



*The*  
**Carousel**

*News & Trader*

December 2008

Vol. 24, No. 12

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**INSIDE THIS ISSUE:**

**Historic Tilden Park Carousel  
is Back for the Holidays**

**Conserving "Mascott"  
an 1800s Loeff Stander**

**Watching Over the Watch Hill  
Carousel in Rhode Island**

**The History of Orange County  
Amusement Parks**



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# ON THE COVER



December 2008  
Vol. 24, No. 12

*The reindeer aboard the 1911 Herschell Spillman Tilden Park Carousel. Where some horses have natural tails, this deer has natural antlers.*

Photo by  
Emily Bush

## Inside this issue:

Dan's Desk .....	6
Notes From Marianne .....	7
Granville Trimper Memoriam .....	8
Octoberfest Organ Rally in England .....	10
Calendar of Events .....	13
Idora's Wildcat Roller Coaster .....	14
Conserving an 1800s Loeff Stander .....	15
Tilden Park Carousel Is Back .....	19
Watch Hill Carousel In Rhode Island .....	29
Orange County Amusement Park History ....	37
CN&T Thru The Years .....	42
Product Review: Handicap Lift .....	44
Carousel Classifieds .....	45

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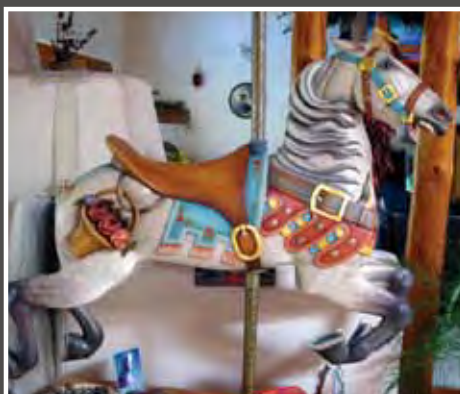
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# From Dan's Desk

Message from the publisher,  
Dan Horenberger

*These are little bits of information that come across my desk.*

*Some will become bigger stories in future issues of the CN&T, others are just passed-along information.*

It's that time of year again...the annual IAAPA Amusement Park Exposition and Trade Show.

I'll be making my yearly pilgrimage to Orlando from Los Angeles the old-fashioned way, via covered wagon...okay, covered pick-up with trailer in tow, visiting southern carousels all along the way. Carousels in Arizona, New Mexico, Texas, Louisiana, Alabama, and Florida. It will be a long three to four week trip which may include my annual visit to **Carlsbad Caverns** on Thanksgiving Day. If you haven't been there, it's great, if you like caves.

If you do get to New Mexico, be sure to visit **Roswell**. It's like P. T. Barnum and ET opened an amusement park. There is also **White Sands National Park** in Alamogordo, one of the greatest natural wonders we have in the United States. In fact, New Mexico has some of the best natural landscapes in the country.



**Joyland Park** in Wichita, KS, had a major break in recently. The park has been closed since 2005 but there has been an ongoing effort to reopen it. This latest damage was so intense that the owners feel they may not be able to find someone to repair it.

"Were sick. Our hearts are just sick. Its not easy, not easy," says owner Margaret Nelson. She and her husband Stan bought the park in 1973 after starting work there as teens when Joyland first opened in 1949.

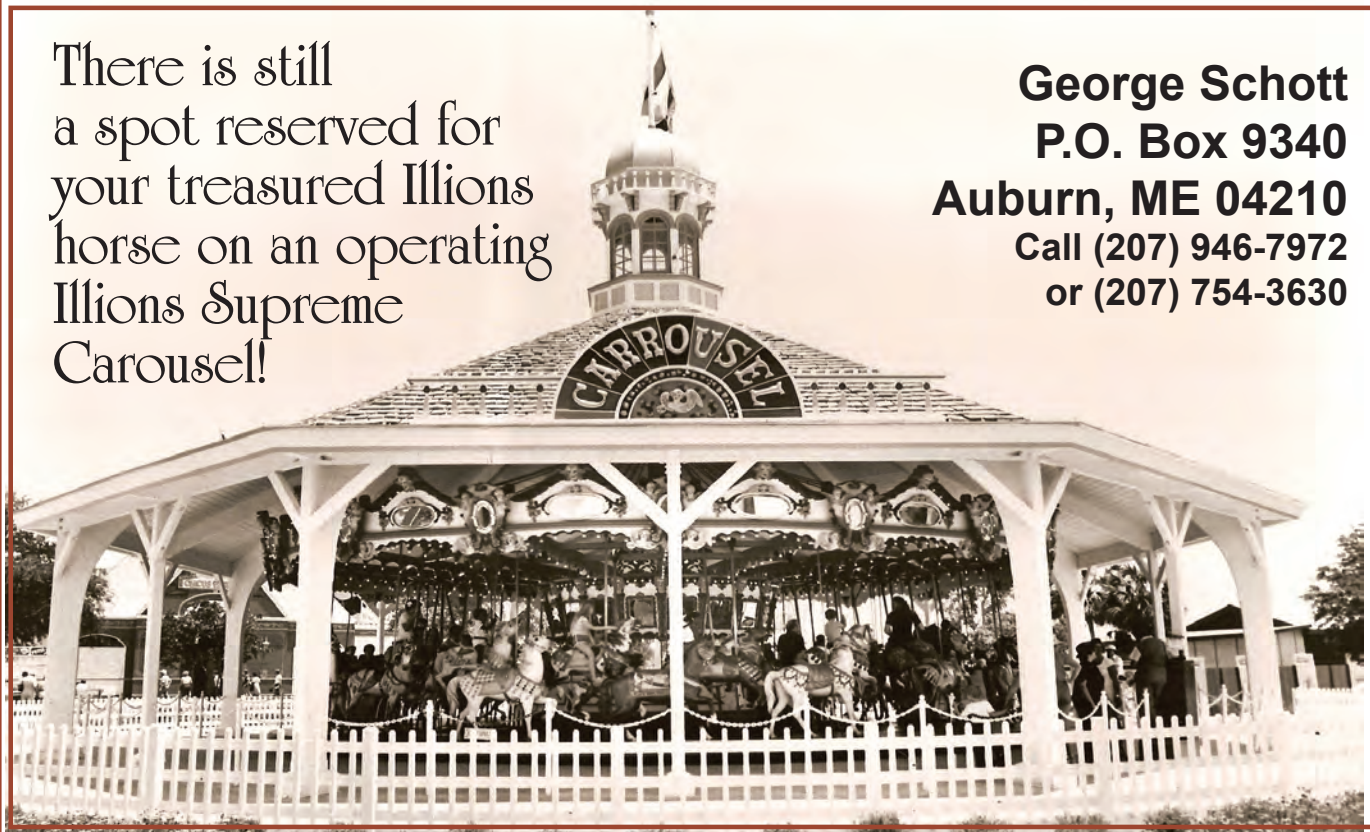
"For what reason would you take the ceiling out...break all the cabinet doors...put stuff out the windows...break all the windows? Its just unbelievable," Nelson said.

For big companies, something like this is just the cost of doing business. For small people where the park is their life, things like this are almost impossible to overcome. Our hearts go out to the Nelsons.

On opening day next spring at the **Kansas City Royals' Kauffman Stadium**, the young baseball fans will have a carousel. The new kids' area at the renovated stadium will include a Royals-themed merry-go-round. Even mascot "Sluggerrr" will have his own figure on the ride. Other figures will include large baseball bats, a glove, Royal-themed horses and a patriotic bald eagle. Photos of the figures being carved, along with those showing the construction progress at various areas of the stadium, can be seen on "Around the Horn in KC" at [www.royals.mlblogs.com](http://www.royals.mlblogs.com). Click on the "riding along on a carousel" link. It should be a fun project. Look for photos and more information in an upcoming issue of the CNT as the project progresses.

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Staycations worked great this summer for almost every local amusement park. The sad note is that the vacation spots didn't make their revenue expectations. One of the first loses in this wave will be **Celebration City** in Branson, MO. The Herschend family decided to close the amusement park on Saturday, Oct. 25. The 110-acre Celebration City will be redeveloped. Options could include an aquarium or retail and dining outlets. **Silver Dollar City** in Branson will take in some of the rides and employees.

**Scary-Go-Rounds** had a great season this year. Parks all over the country paid tribute to the fears in all of us. One of the major pioneers of the "amusement park meets Halloween" tradition is Bud Hurlbut. What he started at **Knott's Berry Farm** years ago was then just a fun weekend event. It has turned into a major part of many parks' income. Make sure to go out and support your local parks and carousels for their Christmas shows, too.

An Ocean City, MD, icon, **Granville Daniel Trimper** has died at the age of 79. Born in Ocean City, he was the grandson of German immigrant, Daniel Trimper, who, in 1890 founded Windsor Resort-Trimper's Rides, now one of the country's oldest family-run amusement parks. Trimper also was extremely active in the community and local politics. When the property taxes on the park went through the roof, Granville got a handle on it and saved the park and the 1902 Herschell-Spillman carousel from closing. Look for his expanded obituary on the next page. He will be missed.

## Notes from Marianne...

By Marianne Stevens

*Carousel Historian, Co-Author of "Painted Ponies"*

*Marianne is shown right, at a dinner with founding members of the NCA in Sandwich, MA. (Fall 1974)*



*Roland has asked me to pen a few words monthly, so here goes:*

The beautiful two-row Dentzel carousel in Meridian, MS, reminds me of a long ago phone call from Jeanne Broach, the local librarian. She spoke of a carousel that resided in a building in town. She wanted to know more about it – who made it, etc. I told her to look at the center pole panels. She called me back, all excited – it was made by Dentzel in Philadelphia, and she had found, by looking at local records, that it came to Meridian in 1909.



She later sent me some photos which showed the panels to be in original paint. I told her never to paint over these pieces. Her excitement led to raising the money, a few years later, to restore the old merry-go-round.

The committee had called me to ask my suggestion as to who could best do this task. I suggested Rosa Ragan. She did a marvelous job with the original paint and the rest, as they say, "is history."\*

An interesting note - recently an auction held by Pook and Pook in Pennsylvania reported that an Illions child's barber chair figure, a leopard, in original paint, sold for an amazing \$25,740. This is a very special figure made on special order by Illions, circa 1900. There were 10 of them made, including a lion, tiger, leopard, bison and others. Most are owned by collectors, who should be encouraged by this sale.

On a light note, I heard a cute joke recently from Merle Thomsen, that intrepid collector of small European figures. It goes like this – You are in a dilemma. Imagine yourself riding a beautiful white horse. Beside you is a deep cliff. Behind you are three ostriches being chased by a fierce lion. In front of you are some giraffes, which refuse to move. What do you do?

