



THE OFFICIAL NEWSLETTER OF THE CAROLWOOD SOCIETY

THE GREAT BIG BEAUTIFUL TOMORROW

THE LIFE AND TIMES OF A DISNEYLAND RESORT COLLEGE PROGRAM CASTMEMBER

BY TYLER CAMPBELL

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Hello Everyone and Welcome to our Journey to Storybook Land!" I have had the privilege of starting every journey with that phrase, while serving as a Captain and Storyteller for Storybook Land Canal Boats at Disneyland. For around 60 times per day, I lead guests through Monstro the Whale's mouth and into a magical world filled with miniature houses, petite shrubberies and wondrous fairytales; which, for me, is a literal dream come true.

I have been an avid Disney Theme Park fan my entire life. As a child, I would listen to the attractions' audios for hours while scouring the internet for any new secret plans or rumors, all while dreaming-up my own attractions and worlds that would continue to amaze and astonish guests in a manner that only Disney can produce. Now, for those who know my father, **Michael Campbell**, it is pretty obvious where I inherited my passions for Disney, theatre and Geekdom. So when I was introduced to the Disney College Program this past fall, I leaped at the chance to finally jumpstart my dream career.

I began my program this past January after a vigorous interview process that consisted of online personality questionnaires and phone interviews. The Disney College Program, or the DCP as we call it, was created 36 years ago to serve as a paid internship for collegiate-level students. It would teach them vital skills in business, self-management, hospitality and communications that they can then take and use within their post-grad lives.

During the first week of the program, I was required to take a series of courses collectively entitled, "Traditions." We were taught about the company's mission and vision, and more importantly, both the personal history of Walt and the Disneyland Resort itself. This included a multi-day tour of the Park where we traveled land-to-land learning about their historical significance as well as some fun secrets. While the majority of information was surface-level, I was impressed that every new-hire Cast Member is required to take these courses in order to familiarize themselves with the Walt Disney Company, as well as their individual role within its rich history. Following that was a rather hectic, weeklong training session for my assigned



attraction, in which I was given the daunting task to memorize our entire 13-page spiel in just one night. Finally, with some minimal pomp and circumstance, I became a Cast Member.

Now, one cannot expect everything to continuously remain perfect in the Happiest Place on Earth, and considering how vast is our audience, I am honestly surprised we are able to maintain such high standards in our day-to-day operations. When accepting this position, I understood that I was accepting a role in which I would continually have my emotional and physical limits tested as well as constantly be exposed to the best – and occasionally less-than-best – of humanity on a daily basis. Considering the demanding nature of the role, Disneyland is far from the utopia it appears to be. If anything, it is the feeling that efficiency reigns supreme over a quality show and many of my actions continue to go unnoticed that remain the most taxing. However, these are all issues that can be found within any large corporation. There is one aspect of our roles that continues to set Disney apart from other employers. While the opportunity to meet hundreds of people from around the globe every day is a reward in itself, we also are gifted the power of immediately, and effortlessly improving their day.

Continued on Platform 5 ►



HAPPY RAILS

WELCOME ABOARD

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

New and Renewing Members since April, 2016 are:

