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Watch for our new segment coming in the next issue —

The Mail Car

— featuring letters and comments from members, Disney fans and observers

Roy E. Disney Rededicates Father's Engine

By Michael Campbell

June 6, 2002

"Walt's Weather" prevailed as the forecasts for thunderstorms vanished on a beautiful Thursday morning. Well over one thousand guests and cast members gathered at 10:00 a.m. for the rededication of the *Roy O. Disney* locomotive of the Walt Disney World Railroad. Main Street Station was adorned with red, white and blue bunting and banners proclaiming "All Aboard the *Roy O. Disney*!" Our story, however, begins many years earlier.

In 1916, the Baldwin Locomotive Company built a steam locomotive for use in the Yucatan jungles of Mexico. After over fifty years of service, Disney Legend Roger Broggie acquired the engine along with three others for use on the Walt Disney World Railroad. They were sent to a Tampa Bay shipyard to undergo a yearlong restoration and beautification process. Upon completion, the Imagineers suggested that the two identical ten-wheel engines bear the names *Walter E. Disney* and *Roy O. Disney*. In a typical selfless move, Roy declined the honor, stating that he did not want anyone to believe that he thought

himself his brother's equal. He wanted it to be named *Roger E. Broggie*. So engine #4, a 4-4-0, would instead bear Roy's name. It went into Park service on December 1, 1971.

After almost thirty years of continuous service, No. 4 would be sent to the Tweetsie Railroad shops in North Carolina for restoration. In April 2002, WDW Roundhouse Foreman and Society member George Britton contacted me to share the news of its impending return. George mentioned that the cast was considering having a small, backstage event to celebrate the return of No. 4. I suggested that Roy O. Disney's son, Roy E. Disney, might like to attend such an event, an idea George enthusiastically endorsed.

Michael Broggie and I called



Disney Vice Chairman Roy E. Disney accepts Hartland model presented by Society Governor Michael Campbell

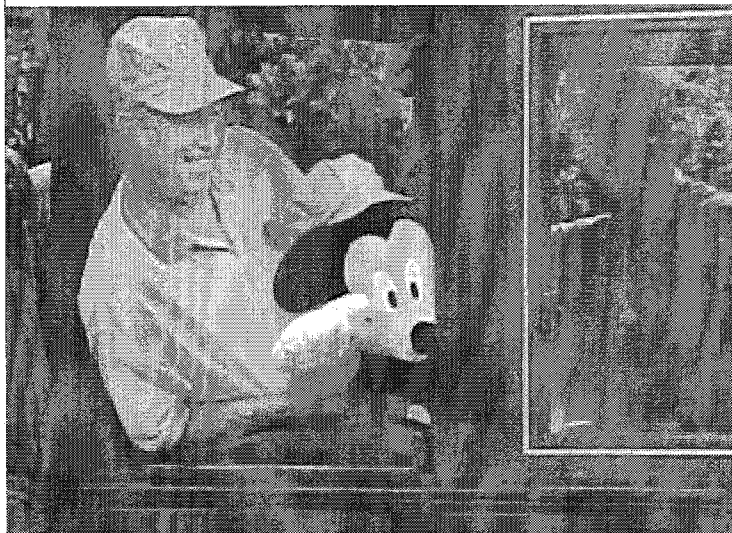
Roy to invite him to participate in this event. Roy immediately agreed, and altered his travel schedule so that he could attend. I then worked with the senior managers and event teams at Walt Disney World and the Magic Kingdom to plan the celebration.

On the day of the event we held rehearsal at 6:00 a.m. It is a unique treat being able to walk through the Magic Kingdom in the early morning hours. All the nightly cleaning and maintenance is complete, and the Park is amazingly serene. My fellow Governor, Darrell Holmquist, bravely joined me at that early hour to photograph the run through. It took us three takes to perfect the timing, but by 7:00 a.m. we were "good to go."

