

# CAROLWOOD CHRONICLE



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## BARN DOOR AJAR: A LOOK INTO SUNDAY PUBLIC OPENINGS

by Jennie Hendrickson

**T**he timetable doesn't vary. Barn Crew volunteers know it will happen the third Sunday of the month and to arrive at 10:00 a.m., an hour before Walt's Barn opens to the public. But we can never predict what will happen. Each Sunday is a new blend of volunteers, visitors and weather. Spontaneity prevails.

We arrive to a non-descript gravel parking lot on Zoo Drive. One of the first things a volunteer does is set out the placards that read "Walt Disney's Barn, 11 a.m. - 3 p.m., Free Admission, Free Parking." We like to say we're the only free Disney attraction in the world.

We don our Carolwood name badges. Some volunteers wear a pin, a lanyard of Disney pins, or even hats and vests stuck with more pins than fabric. You may see engineer hats and conductor uniforms. But mainly we wear the pride of responsibility for tending the Barn.

The double door of Walt Disney's red Barn is swung wide in welcome. That's because one or both of our co-crew chiefs (and respectively President and Vice President of the Carolwood Foundation) **Bill Barbe** and **Fred Lack**, are there even earlier to open up, to enjoy the company of their fellow Live Steamers, and to begin the day's preparations.

There may be a few early visitors too - a few hornets that find Walt's barn as cozy and peaceful as we do. Is that because Walt Disney described himself as a bee, gathering and scattering the pollen of ideas among his talented staff? This February, as the volunteers congregated by the Barn before opening, an L.A.P.D. helicopter circled overhead. We waved and they honked back at us. No one can resist the charm of Walt's Barn.



Sometimes volunteers are plentiful. Sometimes we have just enough to man each station. Some rally from as near as Los Angeles itself. Some travel from San Jose, Arizona, Indiana and beyond to the haven of small-scale live steam, life's simple pleasures, and the allure of Walt Disney's personal playground that preceded and inspired Disneyland. Donated by the Disney family to its retirement home, the Barn again is circled by steam trains and families whiling away a Sunday afternoon.

We go about our chores with pride, whether setting up the souvenir stand, or sweeping out and polishing the Combine Car of the Santa Fe & Disneyland Railroad. We brush pine needles from the curving pathway to the barn, and from the checkerboard of donor nameplates

that form a welcome mat to Ollie Johnston's depot. We clear cobwebs from windowpanes, ceiling beams and picture frames. We dust the antique hand-crank telephone (where Walt was called to the house for dinner) and the electric switch panel that bears a simplified map of the Carolwood Pacific's route through the Disney backyard (including "Yensid Valley"). We put out containers of toy trains and a table, so children can create their own railways. We put out plastic seats to add to the benches around the shady clearing. We wipe the benches clean, and hang the dedication plaques on the barn doors. Thanks to our master electrician volunteer, we flip on our moving displays. Minutes before we open the front gate, at 11:00, we take stock of our manpower. Bill or Fred sends us off to various stations. We often rotate later in the day, but some volunteers have their special talents or spots they like to stick with.

One station is the front gate. No tickets are sold, but the donation jar may fill many times in a day. Greeters keep track of attendance. They hand out special stickers to guests, making them all honorary members of the *Carolwood Pacific Railroad* for the afternoon.

These gatekeepers make sure all enter and exit the clearing safely. They monitor the first railroad crossing in the path of Walt's Barn.

(Continues on Platform 2)



Thank you

## WELCOME ABOARD



The Carolwood Pacific Historical Society is enriched by its many wonderful members.

New and renewing members from December 2011 are:

