

CAROLWOOD CHRONICLE



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No 57



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IN AND AROUND THE BARN

• THE SUPERINTENDENT'S REPORT • By Larry Boone

As we approach the 15th anniversary of the rededication of Walt's Barn on July 20th it seems a lot has happened over the past six months. We have taken on several projects that included cleaning and painting the entrance ticket booth, repairing the wooden fences and checking just about everything electrical inside the Barn.

I'm happy to say that these projects have all turned out just fine and should be good for many years to come. Repairs, upkeep and new projects are ongoing, however, so we are never at a loss for things to do.

The Carolwood Foundation initiated a volunteer recognition program at the end of 2013. We have tracked individual volunteer hours for many years now. Since we have the data we decided to put it to additional use and honor our wonderful crews. We did this with special service pins relating to the overall number of hours of time spent working at the Barn. The pins have service levels of 100 hours, 250 hours and 500 hours and will be expanding to higher designations by the end of this year. I'm seeing 1000 hour pins in the not-to-distant future.

Below is a list of those recipients:

100 HOURS:

Glenn Austin, David Bogdanchik, Bob Cisneros, Wayne Crabb, Richard Cronin, Rich Hamilton, Sharon Hamilton, Jennie Hendrickson, Tim LaGaly, Doug Marsh, Nelson Meechum, Michelle Mock, Greg Pschaida, Ben Rodriguez, Dave Tavres and Steve Waller



Images: (Top) Visitors enjoy the Carolwood Barn in Griffith Park, Los Angeles and (right) The new volunteer service pin



250 HOURS:

Larry Boone, Nathan Eick, John Fennell, Bill Reyes, Julie Thomas and Tom Urquidez

500 HOURS:

Bill Barbe, Fred Lack, Debra Turner and Larry Varblow

Just a note to say that the tracking of volunteer hours for these awards originated with the formation of the

Carolwood Foundation in 2006. We realize that there are a number of people who had put in a lot of hours of volunteer time prior to the official recordkeeping. The Carolwood Foundation and the Carolwood Pacific Historical Society sincerely appreciates all the time and effort that everyone puts into the Barn and its many avenues of operation, planning, maintenance, etc.

POPULATION

001955

Thank you

WELCOME ABOARD



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

New and Renewing Members since March, 2014 are:

Nathaniel and Vanessa Dickens, *Burbank, CA*
Jeffrey Coleman, *Orlando, FL*
Bill Fosbenner, *Marmora, NJ*
John A. Moe III, *La Cañada, CA*
Alan and Sandy Sadwin, *Wantagh, NY*
Gary Verville, *Woodstock, GA*
Frank Turner, *Springfield, VA*
Ross and Nancy Rodrigue, *Lompoc, CA*
Susanne and Gary Cameron, *North Stonington, CT*
Tom Shafer, *Los Gatos, CA*
Nancy and Ross Rodrigue, *Lompoc, CA*
Kathleen Kanack, *Anchorage, AK*
Joshua Stern, *Corona, CA*
Dan Kluson, *San Diego, CA*
Christopher and Roseann DelGandio, *Somerset, NJ*
T. John and Sharon Laser, *Centerville, UT*
Amy Steinbeck, *Davenport, FL*
Becky Adler, *Saugus, CA*
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Mark Stovall, *Felton, CA*
Demy and Margaret Riley, *Fallbrook, CA*
Bill Wilson, *Renton, WA*
Brad Lund, *Paradise Valley, AZ*
Brian McDaniel, *Des Moines, WA*
Kenneth Humphries, *San Jose, CA*
Robert Dieckmann, *West Chicago, IL*
Scott Runyan, *Riverside, CA*
Louis Mooney, *La Cañada, CA*
James Klich, *Franklin, MA*
Carol McGuire, *Addison, IL*
David Racker, *Angwin, CA*



Carolwood Board of Governor's Member Marries

BY FRED LACK

On June 7, 2014, Fred S. Lack, III, Carolwood Pacific Historical Society member, Board of Governors member, and former Vice President of the Carolwood Foundation was married to Helen Marie Parrott.

Fred and Helen were married at the Four Seasons Hotel in Westlake Village, California on a beautiful lawn-covered site in front of a 20 foot high waterfall. An hour-long reception on the patio was enjoyed as a vast array of appetizers and drinks served by the attentive hotel staff were enjoyed. Dinner and dancing in one of the main ball rooms was accompanied by an excellent violinist and pianist who supplied romantic dance music.

