

# CAROLWOOD CHRONICLE



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## If You Had a Dreamflight

BY DAVID BOGDANCHIK

**I**f you had wings and could take flight - if you could fly on a dreamflight, where would you go? How about Walt Disney World, where two attractions with four names from the previous sentence used to reside?

It may not be noticeable at a quick glance, but *Buzz Lightyear's Space Ranger Spin* contains layers of history just waiting to be discovered by those who dig for it, and this rich heritage has influenced several other attractions in Disney Parks as well. Let's reach back and discover the amazing past, and far reaching effects, of this pioneering little 4.5 minute OmniMover.

Our story begins over 40 years ago in June of 1972, when *If You Had Wings* opened on the south side of Tomorrowland in the Magic Kingdom. The attraction was designed by one of Walt's best Imagineers, Claude Coats, and as he did with *Monsanto's Adventure Thru Inner Space* beforehand, Claude did not use Audio-Animatronics, but rather created an attraction utilizing projection and fantastic atmosphere. In *If You Had Wings* sets and props created realistic three dimensional settings for projections of festive people. And what would a classic Disney ride be without a catchy tune to serenade guests? Buddy Baker and Xavier Atencio wrote the attraction's simple and repetitive tune, *If You Had Wings*, with varying lyrics and orchestration throughout the scenes. It's time for a quick flight on Eastern Airlines' (the



*If You Had Wings* (June 5, 1972 - June 1, 1987) attraction at Walt Disney World



official airline of WDW at the time) *If You Had Wings*.

"Attention please," we hear over the PA system as we enter an airport terminal in Tomorrowland. "Eastern Airlines Flight 19, your holiday cruise to the emerald beauty of a Puerto Rican rainforest, now ready for departure." The soaring music of the Eastern Airlines Airbus theme plays as more announcements come over of flights to exotic locales south of our borders. Boarding one of over 100 vehicles moving along at 2 ft/s, it appears

that this terminal conveyance will take us to our flight, but it actually takes us on a flight! We can only surmise what wonderful adventures await as we head into the Caribbean area of a large globe ahead. Through the darkness, projected seagulls and jets fly past before we begin our ascent. The singing starts, "If you had wings, you could do many things. You could widen your world, if you had wings."

(Continued on Platform 3)

POPULATION

001955

Thank you

## WELCOME ABOARD



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

New and Renewing Members since June, 2013 are:

Harold Wilson, *Nashville, TN*  
 Christie Edinger, *Burbank, CA*  
 Michael Crawford, *Los Angeles, CA*  
 Kris Stewart, *Encinitas, CA*  
 Alex Lundy and Family, *Metamora, MI*  
 Dennis Hanley, *Reseda, CA*  
 John and Katie Abbott, *Melbourne, FL*  
 Robert Johnson, *Danville, CA*  
 Phillip Freer, *Cincinnati, OH*  
 Ronald Ferguson, *Goleta, CA*  
 Peter Athans, *Coto de Caza, CA*  
 William Foster, *Birmingham, AL*  
 Michael Andrade, *Fontana, CA*  
 Patricia Doering, *St. Louis, MO 63127*  
 Cathy Bluem, *Burbank, CA*  
 Don E. Wolford, *Barrington, IL*  
 Tom Nelson, *Union City, CA*  
 Karen Matern, *Oakdale, CA*  
 Jaren and Janett Henderson, *Hesperia, CA*  
 David and Wendi McCashen, *Santa Maria, CA*  
 Lynn Yaw, *Shoreline, WA*  
 John Tomsen, *Fallbrook, CA*  
 Aaron Curtiss, *Aurora, CO*  
 Kellie Linsenbigler, *Alden, NY*  
 Terry Kellman, *Boca Raton, FL*  
 Jade Goodrich, *Oceanside, CA*  
 Matthew Roper, *Houston, TX*  
 Michael, Chula, *Merrill, WI*  
 Jeff and Stacy Giovannello, *Staten Island, NY*  
 Ken Webb, *Carthage, TX*  
 Scott Smith, *Jupiter, FL*  
 David Hughes, Pickering, *Ontario, Canada*  
 Greg Salisbury, *Oakville, Ontario, Canada*  
 Shelley and Paxton Gagnet, *Upland, CA*  
 Sarah Little, *West Midlands, United Kingdom*  
 George Eddington, *Glendale, CA*  
 Tim and Jane Jinks, *Livermore, CA*  
 Cynthia Jorgensen, *Discovery Bay, CA*  
 Jaimie Teindl, *Chilliwack, British Columbia, Canada*  
 Clark Olson and Family, *Rosemount, MN*  
 Armand, Robbin and Dakota D'Alo, *Carlsbad, CA*  
 Michael and Sharon Chase, *East Dubuque, IL*  
 Robert Bender and Lorain West, *Huntington Beach, CA*  
 Stevan and Susan Shobert, *Lancaster, CA*  
 Cynthia Jorgensen, *Discovery Bay, CA*  
 George Eddington, *Glendale, CA*  
 Amy Reynek, *Los Angeles, CA*  
 James and Marjorie Poor, *Scottsdale, AZ*  
 Ken Jakso, *Costa Mesa, CA*  
 John and Jennifer Germaine, *Berea, OH*  
 Chad Carlock, *Davis, CA*