John Uzzalino, *West Paterson, NJ*  
 Patrick and Gayla Hogan, *Marysville, KS*  
 Dean and Lila Severns, *San Jose, CA*  
 Robert Bullock, *Somerset, United Kingdom*  
 Howard and Steinunn Green, *La Canada, CA*  
 Craig Colvin, *Yuma, AZ*  
 Kendall Won, *San Mateo, CA*  
 Mary Plyler, *Citrus Heights, CA*  
 Matt Wells, *Marion, IA*  
 Ronald Hoadley, *Easton, PA*  
 Chris Gathard, *Visalia, CA*  
 Erick Kanter, *Westwood, NJ*  
 Jon Smithey, *Pittsburg, CA*  
 Karl Guttag, *Plano, TX*  
 Jeffrey Early, *Huntington Beach, CA*  
 Kathleen Couture, *Anaheim, CA*  
 Jerry Lees, *Running Springs, CA*  
 Theresa Libby, *Waterloo Ontario, Canada*  
 Douglas Spitz, *Powhatan, VA*  
 Bob and Margaret Pierce, *Jupiter, FL*  
 Mark Scheidegger, *Kenilworth, NJ*  
 Ashley Leaphart, *Leesville, SC*  
 David Arendes, *Santa Ana, CA*  
 The Schuck Family, *McCordsville, IN*  
 Thomas Phillips, *Tustin, CA*  
 Jeff Ino, *San Jose, CA*  
 Thomas Taft, *Salinas, CA*  
 Mark Wesley, *Placentia, CA*  
 Bill Atwood, *Bass Lake, CA*  
 Greg Bordner, *Alta Loma, CA*  
 John Sloane, *Celebration, FL*  
 Rich Butterworth, *Lansdale, PA*  
 Michael, Samantha, Alisha Ellard, *San Jose, CA*  
 David Simms, *Palmyra, PA*  
 Emilia Neudorff, *West Hills, CA*  
 Robert & Leslie Warner, *Northridge, CA*  
 Carol Jenkins, *Mission Viejo, CA*  
 Thomas Shafer, *Los Gatos, CA*  
 Robert Powell, *San Marcos, CA*  
 Donald & Martha Edmondson, *Virginia Beach, VA*  
 John A. Moe II, *La Canada, CA*  
 William Lenharth, *Durham, NH*  
 Keith Wolfe, *Palmetto, FL*  
 Jeri Cain, *Newbury Park, CA*  
 Brian R. Chavez, *Altadena, AZ*  
 Rosemary & Neil Garcia, *El Cajon, CA*  
 Phil Harris, *San Diego, CA*  
 RE Campbell, *W/Cape, South Africa*  
 Karen Pizzarello, *The Villages, FL*  
 Charles Cole, *Catlettsburg, KY*  
 Leroy & Corene Johnson, *San Bruno, CA*  
 Ralph Dunham, *Celebration, FL*  
 Ronald B. Lawrence, *Stratham, NH*  
 Michelle Lauro, *St. Petersburg, FL*  
 Hugh Rutherford, *Winnipeg, Manitoba, Canada*  
 Luis Alvaro Macias Ramirez, *Zaragoza, Spain*  
 Steven Dessert, Joan Stevens, & Marilyn Jenman, *Camarillo, CA*  
 Baillie Conway, *Augusta, GA*  
 Jake Johnson, *Glendale, CA*  
 T. John & Sharon Laser, *Centerville, UT*  
 Victor & Muoi Chock, *Fresno, CA*  
 David Manore, *Utica, NY*  
 Devon Borgstrom, *Simi Valley, CA*  
 Lynn & Corene Anderson, *Chesterfield, VA*

(Continued from Platform 1)

Waving to all aboard the passing L.A.L.S. trains is an important part of this job.

Waving the red flag at the next railroad crossing, halfway to the barn, is another popular duty. Safety gates should lower automatically, but this measure ensures the safety of visitors going to and fro.

Across the track is our souvenir stand. Tables are spread with t-shirts, caps, pins, prints of special artwork, train whistles, books concerning Walt Disney and his railroad hobby, and other wares. Guests are welcome to browse or buy.

Inside the barn are volunteers who answer questions and engage guests in conversations that often only start at what brought them to the Barn. Some volunteers spout Disney knowledge, some know the intricacies and jargon of the railroad, some are expert in both. It's fun to call visitors' attention to the TV monitor to see footage of Walt Disney at this very Barn. One clip shows Walt lying across a gondola car, pulling at the track with his arms. He rolls the car down the track with the abandon of a child swimming. It seems the Carolwood Pacific could be propelled by his sheer personal magnetism - the same that dazzled his artists to give him their best work, and invigorates parks that cheer people with nostalgia and experimentation. Volunteers and guests feel this, and come to this happy hobby playground that gave Walt Disney pause from the rigors of movie production.

Combine Car caretakers tell its particular history. The car often has its very own conductor to do this. By the way, many Barn Crew volunteers became gandy dancers who built the sidetrack that this car sits upon. The track and its spikes are Disneyland relics. Once in a while, you'll see passengers inside the car - an impromptu meeting of the Carolwood Board.

Barn tours are often given impromptu, throughout the afternoon.