Close family, friends and Carolwood Pacific Historical Society members, Michael & Sharon Broggie, Gary and Melissa Oakland, Darrell and Marilyn Holmquist, Bob and Rita Cisneros, Paxton and Shelley Gagnet, Diana Waller and Nancy Yamauchi attended.

Fred and Helen were married after six years of dating. Through it all they had the time and desire to put together the last three major events for the Carolwood Foundation including: the Magic Castle event in May of 2012 the Summer BBQ at the Barn in August of 2012 and the Smoke Tree Ranch event in December of 2013.

They have just purchased a home in Alta Loma, CA.

We wish them a happy and healthy long life together.



Presenting the newly weds, **Helen and Fred Lack III**



(From left to right) Carolwood members **Melissa and Gary Oakland** and **Michael and Sharon Broggie**



Several Carolwood members attended the gala event



MARK YOUR CALENDAR

The dates for the annual Carolwood Society UnMeeting at Walt Disney World are September 26-27-28, 2014.

An organizing committee consisting of Society member and veteran WDW cast member Ellen Petrokiewicz, and Society members Ray and June Fleishmann, Phil Piet, Michael Broggie--and likely more--have agreed to plan this year's UnMeeting in place of John Bailey, a veteran WDW cast member who asked to be retired from his familiar role as UnMeeting coordinator. The Society owes John a major THANK YOU! for all the hours and years of effort to produce memories that last a lifetime. We hope John will attend this year so we can give him a proper Carolwood send-off.

2014 will again feature events, informal gatherings, dining, and that special brand of Carolwood excitement. While exact schedules and activities are still being finalized, here's some early info. A restaurant will be selected as a casual gathering point for Friday evening, however, it won't be Wolfgang Puck's as in the past. One consideration is a food court located in one of the

WDW resort hotels where we would have a Carolwood seating area.

Saturday morning will likely feature our exclusive Behind the Scenes Tour aboard the Walt Disney World Railroad. Unlike the regular public tour, our members receive special access treatment at the steam train roundhouse with the opportunity to mingle with the railroad's crew and inspect WDW steam train equipment up close and personal. The photo opportunities are unlimited. In fact, this year the Society will hold a photo contest with qualifying entrants getting their pictures published in the official Carolwood Chronicle!

For lunch on Saturday, Ray and June Fleishmann will host a BYOB barbeque at their Fort Wilderness campsite. This is an easy commute from the Magic Kingdom aboard the Bay Lake ferry.

Later on Saturday, we'll ride the ferry to Wilderness Lodge and gather in the Carolwood Pacific

Room off the lobby of the Annex next to the main building of Wilderness Lodge. This will provide the opportunity to buy-sell-trade Disneyana and railroad stuff. No table fees or admission charges. Timing for this event will be confirmed.

Phil Piet, who recently traded beautiful northern Arizona and the Grand Canyon Railroad for the humid climate of central Florida, has become an operating engineer on central Florida's historic Orange Blossom Cannonball train on the Tavares, Eustis & Gulf Railroad. The railroad runs along picturesque Lake Dora from the quaint town of Mt. Dora. This historic community reminds many of Carmel, California, about 50 years ago. Replete with antique shops, restaurants and art galleries, the town caters to tourists with friendliness rivaling Prescott, Arizona (this writer's opinion). Perhaps we'll do a lunch run with time to browse in Mt. Dora. Railfans will enjoy the vintage 1907 Baldwin steam locomotive that hauls the TE&GRR consist of passenger

cars. Check out their Website at www.orangeblossomcannonball.com.

This year, there will not be a formal presentation by Michael Broggie. Those who attended last year's UnMeeting got much more than anyone could imagine when the his session ran non-stop for over two hours! This year, Michael will attend and be available for informal conversation--but no PowerPoint program.

To confirm your interest in attending, or to volunteer for the organizing committee, please email sharon@carolwood.com. Note for new Society members: This annual gathering is called our UnMeeting--a term coined by Steve Broggie. It got this name because 20 years ago when Sharon and Michael Broggie established the Society they agreed to accept members with one condition: there would not be any meetings due to the boredom factor. Besides, most members have already accumulated a lifetime supply of meetings.