Get your drunken \*#%! off the merry-go-round!

*\*Jeanne Broach is gone now, but look what she started!*

*That's it for now. Have a merry Christmas!*

*– Marianne Stevens*

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## IN MEMORIAM:

# GRANVILLE DANIEL TRIMPER

1931-2008

Granville Daniel Trimper, who owned and operated Ocean City's historic seaside amusement park aptly named Trimper's Rides, died of heart disease Monday at Atlantic General Hospital in Berlin, MD. He was 79. In addition to the lifelong commitment to his own family and the family amusement park, Trimper was extremely active in local politics.

Born in Ocean City, Trimper was the grandson of a German immigrant, Daniel Trimper, who in 1890 founded Windsor Resort-Trimper's Rides, now one of the country's oldest family-run amusement parks.

"He [Granville] started working at age 10 or 11, and he was operating and setting up the Ferris wheel," said his grandson, Gordon Brooks Trimper of West Ocean City, the park's operations manager. "The wheel was the first ride where he had sole responsibility,"

For many years Trimper's rides, which faced the town's inlet at the south end of the boardwalk, closed at Labor Day. Trimper then helped take the rides apart and took them on the road to carnivals and fairs throughout the Mid-Atlantic states.

A 1980 *Evening Sun* article noted that Trimper had hired Maryland Institute College of Art students to help restore his 1902 Herschell-Spillman carousel, whose animals were carved by German immigrant artisans. Trimper consistently resisted offers to sell the carousel.

"The carousel is part of our family and part of Ocean City, and we want to keep it that way," he told a reporter.

Trimper served on the City Council of Ocean City for 18 years in the 1970s and 1980s until losing an election in 1988. He was, at various times, City Council president and spent four years as a Worcester County commissioner. He briefly served as Ocean City mayor in 1985.

Trimper was a past president of the Ocean City Lions Club and belonged to the organization for 58 years. He was also a lifetime member of the Ocean City Fire Company, past president of the Ocean City Hotel Motel Restaurant Association, president of the Ocean City Museum Society, past president of the Downtown Association and the Ocean City Chamber of Commerce.

He served on the board of directors for Peninsula Bank



and was a 32nd degree member of the Evergreen Masonic Lodge. He also belonged to the Scottish Rite, the Boumi Temple and Ocean City Shrine Club.

Trimper served as a member of the Worcester County Sanitary Commission, and for over 20 years was on the Maryland Amusement Park Advisory Board.

He was the "Ocean City Citizen of the Year" in 2000. Earlier this year, Gov. Martin O'Malley recognized "Trimper's lifetime of community service" in a proclamation "for his endless efforts in providing amusement and diversion for generations of Marylanders."

"After a lifetime spent running all manner of careening, tilting, whirling or spinning mechanical thrill rides, the 70-year-old patriarch never seems to tire of the nightly spectacle," said a 1999 *Baltimore Sun* profile. "Trimper is the big fellow clutching a walkie-talkie and surveying the flash of lights, the sonic blast of Top 40 tunes and the delighted squeals and screams of his customers."

The article noted that his family's conglomeration of rides, miniature golf courses, hotel rooms and gift shops – three city blocks' worth – has been a fixture on the boardwalk, and near it, for as long as there has been a boardwalk.

Survivors include his wife of 17 years, the former Martha Messick; son, John Douglas Trimper of West Ocean City; two sisters, Linda T. Holloway of West Ocean City and Stephanie T. Lewis of Snow Hill; a sister, Alice Bligh Salisbury of North Carolina; and nine grandchildren. Joanne Morgan Trimper, his first wife, to whom he was married 47 years, died in 1991.





# VIRGIL VANCE - 1935-2008

Virgil Vance, founder of Van Brook of Lexington, passed away in Lexington, KY, on Oct. 29, 2008. He was 74 years old. He is survived by his son Randolph.



Vance was a veteran in the token business with over 45 years of experience. He founded Van Brook of Lexington in 1962. In 1991, Virgil Vance created CT High Security Bi-metallic Control Tokens, followed by the addition of CTX Electronic Security Tokens in 1993. These tokens revolutionized vending, carwash and other industries.

Vance's knowledge of electronics and electronic applications led to articles such as *The Token King*. He was very proud of his customers and enjoyed his affiliations and friendships in the many fields where his tokens are used.

Vance had three favorite quotations: from Winston Churchill, "If you think you're going through hell, just keep on going"; from Mark Twain, "I never let my education get in the way of my learning"; and Will Rogers, "Remember that the expert is the guy from out of town."

In 2006, Van Brook of Lexington became an Operating Division of Osborne Coinage Company of Cincinnati, OH. Established in 1835, they are the world's largest private minting facility.

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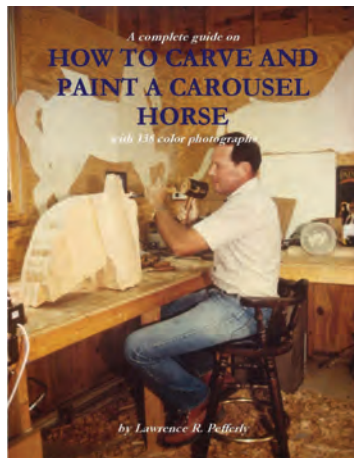
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# OCTOBERFEST BAND ORGAN RALLY



*Rein Shenk brought this organ from the Netherlands. It was made in Waldkirch by Alfred Bruder in 1922.*



*Voigt organ, circa 1920, built in Hochst.*



*Colin Thorpe's hand-turned kiddie ride.*



*Andrew Leach's Wilhelm Bruder Söhne.*

This event, organized by Paul Kirrage, was held at the site of the Woking Miniature Railway Society grounds near Guildford, Surrey, England. It proved extremely popular and parents, grandparents and children enjoyed the combination of the German-made fairground organs and the miniature steam railway. Colin Thorpe's Halstead kiddie ride was built up by the entrance and operated there with Bobby Rawlins' swingboats and various side stalls offering German and Dutch food.

*– Brian Steptoe*

## Looff in Egypt...



Bette Largent was kind enough to forward us this photo and email communication in response to our photos in last month's issue depicting what appeared to be a very old Looff carousel in Alexandria.

"Remember back in September when I sent you the copy of this email file of the slide from Egypt? I knew I had seen this carousel somewhere. Well, I found out where! It was in the MGR issue Vol. 5 # 1, on Looff. I have attached a scan of the photo of it along with the original slide that Mary [Clarkson] sent. The caption on the picture states that the photo is from a Looff family scrapbook and the two ladies are Bertha and Emma Weirk of the Empire State Building magnate. The caption ends with, "Is this the earliest carousel anywhere?"

## Dragon Head Info...

Hi Roland,

This black and white photo is one of the two dragons heads which were in the Dr. Smith sale in New York on Sept. 16-17, 1994. I would like to obtain color photos of these heads please for reference in restoration. Also, if any collector has similar heads, please, would you contact me. Also, I am curious if anyone knows of any English dragon carousel mounts carved by Andersons.



Thank you for your time and space in your *Carousel News & Trader*.

Best Wishes,

Craig Cooper "Gavioli", 61 Oxford Street, Church Gresley, Swadlincote, Derbyshire. DE11 9NB. ENGLAND. Or email to [Dragons58@hotmail.com](mailto:Dragons58@hotmail.com).

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## YOUNGSTOWN PILGRIMAGE TO PTC #61



*Twin sisters Joan and Jane Yanchick began to organize the special trip after seeing Jane and the carousel featured on Charles Osgood's "CBS Sunday Morning" last summer.*

**By Roland Hopkins**

*The Carousel News & Trader*

Last month we published a small piece on Jane Walentas' postcard campaign to enlist *Friends of Jane's Carousel*. Jane is seeking no financial support, just support in numbers, to help see her dream come true of locating her beautifully restored PTC #61 carousel in a park beneath the Brooklyn Bridge for all to enjoy once again.

Little did Jane know at that time the wave of support that was well in the planning stages and well on its way.

On the Friday before Halloween, Jane, Jane's Carousel, and a special group of visitors all had an early treat.

A group of nearly 100 Ohio residents travelled 400 miles in two motor coaches with just one destination in mind – their beloved Idora Park Carousel, PTC #61.



*The visitors raised this banner as soon as they got off the bus in Brooklyn and again inside the carousel building.*

The exquisitely hand-carved carousel was built in 1922 and immediately became a centerpiece (along with the Wildcat roller coaster) of the famed Idora Park in Youngstown, OH. Idora Park thrived for decades, surviving the Great Depression and later the introduction of the vacation destination parks, Disneyland and Disney World.



*Jean and Joan Yanchick, (right), present Jane Valentas and her husband David with proclamations from the mayor and citizens of Youngstown and from the Butler Institute of Art.*

In the 1960s and '70s, many of the smaller parks were closing. The ones that survived did so by expanding. Although a favorite of many, Idora did not have the land to expand and to compete, and the park was put up for sale in 1982. A fire would destroy the Wildcat and much of the park in 1984, and the park closed at the end of the season. The carousel was offered at auction and would become Jane's.

Twenty-four years later, the carousel awaits, impeccably restored, in a warehouse in Brooklyn for a proper home.

Friday's homecoming was an emotional one and many happy, sentimental tears were shed.

The Ohio contingent, ranging in age from 20-something to 90-something, all had one thing in common – fond memories of Idora Park and its precious carousel. They wore blue ribbons, which noted that this was the "1st Historic Idora Carousel Tour, Oct. 23-24, 2008."

The 2009 Idora Carousel Tour is already being planned.

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## Carousel Calendar

### SPECIAL EVENTS

**Nov. 29 - Dec. 21, 2008**

Santa Cruz, CA. Santa's Kingdom & the HolidayLights Trainholly. Ride through town on Roaring Camp's Holiday Lights Train singing carols and sipping hot-spiced cider. Finish up with a stroll through Santa's Kingdom. You can take a photo with Santa, share some Marini's candy, play a quick round of mini-golf, or pick up a last minute gift. The Holiday Lights Train starts and ends at the Santa Cruz Beach Boardwalk. 400 Beach St., Santa Cruz, CA. (831) 423-5590. Web: [www.beachboardwalk.com](http://www.beachboardwalk.com).

