyland Railroad Locomotive No. 5, The Ward Kimball." Through sheer coincidence, I was a guest at Ward's house the day he reviewed the concept drawings that presented how the Maud L. would become an engine worthy of both his and Disneyland's name. Certainly none of us there that day knew much of the engine's 97 year history, from its "birth" at the mighty Baldwin Locomotive Works in Philadelphia, through its years of toil in the sugar cane plantations of Louisiana, to its service at Cedar Point in Sandusky, Ohio.

Fortunately for railfans everywhere, Steve DeGaetano spent untold hours researching the complete history of this 18-ton Forney style locomotive. Remarkably, Steve provides not only a chronological narrative of the engine's existence, but also includes photographic reproductions of the correspondence between Baldwin and the original buyers, the Barker and Lepine Plantation. Adding to his impressive portfolio of DLRR locomotive drawings, Preston Nirattisai created CAD images of the Ward Kimball not only in its current incarnation, but also as it likely appeared when it rolled out of the Baldwin factory in 1902.

This information by itself would present an interesting story, especially when told in Steve's engaging style. However, what really distinguishes this book is the unprecedented access Steve had to the locomotive during its reconstruction at Boschan Boiler and Restoration. Every aspect of the rebuilding is told, both in first-person accounts and brilliant pictures. It is not likely that any other publicly available book has captured the creation of a Disneyland attraction in such vivid detail. This reader felt as if he were standing next to the engine when it took its first breath of steam on the Disneyland Railroad.

The late Ward Kimball stood out in a company that was populated by genius. Artist, musician, collector and family man, Ward was truly unique. It is sad that Ward didn't get the chance to operate this beautiful locomotive. But it is wonderful that the story of his namesake is preserved in this truly unique and entertaining "biography."



Plantation to Theme Park is available by contacting Sharon at sharon@carolwood.org

Sidetrack... The Red Barn

By his own account, Walt's happiest childhood memories were of his family's farm in Marceline, Missouri. He and his younger sister, Ruth, spent many hours in the barn, climbing in the hayloft, chasing chickens, and playing games of hide-and-seek and kick-the-can.

The barn was the setting for Walt's first venture as a showman. He dressed some of the pets and farm animals in costumes and announced the "Disney Circus" to neighborhood kids, charging 10 cents for admission. His audience, however, complained that all they saw were a dog, a cat, and a pig dressed in some children's clothes.

Flora Disney ordered her son to shut down his circus and refund the admission fees. Walt learned a valuable lesson: "give the audience -more- entertainment value than they expect and they'll be happy customers."

Around the Barn...

by Bill Barbe

Well I guess I didn't do too bad the first time since Dave asked me for another article.

Summer at the Barn is always nice because we don't have to worry about getting rained out, but the down side is we have to worry about fire. Griffith Park, where we are located, is a large wilderness type area with lots of brush. A few months back, they had a big fire. While it never got close to us, it did cause some tense moments for us. The roof of the Disney Barn is a fire resistant material, so I wasn't too worried unless the fire actually burned around us. But we had recently taken possession of **Ollie Johnston's Station** and it was temporarily set up in an adjoining meadow and one spark would have set it off. Thank goodness, the fire department was able to get the fire under control before it got to us.

On a happier note, thanks to the hard work of **Dave Tavres** and his crew, we have had three successful movie nights at the Barn. The first was the "Great Locomotive Chase" then "So Dear to My Heart" and most recently "40 Pounds of Trouble." At the last movie night, one of the actors from the film, Tom Reese, joined us at the Barn and talked about working on the movie at Disneyland for a week when they closed the park for filming. The events were well attended and everyone had a great time.

We continue to desperately need new volunteers. Our regular crew does an outstanding job, but I am sure they would welcome some additional help. I know I would. You don't have to be there all day. In fact, you don't even have to live in California. Recently, **Carl and Nancy Yamauchi**, who live in Florida, were here for the NFFC Convention. They came to the Barn on Sunday afternoon and put in a few hours. Carl and Nancy were Barn volunteers when they lived in California, but even then, they lived in Sacramento. They would come down whenever they could. Several other folks from out of state have done this same thing in the past, so if you are going to be in the area, drop me an e-mail and we will sign you up. It really is a lot of fun.