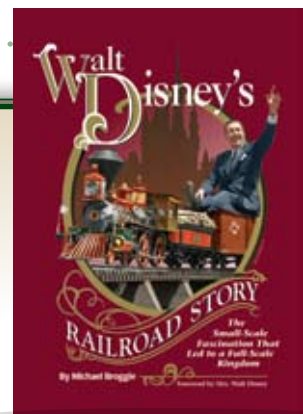
CAROLWOOD PACIFIC HISTORICAL SOCIETY Carolwood Barn and Book signing

Sunday, July 20, 2014

Walt Disney's Carolwood Barn Museum 15th Anniversary

A rare Southern California public appearance has been confirmed by the co-founders of the Carolwood Pacific Historical Society and Carolwood Foundation, Michael and Sharon Broggie. They will be at Walt Disney's Carolwood Barn to celebrate the 15th anniversary of the opening of the museum. This also will mark the initial release of the revised all color 4th edition of Walt Disney's Railroad

Story, the award-winning 432 page account of Walt's lifelong passion for railroading. An autographed limited edition bookplate will be offered exclusively at this event with each book sold marking the barn's anniversary and the new book's release, which features many updates of the original that was released in 1997. Copies may be reserved by sending an email to: sharon@carolwood.com.





THE WESTERN RIVER EXPEDITION

BY DAVID BOGDANCHIK

"You can't top pigs with pigs," Walt Disney said in reference to his extremely successful *Three Little Pigs*. Walt was not one to repeat himself, and he did not like sequels. He was always exploring and trying new things, raising the bar a little higher, actually a lot higher, with each new project.



MARC DAVIS

After *Pirates of the Caribbean* opened, one of Walt Disney's top Imagineers, Marc Davis, was particularly intent on surpassing this attraction in every way. Working with Mary Blair and her fantastic styling, Marc drew upon his old plans for a *Lewis and Clark Adventure* attraction developed for the unrealized Walt Disney's Riverfront Square in St. Louis. He proposed *Thunder Mesa*, a grand protrusion of rocky American West buttes and mountains towering over the Rivers of America in the yet to open Magic Kingdom.

Guests could hike up to a rugged plateau for a grand view of the Park, where they would discover an Indian *Pueblo Village* selling the wares of Native Americans such as beads, baskets, and other crafts. Besides a pack mule trail, a wild mine cart ride was planned to race through recessed canyons and abandoned shafts (and eventually evolved into *Big Thunder Mountain Railroad*). But, by far the signature attraction of *Thunder Mesa* was the *Western River Expedition*—quite possibly

the greatest Disney attraction that was never built! But it came oh so close.

A comprehensive one-twelfth scale model showcasing each scene in elaborate detail was built for what reportedly cost hundreds of thousands of dollars. Buddy Baker was to compose the attractions catchy theme and arrange it in every style imaginable, including grand western, quiet prairie ballad, and saloon piano, just to name a few. Like all attractions, this one proceeded through many ideas and iterations, and now (culled from concept art, the model and more) the wit of the writer, and the talents of the artist, will let us relive the essence of what the *Western River Expedition* would have become.

Craning our necks upwards, we admire the towering, rocky bluffs of Thunder Mesa. The Western River Shipping & Navigation Co. operates out of a craggy opening. Intrigued, we head inside and follow a detailed queue, leading us to a canyon set ablaze in bright reds and oranges by the sinking sun. Departing from the dock, our makeshift cargo boat is launched into a mysterious cavern...

Peering through the darkness, we suspect our imaginations are beginning to play tricks on us as the rocks and stalagmites begin to take on strange forms and shapes. Do I make out an Indian chief? Is that an owl you see? But then the owl addresses us, startled from his sleep—this

is a mysterious cave indeed! "Who are you? Uh, who am I? Why, hee hee, I'm the real Hoot Gibson, that's who!" He reminisces on the days when the untamed frontier was populated by cowboys, Indians and outlaws. Glowing stalactites glitter through the darkness as sparkles drip into the fluorescently swirling waters below.

Emerging from the cavern, we find ourselves floating past oversized dime novels—legends such as Davy Crockett, Annie Oakley, Buffalo Bill and more. Overhead the clouds begin to take on unique shapes—why, that one looks like a cowboy. And those strange structures on our left... are those teepees? This confirms it, that magical cave has transported us back to the days of the old West!