Welcome New and Renewing Members!



## THE TEHACHAPI LOOP REVISITED

BY STEVE BYERLY PH.D.

**T**he year was 1964 and I was returning home to Los Angeles on Southern Pacific's San Joaquin following a visit to northern California. Having been enamored with trains my entire life, I was excited as the train left Bakersfield and turned southeast toward Mojave.

The train rolled through fields of cotton and fruit orchards giving way to golden hills dotted with oak trees. My head began to nod when excitement gripped my fellow passengers and the word passed from one to another that we were approaching the Tehachapi Loop. Adults rushed to the windows, children pressed their faces to the glass as we exited a tunnel and began circumventing a hill. There were ooh's and ahs all around. Much talk was made of trains crossing over themselves; but, we were on an eight car train and it was all lost on me.

Once home, though I still did not understand what the hubbub regarding the Tehachapi Loop had been about, I was curious. So, I did some research and was duly impressed. 'The loop' it appeared was just that, a circle of track measuring 3,799 feet in length and maintaining an approximate diameter of 1,210 feet. The loop began with a tunnel referred to by Southern Pacific as Tunnel #9 and by the time the track had made its counterclockwise circle and passed over the top of #9 the train had gained 77 feet in elevation, allowing it to continue up a steep 2.2% grade, which would otherwise have been impossible.

Pictures of 4,000 foot freight trains literally passing over themselves intrigued me. Further research revealed a story as fascinating as 'the loop' itself. It was generally thought that William Hood, a graduate of Dartmouth College and a Civil War vet, had gotten the inspiration for the loop while watching a boy on his donkey plodding along toward the top of a hill by riding around the hill again and again, gaining in elevation with each revolution.

Faced with the task of engineering a track up the Tehachapi Pass where the grade was far too great to navigate by conventional methods, Hood realized that the boy and his donkey provided the answer. Hood determined that he would engineer a circle of track which would begin with a tunnel 126 feet in length and rotate counterclockwise spanning

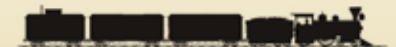
approximately one-half mile. The track would continue to gain in elevation as it made a full circle and return to its starting point, providing a feasible ascent of nearly seven stories at a single juncture in the line. The construction of the loop engaged 3,000 workers from Canton, China, equipped with only picks and shovels. This crew would go on to construct the entire roadbed from Caliente to Tehachapi Pass, a distance of 16 miles, building 18 tunnels with a combined length of over 8,000 feet. Some would lose their lives as they blasted and picked and shoveled their way to the top.

When the trackage from Bakersfield over the Tehachapi Pass to Mojave had been completed in 1876, railroad financier General D. D. Colton referred to the feat as rivaling the engineering achievement of the Suez Canal. Indeed, the Tehachapi Loop has come to be known as one of the Seven Wonders of the Railroad World.

Living in the Tehachapi area as I do, I am accustomed to showing off the loop to guests. And, that's what brought me and my wife, **Tina**, and our good friends, **Michael and Sharon Broggie**, to the top of Tunnel 10 in order to witness one of the 35 freight trains which travel the Tehachapi Pass route each day round 'the loop.'

We stood there observing a freight train as it completed a full circle and crossed over itself, listening to diesel engines pounding and electric turbines whirling, riveted at the engineering majesty of it all, almost as though we were standing on sacred ground. And, indeed, there is a cross at the top of the knoll in the center of the loop commemorating the railroad builders and trainmen who have lost their lives in the line of duty within the mountain divisions of the *Southern Pacific* and *Santa Fe Railroads*.