On extremely busy days, the space may be too full to allow a group and browsers simultaneously.

During a rotating lunch break, we all volunteer to eat pizza.

How far do visitors come and why? There are many answers. Lately, many people come that learned about Walt's Barn from the Grand Circle Tour of the Trains of Disney exhibit currently on display at The Disney Gallery, at Disneyland. Special artists and authors come here to sign their works. In recent months, we've had visits from Disney Legends and even Tinker Bell model, **Margaret Kerry**. Other visitors we recognize because they return almost every Sunday we're open. Some photograph exhibits, some ride the steam trains, some knew Walt Disney or saw him at Disneyland, some work for the Walt Disney Company and come to learn more about the man.



How many people visit the Barn on a public opening Sunday? Co-crew chief Fred Lack says that the average number for an afternoon is 300, and the record number is 523. When we opened on President's Day weekend, we nearly reached 500. Last November, in comparison, was rained out. But the rain didn't start until so close to 10 a.m. that there was still a good volunteer turnout. We sheltered in the Barn in a cramped group, talking a little, before we scattered off. The Christmas decorations were hung, and the twinkling tree lights were merrier when set off by the rain and gloom. Volunteer **John Fennell** likened us to the animals "gathering to stay warm and dry from the downpour in the Silly Symphony classic The Old Mill. Here we all were huddled together protected, this time, by Walt's Barn." The situation was "one that Walt Disney himself would have found amusing."

Barn crew volunteers, Carolwood members and visitors have a fond attachment to the history and spirit of this place, which we share on our public Sunday Openings.



# DISNEY'S ANIMAL KINGDOM

BY DAVID BOGDANCHIK, CONTINUED FROM EDITION 47

**I**n Dinoland, USA man has more of a presence than nature, for all we know about the dinosaurs comes from what we have been able to discover. The land is actually three in one, with three distinct cohabiting cultures. First of all is the Dino Institute, where serious research, as the story goes, is being conducted by stuffy scientists. In stark contrast, entrepreneurs Chester and Hester have capitalized on the situation by exploiting the dinosaurs in a cheesy roadside carnival, hoping to profit from all the tourists visiting the institute and dig.



The graduate students are sort of a buffer between the dichotomous societies. They work for the institute at The Boneyard, but leave their mark with their stunts and practical jokes which can be seen all over Dinoland.

Visitors to the Dino Institute may not suspect what is in store for them. As they pass into a quiet museum dedicated to the dinosaurs and their world, fossils can be seen on the walls, and also a diorama of life millions of years ago. A large carnotaurus skeleton greets visitors in the Discovery Center as guests are filed along past murals and into a presentation room. Is this going to be another mild educational visit with the ancient reptiles, such as that of the Primeval World diorama at Disneyland, or the mysterious swamp of the Universe of Energy at Epcot? Wait a minute, this is not a demonstration of recreations

of dinosaurs like we just saw in the institute's old wing; this is the real deal—time travel! And somehow Dr. Grant Seeker doesn't seem to be the most reassuring personality, as we note his tampering with protocol. Heading down to the basement guests board a time-rover (an Enhanced Motion Vehicle similar to the one designed for the Indiana Jones Adventure at Disneyland) and shoot back 65 million years. Meteors fall as the vehicle careens wildly through the ancient forest. The ride is dark, fast, and extremely bumpy. A carnotaurus, this one very much alive, is encountered not one, two or even three... but four times! He gives chase and takes more than just a step towards our vehicle! I believe that this is one of Disney's best attractions ever. No one can even imagine how loud, dark, and scary this ride can be until they have ridden it. Aside from the Kilimanjaro Safaris,

Dinosaur was the only major attraction to open with the Park, back when it was called Countdown to Extinction. Despite using the same vehicles, and actually following the same track layout as the Indiana Jones Adventure at Disneyland, no two attractions could seem any more different! If I look terrified in my photo at the end, it's because I am.

Chester and Hester's Dinorama! is full of sights and sounds. Being a roadside carnival of the 1950's, this place has plenty of its own time travel. There is a huge Cementosaurus greeting guests off the road, reminiscent of the California Crazy architecture of the period (that state's version of the wienie). TriceraTop Spin is a ride similar to Dumbo the Flying Elephant, and is the only WDW hub-and-spoke attraction outside of the three at the Magic Kingdom. Nearby, The Boneyard is a great playground for kids. Who wouldn't want to climb on ancient specimens and run around in an archeological dig with abandon? Chester and Hester's Dinosaur Treasures is a gift shop that has so much eye candy and is so intriguing, that I almost didn't think to look up; above is a sight not to be missed!