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Roy E. Disney Rededicates Father's Engine

(Continued from page 1)



The one and only Mickey Mouse joins Roy E. Disney on an enjoyable journey around the Park

At 10:00 that morning the Main Street Philharmonic musically marched into the courtyard directly in front of the giant Mickey floral. Town Councilman "Scoop" Sanderson then took the stage and thanked everyone for attending. He explained that the purpose for the ceremony was to rededicate and return to service the *Roy O. Disney* locomotive. He then introduced me and my companions: Goofy and the "one and only Mickey Mouse!"

On behalf of the Society, I welcomed everyone to the event. I explained that surprisingly few people are aware of Walt Disney's love of trains, and then provided some insight into the history and creation of the Carolwood Pacific Historical Society.

I then mentioned that one of the Society's favorite activities is to "recognize those individuals who have greatly contributed to our Society's mission." I invited everyone present to join me in doing just that. I shared some of the history of the Walt Disney World Railroad, and then invited George Britton to join me on stage. I explained that George was part of the original restoration crew in 1968 and that he has contributed thirty-four years of his life to the preservation of Disney Railroads. I then presented the Society's highest honor — the Walter E. Disney Railroad Preservation Award — to George.

I then reminded the crowd "none of us would be gathered here today were it not for the vision, persistence and dedication of Roy Oliver Disney." I explained, "Roy postponed his own retirement so that he could ensure the fulfillment of his brother's greatest dream: Disney World. He renamed the project 'Walt Disney World' so that it would serve as a permanent tribute to his brother and lifelong business partner." I closed by saying, "it is very fitting that we now rededicate the locomotive named in honor of this great man. Which we

could do if we only had the locomotive. Has anyone seen it?"

Scoop Sanderson jumped in to explain that they had asked Goofy to wash the mighty engine that morning. Upon my asking the train's whereabouts, Scoop held aloft a miniature version of the *Roy O. Disney*. Apparently, after washing it, Goofy accidentally put the train in the dryer. Mickey leaned over and whispered in my ear. The audience burst out laughing when I repeated Mickey singing, "It's a small train, after all."

"Upon one occasion, Roy accidentally derailed the train when the dragging of his feet on the ballast caused some rocks to kick up under the wheels. "Walt didn't let me drive the train for a long time after that," Roy recalled."

I revealed that what Scoop held was actually a G-scale version of the *Roy O. Disney*. "We asked our good friends at Hartland Locomotive Works to craft this one-of-a-kind model as a surprise thank you gift to our next speaker."

I concluded by thanking everyone who supported the rededication, "Especially the valiant ladies and gentlemen...who serve you so well every day on the Walt Disney World Railroad." The crowd gave a hearty round of applause to the forty or so Railroad Cast Members who had lined the far side of the platform. I then introduced "The Vice Chairman of the Walt Disney Company; a fellow Society Member; the son of Roy O. Disney; and, most importantly, our guest engineer...Roy Edward Disney!"

At just that moment, the *Roy O. Disney* engine came thundering into the Main Street Station, with Roy waving to the crowd from the fireman's window. Aboard the first coach was Roy's wife, Patty Disney, accompanied by over twenty classic Disney charac-



Roy E. Disney highballs the Roy O. Disney engine around Walt Disney World after the rededication ceremony on June 6, 2002.

ters. After Roy stepped down from the engine, I presented the Hartland model to him with the Society's compliments.

Roy thanked the Society for the gift, as well as for holding the rededication. He related several stories about playing on "Uncle Walt's" backyard railroad as a boy. Upon one occasion, Roy accidentally derailed the train when the dragging of his feet on the ballast caused some rocks to kick up under the wheels. "Walt didn't let me drive the train for a long time after that," Roy recalled.

At the conclusion of his comments, he invited everyone to take a trip on the *Roy O. Disney*. When Roy called "All Aboard," streamers and confetti magically shot out over the crowd. He then took his place in the engineer's seat and, with two toots of the whistle, gently pulled the engine out of the station.

Many of the railroad cast members were present for the ceremony, and rode along for the first revenue run. It was quite funny listening to them repeat the recorded message that automatically plays during the ride, especially when they all sang along with Pocahontas to "Colors of the Wind." At each crossing, the cars rang with cheers and applause as Roy boldly sounded the correct whistle signal. He gracefully pulled the engine into the Toontown Station, where the entire railroad crew joined him for group photographs.