Michael's eyes glowed and Sharon broke the silence as she whispered, 'wow.' But, for me, I stood there listening to the faint tapings and grindings of picks and shovels intermingled with spoken phrases of an Asian dialect eagerly anticipating a column of smoke bellowing from the diamond stack of a 4-4-0 Baldwin puffing its way toward 'the loop' pulling the *San Francisco Chief* into view.



(Continued from Platform 1)

As we head into Aztec Mexico, cliff divers take the plunge in Acapulco, while a fiesta occurs in Mexico City, complete with a Mariachi band. We head past a cruise ship in a Caribbean port, with passengers throwing out streamers everywhere, and a fisherman whose catch keeps changing size as this tale grows! We are next accosted by a singing merchant, "You wanna buy a sombrero, made of real fine straw? Or how 'bout a nice handbag, for your pretty mama?" Treasure divers scuba underwater, while others limbo on a Caribbean island. In Puerto Rico we see musicians playing, before encountering the comical scene of a frantic traffic cop in the Bahamas desperately trying to maintain order as crowds rush past him, alternating with flocks of flamingos! Next the waterfalls of a Jamaican tropical forest cascade down in front of us before we sail past a Trinidad sunset and musicians in New Orleans. Exhilaration strikes us suddenly as we experience the sensation of speed and flight, taking off from a runway and shooting through various locales, achieved by fans and projection in a fantastic tunnel shaped speed room. Following is a scene full of mirrors, creating reflections all around us as we soar up above mountains to the lyrical Eastern Airlines theme. But now it is time to return to the ground, and our vehicles descend as the seagulls and planes reprise their projected flight. "You do have wings," a voice tells us. "You can do all these things.

You can widen your world. Eastern, we'll be your wings." A service desk is conveniently located at the exit so that we may book a flight to anywhere we desire. How about we book one 15 years forward in time?

When Eastern Airlines did not renew their sponsorship, a quick less-than-a-week conversion in June 1987 removed references to the sponsor and brought the attraction a new name, *If You Could Fly*, with the only major change being a new theme song. This incarnation lasted 19 months, until it was closed in early 1989 to make way for a new attraction with a new aviation sponsor, the new WDW official airline Delta.

*Delta Dreamflight* opened in mid-1989, and was essentially an all-new attraction, presenting great eras in the history of aviation. With bouncy music and unique styles, sights and special effects, *Delta Dreamflight* relied on more scenery and less projection than *If You Had Wings*. Both attractions were excellent and it's too bad they couldn't exist simultaneously. Let's now spread our wings and fly back to what was one of my favorite rides as a child.

A large 767 Delta airplane sits on the tarmac to our left as we enter the terminal, awaiting our boarding via the colorfully glowing gate leading onboard. Once through we see a large mural depicting a 1920's airfield positioned beyond passing OmniMover vehicles. Looking carefully, we notice that this airport portrayed on the wall is Glendale's former Grand Central Air Terminal, now the home of Walt Disney Imagineering! Heading forward, a pop-up book slowly flips to open our journey through aviation, showing various early flying mechanisms such as a hot air balloon, glider and more. The caricatured cartoon characters continue as we ascend into a barnstorming circus, complete with zany music and daring



stunts by rather crazy, out-of-control pilots. A silhouette above shows that one went right through a barn, and as we head inside we are astounded by live action footage of a daredevil standing atop a barrel-rolling bi-plane! The music changes to slow and elegant as we pass a spinning globe and head into a 1930s San Francisco Bay, up a gangplank and into the Global Clipper, an M-130 water plane, where we are treated to a view inside the dining room of the aircraft. Next we fly through Tokyo and over the rooftops of Paris at sunset, before the music picks up tempo as a spinning "Jet Age" sign heralds our entrance into the turbine of a jumbo jet. The simple twirling light creates a dizzying sensation of rotation of our OmniMovers, and is followed immediately by the speed tunnel from *If You Had Wings*, showing a takeoff from a runway and flight through the clouds. (This 1-2 special effects punch of the spinning turbine and speed tunnel was one of my favorite parts of any Disney attraction growing up, despite the fact that I often closed my eyes during the first part!) Next we view a flight through a city of the future, and as we descend past a giant pop-up book of New York and London, we see that our brief storybook flight through aviation history is at a close.