**Dec. 6, 2008**

Bristol, CT. The New England Carousel Museum is seeking craft vendors and artists for its upcoming holiday craft fair. The second annual event will be held on Dec. 6, 2008, from 10:00 a.m. - 5:00 p.m., at the Carousel Museum, 95 Riverside Ave., Bristol, CT. Booth rentals are \$30 and include an 8' table and chairs. For information or to reserve your table, contact the museum at (860) 585-5411.

**Dec. 6, 2008**

Little Rock, AR. Christmas in the Wild! Children can meet Santa, enjoy cookies and milk, and make some fun crafts. Then, travel with Santa to give the animals some special Christmas presents. Reservations are required. 1 Jonesboro Drive, Little Rock, AR. Web: [www.littlerockzoo.com](http://www.littlerockzoo.com).

**Dec. 6-7, 2008**

Leavenworth, KS. Children's Mall. Children shop for Christmas gifts at the C. W. Parker Carousel Museum. 320 S. Esplanade, KS. (913) 682-1331. Web: [www.firstcitymuseums.org](http://www.firstcitymuseums.org).

### SAVE THE DATE!

**2009 NCA Technical Conference**  
Friday, May 8 through Sunday, May 10, 2009

**Sandusky, OH**

Friday's activities will include a tour of the three Cedar Point carousels: a 1912 Muller four-row, a 1921 Prior & Church Racing Derby and a 1921 three-row Dentzel. There will be plenty of photo opportunities and, hopefully, a chance for a ride. Also on Friday will be a tour of the Lorain County Metroparks and a tour of the Sandusky Maritime Museum. Finally, there will be a special performance of The Farndale Avenue Housing Estate Townswomen's Guild Dramatic Society's Production of "MacBeth" at The Coach House Theatre. Saturday will be full of educational seminars and conclude with dinner at the Merry-Go-Round Museum, including behind-the-scenes tours. Look for more information in next month's issue or visit [www.nca-usa.org](http://www.nca-usa.org).

**SEND US YOUR EVENTS!**

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or email [roland@carouselnews.com](mailto:roland@carouselnews.com).

# One of the Greatest Coaster Enthusiast Losses of All Time

## Idora Park's World Famous Wildcat

Built when coasters were enjoying their heyday, Idora Park's Wildcat will be remembered as one of the all-time greats. For those that experienced it, it immediately leapt onto top ten lists of enthusiasts everywhere.

Idora Park started as a trolley park right around the start of the 20th century. Other wooden coasters had been erected at the park prior to the Wildcat, but this legend was built by the Philadelphia Toboggan Company at the peak of the 1920s roller coaster boom. Idora was not a big park, so Wildcat used as little space as possible by being twisted in a figure-eight configuration. This only made the ride better.

Designed by Herbert Schmeck, Wildcat rose to approximately 90 feet. The sizable first drop was followed by a lower speed hill delivering wonderful weightlessness. The rambunctious nature of the ride offered everything a quality roller coaster should – steep drops, wild turns, negative Gs, and a non-stop layout that returned trainload after trainload of riders breathlessly into the station. Those that



Photos by Michael Horwood/ACE.

recall their rides with such reverence would doubtfully call the ride smooth. It was undebatably wild.

Wildcat received a little national attention when Robert Cartmell, noted coaster historian, placed Idora's crown jewel on his top ten roller coaster list created for the New York Times in the late 1970s.

Sadly, tragedy struck the park in 1984. As workers prepared the park for its spring opening, a welding mishap dropped a spark on the adjacent Lost River Dark Ride. Fire quickly spread and about one third of the coaster was destroyed, along with Lost River. Repairs and replacement of these attractions would cost more than the park was placing itself for sale just a couple seasons prior. Tried as they might, that limited season would be the park's last.

Thrilling riders for over half a century, Idora Park's Wildcat will remain one of the industry's major losses, and always hold a place on every enthusiast's "remember when" wish list.

**The American Coaster Enthusiasts, (ACE), was founded in 1978 as a not-for-profit, all volunteer club to foster and promote the conservation, appreciation, knowledge and enjoyment of the art of the classic wooden roller coaster and the contemporary steel coaster. The club has grown to nearly 7,000 members representing all 50 states, DC, and 12 countries. ACE publishes a bimonthly newsletter and a quarterly magazine. They also sponsor several events at parks each year. For information, visit [www.aceonline.org](http://www.aceonline.org) or call (740) 450-1560.**



# Fire Damaged Circa 1880 Loeff Brought Back to Original Paint Conservation of “Mascot” – An Early Charles I. D. Loeff Stander



*Mascot's original condition following damage from fire.*

**By William Benjamin, Ph.D.**  
*Special to The Carousel News & Trader*

I acquired “Mascot” in late July of 2008 from Russell Barnes, an expert and noted collector of 19th century show figures. The horse had previously been in a house fire and his body was entirely covered with a thick layer of black char that had resulted from the burning of many layers of park paint and varnish. Initial removal of the charred material in selected areas by light scraping revealed that much of the primary paint layer was intact and undamaged. In addition, there was essentially no damage to the wood as a result of the fire.

Mascot's head was separated at a lamination and was attached only by a screw through the back of the mane. The front left leg was detached at the hip lamination/dowel joint and the right front leg was detached at the knee lamination/dowel joint. There were also 1/4-3/8-inch and 1/8-1/4-inch separations of laminations in the neck and lower portions of the head, respectively.

## **Reattachment of the head and legs and closing of laminations**

Before Mascot's head could be reattached, the separations of the laminations of the head and neck were closed to attain the original match at the surface. Due to the significant separations in the neck, 3/8-inch blind



*Close up of charred surface.*



*Final outcome of Mascot's conservation.*

dowels were used in addition to hide glue and to ensure a permanent closure. Only glue was used to close the laminations at the base of the head. The head and front left leg were attached using 5/8-inch blind dowels and glue, while the front right leg was attached only with glue.

## **Conservation of the surface**

Initial light scraping of the char using the flat surface of a rounded dental tool proved to be an effective approach for bulk removal while leaving the primary paint layer undisturbed. However, significant amounts of tightly adhering small specks of black char and opaque light-colored material, presumably melted varnish, remained. Attempts were made to contact a number of conservation specialists who might have



**Surface before, (left), and after Teas solution treatment.**

knowledge of strategies that could be used to complete the cleaning of the surface while leaving the primary paint layer undisturbed. Contact with three specialists proved to be extremely helpful.

The first two of these experts were Rosa Ragan, a carousel restoration expert who restored the Dentzel carousel in Meridian, MS, and Kathy Adam from the Restoration Department of the Merry-Go-Round Museum. Ms. Ragan and Ms. Adam suggested stepwise procedures to identify the best method of removal. In the end, the best approach among those suggested for this secondary removal proved to be odorless mineral spirits, which significantly softened much of the remaining damaged surface material while leaving the primary paint layer undisturbed. (Attempts were also made with methanol, ethanol, denatured alcohol, acetone, turpentine, PC-127 Varnish Softener and Vulpex Spirit Cleaner from Gainsborough Products, LLC, and hot air from a blow dryer and heat gun).

The other key contact was Donald Williams, senior furniture conservator at the Smithsonian Museum Conservation Institute, who provided a link at The Getty Museum to a volume published by The Getty Museum Conservation Institute entitled *Painted Wood: History and Conservation*. This volume includes a number of conservation case studies. Particularly helpful was a chapter by Rick Parker and Peter Sixbey (pages 383-397), which described strategies used to restore the Parker carousel in Little Rock, AR.

After attempting various approaches described in the chapter, it was found that the Teas diagram formulation, consisting of 30 percent acetone, 30 percent diacetone alcohol, and 40 percent mineral spirits, was extremely effective at removing essentially all of the remaining damaged surface material without affecting the primary painted surface. (A formulation of 45 percent acetone, 25 percent diacetone alcohol and 30% mineral spirits was also effective but was determined to be too harsh of a treatment.) In the picture above, the left side is before treatment with the Teas formulation and the right side is the result after a single treatment (also compare to the close up photograph above for the original condition of the surface of the same area).



**Remnants of Mascot's name printed in over paint on the breast collar.**

#### **Observations about over paint and primary paint**

During cleaning of the romance side of the neck strap, the name MASCOT, painted in fairly unsophisticated yellow capital block letters, was uncovered. The primitive nature of the lettering suggests that this name was likely added to the carving by an early carousel owner.

Other remnants of over paint that were not destroyed by the fire were uncovered. Specks of red paint were found covering the diagonal plaid saddle blanket. The socks were originally white but were subsequently painted black, then white again. The mane was originally black but had subsequently been painted white.

The conservation effort resulted in the uncovering and preservation of the vast majority of Mascot's primary paint layer.

Lourinda Bray, a well-known carousel restoration expert, has kindly provided the following description of the original paint scheme.

"Mascot's body is a bright warm bay or mahogany with black ear tips, muzzle and mane. The legs are black from the knees and below the hock with white socks. Charring removed some of the black paint down to the primer. The inside of the mouth is Alizarin Crimson with the teeth remaining the white of the white lead primer. The saddle is a mixture of raw and burnt sienna with a small amount of white lead added to give an opaque appearance, as are the two saddle skirts. The outer edging of the skirts is the same color as the rest of the skirts. The edging of the girth is yellow ochre. There isn't any veining color. The breeching strap up over the hip, the girth and the crupper are burnt sienna, and the bridle was likely the same. There is a very fine pin-striping on the straps and saddle skirts in Alizarin



**Details of pin-striping uncovered during surface conservation.**





*Primitive eagle head motif on the romance side of the saddle.*

Carmine. The breast collar, neck strap and breeching are Alizarin Carmine with yellow ochre edging. Again there is no veining color. At the "v" of the neck strap, as it comes to the breast collar on the front of the chest, is an arched, straight-sided medallion. The edging of the medallion is the same yellow ochre as the edging on the breast collar, and the center and carved, raised rib surround is Alizarin Carmine. The blanket is pthalo blue with a yellow ochre diagonal plaid pattern, including the interces of the crosses. There is veining paint used in this location that is a mix of pthalo blue and white lead."

**Rare and unusual features**

Mascot's dimensions are 58-inches from the standing surface to the top of the ears and 47-inches from the front of the raised knee to the rump. Mascot has a number of rarely seen features, many of which suggest that he was likely carved by Loeff during the first decade of his carousel carving career, which began in 1875.