Later that day Roy remarked what an honor and thrill it was for him to operate the *Roy O. Disney* locomotive. He suggested, "Everyone should have the chance to drive a real steam engine." Throughout the day I was approached by many cast members and guests who expressed their appreciation to the Society and to Roy for planning and participating in the rededication.

The Society extends its gratitude to the cast of Walt Disney World as well as all our members and guests who made this event a success.

The Ernest S. Marsh

By Steve DeGaetano

On July 27 at the Disneyana Shop on Main Street USA in Disneyland, the first official G-scale electric model of a Disneyland steam locomotive, the *Ernest S. Marsh* by Hartland Locomotive Works, will be offered for sale to the public. Here is some historical background on the real locomotive:

D.L.R.R. No. 4, the *Ernest S. Marsh*, is the final locomotive in Walt Disney's initial quartet of steam engines. Originally built in 1925 by Baldwin Locomotive Works as a small saddletank locomotive, she, like the *Fred Gurley*, had no separate tender. Coal was carried in a small bunker attached to the rear of the locomotive, and a large water tank was draped over the boiler, looking much like a saddle. Since she carried her water tank on top of and around her boiler, the extra weight added much in the way of stability and traction, but did nothing for her looks.

No. 4 was an 0-4-0T originally, a typical small industrial locomotive of her day, and did not have the leading pilot

truck wheels she presently bears, which Disney installed during the rebuild in 1959. Today she is classed as a 2-4-0 with two small guide wheels in front, four larger drive wheels, and no wheels following the drivers. She is equipped with a small four-wheeled tender, as the saddle tank was permanently removed during the rebuild.

Disney in-house publications have reported that No. 4 was built and operated for the "lumber mills of New England," "lumber mills of New Jersey," and a "New Jersey rock quarry." The truth is, after serving her time in regular service at the Raritan River Sand Company in New Jersey, she was retired when the sand company bought a diesel to replace the aging steamer. She was then purchased in the early 1950's by a railfan club called the "Pine Creek Railroad," which ran a small tourist line near Freehold, New Jersey. There, the engine was headed for a peaceful retirement as Pine Creek No. 1, carrying small carloads of dispassionate visitors.

Unfortunately, however, in 1954 she failed to pass boiler inspection and the club did not have enough money for a boiler overhaul. For a time the engine pulled a small tender which held two meager hot water boilers that could produce enough steam for the locomotive to make only one round trip over the line at a time. To make the locomotive lighter, the saddle tank was removed during this period.

In the spring of 1958 the engine was condemned and sold to a junk dealer who hoped to sell it instead of scrapping it. Fortunately, Roger Broggie spotted an ad from the junk dealer, and Walt Disney Productions purchased it for \$2,000.00. Shipped to the Studio inside a boxcar to prevent vandalism (which had occurred during the shipment of the *Fred Gurley*), the locomotive was completely disassembled. Studio Machine Shop Foreman Arnold Lindberg was selected to handle the rebuild, which took nearly six months. Dixon Boiler Works constructed a new boiler, and Fleming Metal Fabricators constructed a conventional tender with a rigid four-wheel frame. Since the added weight of the saddle tank had been removed, the locomotive tends to be the roughest riding of the four Disney engines. The suspension system was originally designed so that the weight of the tank would lend stability to the engine by compressing the springs slightly.

The physical appearance of No. 4 is credited to Ward Kimball. It is modeled after the Denver & Rio Grande Railroad's first steam locomotive, the "*Montezuma*," an 1871 Baldwin product, and except for its oversized cab and smallish drive wheels, No. 4 does bear a fair resemblance. The tender of the *Marsh* is certainly modeled on that of the *Montezuma's*, right down to the rather unusual four-wheel rigid frame truck (most American locomotive tenders had eight wheels mounted on trucks that swivel.)

This locomotive is painted almost entirely in shades of bright red — boiler, cab, wheels, domes, pilot, headlight and tender all shine forth in ruby-tinted glory.