William Foster, *Birmingham, AL*
 William Lenharth, *Durham, NH*
 James and Cynthia Lipsit, *Jupiter, FL*
 Ellen Petrokiewicz, *Orlando, FL*
 Robert Pierce, *Evansville, IN*
 Marilyn and Barbara Dupaquier, *Salem, OR*
 Gia and Dylan Byran and Stephanie Sinopoli, *Burien, WA*
 Kenneth and Sally Fletcher, *La Verne, CA*
 Walter C. and Vanessa Cook, *Redlands, CA*
 Thomas Sjolander, *Simmerbolle, Denmark*
 Benson Myers, *Kaysville, UT*
 John Whitlock, *Queensland, Australia*
 John Garcia, *Bellevue, WA*
 John and Katie Abbott, Jr., *Melbourne, FL*
 Peter Olson, *Jenks, OK*
 James VanOstenbridge, *Norristown, PA*
 Debra Venhousen, *Elkhorn, WI*
 Barbara Bloethner, *North Barrington, IL*
 Kurt Wyrsh, *Reno, NV*
 Phillip Freer, *Cincinnati, OH*
 Les and Judy Smout, *Clearwater, FL*
 James VanOstenbridge, *Norristown, PA*
 Jesse Zacharias, *Modesto, CA*
 Patti Squier, *Palmyra, NY*
 Roy P. Disney, *Toluca Lake, CA*
 Leon Beaumont, *Granada Hills, CA*
 Jason Messer, *Stockton, CA*
 Shawn Carrera, *San Leandro, CA*
 Brian Peterson, *Saint Paul, MN*
 Derek Dubasik, *North Las Vegas, NC*
 Randall Boyce, *Westland, MI*
 Michael DeAngeles, *Albertson, NY*
 George Reiser, *Windermere, FL*
 Michael and Colleen Attardi, *Windermere, FL*
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 Jennifer and Jerry Lundy, *Norwalk, CA*
 Herb Heid, *Kissimmee, FL*
 Leroy and Corene Johnson, *San Bruno, CA*
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 Ralph Dunham, *Celebration, FL*
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 Wesley Tyler, *Easton, CT*
 Kimberly and Roger LeBrun, *Camarillo, CA*
 Joe Sandor, *Clermont, FL*
 Christopher and Roseann DelGandio, *Somerset, NJ*
 Claude and Carol McGuire, *Addison, IL*
 Charles and Maryann Giblin, *Hazlet, NJ*
 Karen and Edmar Matern, *Oakdale, CA*
 John Michael Jr., *Olympia, WA*
 Sandra Hann, *Orlando, FL*
 Michael Forrester, *Kennesaw, GA*
 Ron Ferguson, *Goleta, CA*
 Mike Westby, *Happy Valley, CA*



View from the Cab

BY JOE BOPP, STEAM ENGINEER,
WALT DISNEY WORLD RAILROAD



One of my many habits on the right side of the cab is to not only look forward of course, but to also look backwards. I look to ensure boarding requirements are met, rail personnel are in position, and for a clear signal to leave the station.

I find the same in my time at Disney, look forward and back. Not only for where we are going, but where we came from.

As a new conductor, opening the Show Train, at 05:30 hours, I would quickly check my cars, chains, lights and audio. Oh yes the paperwork, can't forget the paperwork. Then I would hang beside the cab, just watching, listening to the awesome sounds and watching the every move of the Engineer.

Then one morning, that engineer said something to me, something that was said many years ago to a young news butcher named Walter. "HEY KID WANNA LEARN HOW TO FIRE THIS TRAIN?" I've been riding in Walt's footsteps ever since. It's good to look back, it helps to set the throttle for the future in front of you.

Rail On, Joe



ARTIST CREATES ROY O. DISNEY LOCOMOTIVE PORTRAIT

As a young man growing up in Cincinnati, Ohio, Rick Lynch dreamed of being an artist. As fortune would have it, he had the opportunity to attend the Art Academy in Cincinnati after graduating from Arch Bishop Moeller High School. However, he was dissuaded by one of his teachers, who convinced young Rick that he would probably be wasting his time.

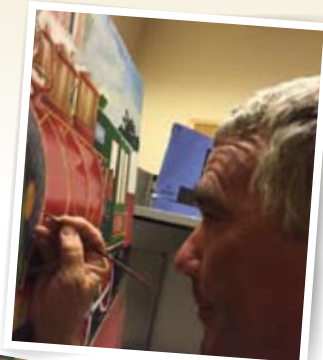
Not to be detoured from his goal, he took a position as an art apprentice for three years with King's Island Park in southwest Ohio, part of the

national chain of Paramount Parks. Soon he was creating all of the hand painted graphics throughout the park, which included characters from Hanna-Barbera, Nickelodeon, San Rio and Richard's Scary Busytown, and more.

His training and skill led to a position at Walt Disney World's Magic Kingdom in 2009. While his position was with Main Street operations, his talent was utilized to paint Disney characters in hallways, stairwells and breakrooms throughout the park.

He also lent his talents to Sea World as a senior scenic artist. His current work is with Just-In Wood Signs, providing themed murals and scenic artistry.