*Close up of the chest shows carving details and positioning of the brass encased jewels including the figure of a horse head molded in the glass breast jewel. (See below).*

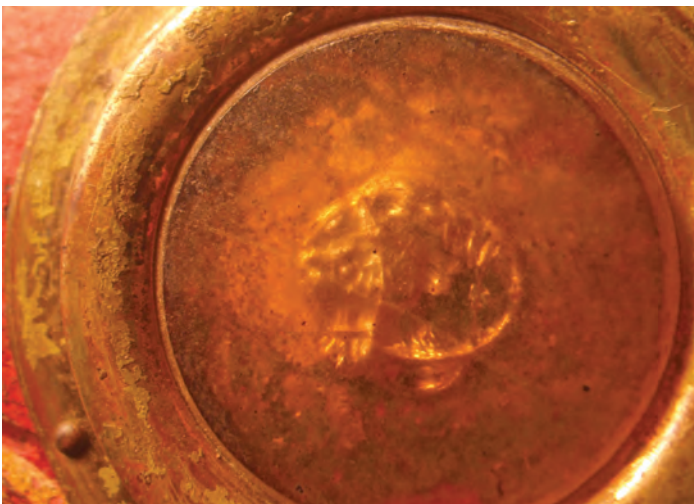
Mascot has a primitive eagle head motif on the rear edge of the romance side of his bird silhouette saddle. This has been suggested to be the earliest style of Loeff bird saddles. Mascot has three very simple brass fixture-encased cut glass jewels (amber, green and blue), together with a large azure beveled glass breast jewel. Jewel holders evolved from the simple brass fixtures found on Mascot, to lead castings, then beaded holders made of composition wood and glue and finally to wood.

According to Charlotte Dinger, jeweled decorations were a characteristic that defined the Loeff-created Coney Island-style as distinct from the Dentzel Philadelphia-Style, and it is interesting to speculate whether the simple brass-encased jewels on Mascot are among the early stages in the development of this style.

Close inspection of the large breast jewel on Mascot revealed a molded sil-



*Early stapled mouth bits, (above), iron horse shoe, below.*





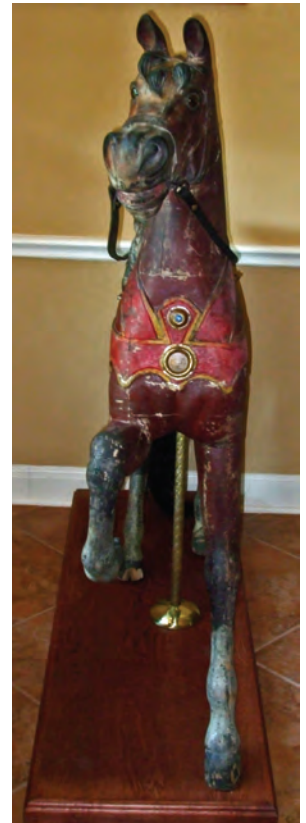
**Final outcome, non-romance side.**

vered image of a horse head with reins. It would be interesting to determine if this image has been seen on any other Loeff carousel figures dating to this period. The presence of an iron horseshoe on the raised hoof also seems unusual for a Loeff horse. Inspection of the bottoms of the three standing feet showed dowel holes, which would have been used to attach Mascot to the platform, and oxidation outlines of horseshoes indicating that he was fitted with four horseshoes for an extended period of time. It isn't known if the horseshoes were added to Mascot at Loeff's shop or were added by a subsequent carousel owner.

Mascot's mane is also distinctive and suggestive of an early Loeff carving. The mane is very stylized with the look of hanks of hair blowing up over the hair lying on the neck and ending in a whorl-like pattern on the shoulder. The forelock curls over the brow band of the bridle and onto the forehead. Finally, Mascot also has early-style mouth bits attached the inside of his mouth with iron staples.

**History of Mascot**

While researching the history of Mascot, a black and white photograph of him was found on page 74 in the book *Fairground Art* by Geoff Weedon and Richard Ward. The caption suggests that Mascot was on a carousel at Ava Park, Albany, NY. This initial finding has led to an extensive collaborative effort with Lourinda Bray and Barbara Williams, a well-known carousel historian, to trace Mascot's past, an initiative that has uncovered significant new information about the history of the carousels of which he was a member. This exciting story will be the subject of an upcoming article by the three of us in *The Carousel News and Trader*.



**Summary and final outcome**

This was my first and perhaps only attempt to effect the conservation of a carousel figure. My goal was to see Mascot as he was seen by thousands of children and adults over 100 years ago. Approximately 200 hours were spent on the conservation project. The underlying basis of the approaches taken was to conserve as much of Mascot's primary paint layer as possible. Residual surface coating damage from the fire was left in place if removal would have led to alteration of the original painted surface. During this time, I have interacted with a large number of knowledgeable experts in the carousel and restoration community who have freely shared information with me, for which I am very appreciative, and who made this a highly enjoyable project.

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The 1911 Herschell Spillman Enjoys a New Platform and Enclosure

# Tilden Park Carousel Returns for the Holidays and Another Century of Fun



*The new vertical grain fir platform should last the Tilden Park Carousel another hundred years or more.*

**By Roland Hopkins**

*The Carousel News & Trader*

**T**he Tilden Park merry-go-round has been part of the Berkeley and Bay Area family for 60 years now, but there would likely be no Tilden Park merry-go-round, (certainly not this one), if was not for the Oliver Funk Davis family.

Through three generations, Oliver Funk, his son, Ross Reuben, and grandson, John Oliver, located carousels throughout California, including Balboa Park in San Diego, Griffith Park in Los Angeles, Golden Gate Park in San Francisco, Lincoln Park in Los Angeles, and Tilden Park in Berkeley.



*The Tilden Park Carousel decked out for the holidays. Emily Bush photo.*



**The Tilden Park carousel has a full menagerie of animals.**

All but the Lincoln Park Carousel, which burned in 1977, remain today as historical landmarks.

As for the Tilden Park Carousel, although most likely built in New York, the history of the 1911 Herschell Spillman carousel really begins in Pennsylvania with the Davis family.

Tired of the cold Pennsylvania winters, Oliver F. Davis sold his profitable door and sash mill factory and lumber yard in the late 1800s for a song and headed with his family for warmer climates.

After finding the Carolinas and Florida still too cold, Oliver and family headed for Southern California. In 1900, the Davis family finally settled in Redlands, CA.

Once settled, there was of course a need to make a buck. Oliver had witnessed many traveling merry-go-rounds in his travels.

Oliver's son Ross recalled, "We were pretty well acquainted with merry-go-rounds. When one came to town, my grandfather used to take us across town and over the river. He bought us one ride, and then we watched."

This experience, according to Ross, inspired his father, to



**Probably the most recognizable horse and the favorite of many on the Tilden carousel is "Rosie."**

buy his first merry-go-round. Oliver and his brother Howard would become "Davis Bros. Auto Merry Go Round." They traveled by rail and wagon and hand and shovel. Brother Howard tired of it quickly, and Oliver's son, Ross stepped in to replace him.



**The original carousel building in Urbita Springs, CA, was designed by Oliver Davis as a modular structure and would eventually move with the carousel to San Diego.**

After 10 years on the road, traveling from throughout California and as far north as the Canadian border and as far east as Texas, Oliver and Ross Davis sought out their first permanent installation

As the population grew in California, so did the cities and towns, and city parks took shape. These new parks presented an opportunity to get off the road, and Oliver and Ross were ready. Their first permanent installation would be in Luna Park in Los Angeles in 1910. The 50-foot, three-row Herschell Spillman lasted only three years in Los Angeles due

to "social problems" at the park. In 1913 it was moved to San Diego. After various local moves, the carousel still operates, just outside the San Diego Zoo in Balboa Park.

The second permanent installation by Oliver and Ross Davis was in Urbita Springs in San Bernardino, CA.



**The restored 1909 North Tonawanda band organ.**





The 1911 Herschell Spillman menagerie, (which would become the Tilden Park Carousel years later), would operate there for six years or so. When business got soft, the Davis's moved the ride to Ocean Beach in San Diego in search of a stronger market. Thanks to Oliver's foresight and construction experience, the building he designed to house the carousel was modular, so it could be moved south with the ride. In San Diego, the building was expanded to include a ticket booth and food stand. Even with the expansion business did not meet expectations. Oliver and Ross Davis changed their focus and placed their third permanent carousel in Lincoln Park in Los Angeles and sold the carousel in Ocean Beach.

The Lincoln Park Carousel would thrive for years and lead to the development of a Davis family carousel in Griffith Park. The Ocean Beach carousel was sold to a man who



Photos by Emily Bush

moved it to a location just south of Long Beach. However, Oliver and Ross would eventually re-acquire the three-row ride.

The carousel was placed in storage for a few years and then came back for the public to ride beneath a tent in Griffith Park in the summer of 1935 while the Griffith Park Carousel building was under construction. The carousel would christen the new building, but not for long. A four-row, 1926 Spillman was on its way from San Diego and once again the three-row Herschell Spillman went into storage.

In 1948 it was time for the Davis family to grow again. Ross and his son, John found a location similar to Griffith Park in Tilden Park in Berkeley, CA.

A building was constructed that included a soda fountain, a store room, a work room and a small apartment.

John and his wife Jan moved in. From here they would operate the carousel and start their own family.

*Continued on page 26*



# GROWING UP ON A MERRY-GO-ROUND



*Jeanne and Jan Davis on Rosie.*

**By Jeanne Davis**

Both my sister Jan and I arrived home from Alta Bates Hospital as newborns – a year apart – to our apartment above the Tilden Park Merry-go-round. The war was over and young families everywhere were participating in what we now call the Baby Boom. Mom and Dad (Jan and J.O. Davis) did their part by popping out two girls in their first three years of marriage, five years later my brother, J.O. Jr., then four years after that, my brother Ross, thus assuring a continuing supply of soda jerks, popcorn poppers, and carousel hoppers.

Since Jan and I left Tilden Park when we were around five and four respectively, we don't have a lot of specific memories from that location, but here are a few.

There is the famous family story about Jan taking her afternoon nap behind the band organ with – so far – no adverse affects on her hearing. She'd trundle behind the bellowing organ of her own accord, then reappear in the soda fountain after an hour or so. Her first disappearance caused a general panic. Would you look behind a band organ for a four-year-old? But soon the folks learned to look there first.

My strongest memory is of the smell of popcorn and



*Jan Davis on Rosie. (Yes, that is Dad's arm holding her on).*

hamburgers. To this day I love both, particularly popcorn popped in coconut oil and In-N-Out burgers, which are the closest thing to both the Tilden and Lincoln Park soda fountain burgers. The folks, while trying to establish the carousel, were also scrimping to be able to buy into the business, so we were reared on every variation of hamburger imaginable. Since they would only serve the freshest meat to our customers, Mom became adept at using garlic, chili powder, curry and anything else that would liven up an otherwise slightly-past-its-prime lump of ground beef.