Recently, through a process of trial and error, several Steam Train cast members were able to re-create the linseed oil and graphite coating that the Disney engines wore on their smoke boxes in the late 1950's. This coating, brushed on by hand, made No. 4 the first of the Disney engines to have her

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The Ernest S. Marsh

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smoke box painted back to its original gray, to the applause of fans of the traditional Disney look.

Whether sitting on the mantle as a display or chugging around the garden, the Hartland *Ernest S. Marsh*, combining color and Disney history, is certain to be a treasured keepsake.

This article contains excerpts from Steve DeGaetano's forthcoming book, WELCOME ABOARD THE DISNEYLAND RAILROAD.

The G-scale model of Disneyland engine No. 4, the Ernest S. Marsh, will premiere on Saturday, July 27 in the Disneyana Shop on Main Street. The engine, first in a series, will be offered beginning at 10:00 a.m. with only 150 available that day. First day purchase bonus to be announced.

Remembering Ward

By Michael Broggie

My first recollection of Ward was seeing him in the cab of his *Emma Nevada* steam locomotive at his home in San Gabriel in the mid 1940s. This was no miniature live steamer; it was a full sized, snortin' and puffin' steam driven monster of a locomotive. Fact is, the 1881 Baldwin mogul was completely out of scale for the backyard of Ward and Betty Kimball.

But, we learned that's how Ward approached everything in life—by a scale all his own. He loved to punch holes in puffery. He delighted in teasing the cast members at Disneyland, who weren't too sure when he was kidding with them. When they were hesitant to give him clear direction as to what he should wear to a planned event, he showed up in red shorts like Mickey wears.

His penchant for practical (nee impractical) jokes is the stuff of legends. One early morning he stocked all the restroom stalls in the Animation Building with pants (with shoes attached) filled with newspaper padding to make them appear occupied. It took several anxious hours for someone to figure out they'd been duped by Kimball.

When Walt would call him, sometimes at home early on Sunday, Ward would say, "Walt who?" Walt would yell back, "Disney!" Ward then explained he knew several Wals and wanted to be certain to whom he was talking. Of course, Ward was just putting on the Boss, who always fell for the gag.

Due to Ward's prodigious ability to draw, he often had extra time to wander around the lot—sometimes getting into trouble. When the freight cars were under construction on one of the sound stages, Ward walked in to see how things were progressing. He noticed the slats on the cattle car were being placed rather close together, actually like they are on a real cattle car as directed by Walt. Ward told the carpenter doing the work he thought they should be farther apart to allow for better viewing of Disneyland. The carpenter complied as Ward returned to his animation desk. In a short while, the phone rang in Ward's office. It was a very hot Walt, demanding to know who in the hell Ward thought he was to give orders on how Walt's freight cars were to be constructed?!

After chewing on Ward's ear for several minutes, Walt then placed a call to Roger Broggie, who was responsible for building the Disneyland Railroad equipment. Walt told Roger that Ward had a good idea about expanding the spacing of the slats on the cattle car, but, under no conditions, was Roger to tell Ward he was right.

The only vacation Walt ever took with anyone outside his immediate family was with Ward. In 1948, Walt invited Ward to accompany him to the Chicago Railroad Fair, celebrating one hundred years of the railroading industry. It was a grand affair set on the shore of Lake Michigan where McCormick Place is now situated. As honored guests, Walt and Ward enjoyed several days of running some of the nation's most valuable and historic railroad equipment. Ward said later, "Running that old equipment like the Clinton and No. 999 was equivalent to shaking hands with Thomas Jefferson."

Ward also told of the time they were passing through a backstage area where pageant cast members were relaxing in the heat of a Chicago summer. The women were mostly topless. Walt was in a hurry to get to their next appointment when Ward complained he wanted to take his time to enjoy the view. Walt turned around and admonished Ward, "You've seen two, you've seem 'em all! Now let's get going."