Delta's sponsorship ended in 1995, and just as when Eastern Airlines left, the ride was renamed. *Take Flight*, essentially the same as its forerunner, flew guests until early 1998 when it made way for the fifth tenant, again an attraction on flight, but this time in outer space, *Buzz Lightyear's Space Ranger Spin*.

These aviation attractions may be long gone, but their impact is lasting and far reaching. A ride that borrowed heavily from the style of *If You Had Wings* was *El Rio del Tiempo* (reworked as *Gran Fiesta Tour Starring the Three Caballeros*) at Epcot's Mexico pavilion. Here guests float through the Latin American country and encounter various projected scenes in a manner comparable to *If You Had Wings*. Even some of the footage is strikingly similar, such as the cliff divers in Acapulco, and the original version of the Mexican ride also had merchants trying to sell passing boats their wares. The mirror room from *If You Had Wings* was a forerunner of the original *Universe of Energy's* grand finale, but the introduction of the speed tunnel was an even larger contribution to the Disney Parks.

(Continued on Platform 4)



(Continued from Platform 3)

A fantastically thrilling yet simple effect, another speed room was installed on the second floor of the Carousel Theater in Disneyland for the *PeopleMover*, and three successive ones in EPCOT Center's *World of Motion*. Within *Buzz Lightyear's Space Ranger Spin* itself, not only do guests still ride along the original 1972 ride system and route, but the climactic ending of the speed room from *If You Had Wings* and the spinning turbine effect from *Delta Dreamflight* both remain. The biggest tribute today is an orchestration of the original song *If You Had Wings*, which plays in the ambient Tomorrowland music at the Magic Kingdom and Disneyland. Keep your ears open!



Center's OmniMover attractions, but their charm lay in their pleasing and repeatable simplicity, accentuated by catchy music and spectacular finales which created a very satisfying experience. Don't forget, you do have wings, so next time you hop on a plane for a dreamflight to WDW, take a little time to remember these unique classic attractions.

*If You Had Wings* and *Delta Dreamflight* were two very special and enjoyable attractions that existed only at the Magic Kingdom. Their high capacity prevented the line from often becoming long, and in the age of ticket books there was no admission. These two "edutainment" rides were not on the grand scale of EPCOT

2013

## VOLUNTEER OF THE YEAR AWARD



Fred Lack III (from left), Debra Turner, Bill Barbe, Bill Reyes, Nathan Eick and Larry Boone, all Walt's Barn Crew, congratulate Bill Reyes on his "Volunteer of the Year" award in front of the Barn in Griffith Park.

### Other Volunteer Awards include:

- John Fennell - 2008
- Larry Boone - 2009
- Bill Reyes - 2010
- Julie Thomas - 2011
- Tom Urquidez - 2012

# THE CAROLWOOD STORE

## CAROLWOOD PACIFIC HISTORICAL SOCIETY COMMEMORATE ITEMS ON SALE NOW!

Dear Carolwood Members, old and new,

We are celebrating our 20th year as the Carolwood Pacific Historical Society preserving Walt Disney's personal history and his railroad legacy and have added many new items to commemorate this event. Please go to <http://carolwood.com/store> and look at our new merchandise.

Best Wishes, Sharon and Michael Broggie



## LILLY BELLE COLLECTIBLE BELL

- Identical to the 1/8 scale bell on Walt Disney's Lilly Belle engine
- Bell and harp made in solid brass from the original plans
- Cast and machined in Maine, USA
- Mounted on solid maple
- ID plate with full color Carolwood Pacific Railroad logo (R) Walt Disney Family Foundation



**JUST \$175** plus \$12 shipping and service

Note: One recently sold on eBay for \$610.



# The Mail Car

Thank you so much for your time. We are very excited to be part of such an amazing project! We are planning a trip in August to visit and explore the grounds of Walt's Barn on the third Sunday. We have been railroad and Disney enthusiasts for a long time... railroading because of our son, Alex, so this is the perfect marriage!

*Katherine Lundy, Metamora, MI*

Thank you very much for your help. The new 20th anniversary tin plate sign should look great behind my Accucraft Lilly Belle.

I was lucky enough to see Lilly Belle a couple of years ago at the Disney Museum. I stood there for ten minutes just looking at the loco and train. So beautiful! I think the staff thought I was a bit odd!