A playground just below the carousel was Jan's and my Shangri-La, but since both Mom and Dad were usually working, the only time we were there for protracted periods was on weekends when the folks would hire a friend's daughter to babysit. On one such weekend, the teenager's boyfriend distracted her long enough for Jan to make good our escape to the pony ride. Now the kind people who ran the pony concession allowed us to ride for free when they weren't busy, so the only thing that stood in our way was the better part of a mile of windy road through Tilden Park. Undaunted, Jan took my hand and led me down the road. I have a visual memory of a drop off along one stretch of



*John Davis with young daughters Jan and Jeanne in the small apartment above the carousel in the early 1950s.*



*The Tilden Park band organ, circa 1980.*

*Photo from the Jerry Betts/CNT archives.*



*The four Js relax outside of the carousel in the early 1950s; John, Jan, Jeanne and Jan.*

the street that scared the life out of me. But in subsequent visits to the park, I never found any piece of geography to match my still bell-clear vision. We arrived at the concession about the same time as our frantic parents who had, of course, checked behind the band organ first. The lesson that day was that we couldn't ride the ponies without them. Okay, and that we weren't supposed to take off on our own... something neither of us ever learned, come to think of it.



Photo by Emily Bush

*Jeanne admits that the Sea Dragon was not her favorite figure on the machine. She and her sister Jan were more fond of the horses and the spinning tub.*



Historic photos courtesy of the Davis Siblings Collection.

*The 1911 Herschell Spillman Carousel when first installed in Tilden Park was a three-row semi-portable machine.*







1911 Herschell Spillman Four-Row Carousel  
*Tilden Park, California*  
Photo circa 1980. Tobin Fraley/CNT Archives



The Davis's would welcome their first two daughters while living at the carousel. As the Davis family grew, so did the carousel. In 1950 John expanded the three-row machine to a four-row by adding an inner-row of aluminum Allan Herschell horses to the beautiful hand-carved menagerie.

They replaced the cornice with their own design. The result of this expansion is what you see today when you visit Tilden Park.

In 1954, John Davis and family moved back to Los Angeles. Jan's favorite cousin, Harry O. Perry, and family moved in to run the machine. The Perry family would operate the merry-go-round for the better part of three decades.



Some of the beautiful detail on the Tilden carvings.



**TILDEN PARK CAROUSEL TODAY**

After undergoing a \$700,000 renovation, which lasted nearly nine months, the 1911 Herschell Spillman menagerie carousel re-opened in early October in time for the annual Halloween Scary-Go-Round.

The renovations included a new state-of-the-art weathertproof glass enclosure, a new platform and a complete restoration of the antique North Tonawanda band organ.

"Restoring the carousel's nearly century-old wooden platform was no easy task," said Dan Horenberger, who was hired by the East Bay Regional Parks District to carry out the renovation.

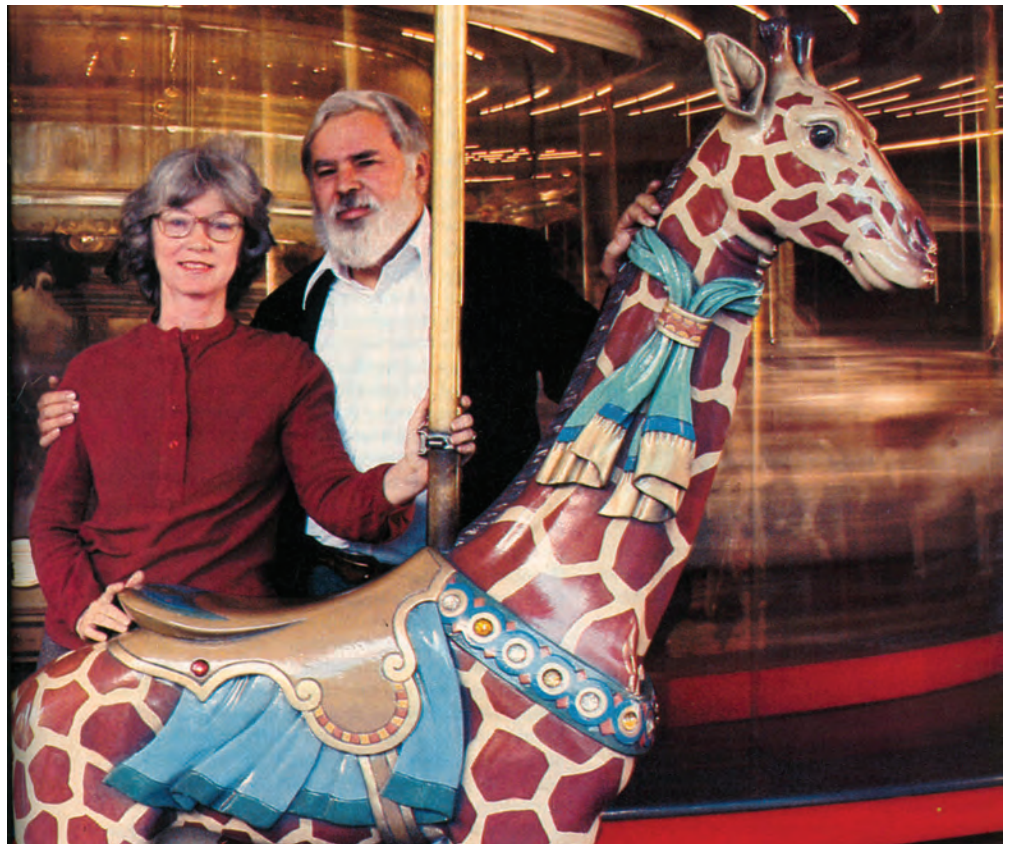
"To replace the floor we used the same type of wood that was originally there," he said. "vertical grain fir isn't easy to find any more."

"We found a manufacturer in Oregon who was willing to



Photos by Emily Bush.

**Upon transfer of ownership from the Davis family to the East Bay Regional Parks District in 1977, Maurice and Nina Fraley completed a full restoration of the hand-carved figures.**



make a special mill run of the material for us. All of the wood used was not only special cut vertical grain, but it was also Grade #1 Plus, meaning no knots – perfect clear lumber – almost impossible to find anymore.”

Horenberger also had the 1909 band organ to restore. “It has thousands of parts,” he says. “It was completely taken apart and rebuilt from scratch. The facade was restored to original colors.”

Commenting on the new enclosure, Anne Scherr, the district’s chief of maintenance and skilled trades who oversaw the construction said, “I am so happy with it. It does the job of protecting the carousel and also reflects the original architecture of the building. The merry-go-round is really important to so many people, we all wanted it to be perfect.”



**Detailed carving behind the saddle of the rein deer.**



**Americana magazine cover, September/October 1979.**



**Terri Oyarzún, the current operator of the Tilden Park Carousel, with Dan Horenberger of Brass Ring Entertainment.**

Horenberger, who has been maintaining the carousel for the past three decades, replaced the gears and bearings three years ago to make the machine mechanically safe.

"There were new ride laws [put into place in California] and we had to bring the carousel up to code. That was the first phase of the renovation," he said. "This year we replaced the platform and rebuilt the band organ while the carousel got a proper enclosure."

The carousel was closed for a short while in February of 2007 when state officials mandated that a fence be installed around it to comply with new DOSH regulations.



That suggestion, Horenberger said, sparked the need for a temporary fence which will become a permanent structure when park officials raise money for the next series of renovations over the next couple of years.

"That will be the final phase," he said. "We will also be painting the horses and other animals then."

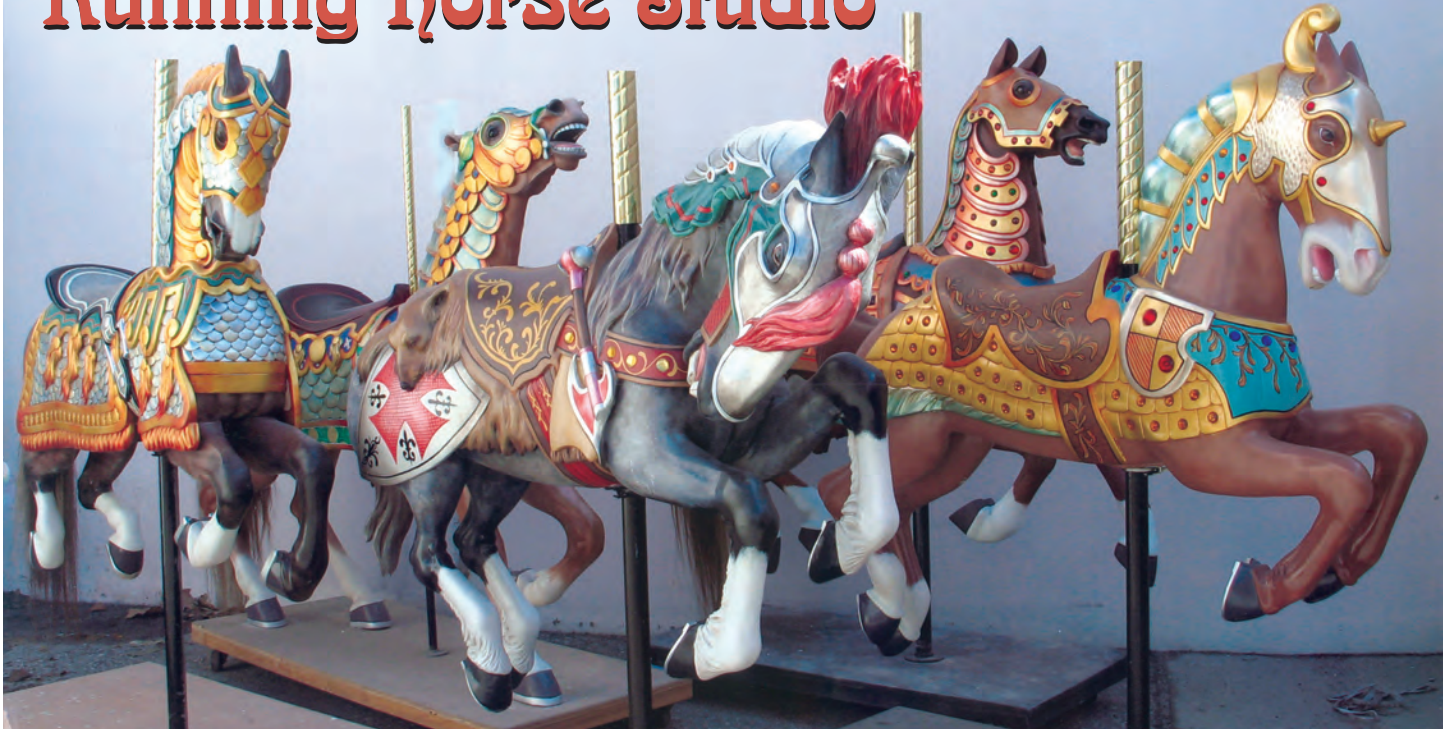
"The carousel is the park's most beloved asset," said District General Manager, Pat O'Brien.