Ward remembered the long rides on the Santa Fe to and from Glendale and Chicago. The first night, they visited the dining car where Ward ordered his favorite Santa Fe stew. "I liked the way they seared the prime beef before putting in the vegetables. It was the best darn stew in the land!" Walt had a different idea. "Good gosh, Ward, you don't want stew!" Walt turned to the waiter and ordered medium rare filet mignons for both of them. It was clear to Ward who was boss. "During the trip, Walt relaxed and told me his life story. I doubt he ever had shared it before. He would look out the large picture window and marvel at the wide-open spaces. He commented that he could never understand why anyone would want to live in a city." Walt told Ward his happiest childhood memories were of the family farm in Marceline, Missouri, where he also discovered trains. The small town was built by the Santa Fe and trains rambled and chuffed through its center every thirty minutes. Occasionally, Uncle Mike Martin, an op-

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MY RAILROAD STORY

BY FR. JAY A. FINELLI

As far back as I can remember, I was fascinated with trains. Whether they are full size or the smallest model, something inside me begins to stir from the moment I hear the sounds, sniff the smells or see the sights.

On my first Christmas, when only eight months old, I received my first Lionel electric train from my parents. That was the beginning of a life long passion for the world's greatest hobby. I can't remember many Christmases without trains under the tree. Those first few Lionels grew into a collection of over forty locomotives, hundreds of cars and miles of rail.

"There is nothing I would rather do on my day off than to be surrounded by railroading."

Vacations always included some attraction relating to the hobby. Walt Disney World in Orlando, the Conway Scenic Railroad in New Hampshire, or just a short stop along the road of our travels to gaze at a lone caboose on a siding brought us into contact with trains on all of our travels.

My love for trains was so well known in my Jr. high, that I was given the nickname "Choo Choo." I would often arrive dressed in my striped overalls, hat and red scarf. Throughout those young years, my dream was to become a locomotive engineer.

One would have thought that my passion for the hobby would have been extinguished while studying to become a Catholic Priest. However, there is nothing I would rather do on my day off (or on) than to be surrounded by rail-

roading. However, being a Priest, both time and space are very tight. There are very few rectories large enough (or pastors willing to endure) a full size O scale layout. So, shortly after my ordination, I made the switch to N scale. This seems to be a practical size for anyone with very limited space. But after a few years, I decided that I had to focus on one area of the hobby alone, and that would be live steam.

The dream of building my own live steam engine began in 1973, when I saw an advertisement which read, "Build your own back yard railroad." Since then I have built three live steam locomotives. I began the first one in my final year of studies. With little experience, my first locomotive, an early American, took almost five and a half years to build. As I near completion of my fourth locomotive — a one and one half scale Baldwin Mogul — my next project is already on my mind — a replica of Lilly Belle using the Disney castings.

I would not trade this hobby for any other. It has been a great source of learning and brought many wonderful people into my life. I am a member of the Waushakum Live Steamers, the Montreal Live Steamers and the Carolwood Pacific Historical Society.

Although the name "Choo Choo" has not remained, I'm now known as the "Steaming Priest," and my dream has come true — I am a locomotive engineer!

(Fr. Jay Finelli is a Roman Catholic Priest from the Diocese of Providence in Rhode Island. If you would like to see Fr. Finelli's locomotives and other projects, visit Steaming-Priest.com, his Live Steam web site.)

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After my mother died when I was seven years old, leaving not only me, but three of my siblings, I thought I had lost happiness forever. But when I visited Disneyland, I saw how the Park brought moms, dads and their children together. It was such a joyful place that I decided it would always be my special place for happiness. I still go as often as possible. I wrote the following poem after my second visit to Disneyland when I was seventeen years old. I am now forty-nine.

Disneyland by Martha O'Brien

Disneyland, Disneyland, Disneyland
The merriest place to be.
It was thought of by Walt himself
For people like you and me.
It's a place where you can become a child again
And laugh the whole day through.
You can ride the rides and see the shows
And even take a picture with Pooh.
It's said to be the happiest place
And that I know is true,
For it was thought of by Walt himself
For people like me and you.

Dedicated to Mr. Walt Disney and the entire Disney family.

Do you have a story you'd like to share? Please send it to the Society and, space and content permitting, we'll print it!

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erating engineer, would stop by the farm for a visit, bringing Walt and Roy a sack of rock candy. Ward said Walt got a special look on his face when thinking about those warm, happy place memories.