*Bob Bullock, Burnham-On-Sea, Somerset, United Kingdom*

Thank you so much for so promptly filling our order for the 20th Anniversary Tote Bag. It's just gorgeous and we are thrilled to be able to start using it right away!

I also wanted to let you know that I tried, unsuccessfully, about a week and a half ago to place an order for one of the beautiful Carolwood Pacific jackets for my husband. Don't know why we weren't able to get the order to go through. We know the style we want to get, but we were also wondering if it might be a good idea if you could mail us a plain jacket first so we can double-check the size before the logo's, name, etc. are applied. We would be happy to pay for all the additional shipping costs, and would pay for the complete jacket before you send the "plain" one. Let me know if this is possible. I'm writing this on the weekend, but don't expect an answer from you right away. When I hear from you as to whether you think this is a good idea too, I'll supply all the info for how you would like us to pay - PayPal, credit card, etc.

Hope all is well with you both. Enjoy your weekend, and I'll look forward to hearing from you some time during the week when you have a chance. Thank you so much.

*Corene (Cory) Johnson, San Bruno, CA*

"Casey" Jones is buried at the Mt. Calvary Cemetery in Jackson, TN.

We were home driving from out west and went to the "touristy" Casey Jones Museum that has a steam locomotive from the Clinchfield on display. I asked them where he was buried and went to the cemetery Summer 1992.



Not sure about this... but Lucius Beebe and Charles Clegg had something to do with the monument's placement which gave me the impression his grave was NOT marked until then. Not sure. I don't think Mrs. Jones had a marker in 1992, but I truly don't recall. I want to go to Vaughn, Miss., the accident site, one day.

He was from Cayce County, KY., and that is how he got the name "Casey". I almost named my daughter Casey, but with a different spelling.

*Steve Tidwell, Douglasville, GA*

I received the membership for the Carolwood Pacific Historical Society the other day. Thank you. It put a HUGE smile on my son's face when he looked at the return address names. He has been an admirer of that name on the Walt Disney World engine since I can remember and to see his face when he received such an important document was priceless.

The membership card in the packet has his name correct (Alex Lundy), however the larger membership certificate reads Andy Lundy and Family. If you come across an extra minute (which is rare these days) could you please reprint the certificate to read Alex Lundy & Family? He wants me to frame it and put it next to his bed.

Thank you for this opportunity and your time. We look forward to our August visit.

*Katherine Lundy, Metamora, MI*

When visiting Walt's Barn at Griffith Park, Los Angeles, CA you'll no doubt run into Larry Boone, Fred Lack III and Bill Barbe, three of our major volunteers.

The Barn would not be operating without their expertise.



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)



# THE SUMMER PHOTO GALLERY



A reporter from the Orange County Register interviews Bob Gurr at Walt's Barn about the Mine Train.



The Broggie/Smith booth at D23 was a hubbub of activity with friends stopping by.

From left, Carolwood Pacific Historical Society Co-Founders Michael and Sharon Broggie, Master Craftsman and Disney Artist Bob Olszewski ([olszewskistudios.com](http://olszewskistudios.com)), Barbara and Lowell Smith (sharing the booth) known for their precision n-scale models ([lowellsmith.net](http://lowellsmith.net)), Jeff Granito and Dave Avanzino, also artists who have art being sold in the Disney Parks.



Master craftsman and artist Bob Olszewski visited Sharon and Michael Broggie in their booth at D23. His presence is always welcome.



An example of Jeff Granito's art



Some of Dave Avanzino's art

(Continued on Platform 8)



**BOARD OF GOVERNORS**

- Michael Broggie, Chairman
- Bill Barbe
- Tony Baxter
- Larry Boone
- Michael Campbell
- Dick Cook
- Miguel Fernandez
- David Flesh
- Bob Gurr
- Darrell Holmquist
- Fred Lack III
- John Lasseter
- Doug Marsh
- Diane Disney Miller
- Jon Newbill
- Gary Oakland
- Kendra Reed
- Scott Rhodes
- Steve Waller
- Bob Witter

**IN MEMORIAM**

- Ollie Johnston
- Ward Kimball
- William Norred
- Richard Thompson

**CAROLWOOD FOUNDATION OPERATING COMMITTEE**

- President Bill Barbe
- Vice President Fred Lack III
- CFO Larry Varblow
- Director Nathan Eick
- Director Larry Boone
- Secretary Debra Turner
- CPHS Board Bill Reyes

Society membership information is available by emailing Sharon at [sharon@carolwood.com](mailto:sharon@carolwood.com) or visiting [www.carolwood.com](http://www.carolwood.com).