The ride was added to the National Register of Historic Places in 1978.

For a special treat, visit the annual Tilden Carousel "Christmas Fantasy" display through Dec. 23 as thousands of light illuminate the carousel inside and out from 5:30-8:30 p.m. After the New Year, the carousel will be open on the weekends, weather permitting. And, of course, come Memorial Day, 2009, the carousel will again be open daily for the season.

## Restoration Running Horse Studio

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# Primitive Dare Swing Machine May Date Back as Early as 1867 Brass Rings, Ice Cream and Sea Breezes at Watch Hill Carousel in RI



*The above and below photographs of the Watch Hill Carousel were taken this summer by Jerry Horwitz. These and Jerry's other photos in this issue speak for themselves as to the dedication to the conservation of the historic ride.*

**By Gary Anderson**

*Special to The Carousel News & Trader*

**W**hen we imagine the Watch Hill Merry-Go-Round in our minds we feel a fresh salty breeze off the ocean cooling the hot summer sun. We hear the organ piping carousel music from an open-sided building surrounded by children and parents eating ice cream and popping pictures of delighted children's faces as they reach for the brass ring. We see children fly their grinning horses, with real manes, tails, and leather saddles, circling the same path that they, and their parents and grandparents and great-grandparents circled before them.

The little 20-horse merry-go-round is an important part of the community and a "rite-of-passage" for many. A child's graduation from the little inner row horses to the larger outside row horses that swing out farther and faster being no less important than the day they first get their driver's license.



The thought of the thrill of catching the brass ring, and ice cream afterwards, keeps them warm with hope and expectation of the seasons to follow. Yet the young children





**While most carousels show increasing wear and tear from year to year, these summer 2008 photos courtesy of Jerry Horwitz show how Watch Hill just keeps getting better.**

Sunscreen, sweat and food residue make a great foothold for mold and fungus to grow. Birds get in the act as they build nests made of the horses' manes and tails high above in the rafters of the roof. And, the bird droppings...let's just say that's a problem as well.

Lastly, there is the wear of thousands of children stepping on forelegs as they climb on and off. This wears the paint away and the constant stretching and straining of these children as they reach for the ring, in turn, stretches and breaks the horses' reins and stirrups.

All the wear and abuse translates to a great amount of maintenance. Truly, this may have been the real reason the traveling circus left the little carousel behind in 1883. By then, in the Victorian era, carousel horses had evolved and most had carved saddles and tack as well as carved manes and tails. They were more stylized, larger, and nearly maintenance free. The simpler



**The leather saddles, stirrups and horsehair manes and tails are not easy to maintain, but as the photos show, it's worth the effort.**



hobby horse style Watch Hill horses, in contrast, needed constant care.

Ironically, even the yearly maintenance is tough on the horses, each year taking them a little further from their historical beginnings. Each saddle, blanket, harness, or mane replaced leaves a new set of tack holes that need filling; another string of tack holes adjacent to older tack holes left by the 25 or 30 earlier tack and saddle replacements.

When the paint is removed the horse bodies have the look of having been previously used as pin cushions. Just sanding the horses in preparing them for a new coat of paint removes a thin layer of wood thinning and weakening the legs with each refurbishment.

Each renewal of the horses raises the question of conservation versus restoration. The question being; "Which is more important? The horses as historical artifacts, or the living history associated with this open-air carousel at the beach?"

Luckily for the community, the Watch Hill Fire District and Improvement Society, the true owners and caretakers of the carousel, have seen the merits of the continued care and repair of this historic treasure.

Through the extensive restoration and ongoing maintenance



**HIGHLIGHTS OF THE HISTORY**

- ◆ The Watch Hill Merry-Go-Round was built by the Charles Dare Company of NYC in 1867 using overstocked rocking horses.
- ◆ A traveling carnival brought the Merry-Go-Round to Watch Hill in 1883 and just left it here.
- ◆ Originally it was powered by 2 men turning cranks; then it was pulled by a horse; water power was installed in 1897; and in 1914 electricity took over.
- ◆ It is the only continuously operating and surviving flying horse Merry-Go-Round in the country.

Brochures are available at the Ticket Office



*These legs show well over a century of wear and repair.*

nance of the Watch Hill Merry-Go-Round, I have learned to appreciate these special horses. For the past 15 years I have had the honor of restoring the horses and preparing them for their summer seasons. I am the latest in a long line of caring artists and craftsmen who have shared the honor of the job of tackling each repair, small and large.

Before me there was Lido Mochetti and Bill Street, Sr., and Mr. Beebe before them, and a host of others some of whose names are lost. I don't know to whom to attribute each repair that I've uncovered, but each caregiver had his own style and level of craftsmanship.

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**Tack holes show the outline of the saddles and leather trappings on the stripped horses.**

I've discovered breaks which were glued and doweled with long scarf joints like those used in boat repairs while some other breaks were fixed with squared off lap joints. Other craftsmen repaired breaks with brass or iron screws while many just used square nails or even spikes.

Worn areas or holes were often filled with blocks of wood while other craftsmen used auto body epoxy and, incredibly, one even filled loose joints with concrete. What is amazing though, is that all these repairs added up to a carousel that is still being run today, 140 years later.

When I came on the scene in 1993, a simple patch couldn't fix the wobbly legs any longer. The state of the Watch Hill Merry-Go-Round was at a low point; a thorough plan of renewal was needed. And through this total restoration, the true origins of the horses emerged. The National Register has them dated to 1883 when they came to stay at Watch Hill. (But please recall they had visited each summer with a traveling circus for many years before.)

As I was working on the horses, I realized they did not look anything like any carousel from the 1880s. And although folk art historian Fredrick Fried had attributed them to Charles Dare, there were very few similarities with Dare's 1876 Oak Bluffs Carousel at Martha's Vineyard. True, they both had real manes and tails and sulfide marble eyes, but



**Horses stripped and repaired and ready for paint.**



**Andrew Christian rocker gives clues to the origin of the Watch Hill horses.**

the Oak Bluffs Carousel is a platform carousel and much, much larger with carved saddles and tack.

It wasn't until I saw an Andrew Christian rocking horse that the lineage became clear. Christian had made bow rockers for years, these being typical rocking horses which rolled back and forth on bow shaped rails. In the 1850s and 1860s there was an outcry at the dangers of bow rockers as they had a tendency to flip over injuring, often seriously, the riders. To fill the need for a safer rocker, Andrew Christian patented a new design he called a Spring Rocker. Spring rocking horses bounced up and down on a hinged board attached to a large clock spring that rode on a platform which



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**North Tonawanda band organ facade.**

could not flip. They became known as “safety rockers.” They had outstretched forelegs to avoid breakage as they swung close to the floor.

Perhaps it was the look of speed or that they appeared to be jumping, or maybe spring horses simply weren’t selling well, whatever the reason, this style of horse came to be the horses of the Watch Hill Merry-Go-Round. Bow rockers were adapted to be spring rockers and spring rockers were adapted into a carousel. Further, the Watch Hill Carousel was probably built in 1867, the only year that Christian and Dare worked together, the year before Christian died.



The strategy of adapting existing elements to build a carousel was efficient, but rocking horses are designed for interior use and only last so long outside in the weather before they take on a shabby appearance (think, Velveteen Rabbit).

Dare’s carousel, using Christian’s horses, requires a winter maintenance ritual that has become as much of a cycle for these horses as the circle in which they spin each summer. The cycle begins again each year as it has for over a century, in the different barns, sheds, garages, and workshops around the community.

It is a winter scene that very few people see. In my case it’s an old barn full of hand tools, paint brushes, carvings of eagles and ships’ figureheads staring down from the walls, and old carousel horse saddles and harnesses hanging on hand hewn beams.

Everywhere one turns are animated grinning faces of merry-go-round horses looking as though they are jumping hurdles as they sit on sawhorses in their various states of repair. This is the scenario in which my sister, author/illustrator Lynn Anderson, has watched me care for these steeds. It is the inspiration for the story in her newest children’s book “The Flying Horses of Watch Hill,” where we follow the little horses through the winter after the carousel shuts down as they finally get to stretch their legs and run down the deserted beach. The beautiful illustrations answer all the questions I remember my own children asking as to where the horses hunker down in winter. If you, or your kids, want to see or hear more about this unique carousel but can’t do so

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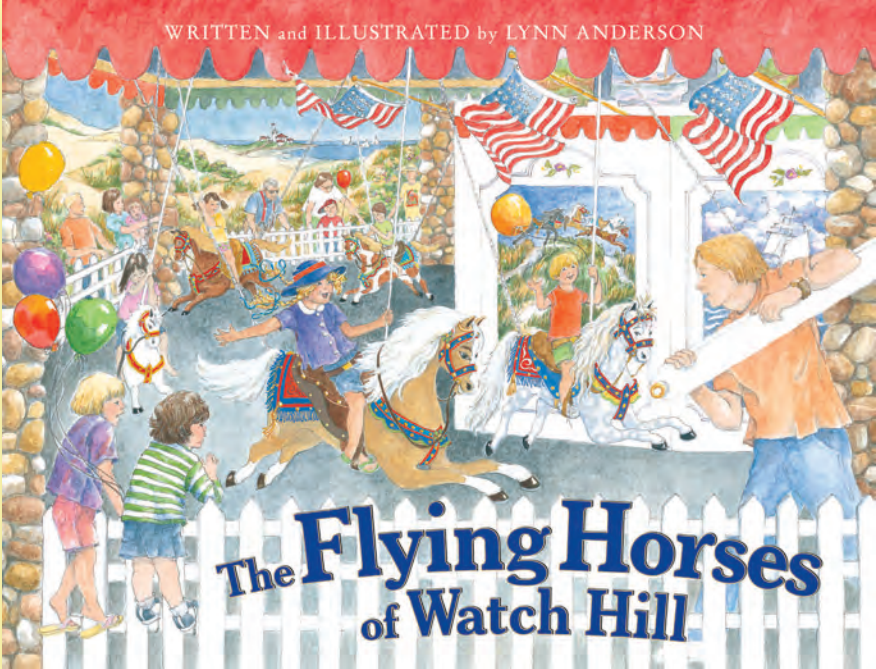


**Above, Gary Anderson redies a horse for the coming season. The sulfide marble eyes bring the horse to life.**

because it is wintertime, be sure to read “The Flying Horses of Watch Hill.” I have to warn you though, the story does take some author’s license with the horses running in the sand on the beach. I personally know that they really gallop through the winter months in the field behind my workshop.