Many people and organizations have parodied Disney attractions, some more favorably than others, but rarely does Disney create a takeoff of one of its own, let alone just yards away from the original! Primeval Whirl does just that, because

Chester and Hester are in competition with the institute for tourists. This is a roller coaster with a twist, literally, that spins as it winds through the extinction of the dinosaurs. Dinos hold picket signs which read "The End is Near" and "Ice Age or Bust." A very fun ride, Primeval Whirl is a unique attraction that can be enjoyed by all ages, and hence produces long lines.

Well, it's getting late and many of the animals are being led back to the care facilities for a good night's sleep. It's a good thing we have a two-day ticket. Let's get some shut eye at Disney's Animal Kingdom Lodge, with a room overlooking zebras and giraffes on the savanna, because tomorrow we are going to the Far East. There in Asia we will experience the thrilling "E" Ticket attraction, Expedition Everest: Legend of the Forbidden Mountain! Jambo! ("Hello" in Swahili). Last time we looked at the development and creation of Animal Kingdom, with visits to Harambe, Africa and Dinoland USA. Day two of our adventure takes us to upstate New York, the Orient, and includes an attempt to ascend the tallest mountain in the world!

(Continued on Platform 4)





(Continued from Platform 3)

First we head back to Africa, where we catch a train to Rafiki's Planet Watch, en route passing the animal care facilities which support the Park. The Eastern Star Railway is composed of three locomotives and two train sets, which circle a 1.2 mile loop. Appearing to be steam trains from the early nineteenth hundreds, the diesel locomotives were actually designed by Disney and built in England by Severn Lamb, Ltd. Incidentally, it is fitting that this is the first Disney attraction I experienced after becoming a Carolwood member. Upon arrival at Rafiki's Planet Watch, a well forested path leads to Conservation Station, which is an interactive place showcasing animal care facilities. Affection Section is a small petting zoo, and nearby cotton-top tamarin monkeys inhabit the Habitat Habit. Once back in Africa, the Pangani Forest Exploration Trail leads guests past several different animals, where guests can appreciate them at their leisure. There is also an aviary here.

Where to next? This can't be happening... are we lost? When designing a theme park, Imagineers often design giant wienies to help move the guests toward a certain spot, which helps them make their decisions throughout the day. But aside from the Tree of Life and the Himalayas, there are relatively few wienies in Animal Kingdom. This leaves guests more on their own to choose their route. Many small, off-the-beaten-path trails lead to surprising animal encounters, and the sense of discovery and adventure in the animal's own wild habitats is enhanced. A majority of the signage is rustic, with

posts pointing off in several directions and requiring careful scrutiny. All of these elements combine to truly immerse the guests in the story.

Camp Minnie-Mickey is a land dedicated to the humanized cartoon animal, and is the place to meet Mickey, regaled in full explorer gear. The setting for this summer campout is set in the New York Adirondack Mountains. The main feature of the land is a half-hour show entitled Festival of the Lion King with about 50 cast members performing the epic tale. During the Park's first decade, Pocahontas and Her Forest Friends showcased live animals on stage.

Another show, Finding Nemo—The Musical, is performed in the indoor Theater in the Wild. The name explains it, for it isn't quite in any land. The location used to be on the far outskirts, when it was an open air theater featuring shows based on The Jungle Book and Tarzan. The latter had roller skating monkeys! With the addition of the Himalayas this theater is now situated just off the path between Dinoland USA and Asia, although it is still in the same place.

We have seen a lot of impressive beasts throughout the Park, but one of the most regal still awaits us in Asia. The Maharajah Jungle Trek is a hike through an ancient palace which has been overtaken by several tigers. These cats can be observed to play with balls just like a cat at home, but don't be fooled. Also bats and other wildlife are found here, along with an aviary. Nearby is Flights of Wonder, a unique bird show.