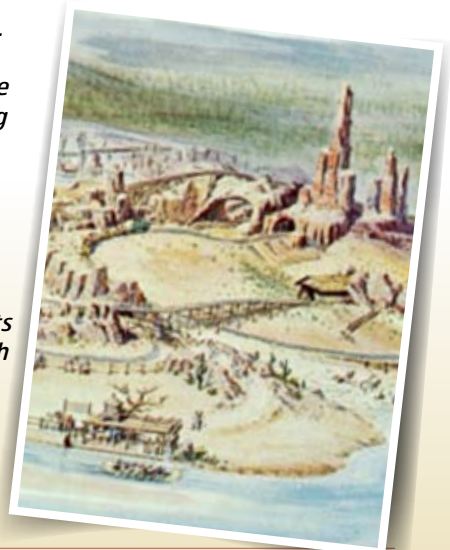
*Bison contentedly graze on prairie grass while prairie dogs pop up out of their little holes in the earth, a scene which since has made its way into *Living with the Land* at Epcot. A cowpoke astride his horse strums his guitar slowly to the attractions theme, his singing joined by his horse and four longhorn steer bellowing out a low accompaniment. The mournful howl of a coyote travels across the plain from a silhouetted pack in the distance. A chuck wagon rests near a campfire around which cowboys on harmonica and guitar are joined in song by friendly-faced saguaro and barrel cacti slowly swaying to the music. All is peaceful,*

but Hoot shows up and warns us to stay on our toes.

*Just around the river bend we come upon the west bound stage crossing a bridge, and being held up by five darkly dressed bandits. Not only are the outlaws' faces disguised by bandanas, so are the horses! Arms in the air, passengers are quickly eased of their valuables as the ringleader warns that we will meet again. (This scene found new life as a train robbery in the *World of Motion* at EPCOT Center.)*

The Walt Disney World Railroad steams through Thunder Mesa, giving us a chance to wave at all the happy westward bound guests. They not only are treated to a glimpse of the river expedition we are taking, but also are partakers of a special diorama scene created just for them.

To be continued in the next edition.





Walt Disney Family Museum Celebrates “The Great Locomotive Chase”

By Michael Campbell

May 10, 2014 marked 145 years to the day since the completion of the transcontinental railroad. It was entirely fitting that the Walt Disney Family Museum staged a celebration of Walt Disney’s “The Great Locomotive Chase” that day. The event, hosted by Society President Michael Campbell, centered around a showing of the classic 1955 feature film, starring Fess Parker and Jeffrey Hunter.



The event started with Imagineer and Civil War Historian Joel Fritsche providing some historic context. He showed some archival photographs of the actual participants in the “Andrews Raid” alongside the actors that portrayed them in the film. Joel then detailed the situation that led to the events depicted in the film. The Civil War was entering its second year and neither side had established any significant lead. James Andrews, a civilian from the North who spent a significant portion of his life in Kentucky, devised a plan that would give the North a strategic advantage. He proposed sending a raiding party of Army recruits into Southern territory, stealing a train and then using it to destroy key bridges and tunnels of the Western and Atlantic Railroad. This would leave Chattanooga vulnerable to attack from the North and could have bisected the South. Without the ability of the South to move reinforcements freely

among Confederate states, the War might have ended years sooner than it did and have saved hundreds of thousands of American lives in the process.

Joel detailed the specific plan that Andrews created and this led to a viewing of the film. Afterwards, Michael welcomed Harrison Ellenshaw to the stage to share some behind-the-scenes stories from the making of the film. Harrison’s father, Peter, is a Disney Legend who created the amazing matte paintings that were used in many classic Disney films such as *Mary Poppins*. Peter was on site for much of the filming of *The Great Locomotive Chase* so that he could create the matte paintings to exactly fit the locations being utilized. Harrison shared several great stories about the creation of the film, including an explanation of why his father was shirtless in many of the photos (having been raised in England, Peter enjoyed “taking the sun” whenever possible).