The Flying Horses Carousel operates seasonally from Memorial Day to Labor Day daily and occasional weekends before and after, weather permitting. The historic ride is located at the end of Main Street in Watch Hill, RI.

For more information on your visit to Watch Hill, go to [www.visitwatchhill.com](http://www.visitwatchhill.com).



**T**he heart-warming story by best-selling author and artist Lynn Anderson of a small carousel horse who wants to be a big horse.

Illustrated with wonderful watercolor plates, the story also reveals to readers where the horses go during winter.

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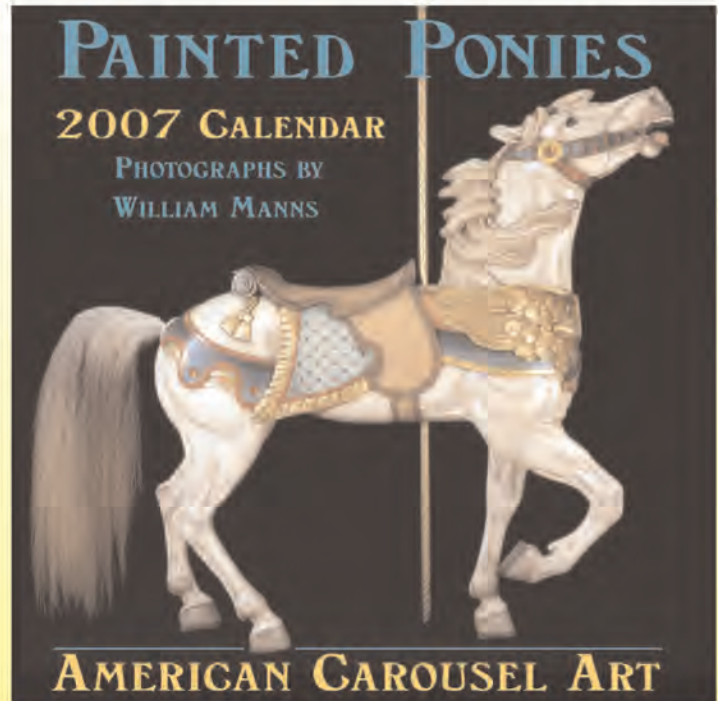
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## BOOK REVIEW:

Richard Harris' Insightful Look at the Old Parks

# Early Amusement Parks of Orange County



This 1917 postcard looks out onto the Joy Zone on Seal Beach, showing the Derby roller coaster and the bath house.

## Early Amusement Parks of Orange County

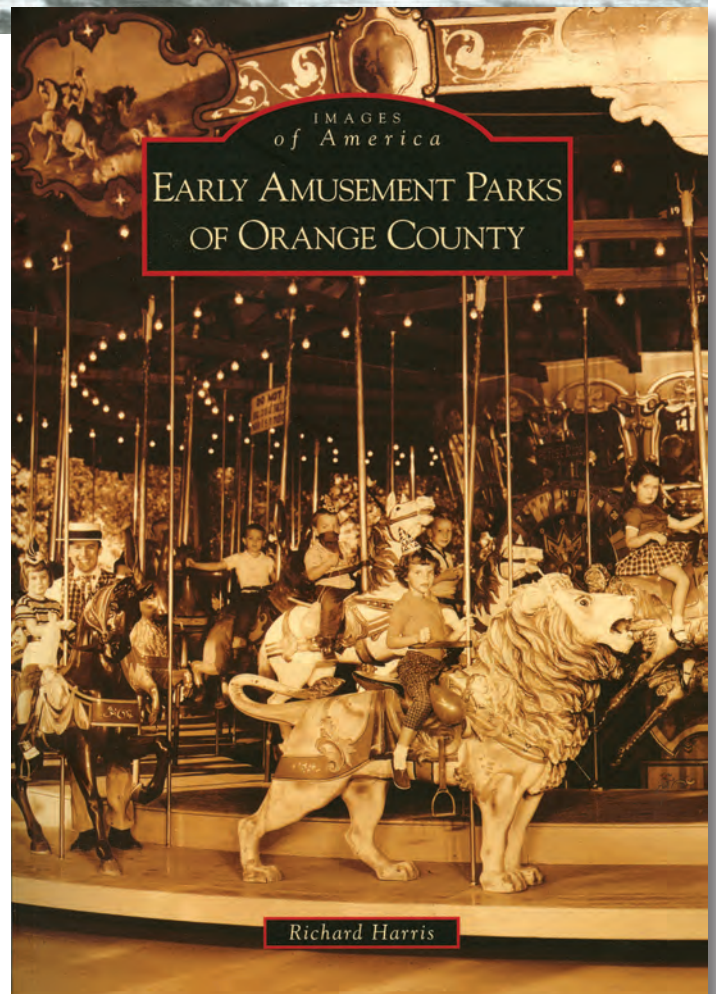
By Richard Harris

*“Early Amusement Parks of Orange County” is a tribute to early entertainment venues like the Lion County Safari and the Japanese Village, as well as the early days of well known parks like Disneyland and Knott’s Berry Farm. The book boasts more than 200 historic images. Here are a sample of some of the photos and excerpts from the book:*

**T**he Orange County coast had its Joy Zone and its Fun Zone in the early decades of the 20th century. Knott’s Berry Farm sprouted from a simple berry stand in Buena Park. The spot that would become Walt Disney’s theme-park empire began as a citrus grove in Anaheim. Before long, Orange County was recognized as the nurturing ground for the growing amusement park industry. This book concerns the early history of such parks in the county east and south of Los Angeles, before high-tech digitization, when custom cars, enormous alligators, stunt planes, dolphin leaps, and movie stars’ wax likenesses thrilled patrons. Some amusement parks have come and gone over a century of development, and some are still there, changing with the times to create new adventure and excitement for park patrons.

### Balboa Fun Zone

In 1935, Al Anderson leased the boat yard next to the Balboa Island Ferry Landing with the intention of constructing an attraction of rides and games.



# NEWPORT'S BALBOA FUN ZONE TODAY



The Balboa Fun Zone on Newport Harbor in Southern California is alive and well. The historic Ferris wheel and a carousel are still on site offering fantastic views of Newport Harbor and the Pacific Ocean. There is also a rock climbing wall and a bungee jump nearby, as well as arcade games, quaint shops, great restaurants, harbor cruises, sport fishing and the Newport Nautical Museum. The Balboa Fun Zone is open daily at 11 a.m., year-round, weather permitting and until 10 p.m. in the summer, closing a bit earlier in the off-season.



Individual tickets are \$1.50. Merry-go-round rides are one ticket or \$1.50 per rider, (standing helper needs no ticket). Ferris wheel rides are two tickets or \$3.00 per rider. You can also purchase group discount books - 20 tickets for \$25.

For information, visit [www.thebalboafunzone.com](http://www.thebalboafunzone.com).



*The Bird Cage Ferris wheel and carousel at the Fun Zone in the 1960s. According to research, the current carousel at the Fun Zone is the fifth to occupy the site.*

The original Balboa Fun Zone opened in 1936 and was run by families, much like it is today. Anderson was known for his alleged love of gambling, and during World War II, secret poker games were supposedly conducted in his upstairs apartment on the Fun Zone grounds. Anderson owned the Ferris wheel, carousel and other signature rides, while nearby families set up other attractions such as the boats, bumper cars, and arcades.

Anderson would purchase the property in the '40s and operate it until 1972 when a lawsuit over a diving accident off of the diving platform forced him into foreclosure.

## Seal Beach Joy Zone

In the early 1900s, Philip A. Stanton set out to transform his new city of Seal Beach into "The Coney Island of the Pacific." The Joy Zone started out as a beach side amusement center in 1916. The original pier, which was erected in 1906, ended up being part of the Joy Zone.

The wooden roller coaster, known as the Derby, was originally built for the exposition in San Francisco. It was dismantled, moved and reassembled in Seal Beach. The Joy Zone billed itself as the "playground of Southern California."

A structure at the pier's foot served as a bathhouse, and



*Al Anderson lost the Fun Zone property in the early 1970s when someone got hurt on the diving platform and filed a lawsuit. Anderson had no insurance and the property went into foreclosure.*



**The famed Jewel City Café sign advertises the Seal Beach landmark in this shot of the pier looking westward out onto the Pacific Ocean.**

the second story held Frank Burr's Jewel City Cafe. The Joy Zone, which attracted as many as 20,000 people a week, saw patronage decline during the Great Depression. The roller coaster eventually burned down.

### **Knott's Berry Farm**

The year was 1920 when Walter and Cordelia Knott moved to the then-sleepy community of Buena Park, CA, to farm 20 acres of rented land. Today that land is part of the 160-acre Knott's Berry Farm, America's first theme park and, in the 21st century, the twelfth most-viewed amusement park in the country.

Cordelia began selling jams and jellies from Walter's boysenberries. In 1934, Cordelia Knott began using her wedding china to serve visitors her home-cooked chicken dinners for 65 cents each. With the immediate success of the chicken dinners, the berry farm's fame grew, and by 1940 the restaurant was serving as many as 4,000 dinners on Sunday evenings.

Walter Knott wanted to give his waiting customers something to do and also wanted to pay homage to the pioneering spirit of his grandparents and his love of the Old West. So, Walter developed Ghost Town, and eventually it became



**Knott's Berry Farm became fenced in in 1968, and admission was charged to enter the amusement park: \$1 for adults and 25 cents for kids. Knott's Berry Farm had developed from a roadside stand to a restaurant to, officially, an amusement park. Knott's was truly "America's First Theme Park."**



**Walter and Cordelia Knott are shown at their roadside berry stand, beginning their operation around 1922. Cordelia sold jams and jellies made from Walter's berries.**

the first of Knott's Berry Farm's six themed areas.

In the 1960s, the Calico Mine Ride was added. The ride took trips into the depths of an Old West mine, the "Calico Glory Hole." The special effects used in the mine ride set the standard for the future of Knott's attractions.

The Timber Mountain Log Ride opened on July 11, 1969, and remains one of the top attractions at Knott's Berry Farm into the 21st century. It has carried more than 150 million guests.

