



THE OFFICIAL NEWSLETTER OF THE CAROLWOOD SOCIETY

THE 13TH ANNUAL UNMEETING

CHARLES GIBLIN

CHARLES & MARY ANN GIBLIN

MEMBERS SINCE 1999



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Somehow, starting an event that involves steam engines and Disney railroading at Fort Wilderness Resort & Campground sets the stage to travel back in time.

This year's 13th annual "UnMeeting" began at the Trails End Restaurant where the kickoff dinner was held. It brought us back to a different time in American history when a young Walt Disney grew to love live steam as he watched the *Santa Fe Railroad* chuffing through Marceline, Missouri. With member **Ray Fleischmann** coordinating, the kick-off dinner served as an opportunity for members to establish old ties and make new ones. Quickly, stories of members' own rail hobbies and experiences illustrated the connection to *Walt Disney's Carolwood Pacific Railroad*. A hobby that led to the greatest theme parks in the world.

The Friday morning event was set for "The Magic Behind Our Steam Train Tour." Twenty or so Carolwood members (we didn't really count), assembled at the main entrance to the Magic Kingdom by 7:30 a.m.

The Magic Kingdom had already been decked out in its Halloween dressing with two giant Jack o' Lanterns greeting us at the main gate as we waited for our hosts.

As on time as a railroader is expected to be, our engineer, **Joe Bopp**, and conductor Randy greeted our group. **Mary Ann** and I recognized Joe immediately, having met him at the World's Greatest Hobby train show in Edison, New Jersey, just this past March. The *Roy D. Disney* pulled into Main Street Station ready to take us backstage. As many times as we both had been backstage as cast members, we were excited to return for our visit to the roundhouse as it were.

I guarantee that each of us learned some new tidbits of Disney railroading history as we transited Adventureland, Frontierland, pulling past the switch on the main line preparing to make the reverse movement to the backstage



Group photo of some of the attendees to the 2015 Carolwood Society UnMeeting in Walt Disney World

area. Trivia switched to the safety techniques and challenge of backing the train off the 1.5 mile main line and how communicating with the conductor and the engineers' feel for the individual equipment exemplifies that Walt Disney World railroaders are true professionals.

Professionalism is perfectly mixed with a love and respect for each of the four live steam engines at Walt Disney World. The *Walter E. Disney* was staged for our inspection while Joe and Randy gave us insight into how each train is prepared for the Grand Circle Tour each morning. All had the opportunity to climb into the cab where Randy explained the responsibilities of the engineer and the fireman and we clicked away with our modern day iPhones or androids to document to our family and friends that we really were there.

The *Roger E. Broggie* engine was pulled out of the barn and we watched the steam pop off as the *Broggie* was readied for its day on the main line. You begin to really appreciate how the WDW railroaders feel about live steam and the role they play in preserving this part of American history.

Continued on Platform 3 ▶



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HAPPY RAILS

BARN EVENT

AN EVENING WITH MR. ERIC LYNXWILER
AND 'KNOTT'S BERRY FARM:
THE TRUE STORY'

BILL REYES

On the evening of Saturday, September 26, the Carolwood Foundation was pleased to host Eric Lynxwiler, former Curator for Knott's Berry Farm, for his presentation of "Knott's Berry Farm: The True Story." This event took place adjacent to the Walt Disney Barn, in the area known as "the meadow."



Eric Lynxwiler is currently a Docent and Board Member at the Museum of Neon Art. He serves as a guide on their Summer Neon Cruises. Eric also conducts walking tours for the Los Angeles Conservancy, focusing on the Broadway Theater District. Eric began his career at Knott's Berry Farm by working in the Shooting Gallery while attending college, and returned 20 years later as a Staff Graphic Designer for the Farm's signage and food labels.

Eric is a Los Angeles historian, and is the author of *Wilshire Boulevard*, as well as the co-author of *Knott's Preserved*, now in its second printing.



His presentation was a fascinating exploration into the early years of Knott's Berry Farm, and its development from a roadside berry stand to a world renowned theme park, often recognized to as America's first theme park. The development of the world-famous boysenberry, the evolution of Mrs. Knott's Chicken Dinner Restaurant, and the backstory of the development and construction of *Ghost Town* were also high points of the presentation. Rarely seen photographs and design sketches were shown in Eric's slideshow.

