



The
Carousel

News & Trader

June 2009
Vol. 25, No. 6
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Nunley's Carousel Returns to Long Island on Museum Row

History of the 19th Century Louis Bopp-Looff Carousel

Waterloo C. W. Parker Seeks Higher Ground in Wisconsin

Kissel Spring Carousel Auction

Circus World Parade Returns

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ON THE COVER



June 2009
Vol. 25, No. 6

After more than a decade in storage, the fully restored Nunley's Carousel is back in operation on Long Island, now at its new home on Museum Row in Garden City

Photo by John Caruso

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2009 NCA Convention



NCA Philadelphia "Freedom" Tour Sept. 23-27 2009

"You Spelled Freedom Wrong!"

No, we didn't. Our convention in 2009 is named in honor of Frederick Fried, a co-founder of the National Carousel Association. No one would have believed that his carousel, said to be Dentzel's favorite, would make its way back from storage in an old mill to be completely restored and ridden again. For the finale of our tour, we will view and ride this carousel at the Please Touch Museum in Philadelphia.

Our nation formed its roots right here in Philadelphia, as did many of our favorite carousels. We have so many to show you that we even had to skip a few.

Along the way you will experience the best of Pennsylvania. We will show you Hershey, the PA Dutch, the coal regions, and historic Philadelphia. And you will love the food!

So get your cameras, your walking shoes, and your hearty appetites ready! This is not a convention to miss!

Carousels We Plan to See:

- Dorney Park, Allentown, PA - 1921 Dentzel 4-row
- Hersheypark, Hershey, PA - 1919 PTC #47
- Pottstown Carousel - 1905 PTC #9 frame with Ed Roth carvings
- Perkasio Carousel - 1951 Allan Herschell 3-row metal
- Weona Park, Pen Argyl, PA - 1900 Dentzel, original paint
- Peddler's Village - 1922 PTC #59 frame, Ed Roth carvings.
- Willow Grove Park Mall - Ed Roth carved replacements
- Please Touch Museum, Philadelphia, PA - 1924 Dentzel restored
- Soupy Island, Thorofare, NJ • 1900 Heyn 4-row

Pre-convention Tour – Wednesday September 23rd:

- Millville Fire Company, PA - 1920 Allen Herschell 3-row
- Knoebel's Grove, Elysburg PA - 1923 Kremer/Carmel 4-row and 1910 Stein & Goldstein 2 row

Also planned:

Free time at Chocolate World, Hershey, PA; Tour the incredible cement castle of Henry Chapman Mercer in Bucks County, PA; Shady Maple Smorgasbord, Lancaster County.



Please Touch 1924 Dentzel



Dorney Park 1921 Dentzel



Pen Argyl 1900 Dentzel



Hersheypark 1919 PTC #47

Convention Hotel: Doubletree Suites, Plymouth Meeting, PA 19462. (610) 834-8300. \$129 per night includes breakfast for two. All rooms are suites. Reserve Now!

Future Details, Updates and Registration Info to follow at NCA website:

www.nca-usa.org

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.

The **Alder Creek Pioneer Carousel Museum** in Bickleton, WA, is scheduled to reopen for the 2009 season. This is a great place with a ton of volunteer help.

There are new exhibits, including one featuring a peace pipe believed to have been used when Lewis and Clark camped in Rock Creek during their exploration along the Columbia River more than 200 years ago.

On loan is an extensive collection of arrowheads and other Native American artifacts from Montana, Oregon, and Washington.

Other new attractions include a restored windmill and World War II memorabilia, among other items.

Of course, the museum's antique, hand-carved, wooden carousel will also be on display; the Armitage Herschell/Herschell Spillman carousel.



The 3,400-square-foot, one-story, octagon-shaped museum opened two years ago at 4 E. Market St. in Bickleton. Its hours are 10 a.m. to 3 p.m., Thursday through Saturday, and noon to 4 p.m. on Sunday. Groups can call to schedule an appointment for any day.

Admission is \$4. It costs \$1 for children under 6, and there's a family rate of \$10. Call 509-896-2007.

More troubles for **Joyland Park** in Wichita, Kansas.

A fire started late Friday afternoon on the northside of the property. The old Opera House was destroyed. There's no word on how the fire started, but owner Stan Nelson suspects arson. There have been break-ins and vandalism on a continuous basis since it's closing in 2004 after 55 years in business. Various attempts to reopen the park since have been unsuccessful.

Vandals seriously damaged the park in October 2008. Volunteers from McConnell Air Force Base cleaned up the damage several weeks later.