His latest creation is an original painting of the *Roy O. Disney* steam locomotive that celebrates a century of service and 45 years as Engine No. 4 on the Walt Disney World Railroad at the Magic Kingdom. Prints of Rick's art will be available to Carolwood Society members at the annual UnMeeting at Walt Disney World, Sept. 15-18.



EDITION OF 200

LIMITED
EDITION

ROY O. DISNEY CENTENNIAL PIN AND PATCH SET

Commemorating The Carolwood Society's Century of Service Celebration Sept. 15, 2016 at Walt Disney World Honoring the Roy O. Disney Steam Locomotive and Featuring Special Guest Engineer Roy P. Disney, Grandson of Disney's Co-Founder

Highly detailed enameled collector's pin attached to two-sided card featuring a photo of Roy and Walt on the reverse

Pin back stamp: Centennial Celebration 1916-2016 Limited Edition of 200 © Disney

Card enclosed in clear cellophane envelope

Embroidered four-inch-wide Roy O. Disney collector's patch featuring five colors and Walt Disney World Railroad logo

Set of pin and patch \$20

\$3 packaging/insured shipping

International customers should email Sharon Broggie at sharon@carolwood.com for shipping cost

Limited to three sets per member order
Orders subject to availability

Visit www.carolwood.com/store to order



THE LEGACY OF ROY O. DISNEY

BY MICHAEL BROGGIE

Because two brothers decided they could achieve more together than apart, a company was created in 1923 that changed the way people throughout the world enjoy entertainment.

For nearly 50 years, Walt and Roy Disney contributed their individual talents and unique skills that produced the most successful motion picture, television, publishing, merchandising and theme park empire in business history.

While hundreds of books and several motion pictures and television productions have recounted the life and achievements of Walt, his older brother has been relegated to little more than a footnote of Disney history. This writer had the privilege of knowing both brothers and working at the studio during the difficult years following Walt's death Dec. 15, 1966.

Unlike Walt, Roy was content with running the company as its chairman without the glare of public notice. He was used to dealing with the challenges of financing Walt's ambitious dreams. He was also accustomed to battling with Walt when he thought his brother's lofty visions might lead the company to financial ruin. There was a period of nearly two years when the brothers' only communication was through memos and subordinate intermediaries.

One famous battle was over the cost of the squid sequence in the epic 1954 feature, "20,000 Leagues Under the Sea." When



the initial scene was filmed in a specially-constructed sound stage at the Burbank lot, Walt wasn't at all satisfied with the results. He told his production team that the giant squid looked like a rubber puppet octopus. Roger Broggie, who was at the time head of the studio machine shop, was called in to engineer a more realistic creature. The cost of the mechanical squid and expenses of refilming amounted to a quarter of a million dollars. A huge sum even by current standards. Roy had a fit and told Walt that the cost would not be recovered unless the film was a smash at the box office. Walt told Roy not to worry; that the squid scene would assure the film's success, which it did. Furthermore, it received Academy Awards for art direction and special effects.

Roy, and Walt's wife, Lillian, both objected to Walt's aspiration of Disneyland. They felt the risk greatly exceeded the potential reward. If anything, Walt was the consummate salesman who never took "no" as the final answer. He persisted in his pitch of a clean, safe family-

oriented themed amusement park that would enable an adoring public to physically visit the home of Mickey Mouse and his famous friends. Many around the studio shared Roy's skepticism. Some even dumped their Disney shares in the belief that the theme park would bankrupt the company.

Roy finally agreed (as he usually did) with Walt and proceeded to organize the financial structuring. He traveled to New York with the original bird's eye rendering of Disneyland that Walt described to Herb Ryman over a marathon weekend work session. After being turned down by CBS and NBC, Roy successfully sold the concept to American Broadcasting Chairman Leonard Goldenson, who committed \$5 million of his television network's assets to the construction. In exchange, Disney would provide the network with exclusive programming including a Sunday evening program called "Disneyland." Later, this anthology series was recognized being a string of infomercials for the theme park.