Other highlights included the story behind the relationship of the "two Walts": Walter Knott and Walt Disney. Most Disney fans may not be aware that these two gentlemen, while business competitors, had a cordial working relationship with each other. The two Walts would visit each other's parks often, and even consult with each other on the development of attractions. Of special note was Eric's story of Walt Disney visiting the newly opened *Calico Mine Ride* and, seeing that there was nobody in line, rushed over to take a ride. One can imagine Walt's surprise when he discovered that there was a hidden queue, or "switchback," and that there were actually quite a few people

Continued on Platform 3 ►



Above: An evening by the Barn
Right: Bill Reyes at the controls



THE 13TH ANNUAL UNMEETING

CONTINUED FROM PLATFORM 1

Continued from Platform 2

ahead of him. It is said that Walt Disney took note of this design, and incorporated this technique into his attractions as well. In turn, Mr. Knott solicited Walt Disney's advice on how many stalactites and stalagmites should be installed during the construction of the Cavern Room, the high point of the *Calico Mine Ride*. Eric revealed that Walt Disney's response was to "fill it up." Walt Disney also often rode the *Ghost Town & Calico Railway*, prior to the construction of Disneyland, and its *Santa Fe and Disneyland Railroad*.

Eric paid special tribute to Mr. Bud Hurlbut, the man responsible for the development and construction of several Knott's Berry Farm ground-breaking attractions, including the *Calico Mine Ride* and the *Calico Log Ride*, now known as the *Timber Mountain Log Ride*. Mr. Hurlbut's workshop, located directly across the street from Knott's Berry Farm, was known worldwide for producing meticulously accurate rides and attractions. Mr. Hurlbut was also a world renowned carousel collector and preservationist, and at one time provided advice, as well as the parts and labor, to conduct a repair on Disneyland's King Arthur Carousel.

The evening concluded with a showing of a black-and-white film from 1960, which the Knott family self-produced. This film, "A Family Builds A Mountain", is a wonderful time capsule of the Farm as it was in 1960, only a few months after the opening of the *Calico Mine Ride*. The film concluded with a point-of-view excursion through the *Calico Mine Ride*, with Bud Hurlbut himself, in costume, and at the controls.

Eric's presentation concluded at the mid-'70s timeframe, and, with a wink and a nod, he indicated there was even more to the Knott's story. The evening was enhanced with a surprise presentation from Eric to the Carolwood Foundation: an original exterior siding piece from the *Ghost Town & Calico Railway* #351 "Calico" combine car.

Based upon post-presentation comments and conversations, Barn guests were thrilled to have been provided with such an informative evening, and the Barn and combine were opened for a brief period afterward for a unique nighttime display and perspective. We were very appreciative to have Eric conduct his presentation, and, with requests already being received for an encore presentation, we may very well see him at the Barn again in the near future.

The author would like to thank all the Barn volunteers who assisted with the preparation and facilitation for this event.

As we formed up to board the passenger coaches linked to the *Roy O. Disney* our Disney rail education continued. One of our group, a former WDW Railroad engineer himself, provided insight to his time at the controls of each of the trains.

As we pulled back onto the main line we stopped to top off our tender with water. At the new Fantasyland Station a homage to the Carolwood Pacific is present in this re-imagined station. Every member must visit the beautifully detailed station and its environs.

We returned to Main Street Station for a short break and met up again with Joe and Randy. On the first floor of the station we visited the historic displays of each engine and their namesakes.

Joe and Randy made all the connections between Walt's childhood, his backyard hobby, Lillian's flowerbed, Roy's never ending support of his brother's dream and finally the mechanical genius of Roger Broggie who brought the narrow gauge Baldwin engines back to the USA all together for each of us. Main Street Station served as our air conditioned final segment of the three hour tour.



Our Guest Services Tour Guide prepares for the Marceline to Magic Kingdom Tour

A great set of graphics showing the Baldwin Locomotive Works in Philadelphia in its heyday, the Holmby Hills home of Walt and Lillian and the CPRR, coupled with Disney storytelling, really topped off our morning.