Fiesta Village was the second themed area in the amusement, also debuting in 1969. Constructed under the supervision of Marion Knott, the daughter of the founders, it is a tribute to California's early Spanish Heritage.



**Hundreds of visitors attended the dedication of the new Ghost Town and Calico Railroad on Jan. 12, 1952. Actor Sterling Hayden, who played McCabe in the movie "The Denver and Rio Grande," was on hand for the driving of the spike along with Kasey Rogers (also known as Laura Elliot), who played Linda in the movie. This event will be long remembered as a historic event at Knott's Berry Farm.**

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Disneyland's King Arthur Carrousel was brought to the park from Sunnyside Park in Toronto in 1954. The 1920s Dentzel was originally a three-row machine that Disney made into a four-row with all jumping horses. Most recently, the carousel received a new mechanism from Brass Ring Entertainment.

### Walt Disney and Disneyland

Walt Disney's plans for his amusement park date back as early as 1932 when he considered building an attraction to house his cartoon characters on the back of his Burbank Studios lot. However, as Disney's activities expanded, so did his dream. It became apparent to him that he needed a larger site.

Walt's brother Roy contacted Harrison "Buzz" Price who analyzed the top 10 potential sites in Orange County. Ultimately, Price, Walt and Roy selected 160-acres of orange groves in Anaheim, near the new Santa Ana Freeway, as the ideal location for Disneyland. At the time, Anaheim was a small town of 14,000 people.

The construction of Disneyland began on July 21, 1954, and the park opened on July 17, 1955, at a cumulative cost at that time of \$17 million.

On opening day, 28,000 visitors entered the gates, some holding counterfeit tickets.



Disneyland's House of the Future has four wings, each eight-feet tall and 16-feet wide, that could support 13 tons. The Massachusetts Institute of Technology helped design the house for Walt Disney. Over 20 million guests visited the house while it was an attraction. The foundation was never removed and now functions as a planter at the entrance of Tomorrowland.

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**The Three Stooges wax figures at the Movieland Wax Museum in Buena Park, CA.**

**Entertainment Attractions**

The story of the entertainment attractions in Orange County is fascinating and includes; Movieland of the Air Museum, Movie World Cars of the Stars/Planes of Fame Museum and Movieland Wax Museum. The book includes a great amount of history and an abundance of photos.



**Gene Kelly was just one of many celebrities to visit their likeness at the Movieland Wax Museum. Others included Mary Pickford who dedicated the museum in 1962, Sammy Davis, Jr., Jimmy Stewart, Mae West, Buster Keaton, Carol Burnett and the original cast of "Star Trek."**



**Billy the alligator gives a ride to Francis Earnest, Jr. Billy was a favorite with movie directors of the time who were fond of the reliable alligator as his jaws would automatically open when a chunk of meat was dangled over his head (just out of view of the camera).**

**Wildlife Attractions**

California Alligator Farm, Japanese Village and Deer Park, which later evolved into Enchanted Village and Lion County Safari are covered in the second to last chapter of the book with numerous photos and insightful history.

**Old MacDonald's Farm**

The final chapter takes a look at Old MacDonald's Farm, which began at Knott's Berry Farm and later moved to its own location.

Author Richard Harris grew up in Orange County and operated rides at Knott's Berry Farm and Disneyland. His life-long fascination for the amusement park industry has been channeled into articles on rides and rider safety as well as this book. The vintage images gathered for this window to the past, some of which have never before been published, came from private collections, museums, and the Orange County Archives.

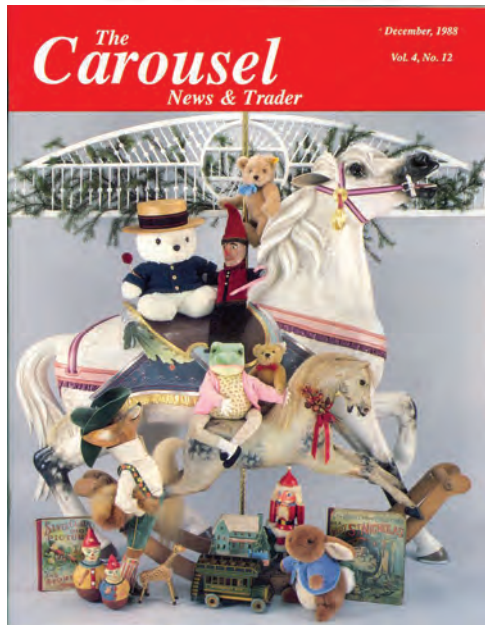
"Early Amusement Parks of Orange County" by Richard Harris is published by Arcadia Publishing. The book is available through Amazon and other retail outlets or can be purchased at [www.arcadiapublishing.com](http://www.arcadiapublishing.com).



**In addition to the free roaming farm critters, Old MacDonald's Farm had a mule-powered carousel.**

# Carousel News & Trader Through The Years

## 20 YEARS AGO



COVER: Tony Orlando's restored horse and antique toys  
Daniel's Den open house and auction • Colorado History  
Museum carousel exhibit \* Guernsey's auction  
Mystery carousel found in Porter Park, Rexburg, ID.

## 15 YEARS AGO



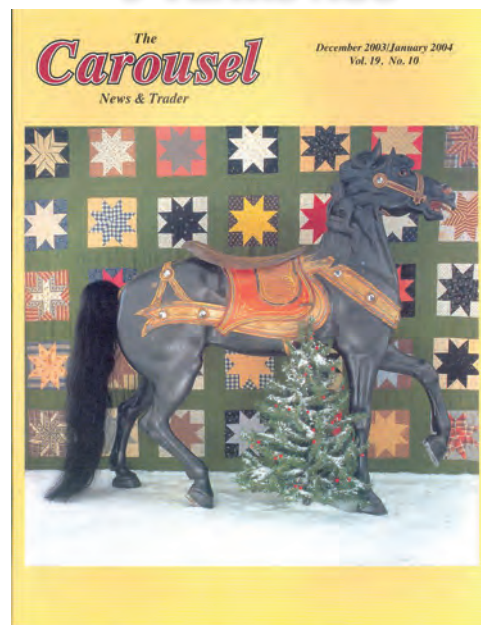
COVER: Tony Orlando's Christmas setting  
Pen Argyl, PA's 1917 Dentzel • PTC #17 in Georgia  
1902 Dentzel of Logansport, IN • Gene Bass obit  
Norton Auctioneers in San Francisco • Disneyland.

## 10 YEARS AGO



COVER: Herschell-Spillman panel and Spillman  
frog • Organ Rally at Dutch Village • Marianne  
Stevens' Loeff carousel sold • Rocky Springs carousel  
• The Stewart Park Merry-Go-Round in Ithaca, NY.

## 5 YEARS AGO



COVER: Dentzel Stander • Al and Peggy Rappaport  
• Hillcrest Park Auction Review • Hempstead Lake,  
NY carousel restored • Pleasurelands Exhibition,  
Brian Steptoe • Midwest Old Threshers Carousel, IA  
Great Danes ride carousel.

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# LONG-LOST CAROUSELS

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## BELL'S AMUSEMENT PARK'S PARKER



Photos by Bob Guenther



**T**his circa 1917 C. W. Parker operated at Bell's Amusement Park in Tulsa, OK. The rare machine was said to be the first four-row portable built by Parker. These photos were taken in the early 1980s by Robert Guenther. Bob has a collection of 59 sets of photos of 44 different carousels. His rare photos are advertised for sale in our classified section. Many of his photo sets taken in the late 1970s and early 1980s are of carousels no longer in operation, like this Parker machine. This carousel operated at Playland in San Antonio, TX, from 1940 to the park's closing in 1980 when it was moved to Tulsa, OK. In 1988 the carousel was sold at auction. The bid for the whole machine could not match the bids for the individual figures and the 52 horses, scenery panels and mechanism were broken up.

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## NEW PRODUCT SHOWCASE

### Friendly Wheelchair Lifts

By Dan Horenberger

One of the things I'm constantly asked about is handicapped accessibility. There are a number of prospective ramp and lift solutions available, and I've seen them all. They all have their own good and bad points.

Ramps have the problem of stopping the carousel in a specific area or "indexing" the carousel so it stops in the same place every time. We did indexing when we built the new carousel at Disneyland to replace the original 1920s Dentzel. They chose a built-in permanent handicapped area



*A portable Adaptive Engineering Mobilift CX at the New York State Museum in Albany, NY.*

and the carousel stops in the same place every ride so all they have to do is drop a ramp. This is great for accessibility but not great for the carousel. The animals closest to the entrance are obviously ridden more than any others and it puts extra wear and tear on that side of the platform. This form of solution is needed when you're doing millions of riders a year like Disneyland, but it's not so great if you have an antique carousel.

Most removable ramps require two operators to move and take a long time to set up and put away.

For years I've looked for a friendly lift. Something that could easily be rolled into position to lift a rider to the platform and just as easily be put aside when not in use.

Finally, I found one that I felt I could recommend to my customers. The one shown here, built by Adaptive Engineering, is extremely easy to move and



to use. Any single operator can do it. Once in place, the lift is just a simple crank of an arm and your rider is lifted. It is very well made with excellent materials. The lift also meets all ASME amusement ride handicapped codes for temporary access. Their website has a great video showing how it works. These lifts are sold world-wide for all sorts of situations, from commercial to personal home use.

I've seen a few of these in action and it's a piece of cake to operate. For any carousel that needs to find an option for challenged accessibility, this is a great choice. Take a look for yourself at [www.adaptivelifts.com](http://www.adaptivelifts.com).

I hope this helps the carousel owners and operators looking for the answer to handicapped lifts.

*If you have a product you'd like to find, just ask and I'll feature it in future issues.*

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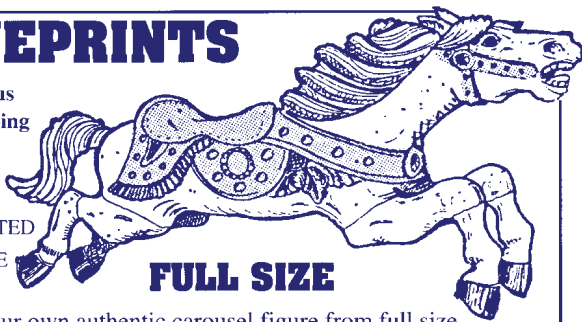
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# Historic Carousels

## FOR SALE

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### 1890 Loeff Carousel. The famous "Broadway Flying Horses" from Coney Island

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### 1925 PTC #72. Last operated Kiddieland in Melrose, IL

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### 1914 PTC #28 Carousel. Very rare historic machine

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