In the town of Anandapur, a surprisingly long and detailed

queue leads to the aptly named Chakranadi river ("the river that runs in circles" in Sanskrit). Disney took many years before deciding to tackle the genre of the raft ride, in which guests sit in circular boats which have a tendency to spin and an even greater tendency to get wet. But as usual, when the Imagineers finally built one, it was unlike the typical. This raft ride has drops! The Kali River Rapids attraction is unique for several reasons. First of all, it doesn't actually have much to do with animals, but rather the fact that their environment is being overtaken by man. Loggers are deforesting the dense jungle, and forest fires are raging. This brings us to the second peculiarity—there is no happy ending! This ride, along with the mission of the entire Park, is to show us the real world of animals, and to create a greater awareness of their endangerment caused by the loss of their habitats. There will only be a happy ending if we make it so, and the purpose of Animal Kingdom is to make us think and act.

Expedition Everest: Legend of the Forbidden Mountain is the big attraction at Disney's Animal Kingdom. In fact, it is so big that at 199 feet it boasts the highest peak in all of Florida! This is definitely one of the most impressive coasters the Imagineers have created to date. The attraction excels in its variety. At times it's pitch black, other times it is outdoors in the natural landscape. It travels slowly enough to appreciate the landscape, yet later on reaches speeds fast enough to be one of Disney's most intense. The trains journey through high altitude snow, and low eerie caverns. It goes forwards and backwards. It races through deep gorges, and yet provides guests with one of the best aerial views at WDW. The trains also encounter one of the most advanced AA figures ever created. When the attraction

opened, the yeti's movements were so violent, that if he was connected to the mountains as he appears to be, the structure would be torn apart! The yeti has more thrust than a jet engine! On top of this, Imagineers realized that the flexible ride track could not be connected to the rigid mountain. Therefore three separate structures were carefully coordinated and built around each other for the mountain, ride track, and yeti himself.

The attraction tells a story better than any roller coaster before. This story quite literally picks up speed as it progresses, while intermittently stopping to build up tension. Imagineers traveled to the Orient to research and bring back artifacts for Serka Zong, the town in which the queue begins. Here guests are immersed in the Nepalese and Tibetan culture. Old bells in the queue are designed to be rung by those waiting. In the forest, guests can see trains calmly departing the station for their journey—what could go wrong? Even though guests may not notice, the Imagineers took great pains to make sure the ambient insect sounds in the undergrowth are accurate for the lower regions of the Himalayas. This is the attention to detail that Walt demanded. He knew that, even though not consciously realized, the guests would be more satisfied with their experience. It also provides for something new to experience every time, because there is just so much to take in!

To be continued in the next edition.







# The Mail Car

I'm 51 years old and grew up watching Walt Disney on TV.

In 1984 (before computers and the Internet) I began an intense study on Walt Disney, the person. Back then, very little was available in printed form. Throughout the years, as more books have become available, I have poured over them.

My research on Walt Disney has been very rewarding. Next to my parents, I would say Walt Disney, the person, as recorded in history, has had the most affect on me becoming the person that I am today.

How or why I never knew of your book earlier, I will never know. On October 17, I ordered from you a copy of your book, "Walt Disney's Railroad Story." (Thanks for the personal hand written note on my receipt!)

I have over 100 books on Walt Disney and the Disney Companies, but I must say, your book, by far, has been the most fun and informative book on Walt Disney I have ever had the pleasure of reading. Yes, the biography by Bob Thomas was more on the life and the man Walt Disney. But your book focused more on the important years of Walt Disney's life.

Always, when friends and family would ask, "Why did he build a theme park?" my answer was short and simple... "He wanted a real train and needed a place to put it."

Michael, your book brought together all the missing pieces of Walt Disney's live steam hobby that turned into a passion into focus.

Thank you for writing this wonderful, informative book. I cannot begin to think of the years you devoted to creating such a volume of work.

I'm sure you are used to receiving praise and fan mail by now. Please include me in your list of admirers! Once again Michael... Thank-you!

*Scott Ewing, Atlanta, Georgia*

Thanks much for the opportunity to purchase Michael's book in the pdf format. A family member purchases Michael's presentation DVD for me a few years ago and I thoroughly enjoyed the rich Disney history and anecdotes so much, I joined the Society last year. While I haven't been able to make any meetings, un-meetings, or help out at the Barn, (I live in Nevada), I hope someday to be able to more actively participate.

Thanks so much for all you and the rest of the members do to keep the Disney railroad heritage alive.

*Derek Dubasik, North Las Vegas, NV*

Just to let you know... Linda and I are finally getting married in June and have arranged for the Silver Splendor to take the wedding party to San Diego for the day. You played a role in that, because of our group trip to the Disney Family Museum. It was an incredible, memorable event and we hope that our wedding will be the same.