Here is where Engineer Joe and Conductor Randy showed their own love of Disney railroading and how The Carolwood Society preserves live steam and the legacy of Walter Elias Disney.

Saturday's "Marceline to Magic Kingdom Tour" started with 20 of our group meeting at the Main Street Theatre at 8 a.m. Ray once again coordinated and we received our electronic earpieces and met our Guest Services guide, Michael, from Buffalo, New York.

The day was warm for September but it's always special to walk onto Main Street when there are a few guests and a small number of cast members present. Michael had a gift to translate the childhood memories of Walt's Marceline, Missouri, as displayed in three dimensions using all the skills of art directors, Imagineers and artisans. He provided an understanding of how a four-year-old Walt Disney's experience in Marceline really sculpted the future artist, entertainer, producer and maybe, most importantly, a futurist.

Using Disney storytelling, our guide was able to weave and connect Walt's disappointments such as losing Oswald the Lucky Rabbit and how Mortimer became Mickey (Thank You, Lillian) on a train trip from New York to Los Angeles.

Continued on Platform 4 ►



THE 13TH ANNUAL UNMEETING

CONTINUED FROM PLATFORM 3



Top: Our Conductor Randy relates the impact of Walt's visit to the Chicago RR Fair



Above: WDWRR Engineer Joe Bopp continues the storytelling of Walt's Carolwood Pacific and its influence on his future concepts of the theme park.

As we turned from the hub after recognizing the Partners statue as a metaphor for the two-in-one personalities that are Walt and Mickey, we turned into Liberty Square.

Walt's love of country, a grade school performance as Abraham Lincoln, combined with an interest in miniatures, led to Audio-Animatronics resulting in "Great Moments with Mr. Lincoln" and finally "The Hall of Presidents," depicting every President from Washington to Obama.

The 1964/1965 New York World's Fair was a proving ground for Walt's vision of an east coast version of Disneyland. As a 10-year-old, I visited every Disney attraction at the World's Fair numerous times over those

two years thanks to my Dad who understood my pursuit of all things portending the future. (However, I'm still awaiting my rocket pack as invented by young Frank Walker in Disney's Tomorrowland.)

Next, a really detailed tour of the interactive queue for Haunted Mansion exposes insider Imagineering humor and how Walt Disney recognized talent in his employees. Imagineer Legend X Atencio wrote the "Grim Grinning Ghosts" the theme for the Haunted Mansion yet he was originally an animator that Walt saw even more skills in, and, which also gave us "yo ho ho a pirate's life for me" for Pirates of the Caribbean. The biggest surprise was a visit backstage to the—yes—dark recesses of the Haunted Mansion. It was an opportunity to see the backstage magic that resides in every attraction, so we won't reveal the secrets to any foolish mortals who might want to venture into the tour themselves.



After a short break, we moved on through Fantasyland as guests started to quickly populate the newest expansion of the Magic Kingdom. We all knew that we couldn't pass It's a Small World without the Sherman Brother's song entering our heads (staying there for many, many hours). A quick stop at the castle with

a visit to Dorothea Redmond's magnificent Italian tile work telling the story of Cinderella, again with some insider tributes to Imagineering legends John Hench and Herb Ryman.

As we entered Tomorrowland our guide explained the challenge of how to keep up with the future. It really brought to mind MaryAnn and my visits to all the Parks and how Imagineering has retro'ed the future as in Disneyland Paris, or still riding the Astro Jets in Tokyo and Buzz "Lightyear" in Hong Kong. Relating Walt's futurist plans for EPCOT, Roy's final tribute to his brother, naming the Vacation Kingdom WALT Disney World even though the domed city of tomorrow exists in an entirely different form, we learn urban planning and futurism were Walt's final projects before his death in December, 1966.

Entering the only attraction that bears the full name of Walt Disney, we see the Carousel of Progress which is truly a storytelling device that in many ways mirrors Walt's view of progress. Details of voice talents more Imagineering insider details this recreation of the 1964/1965 New York World's Fair attraction. It is not an anachronism but a tribute to the story Walt Disney started in Chicago in 1901 to the stories he continues to tell us today. Thanks to Michael and to his assistants for a renewal of our appreciation of the trip Walt and Roy took from Marceline to the Magic Kingdom.