Later, in 1956, Walt finally agreed to do a biography for *Saturday Evening Post*; Pete Martin was assigned to do a series of interviews. In the course of the interviews, he told Martin he thought Ward was a genius and the comment made it into the article. Walt genuinely believed his opinion, but Ward thought he was set up to be ridiculed by envious colleagues—who never missed an opportunity to pay Ward back for his trickery. The comment also made it into Diane Disney Miller's book, *My Dad, Walt Disney*. Ward was never comfortable with direct praise. He certainly knew he was unusually talented, but he preferred to see people enjoy the results of his work rather than listen to their laudatory comments. However, two Academy Award® statuettes he received were proudly displayed in his living room. One was for *Toot, Whistle, Plunk and Boom*, the first cartoon filmed in wide-screen Cinemascope. The second was given for *It's Tough to Be a Bird*, a whimsical cartoon look at birds' life.

Ward's talents were manifested in many ways. His founding of the Firehouse Five Plus 2 Dixieland band nearly cost him his job at Disney. The band became so popular that the public demand for play dates began to interfere with the group's studio work. Finally, Walt had to lay down a choice: Full time musicians or full time animators—but not both. Ward and his fellow band members chose animation but negotiated performing an occasional and memorable gig at Disneyland. Fortunately, the band's music is preserved on CD.

Ward amassed a large collection of firefighters' hats and several vintage pieces of equipment including an old Maxwell fire chief's car and a horse-drawn water pumper.

Ward's lifelong passion for trains can be best appreciated with a visit to his model train barn. In a 20x40 foot building, Ward amassed what many consider the finest collection of model trains in the world. He liked to show visitors the first trainset given to him by an uncle before Ward was one year old. He never stopped collecting throughout his 88 years. The last locomotive, given to him by Hartland Locomotive Works, was a G-scale model of his beloved *Emma Nevada*. Several years before, a G-scale model of Ward's *Chloe* plantation engine was produced along with a model of his flag stop depot that was fashioned from a set originally built for the Disney feature, *So Dear to My Heart*.

On a visit Walt noticed Ward's Grizzly Flats Railroad didn't have a train station, so he gave him the Victorian-period depot when the film was completed. Later, having run out of construction money, Walt asked if he could have it back to use as the Frontierland Station in Disneyland. Ward flatly refused, telling Walt that the building was permanently constructed on a foundation and was no longer just a set. Although, his refusal may have temporarily chilled their relationship, Walt had an identical building built in Disneyland.

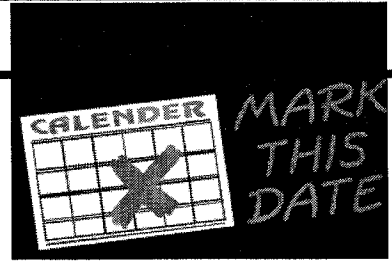
When the demand for passenger capacity at the new park exceeded the existing two trains, Walt suggested to Ward he bring his *Chloe* steam engine to the park, where it could haul a third trainset. "You can run it on Mondays and Tuesdays when the park is closed," he told Ward, who countered, "It burns wood and the cinders will burn down your park." Walt then suggested the engine be changed to burn diesel fuel like the *C. K. Holliday* and *E. P. Ripley*. Ward was appalled at the mere idea of altering his vintage Baldwin into a diesel-burner. Ward referred to the episode as "The Great Train Robbery."

Ward was one of the founding governors of the Carolwood Pacific Historical Society. He was often seen at Walt's Barn in Griffith Park, where he signed autographs and chatted with like-minded railroad fans. He preferred socializing among fellow railroaders who appreciated the preservation of steam-powered puffers of a bygone era.

The 1904 Baldwin sitting in the back of the Steam Train Facility building at Disneyland is one of those puffers. Someday, it will be completed with bright brass fittings and gleaming paintwork. The wooden cab is finished and has the name painted below the window: *Ward Kimball*. Ward's custom paintings of Jiminy Cricket will appear on both sides of the large headlamp. Disneyland Engine No. 5 will be a fitting tribute to a lifelong railfan who happened to be a genius.

CAROLWOOD EVENT CALENDAR FOR 2002

Carolwood Pacific Historical Society has exciting events and presentations in the upcoming months! Be sure to mark your calendars.