Thank you for your good wishes. We are looking forward to our wedding day and agree that it should be a wonderful experience for everyone attending. We are so grateful for having experienced the Carolwood group trip to the Bay Area, which prompted our wedding plans. Although there are still some details to be worked out, the major components have all fallen into place and the owners of the Silver Splendor have been fantastic. We hope that everything continues to go well. You certainly have my permission to share my message with other members. I will also let you know how it all turns out.

*Randy Schultz, Irvine, CA*

Send your letters to: Carolwood Pacific Historical Society, 1653 Gettysvue Way, Prescott, AZ 86301 or email us at [sharon@carolwood.com](mailto:sharon@carolwood.com)

**An Evening at the Magic Castle**

**May 12, 2012**  
presented by the carolwood foundation

The Carolwood Foundation has a magical event planned for you this coming spring. We are offering our members a chance to visit the world famous Magic Castle in Hollywood, CA for an evening of elegant dining and magic!

- Entrance to the exclusive Magic Castle
- Five course gourmet dinner
- Magic in five different showrooms
- Special Guest Disney Legend Richard Sherman
- All proceeds to benefit the Retlaw 1 Combine Preservation Project

We have received some additional seating but order now to make sure you don't miss this very special event.

The cost is \$175 per person. Reservations and a 50% deposit are required IMMEDIATELY to secure your spot! This will cover admission to the Magic Castle and your 5-course meal. The dinner menu will be sent to you in advance for your selections. (Alcoholic beverages are not included, but may be purchased separately that night)

The balance will be due by April 2, 2012. (Cancellations must be made prior to April 20, 2012 to receive a refund)

Send reservations or questions to Fred Lack at [fred@carolwood.org](mailto:fred@carolwood.org). For more information visit [www.carolwood.org/event.html](http://www.carolwood.org/event.html)

## Train Station Watches Were Just the Beginning

INFORMATION SUPPLIED BY LARRY BOONE

**A**s Paul Harvey would have said: "And now you know the rest of the story."

A little known bit of railroad history! Even if you didn't work for the railroad this story has an interest for all. Read to the end!

Train Station Watches Were Just the Beginning. If you were in the market for a watch in 1880, would you know where to get one? You would go to a store, right? Well, of course you could do that, but if you wanted one that was cheaper and a bit better than most of the store watches, you went to the train station! Sound a bit funny? Well, for about 500 towns across the northern United States, that's where the best watches were found.

Why were the best watches found at the train station? The railroad company wasn't selling the watches, not at all. The telegraph operator was. Most of the time the telegraph operator was located in the railroad station because the telegraph lines followed the railroad tracks from town to town. It was usually the shortest distance and the right-of-ways had already been secured for the rail line.

Most of the station agents were also skilled telegraph operators and that was the primary way that they communicated with the railroad. They would know when trains left the previous station and when they were due at their next station. And it was the telegraph operator who had the watches. As a matter of fact they sold more of them than almost all the stores combined for a period of about nine years. This was all arranged by "Richard," who was a telegraph operator himself. He was on duty in the North Redwood, Minnesota train station one day when a load of watches arrived from the east. It was a huge crate of pocket watches. No one ever came to claim them.

So Richard sent a telegram to the manufacturer and asked them what they wanted to do with the watches. The manufacturer didn't want to pay the freight back, so they



wired Richard to see if he could sell them. So Richard did. He sent a wire to every agent in the system asking them if they wanted a cheap, but good, pocket watch. He sold the entire case in less than two days and at a handsome profit.

That started it all. He ordered more watches from the watch company and encouraged the telegraph operators to set up a display case in the station offering high quality watches for a cheap price to all the travelers. It worked! It didn't take long for the word to spread and, before long, people other than travelers came to the train station to buy watches.

Richard became so busy that he had to hire a professional watch maker to help him with the orders. That was Alvah. And the rest, as they say, is history.

The business took off and soon expanded to many other lines of dry goods. Richard and Alvah left the train station and moved their company to Chicago -- and it's still there.

**IT'S A LITTLE KNOWN FACT...** that for a while in the 1880's, the biggest watch retailer in the country was at the train station.

It all started with a telegraph operator: Richard Sears and his partner Alvah Roebuck!

## Summer BARBECUE at Walt's Barn BY FRED LACK

Please join us for great food, great music and great company on August 4, 2012.

We will celebrate the "Past, Present and Future" of the Carolwood Pacific Historical Society and the Carolwood Foundation and all the changes at Walt's Barn.