Saturday afternoon found us all at the Carolwood Pacific Room in Disney's Wilderness Lodge Villas. At this Disney



Vacation Club resort a well-themed area decorated with the history of the Carolwood Pacific in photographs, as well as a G-scale model of the CPRR, compliment representations of the great lodges serviced by railroads in an earlier day. Snacks and coffee along with relaxed conversation was highlighted by our guides and fellow Carolwood Society members from Friday's Magic Kingdom Rail tour, Joe and Randy, joined us where we all could thank them once again and enjoy their company.

We left a little early to meet up with family, who are Cast Members, for dinner.

On the final day of our UnMeeting schedule, we all returned for breakfast at Trails End Restaurant. Recapturing the enjoyment of shared experiences and, for us, spending time with fellow members, breakfast was a welcome capstone to our weekend as we would not be able to make the afternoon BBQ at the Ft. Wilderness Campground. Having not attended an UnMeeting, except for a number of years ago, we really appreciated the camaraderie that a shared love of Walt Disney and Railroading brings.

Thanks to **Sharon and Michael Broggie** for keeping the history alive. We missed you, but we know you were there in heart.



(Editor's Note: Watch for news regarding next year's UnMeeting and the centennial celebration of the Roy O. Disney steam engine No. 4.)



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Just wanted to drop you a line and tell you that we had a great time at the UnMeeting, just like you said we would.

Everybody was great treated us just like they have known us forever.

Bill Foster, Birmingham, AL

I would like to extend my deepest thanks for arranging this tour for us. Myself and my seven guests had a riot. Your volunteers have a deep appreciation for Walt's Barn and made the visit magical.

Again, I would like to say thanks.

Rick Boyce, Byron, MI

I recently purchased one of the replicas of Walt Disney's 1 1/2" scale Lilly Belle live steam locomotives. Prior to the purchase I did a little research on the Lilly Belle, purchased a copy of your excellent book, and joined the Carolwood Society. Now that I have the replica I'm interested in learning more about it and thought you may be able to give me some direction. In the documentation that came with my replica there was an original The Miniature Locomotive Co. catalog and a full set of original Eddie Sargeant blue prints.

After my initial comparison of the blue prints to my replica I believe it was built very closely to the original design. Other than propane firing variations appear limited to the color scheme, pressure gauge location, safety valve design, and etc. Also included in the documentation was a list of previous owners/builders and two pictures dated "winter 1953/54" showing construction status of the loco chassis and cylinder assembly. The original owner/builder is given as Owen McDowell. Unfortunately there are no receipts. It wasn't until the fourth owner/builder finished the loco in 1989 that it was finally steamed.

There was also a letter from Bill Barbe in the documentation post marked September 2000 to the fourth owner, Karl Berna, stating that there were two versions of the castings and asked for the foundry markings on the lead truck wheels. The markings on the inside circumference of the outer face of the lead truck wheels are: CPRR CO ----- 1872 ----- 28 ----- WED ----- 1949.

I would very much appreciate any direction on investigating the history on my Lilly Belle loco, how many were built and completed, an owner registry, and anything else you may be able to offer.

I have been interested in trains and working miniatures since my youth. I vaguely remember a video that I believe was on the Sunday evening Disneyland TV program about Walt Disney's Carolwood Pacific back yard railroad. My family and I visited Disneyland in 1958 when I was 12 years old and of course the first thing I did was ride the steam train. Then there was the "Out of Scale" cartoon featuring Donald Duck as the engineer with Chip and Dale as pesky varmints.

All of these things were just WOW to me back then and affected my decision to get into engineering. I built my first live steam locomotive when 22 years old. Fast forward 50+ years I'm now 69, retired, and still an avid live steamer. My current project is 1.6"/1' model of the NYC & HR 999 made off of the original 1893 drawings. Attached is a picture of the current state of construction.

Thank you for taking the time to read my story. I look forward to hearing from you.

Dave Smith, Plainfield (near Chicago), Illinois

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



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THE SUPERINTENDENT'S REPORT

BY LARRY BOONE

We don't get much in the way of "Fall Colors" out in Griffith Park but we are seeing a little more green on the hill sides. The extreme heat seems to be tapering off making it a little easier to get things done in and around the Barn.