- July 21** **NFFC Disneyana Show and Sale** in Anaheim — Crowne Plaza Resort Hotel
- July 27** **Disneyland** — Premiere of the *Ernest S. Marsh* G-scale engine at Disneyana Shop on Main Street at 10:00 a.m. Only 150 engines available that day. Special first day bonus to be announced
- August 10 — 11** **Disney Daze in Yosemite** — Included in your one price per person package:
- Saturday NFFC Chapter: Yosemite Sierra 49Ears in Oakhurst — Disneyana Collectibles Show and lunch. Early Bird opens at 9 a.m. with lunch at noon
 - On Sunday, a ride at 11 a.m., including lunch at noon, on the Yosemite Mountain Sugar Train
 - Special commemorative merchandise
- Event Price for members — \$87 for adults, \$67 for children 3 to 10 years of age. Price does not include room accommodations. Best Western Yosemite Gateway Inn (559-683-2378) in Oakhurst has special rates for CPHS members. Mention Carolwood when booking. Make reservations early as Yosemite books up way ahead for their season.
- August 23** **National Railway Historical Society Convention** — Grand Canyon
A special presentation by Michael Broggie — Check our website for more information
- October 3 — 5** **California State Railroad Museum** — Sacramento
- Thursday — Gala Premiere with a private reception for CPHS members, the Disney family and selected dignitaries at the Sacramento Railroad Museum
 - Friday — Media Day — a day full of surprises
 - Saturday — Special presentation by Michael Broggie, member luncheon and annual un-meeting and other surprises
- Spring 2003** **Napa Wine Train Event** — Back by popular demand!
Time and date to be announced
- Smoke Tree Ranch II** — The Sequel
Time and date to be announced

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Please see enclosed registration form for the Sacramento Railroad Museum Event

VIEW FROM THE CUPOLA

BY MICHAEL BROGGIE

As Einstein so eloquently theorized, time is relative. Among various factors making the human specie unique, it's the only creature that marks the passage of time.

Before pocket and wrist watches, our society marked time by sounds. A town crier walked the village streets at night announcing the time followed by the pronouncement "... and all is well."

The schoolmarm rang a bell, telling her students to begin walking toward the schoolhouse. When the preacher wanted his flock to come to prayer meeting, he rang the steeple bell. The local factory sounded a whistle to alert the workers that their shift was being called. On the farm, the ringing of the triangle announced that it was mealtime. In larger cities, clock towers noted the time with carillons.

Now, in our enlightened modern times, we eat *fast* food, speed on freeways, digitally split seconds, and generally get stressed over the slightest tardiness.

This year we've slowed the

pace a bit to remember it's been a hundred years since Walt Disney was born. Another milestone will be reached later this year — the Golden Anniversary of Imagineering. On Dec. 16, 1952, Walt incorporated a personal company that would eventually become known as Walt Disney Imagineering. Buzz Price, the peripatetic raconteur who was Walt's key advisor on locating Disneyland and Walt Disney World, first coined the term "Imagineer."

Walt's Barn, located in his backyard on Carolwood Drive in the Holmby Hills area of west Los Angeles, was the "Happy Place" where he concocted many of his ideas and visions that became reality in Disneyland through the talents of his cast of Imagineers.

When the Barn was relocated to Griffith Park — where the public can visit free every third Sunday each the month — it quickly became evident that the small, red workshop would become an ideal place to celebrate the legacy of Walt and Imagineering. In fact, the executives at Imagineering

chose the Barn for their 50th Anniversary administrative staff celebration held in April. It was at that event the Carolwood Pacific Historical

Society announced it would start collecting items to be encased in a Time Capsule. The Capsule will be dedicated on Dec. 16, 2002, to be opened in fifty years on the Centennial of Imagineering.

Anyone may submit an item. It can be a written recollection, a letter to the future, a special photograph, a commemorative, a family treasure, something made by hand, a child's drawing, a book, a magazine, or what-have-you. A release form provided by the Society is to accompany the submission of each item. The form is available at the Barn and by fax or email request.

A Time Capsule: something to mark the passage of time at a more leisurely pace.

- Michael Broggie