Fast forward to 1964. Walt was dissatisfied with not owning the surrounding land around the hugely successful park in Anaheim. He felt that the company had lost over a billion dollars in business income. He had a much bigger idea that would require more land than any company had ever developed under private ownership and control. While Walt always maintained that he didn't do sequels, he agreed that another Disneyland located 3,000 miles from Anaheim would enhance his concept of an Experimental Prototype Community of Tomorrow (EPCOT). Walt wanted to reinvent how people lived, commuted and worked in a controlled environment. He had witnessed the decline and decay of cities around the world and vowed to find solutions in concert with other private companies and beyond the control of government agencies.



After Walt's untimely death, Roy agreed to not retire and continue to head the company and to lead his brother's project, Disney World in central Florida. Eventually, 48 square miles of rangeland, swamps, thickets of banyan trees, eons of thatch, rivers and lakes, were acquired.

Continued on Platform 5 ►



THE GREAT BIG BEAUTIFUL TOMORROW

CONTINUED FROM PLATFORM 1

Continued from Platform 4

Roy thought of joining forces with another major company, such as General Electric, to spread the financial risk. Ultimately, Roy, who didn't like the idea of a potential merger, came up with an alternative to finance the initial \$100 million: convertible debentures. This financial instrument allows a publicly held company to raise money on Wall Street through the sale of debentures. When the company's stock rises, the debentures can be converted to common stock, in doing so, the company trades stock paper for hard dollars. Roy successfully raised the eventual \$400 million construction cost. In honor of his brother, Roy instructed his company to change the name of the project to Walt Disney World. He was steadfast in his belief in the brand of Walt Disney and had no interest in enhancing his own persona.

On Oct. 1, 1971, Walt Disney World held a soft opening. A dedication ceremony was scheduled for Oct. 23. While the first day crowd count was a rather modest 10,000, by the end of the first full month of operation, the park count was 400,000. At the dedication, Roy thanked the people who were responsible for the planning and construction. He recalled, "My brother Walt and I went into business together almost a half-century ago. And he was really, in my opinion, truly a genius--creative, with great determination, singleness of purpose, and drive, and through his entire life he was never pushed off his course or diverted by other things. Walt probably had fewer secrets

than any man because he was always talking to whoever would listen of story ideas or entertainment projects." Roy Oliver Disney died at the age of 78 on Dec. 20, 1971.

The only public recognition of Roy's lifelong partnership with Walt is a vintage Baldwin steam locomotive that is one of four such engines that chuff around the Magic Kingdom at Walt Disney World Resort. Roy agreed to have his name added to that of Walter E. Disney, Engine No. 1; Lilly Belle, Engine No. 2; and, Roger E. Broggie, Engine No. 3. Thus, Engine No. 4 is Roy O. Disney, named for the loyal brother whose leadership resulted in the financing, design, development and success of Walt Disney World.



This vintage steam engine turns 100 this year. The Carolwood Society is celebrating its namesake and the engine that carries his name with a special UnMeeting event this Sept. 15-18 at Walt Disney World. The honorary guest engineer will be Roy's grandson, Roy Patrick Disney.

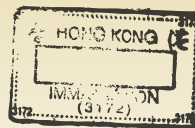
Whether it is giving out Happily Ever After buttons to newlywed couples, or personally escorting a little princess to Peter Pan and allowing them to skip the line, we as Cast Members are presented with endless opportunities every day to make some magic for our guests. At the risk of sounding cliché, for however short a span of time we become involved with our guest's vacations and lives, we have the power to help them make great memories and experiences they will continue to share.



Now, what other career allows us such a wonderful opportunity every day? Yes, there are days where one may feel underappreciated and sometimes the monotony of saying a seven-minute spiel 60 times a day sets in, but then I meet a family who saved and planned for over a year for this perfect trip. Even though they are tired and upset because their favorite attraction broke down right before they were able to ride, their day might be turned around because I surprised them with passes to the VIP viewing section for the firework show. Seeing their grateful faces and knowing I could make their entire vacation a little happier – to provide them a wonderful moment they may remember forever, is the true gift of being a Cast Member.