Following Harrison’s discussion, Joel returned to provide insight into the differences between the Disney film and actual history. While many aspects of the film were accurate, the filmmakers took some artistic license with key facets. These included use of different locomotives that those involved in the historic

raid, giving the Georgia militia uniforms when they didn’t have them, and some names of military leaders. Joel then detailed why the raiders ultimately failed; they should have destroyed steam engines along the way that were then used to pursue them, they didn’t bring along the proper tools to destroy the tracks and telegraph lines and they didn’t take into account the effects of scheduled rail traffic. Ultimately, though, the greatest factor in their defeat was the unrelenting rain; this made the trestles too wet to burn. The raiders were captured and, although some managed to escape, James Andrews was convicted as a spy and executed by the South. The military members of the raid received the first Medal of Honor ever awarded; Andrews was ineligible because he was a civilian.

The event ran a little past the scheduled time, but that’s solely because the audience

wanted to hear more about the event’s history and the making of the film. Afterwards, the audience had a chance to meet and greet the guest speakers. The entire event was the suggestion of Lowell Smith, who has created many N-scale models of both Carolwood and Disneyland trains for the Society and the Museum. Lowell made a wonderful N-scale set that commemorates *The Great Locomotive Chase*. Housed in a handsome box designed by Jeff Granito, this set contains reproduction lobby cards of the film and models of the General and the Texas, two locomotives that figured prominently in the story. Although a limited edition, the Museum Store still has a few of these remaining and they can be ordered at <http://www.waltdisney.org/store/great-locomotive-chase-commemorative-set-lowell-smith> or by calling (415) 345-6859.





The Mail Car

Hi Michael,

We hope you can help us with information on a negative we purchased several months ago. We just had a print made so now we can see the details in the photo.

We did a little research and found the picture was taken in front of the Fred Gurley. There is an engineer in the cab and standing in front of the engine, from left to right are: a man around 40 years old, short hair, in a dark suit; R.G. Rydin of Santa Fe, Walt Disney, an elderly Native American Indian, and a younger Native American Indian wearing an elaborate head dress and holding a woven disc. R.G., Walt, and the engineer are all wearing bandanas around their necks and Santa Fe Disneyland hats.

Do you know when the picture was taken and what the occasion was? If you need more details or would like a copy of the picture to help determine when it was taken, please let us know.

Don & Ginger Anderson, Westminster, CA

Hi Don & Ginger

Without seeing the photograph, it sounds like the dedication ceremony for the opening of the Grand Canyon Diorama at Disneyland in 1958. Joining Walt and the executives from Santa Fe were a genuine Indian medicine man and one of the braves from his tribe. If you want to send a scan of the photo, just respond to my email address.

Michael Broggie, Prescott, AZ



Michael,

Thank you for the email. With the information you provided, I did a little research and you are correct, the photo is from the opening of the Grand Canyon Diorama at Disneyland. It was March 31, 1958. It appears the photo was taken before the ceremony began as Walt Disney, Fred Gurley, and the others in the photo are looking in different directions and no one is speaking into the microphone. The candid nature of the photo makes it different than the typical posed and/or formal photos.

Don & Ginger



From left to right are: Joel Fritsche, Executive Director at Walt Disney Imagineering; Harrison Ellenshaw, Visual Effects Artist (known for Star Wars, Empire Strikes Back, Tron); Hilary Nihlen, daughter of Harrison Ellenshaw; Joanna Miller, President of the Walt Disney Family Foundation; Michael Campbell, President of the CPHS; and, Lowell Smith, creator of fine model trains.

This photo was taken at the Walt Disney Family Museum and supplied by Michael Campbell.

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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is available by emailing Sharon
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VIEW FROM THE CUPOLA

by Michael Broggie

As the Internet and numerous newspapers reported in June, the Disney Carolwood Estate in Holmby Hills, California, has sold for \$74 million after being offered for sale at \$90 million late last year.

The original five-acre property was purchased in June 1949 by Walt and Lillian Disney. It was the third home in the Los Angeles area for the Disneys and had enough land to allow for a complex scale model railroad layout that Walt envisioned for the hilly site.

Holmby Hills is a sliver of unincorporated Los Angeles County west of downtown sandwiched between the tony communities of Beverly Hills and Bel Air. The subdivision was created by prominent Southern California physician Peter Janss, who acquired an estate called Holmby Hills in 1926. Dr. Janss is noted for donating 385 acres for the campus of UCLA and developing the communities of Westwood and Thousand Oaks.