We have definitely had some scorchers these past few months. Volunteers and guests have been feeling the results. Everyone has been pacing themselves, seeking some shade and downing gallons of water. It's funny that the hot pizza has not been as popular lately. The good news is that almost all of the plants and trees have survived and we have had no fires in the park. Now we will see what El Niño brings.

October is upon us and it's officially Halloween time. Decorations are going up all over the L.A. Live Steamers grounds and at the Barn. LALS is again holding their annual Ghost Train event and it looks like it will be better than ever. The Ghost Train takes people of all ages through a spooky and slightly scary ride on the scale trains. The show is very well done and is also a big fund raiser for our sister club. Come on out and have some fun while helping to support LALS. The dates, time and location are in the accompanying photo.

Our Combine shed has had some updates. We now have electrical power inside with dozens of outlets and some nice work lights. Most of the switches are just inside the entrance door so the Combine interior lights, work lights, fans and audio system all power up at one convenient location.

Speaking of audio, we have added soundtracks from the Disneyland Railroad inside the shed. Now the guests are treated to an even better display with nostalgic sounds from the old days of Disneyland.

We have also installed red pavers inside the Combine shed all around the car. This project has given us a nice solid, level, safe floor to walk on and a stable base for new displays. In addition it helps keep out those little critters that might tunnel under the walls, it keeps most of the dust and dirt out and it gives the entire display a great new look. Come by and see for yourself.

Until next time have a Happy Halloween and a wonderful Thanksgiving.



Part of the Combine Shed Crew. L to R, Wayne, Joshua, Paul and Scott prepping the shed



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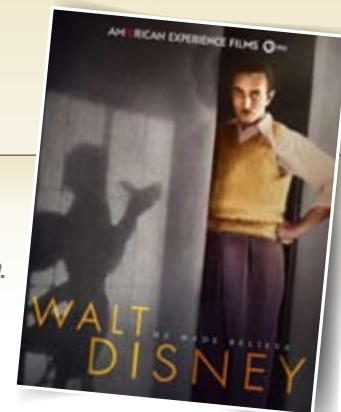
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MICHAEL BROGGIE
MEMBER SINCE DAY ONE

VIEW FROM THE CUPOLA WALT AND THE BIOGRAPHERS



Over the years, many have taken on the challenge of creating biographies about Walt Disney with varying degrees of accuracy and quality. In fact, there are over a thousand from which to choose. In 2001, the Disney family produced a motion picture documentary, *Walt—The Man Behind the Myth*.

The latest attempt to capture the essence of Walt is a four-hour production simply titled *Walt Disney*, as a segment of *American Experience*, a series produced by WGBH Boston that airs on the Public Broadcasting System. This biographical program aired over two nights, September 14-15, 2015. I was contacted by the program's producer-director, Sarah Colt, who asked about Walt's interest in railroading and the role my father had in developing Disney's transportation and mechanical systems.

I was pleased to see my father in still pictures and color rolling footage made at the Carolwood estate that showed Walt's miniature train. Roger Broggie was not identified, although I know Ms. Colt knows who he was since she interviewed me and I sent her a copy of *Walt Disney's Railroad Story*.

Several of our Carolwood members and friends have asked my thoughts on the two-part series. So, here's my unfiltered opinion. To their credit, the production team combed many archives to obtain a most comprehensive pictorial history of Walt. A review of the credits (that requires pausing because they roll by with incredible speed) reveals dozens of sources including The Walt Disney Company archives, the Walt Disney Family Museum archives, and numerous other educational and media organizations.

The producer-director relied heavily on Neal Gabler, a New York-based author who wrote *Walt Disney*, subtitled *The triumph of the American imagination*, a 2006, 850-page tome, which is meticulously annotated. Mr. Gabler was

featured in many vignettes (perhaps too many) giving his personal interpretations of Walt's life, challenges and private thoughts. Of course, like most biographers, Mr. Gabler never had the opportunity to personally know Walt. Walt's daughter, Diane, despised the book, particularly due to his interpretation of the relationship Walt had with his spouse, Lillian, which he characterized as strained. He made the comment on the series that Lillian was "aloof" and suggested that Walt was the nurturer of their daughters and not Lillian. Having personally known Diane, Lillian and Walt, his description is patently untrue.