Disneyland was always meant to provide an escape from the troubles of the world, for however brief a time. From the moment our first guests passed through our gates, it has been every Cast Member's duty to ensure that they have as wonderful an experience with their families as we can provide. 60 years later, Disneyland continues to be the Happiest Place On Earth to millions the world over.

I grew up with Disneyland and I cannot imagine my life without it. Now, the most rewarding aspect is not the honor of fulfilling my personal dream, it is the privilege of instilling that joy and passion in others. I am no longer just a dreamer anymore; I am now one of the privileged few who help make the dreams of others come true. It is now my hope to be able to serve the company in a leadership position where my passion for the guest experience – for our "show" – will inspire others just as I have been encouraged. For now, I am honored to serve in my current role, part of an outstanding Cast that upholds Walt's vision for Disneyland every day by continuing to make it a "source of joy and inspiration for all the world."



The Mail Car

REACHING THE MANY CORNERS OF THE WORLD

Thank you for renewing my Carolwood membership. It's always a pleasure talking to you. We have hired a car for our first three days in California. I have been told that Walt's Barn is open to the public the third Sunday of each month, so we will find our way there. My sister has not seen it so it will be something new and special for her.'

People ask me why do I only go to Disneyland. Where else can I walk in Walt's footsteps? No contest there! It's a shame that the trains will not be running when we're there.

I have met and kept in contact with Doug and Jamie Marsh. They are a wonderful couple. The first time I met Doug he drove me to and from the Barn from Anaheim. On the way there and back he gave me a guided tour of the area and Walt's historic spots. He didn't just point them out, he stopped and we walked around.

For me that was great! Even had lunch in one of Walt's eating places when at the Studio. He is full of so much Disney history. Truly amazing. I do get excited when people talk about all things Disney.

John Whitlock, Queensland, Australia



I have just been on the Carolwood Society website. I was delighted to discover that I may purchase a personalized copy of the Walt Disney's Railroad Story. I borrowed it from my local library a few years back, when they got it for me, from the UK. But I am thrilled now to look forward to owning my own copy -- Thank you for making it possible.

Is it true that The Carolwood Society is currently working on restoring the old locomotive from the Fort Wilderness Railway in Walt Disney World? When I saw it for the first time in our book, there was no doubt in my mind that it is by far the nicest proportioned of the Disney locomotives I have seen. Will it be on display at some point? I have an open invitation to visit my uncle in Eugene, OR. So far we haven't been able to make it happen, but if the visit could be combined with seeing the Fort Wilderness Locomotive, I will certainly go.

All the best regards and thank you again.

Thomas Sjolander, Simmerbolle, Denmark



Hi Thomas --

Thank you for your interest in Walt Disney and his passion for steam railroads.

Regarding my book, Walt Disney's Railroad Story, perhaps you should consider having it mailed to your uncle in Eugene, OR. It would be much cheaper than shipping five pounds to Denmark.

The four Ft. Wilderness engines are in the private collections of several Carolwood members. I can arrange for you to visit the Northern California residence of a member who has an engine and passenger car at his home.

This is a static display and was cosmetically restored. Another member has restored his engine to working condition. He has about 20 acres of land for his layout. His property is located in Southern California near the Ronald Reagan Presidential Museum (worth a visit). FYI, some time ago, our Society created two G-scale limited editions of the FWRR in painted brass and stainless steel. One was electric, the other was actual live steam in 1/24th scale! Occasionally they come up for sale.

I see that you have just requested membership in our Society through PayPal. Your information will be on its way to you shortly. Welcome to the Society! You are our first member from Denmark although we do have members in 45 states and 9 countries.

Very nice to have you aboard.

Happy rails, Michael

I was referred to you by Bill Barbe from Walt's Barn. As a hobby, I play vintage baseball for the House of David Echoes and recently we were able to ride one of the miniature trains located at Eden Springs (on HOD property) before one of our games.

There are many local stories that Walt visited and even purchased one of these trains prior to opening Disneyland. Unfortunately, I haven't been able to find any definitive proof of this and was curious if you had ever heard of this connection.