Learning that the Disneys were seeking real estate for a new home, the doctor's son, Howard Janss, contacted Walt at his studio office and informed him that a prime residential lot was available located about half a mile north of Sunset Boulevard on Carolwood Drive. In fact, the younger Janss had selected the lot for his own home. A meeting was set and Walt and Lillian met the agent at the site.

Always concerned about family finances, Lillian asked Janss if they could purchase a lot smaller than five acres. He informed her that that was the minimum size and part of the developer's strategy "to prevent any 'shacks' from being built in the neighborhood." A quick review of neighbors through the years confirms that this strategy worked well with such names as Frank Sinatra, Rod Stewart, General Omar Bradley, Barbra Streisand, Hugh Hefner, and others who wish to retain their (expensive) privacy.

The price for the site was \$25,000—a tidy sum in 1949. Plans for the home were drawn by J. E. Dolena and the storied Carolwood Pacific Railroad was initiated with Walt's decision to build an 1870s era pike complete with rolling stock and a live steam engine named *Lilly Belle* (for Mrs. Disney) patterned after Central Pacific's No. 173, which was built in Sacramento in 1872.



All elements including the engine and freight cars were built to one-eighth scale including track, switch stands, trestles, tunnels, and, an oil can and coal shovel, all in perfect scale. Walt even paid to have a power pole moved so it didn't conflict with his vision of perfection. The only exception was a red barn workshop, that used a clever design device to reduce the appearance of its height. By excavating the area for the foundation a full 14 inches, it lowered the barn into the ground and thus reduced its overall height.

Thanks to the foresight of Walt's late daughter, Diane, the evidence of this trick can be seen at Walt Disney's Carolwood Barn Museum in Griffith Park, where the barn was moved and opened to the public 15 years ago this July. By looking at the line of river rock on both sides of the barn's double door entry, one can observe that they start out very low and gradually grow in height as they get closer to the doors.

The half-mile of trackage was donated to the Los Angeles Live Steamers in 1968, two years after Walt's passing. They also received the large and small trestles. While the original aluminum track has been replaced by LALS with more durable steel, the club continues to acknowledge the generosity of the Disney family by calling the route "The Disney Loop."

Mrs. Disney continued to reside at the Carolwood estate until her passing at age 98 in 1997.

The following year, the property was sold to Gabriel Brener, an investor from Mexico who expressed his desire to raise his twin sons in the Disney home. Unfortunately, his engineers determined that the structure couldn't be renovated due to the use of lead paint and piping, asbestos installation and a weak foundation. The hard decision was made to raze the home and Brener launched a massive building project that would rival the finest homes in the country and maximize the use of the land. Eventually, he acquired the five-acre home on the southern border of his property to expand the gardens, tennis court and pool area to a total of 10 acres.

Surrounded by beautiful landscaping, the 35 thousand square foot mansion features eight bedrooms and 17 bathrooms, 20 foot ceilings and polished marble floors. Brener saved the stone entrance to Walt's 90 foot long S curved tunnel. The keystone has the year 1950 carved into it.

While the new owner has not been identified, other than being an "international buyer" according to The Wall Street Journal, one can assume with or without a miniature railroad, 355 North Carolwood Drive will always be known as Walt Disney's Carolwood Estate.



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1653 Gettysvue Way,
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Email us at sharon@carolwood.com

**We're on
the WEB**
carolwood.com

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

*First Class Mail Address
Correction Requested*

BE SURE TO VISIT US



The Barn is open the third Sunday of
each month from 11:00am to 3:00pm
weather permitting

Admission and parking are free

The Barn is located at:
5202 Zoo Drive, Los Angeles, CA 90027

Carolwood Event Calendar

Jul 20 - Walt Disney's Barn open to the public 11 a.m.
to 3 p.m. Michael Broggie will be signing his new 4th
edition of *Walt Disney's Railroad Story* book

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

Sep 21 - Walt Disney's Barn open to the public 11 a.m.
to 3 p.m.

Sep 26, 27, 28 - Carolwood Un-Meeting at WDW

Oct 19 - Walt Disney's Barn open to the public 11 a.m.
to 3 p.m.

Nov 16 - Walt Disney's Barn open to the public 11 a.m.
to 3 p.m.

Dec 21 - Walt Disney's Barn open to the public 11 a.m.
to 3 p.m.

Please check the Carolwood website (www.carolwood.com) during the year for upcoming events.

HOPE TO SEE YOU THERE!