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# VIEW FROM THE CUPOLA

by Michael Broggie

During September, Sharon and I traveled to Southern California from our home at Prescott Lakes, Arizona to participate in the third biannual D23 Expo. For readers of this epistle who may not be familiar with D23, it's the Walt Disney Company's "Official Disney Fan Club."

Established in 2009, it was the brainchild of Steve Clark who joined the company at Disneyland in the public relations department in 1998. As it happened, Sharon and I met Steve that summer at Disneyland when he was assigned as our guide for a special event that included Ward Kimball and Ollie Johnston at the Main Street Station celebrating the steam railroad and a book we had written. Steve went on to become vice president of D23 and executive editor of its beautifully produced quarterly magazine, Disney twenty+three.

The first mention of D23 was on March 10, 2009, when Disney CEO Bob Iger announced the club at the annual stockholders meeting held in Oakland, California. He explained the D stood for Disney (of course) and 23 represented 1923, the year Walt arrived in Los Angeles. Walt was quoted as saying: "I came to Hollywood and arrived here in August 1923 with forty dollars in my pocket and a coat and a pair of trousers that didn't match. And one half of my suitcase had my shirts and underwear and things and the other half had my drawing materials..."

Bob also announced that a Disney fan event was being planned for August 2009 at the Anaheim Convention Center. Since the Walt Disney Family Museum was getting ready to open, the Carolwood Society and Foundation suggested we share a booth with the museum as part of the Collectors Forum, an assemblage of all sorts of Disney art, props, books, pins and about every imaginable collectible celebrating Disney.



The D23 is the 'Official Disney Fan Club' and this years third biannual Expo was held in Anaheim Conventional Center, South California

Fast-forward to 2013. Lowell Smith, the renowned designer of N-scale miniature railroad rolling stock, called and asked if we were interested in sharing a booth themed on Walt Disney's Railroad. Lowell is the supplier of Disney-related train miniatures at the Disney Family Museum in San Francisco and Disneyland. His equipment is featured with Bob Olszewski's incredible precision micro miniature of Disneyland.

Since the Society was celebrating its 20th anniversary, we thought D23 would offer us an opportunity to see many of our members and make new friends, which we did. We also introduced two new Carolwood Collectibles: a mounted solid brass bell that's exactly like the one on Walt's one-eighth scale Lilly Belle steam engine; and, a 12x12 inch tinplate sign of Walt's Carolwood Pacific Railroad logo in full color. Both products are made in America as is our 20th anniversary apparel. It's our small token of support for America's workers.

At the close of the three day event, Steve Clark announced that the next Expo is set for 2015 at the Anaheim Convention Center. If you're interested in learning more about D23, the Web site is D23.com

Recommendation: If you haven't yet tried the Carthay Circle Restaurant located in the newly renovated entrance to California Adventure, just do it. Sharon and I celebrated our 25th anniversary there on Aug. 8th. (Yes, we tied the knot on 8/8/88!) We found the food, the service and the ambiance in this replica of the Los Angeles movie house where a certain mouse made his debut in 1928 to be the new benchmark in Disney dining - and this includes Club 33. As stated in the Nike ad: Just do it.

Note to Tony Baxter, Carolwood Governor: congratulations upon your new designation as a Disney Legend. It's richly deserved.

*Happy Rails!*



Carolwood Pacific Historical Society  
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**We're on  
 the WEB**  
 carolwood.com

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

*First Class Mail Address  
 Correction Requested*

**SUMMER PHOTO GALLERY CONTINUED**



*Bill Barbe, Michael Broggie, Fred Lack III, former LALS (Los Angeles Live Steamers) President Les Kovacs and LALS Board Members Collin Westphal join L A City Councilman Tom LaBonge in the newly restored Combine car near the Barn.*

*Bill Barbe (left) and Michael Broggie (right) pose with Disney Artist Paul Lopez holding his Retlaw I painting in front of the Barn.*



**Carolwood Event Calendar**

**Sep 28** - Movie Night at Walt's Barn

**Sep 27, 28, 29** - Carolwood Annual Un-Meeting in Walt Disney World

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

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

**Dec 6, 7, 8** - Walt's Weekend Getaway at Smoke Tree Ranch, Palm Springs, CA

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

*HOPE TO SEE YOU THERE!*