While painfully shy of media attention and very protective of her privacy, Mrs. Disney remained charming, approachable and accommodating. As anyone who has read my first book knows, she graciously provided the foreword and full access to her personal files and photographs. Lady Sharon and I visited with her at Carolwood in October of 1997 to present her with a first edition of the book. She spent nearly an hour turning pages and recounting stories the photographs recalled to her. When she was done, she signed another copy we brought with us, penning: "Thank you for this. Lillian Disney." It's the only copy she ever autographed. She passed the following *December* at the age of 98.

Back to the PBS program, I was pleased that several Disney icons were interviewed including Carolwood Governor and Imagineer **Bob Gurr**, Tune Master Richard Sherman, Story Man and Artist Floyd Norman, First Woman Cinematographer Ruthie Thompson (who has achieved her century birthday),

Studio Communications Expert **Howard Green**, Imagineer Rolly Crump, Animators Don Hahn and Tom Sito, and Walt's son-in-law, **Ron Miller**.

Other biographers appear including Steven Watts, (*The Magic Kingdom: Walt Disney and the American Way of Life*) and Michael Barrier (*The Animated Man: A Life of Walt Disney*). While they included Richard Schickel, author of *The Disney Version*, in which he blames Walt for destroying America's modern culture; at least, they ignored the deleterious mischief of Marc Eliot, author of *Walt Disney, Hollywood's Dark Prince*. It's interesting that this discredited bio was translated into Italian and is widely read by school children in Italy, according to Carolwood Member **Fabrizio Mancinelli**. When originally released in 1993, the Disney family was so upset with its falsehoods that they published a 145-page rebuttal, which was sent to every media outlet in the country. The family asked for support from then Disney Chairman Michael Eisner, but he declined. It should be noted that, at the time, Mr. Eisner was carefully crafting his "Uncle Michael" image to replace Walt's.

In my view the program's first episode dwelled too much on the infamous 1941 animators' strike. It failed to note that the company's chief legal counsel, Gunther Lessing, was largely responsible for the hard line management policies that contributed to the unrest of the artists. Needless to say, Walt's "Dutch Uncle" speech to his staff, delivered in the Studio's theatre, wasn't any help. The trip to South America with a team of Disney artists was not Walt's "escape from

the strike" as the documentary depicts. The odyssey had been planned well in advance as part of this nation's Good Neighbor program under President Franklin Roosevelt to unify the Western hemisphere against the onslaught of the Nazis who were spreading propaganda in South America. Disney Historian J. B. Kaufman's well-written 2009 book, *South of the Border with Disney*, correctly chronicles this chapter of Walt's history. Too bad, he wasn't included in this portion of the production along with clips from *Saludos Amigos* and *The Three Caballeros*, two of Disney's most colorful productions. Another recent documentary on this subject was produced by Ted Thomas titled *Walt & El Grupo*.

In summation, if I had my option, I would have addressed the perpetual Urban Myth that Walt is preserved in a hidden cryogenic chamber awaiting a perfected cure for lung cancer. The story could have ended with a visit to the private area of Forest Lawn Memorial Park in Glendale, California, where Walt's ashes are interred along with those of Lillian, Diane and Sharon. Viewed by millions, this could have laid to rest this durable piece of fiction.

After nearly 50 years since his untimely passing at 65, *Walt Disney* continues to stir the interest, critique and imagination of generations throughout the world.

A CD of *Walt Disney* is available at www.video.pbs.org and www.amazon.com

--Michael Broggie



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Carolwood Event Calendar

July 22 - December 7 - Tomorrowland - Walt's Vision
for Today - Walt Disney Family Museum, San Francisco, CA

November 1 thru 30 - Peter Pan -
See www.waltdisney.org for days and times -
Walt Disney Family Museum

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

December 2 thru 31 - Lady & Tramp
See www.waltdisney.org for days and times -
Walt Disney Family Museum

December 4 - A Birthday Celebration for Walt,
10a.m. to 6p.m. -Walt Disney Family Museum

December 20 - Walt Disney's Barn - decorated for
Christmas - open to the public

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