Speaking of NFFC, my fellow Barn Crew Chief, **Fred Lack** was nice enough to run the Barn last month so I

could go to the NFFC sale. While Fred can run the Barn as well as I can, he had a small staff that day because other regular crew members were going to NFFC. Thanks Fred. This allowed me to go spend money and most important, see several of you that I don't see very often. I think I spent as much time visiting as shopping.



Tom Reese tours the Barn after watching "40 Pounds of Trouble"

My last item this issue is about the Ollie Johnston Station. As we reported last time, we have the building and are working on a suitable location for it. I was able to use my limited (read crude) skills with PaintShop Pro to "place" the building in several locations around the LA Live Steamers grounds. I was even able to extend the roof of the building and raise it up to make it a real station. The Carolwood Foundation Board of Directors decided on the location they liked best. It was presented to the LA Live Steamers, and the location was approved! By the next issue, we hope to have a plan to move forward and will have started fund raising, so stay tuned and start that new penny jar for Ollie's station.

That's about it for this issue. I hope all of you are having a safe and enjoyable summer. Take care and we will see you around the Barn. 

Letter from the Editor

Everyone's interest in Walt Disney is as varied as the man himself. There are those who love the films. There are the "Disneyland nuts" who never get bored of the park. And there are those of us who love all of those things AND trains.

Belonging to a "Disneyland" club isn't what Carolwood is all about. It's about being a part of something that's

bigger than just a name tag or newsletter. Being a part of Carolwood should mean that you accept responsibility to "preserve Walt Disney's railroad heritage."

Carolwood is one of those unique opportunities where you can truly be part of something bigger. Can you say that about having an Annual Pass to the Disney parks? Or just because you

by Dave Tavres - dave@carolwood.org

wear a Mickey t-shirt? What about getting involved with Carolwood? Now *that's* something everyone can do! And that doesn't just mean telling people about Walt's backyard railroad - it means stepping up and saying: "What can I do to help Carolwood and keep Walt's love of trains alive?" Trust me... you never know who'll you'll meet!



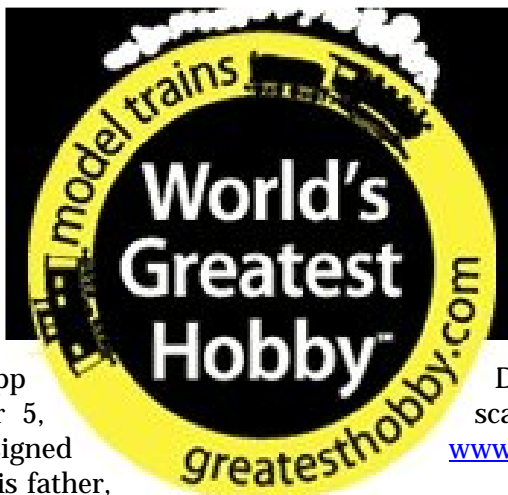
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*Look for the FULL COLOR version
of the Chronicle in the Club 173
section of www.Carolwood.org*

*Have you been to www.Carolwood.org yet?
There's an updated calendar, The Club 173
section has member-uploaded photos*

The producers of "The World's Greatest Hobby on Tour" have renewed an agreement with Carolwood Society Co-Founders Michael and Sharon Broggie to participate in the fourth national tour promoting the family hobby of model railroading. Expanding to six cities, this edition begins in Chicago the weekend of Thanksgiving.

Chicago is the birthplace of Walt Disney and still has the home on Tripp Street where he was born, December 5, 1901. The wood-framed house was designed by Walt's mother, Flora, and built by his father, Elias. The Broggies are working with the current owner to set up a tour for Carolwood Society members who attend the hobby show. Free show tickets are available by request by contacting Sharon at sharon@carolwood.org.



The tour will also include stops in Sacramento, San Diego, Kansas City, Norfolk and Louisville. Each city will include special Carolwood member activities hosted by Michael and Sharon, plus free tickets worth \$10 each for the whole family. The show is sponsored by major model train manufacturers including Bachmann Industries, makers of the new Walt Disney Carolwood Pacific Railroad HO-scale model train set (available through www.Carolwood.com)