The Summer BBQ will take you back to 1955 when the Park opened. Come see the original and restored *Santa Fe & Disneyland Railroad Combine* car that has been decorated to its Opening Day appearance. The Combine will have just returned from Fullerton Railroad Days where it joined other historic Disneyland Railroad equipment.

You'll enjoy delicious barbecue of tri-tip, barbecued chicken, barbecued ribs and all the fixings. There'll be something for everyone's tastes. You'll enjoy old-fashioned butter pecan ice cream, made with genuine steam-power! Sample old-fashion hot popcorn, ice-cold lemonade and downhome southern sweet tea.

We'll be treated to live barbershop music sung by the Santa Monica Oceanaires. You'll enjoy tours of Walt's Barn with its new displays and the newly restored *Santa Fe & Disneyland Railroad Combine* #101 rail car. Enjoy a miniature steam train ride provided by our friends at the Los Angeles Live Steamers Railroad Museum. Shop at our brand new souvenir stand, and see Ollie's Depot. Check out some of our new acquisitions that will be on display.

*Speakers for the evening include:*

- **Michael Broggie**, co-founder of the Carolwood Pacific Historical Society and founder of the Carolwood Foundation;
- **Tim Lagaly**, preservation expert who restored the Disneyland Railroad Lilly Belle coach and the Santa Fe & Disneyland Railroad Combine Car.
- **Bill Barbe**, President of the Carolwood Foundation;
- **Les Kovacs**, President of Los Angeles Live Steamers Railroad Museum.

After the speakers we will have an auction featuring unique experiences and special items.

This is a chance to enjoy a beautiful, warm summer evening at Walt's Barn in beautiful Griffith Park, Los Angeles, CA.

A ticket to this special event is just \$55 for the first 55 people to sign up. Once those are gone, the tickets increase to \$65 per person, so sign up now, save and get ready for a wonderful time!

**We hope that you will join us for the Carolwood Foundation's Summer BBQ on Saturday August 4, 2012 from 4:30 - 10pm.**

**To make your reservation, please visit our website: [www.carolwood.org](http://www.carolwood.org).**







## BOARD OF GOVERNORS

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 Doug Marsh  
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## IN MEMORIAM

Ollie Johnston  
 Ward Kimball  
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 CPHS Board Bill Reyes

Society membership information is available by emailing Rita at ritacis825@yahoo.com. or going to the website at www.carolwood.com.

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Sharon Broggie,  
 Editor and Publisher  
 Paul Brown, Graphic Design  
 www.labanbrowndesign.co.uk

## Contributors

Larry Boone, David Bogdanchik,  
 Michael Broggie, Fred Lack  
 and Jennie Hendrickson

Michael Broggie, Jr, Webmaster  
 Paul Brown, Internet Design

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# VIEW FROM THE CUPOLA Days of Wine and Roses

by Michael Broggie

As Carolwood members know, most of us share an interest in wine. This isn't just casual sipping of the squeezing o' the grape. Some of our members actually own wineries and distribute fine quality varietals.

Over time, your Society hosted several member events at the winery of our late member Fess Parker, located in Los Olivos, California. By special arrangement with Society Governor Diane Disney Miller, our members spent time touring and tasting at Silverado Winery in Napa, California, which is owned and operated by Diane and her husband, Ron.

Another late Society member, Vincent DeDomenico, was the owner of the Napa Wine Train. Many of our members have wonderful memories and photos of our time aboard this luxury vintage train enjoying gourmet food and fine wines.

The newest winery added to our Society's roster is Lasseter Family Vineyards, which is owned and operated by Society Governor John Lasseter and his wife, Nancy. Located in the Glen Ellen region of Sonoma Valley, California, on 28 acres of organically farmed vineyards, the winery produces 1,200 cases a year under the direction of master winemaker Julia Iantosca, who joined the operation in 2005. Its first release was a 2000 vintage and was the produced by a rather modest boutique operation.

Notching up their winery goals and professionalism several degrees, John and Nancy recently redesigned the labeling and packaging and built a barn-like tasting room. They have also released new wines, which are sold mainly through fine restaurants, wine merchants and the Lasseter website: [www.lasseterfamilywinery.com](http://www.lasseterfamilywinery.com).

More importantly, John has installed a narrow gauge steam railroad at his vineyard. This isn't just any railroad, but is equipped with the same rolling stock that ran on the Dearlake Park &

Julian Railroad near Julian, California that was owned by John's animation idol: Disney Legend and Carolwood Society Governor Ollie Johnston.