Matt Orlando, Benton Harbor, MI



Hi Matt --

While it's true that Walt visited many railroad pikes throughout the country, I have no information that confirms he visited Eden Springs. However, I'm sure he never acquired any equipment in the scale of the railroad at HOD. He went from one-eighth live steam in his backyard to the narrow gauge trains at Disneyland, which were 5/8th scale with 7/8th cabs on 36" track.

Good wishes with your restoration project.

Happy rails, Michael

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



MICHAEL BROGGIE
MEMBER SINCE DAY ONE

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Opinions expressed are those of the writers and not necessarily those of the Society, the Carolwood Foundation or The Walt Disney Company.

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VIEW FROM THE CUPOLA

While it didn't arouse major notice in North America, on June 16th, The Walt Disney Company launched its most ambitious project since the opening of Walt Disney World in 1971.

Shanghai Disney Resort is the latest themed resort created by Walt Disney Imagineering and a team of international and Chinese artists, designers, crafts people, chefs and engineers.

In the words of Disney Chairman and CEO Bob Iger, "What sets this [theme park] apart is the brilliant blend of new experiences and familiar favorites, intertwining Disney's legendary storytelling with China's rich heritage to create a spectacular destination that is authentically Disney, distinctly Chinese--and completely unique."

Built at a reported cost of \$5.5 billion, the nearly one thousand acre resort includes a 225 acre Disneyland theme park that has familiar Disney touches that pay respect to Chinese culture and legacy. As with all Disney resorts, landscaping abounds--featuring more than 1.7 million shrubs and bushes and 10,000 trees.

In addition, more than 600,000 bushes and 2,000 trees were planted at the resort's hotels. A highlight is Wishing Star Park, featuring pathways, bridges, benches, gazebos and play

areas, all carefully designed and landscaped to provide respite from the rigors of daily life. The park is open free to the public.

The landmark of Shanghai Disneyland is, of course, the castle. This one, called Enchanted Storybook Castle, is the tallest and biggest Disney castle ever built. It combines architecture from real castles and fictional castles from classic Disney films. The tallest two spires represent the cooperation and collaboration between the Chinese people and Disney.

Unique among Disney theme parks is the fact that Shanghai Disneyland has no railroad. Perhaps it was an accommodation to the Chinese decision-makers

who were unfamiliar with Walt's railroad legacy. Transportation to the resort is provided via the high speed Shanghai Metro, China's largest rapid transit network, which makes a new stop at 430,000 square foot Disney Resort Station.

The Carolwood Society's single rule of membership--ride the train when visiting a Disney park--has now been modified to include the Metro. Such is the price of "progress."

Now it can be stated: "Around the clock and around the world, there is always a Disney park open somewhere."

Michael Broggie





The Carolwood Society
1653 Gettysvue Way,
Prescott, AZ 86301

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*

NEW BOOKS BY MIKE FOX

The Hidden Secrets & Stories of Walt Disney World



Walt Disney World Resort is a land of magic, wonder and adventure. Unknown to many, however, it is also a world filled with secrets and surprises, all cleverly hidden by the Disney Imagineers in the hopes they will be discovered by guests.

*Discover the magic behind the
magic at Walt Disney World
with this book.*

The Hidden Secrets & Stories of Disneyland

Written with a great deal of respect for Walt Disney and Disneyland, The Hidden Secrets & Stories of Disneyland provides guests with an exciting new way to see and experience the park.

With special articles by
Michael Broggie.

*Discover the magic behind
the magic at Disneyland
with this book.*



Buy these w books today at
www.carolwood.com/store/publications.html

Carolwood Event Calendar

July 17

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

August 7

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

August 21

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

September 15 - 18

UnMeeting in Walt Disney World

September 18

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

October 16

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

November 20

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

December 18

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

We're on the road again

**"Walt Disney's Railroad Story" Presentation
World's Greatest Hobby on Tour**

Jan. 7 & 8, 2017 -- Atlanta, GA -- Georgia World Congress Center

Jan. 21 & 22 -- Seattle, WA -- Washington State Fair

Feb. 4 & 5 -- Phoenix, AZ -- Phoenix Convention Center

Feb. 11 & 12 -- Pomona, CA -- Fairplex

www.wghshow.com