As Ollie advanced in years, he sold his property along with the railroad equipment. The new owner wasn't a railfan. John asked Ollie if he wouldn't mind if he made the fellow an offer to purchase the 1901 Porter 0-4-0 steam engine and the rolling stock. With Ollie's blessing, John made the acquisition and proceeded to have the equipment fully restored. Unknown to Ollie, in May, 2005, John staged a very unique event at Disneyland and invited Ollie to attend. He thought he was to receive a commendation for his many years of classic animation during the 50th anniversary of Disneyland. Actually, that was the cover story. John had negotiated with top Disney executives to allow him to run Ollie's train on the track surrounding the Magic Kingdom.

With about a hundred witnesses, Ollie was in the New Orleans Frontierland Station receiving his award when a steam whistle was heard coming down the main line. Ollie recognized the distinctive sound of the Marie E. steam engine's four chime steam whistle and, as the little Porter pulled into the station, there was a huge cheer and applause accompanied by tears of joy. For one golden early morning, Ollie got to run his train around Walt's dream of a magical themed amusement park, thanks to John.

Now, that same train chuffs through the vineyards of the Lasseter Family Winery, creating golden memories for this and the next generation and beyond.

For more on the Lasseter Family Winery, check the April 2012 edition of Wine Spectator magazine.



John and Nancy Lasseter chose this label design for their blend of Grenache, Syrah and Mourvèdre featuring their 1901 Marie E. Porter steam engine that once belonged to Ollie Johnston. Chemin de Fer is a French phrase that means "railroad." Ollie named the engine after his wife, who was a Disney ink and paint artist.



Society Governors Gary Oakland, John Lasseter, Michael Broggie and Mike Campbell join in congratulating Ollie Johnston (seated) upon his historic railroad run at Disneyland, May 10, 2005.

## Remembering Pat Yendes

We're sad to report the untimely passing of Society member Pat Yendes. The multitalented wife of member Tom Yendes, Pat was a deputy sheriff with Los Angeles County, an accomplished private pilot, a member of the Westlake Yacht Club and an avid fan of Disney and model trains. She and Tom volunteered their time to help install model trains at the Christmas tree display at the Ronald Reagan Presidential Library and Museum in Simi Valley, California. Pat lost her valiant battle against cancer last month. We wish our dear friend Tom our very best wishes during his difficult transition.



Sharon Broggie, Tom Yendes, Pat Yendes and Michael Broggie pause for a picture during the installation of model trains at the Ronald Reagan Presidential Library Christmas holiday display.



Carolwood Pacific Historical Society  
 1653 Gettysvue Way,  
 Prescott, AZ 86301  
 Email us at sharon@carolwood.com

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 the WEB**  
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*"We don't have  
 boring meetings, we  
 just do fun stuff!"*

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## MEMBER PICTURES



Sorry to report that our longtime friend and Florida Carolwood member **Glenn Pena** has died. He had been fighting health issues for the past several years. He had a long and distinguished career with NASA and the Air Force at the Cape (Canaveral) as manager of military launches.

I will always treasure the private VIP tour he gave me at the Cape. His presence at our Un-Meeting gatherings was always anticipated, particularly when he brought his vintage Rolls. He will be missed.



Christmas snaps at the Barn 2011. Just look at the fun we had over the festive period...



## Carolwood Event Calendar

**April 15** - Walt's Barn open to the public from 11 a.m. to 3 p.m.

**May 12** - Magic Castle Event for Carolwood Members.

**May 20** - Walt's Barn open to the public from 11 a.m. to 3 p.m.

**June 17** - Walt's Barn open to the public from 11 a.m. to 3 p.m.

**July 15** - Walt's Barn open to the public from 11 a.m. to 3 p.m.

**August 4** - Summer BBQ at Walt's Barn from 4:30 p.m. to 10 p.m.

**August 19** - Walt's Barn open to the public from 11 a.m. to 3 p.m.

**September 16** - Walt's Barn open to the public from 11 a.m. to 3 p.m.

**October 21** - Walt's Barn open to the public from 11 a.m. to 3 p.m.

**November 18** - Walt's Barn open to the public from 11 a.m. to 3 p.m.

**December 16** - Walt's Barn open to the public from 11 a.m. to 3 p.m. with Carolwood Santa and Barn volunteer Christmas party following.