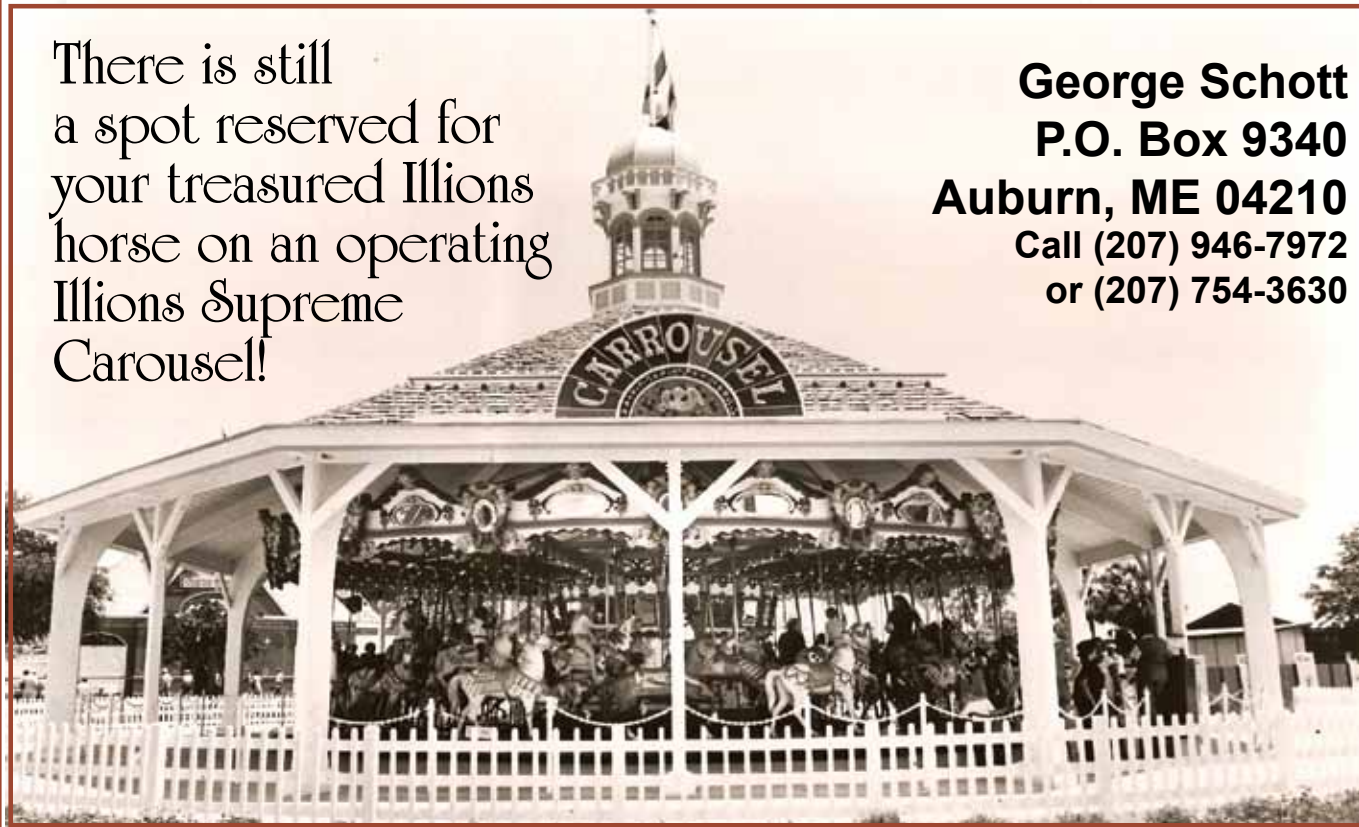
Congratulations to **Midway Park** in New York. When Midway Park opens its 111th season on the sunny shores of Chautauqua Lake this spring, it will be as a nationally recognized historic place.

In March, the park was officially listed on the National Register of Historic Places, which is the nation's listing of properties worthy of preservation.

A listing on the National Register is a recognition of the importance of the park to the history of the country, state and county.

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Midway Park was established as a trolley park in 1894, but has transitioned into a "kiddieland" amusement park. What is now Midway State Park, the historic venue retains its original picnic grove and lakeside swimming facilities, along with 18 amusement park rides from the mid-20th century.

The listing will make the park eligible for various public preservation programs and services, such as matching state grants and federal historic rehabilitation tax credits.

Midway Park was purchased in 1951 by Martin F. Walsh, from the estate of Thomas Carr, for a sum reported at the time of more than \$50,000. Walsh was the operator of the roller rink for many years prior to purchasing the park. In 1984, Walsh's son, Michael and his wife, Janis purchased the park, and continued to operate it until an agreement was reached to sell the park to New York state after the 2006 season.

Grant's Farm just outside St Louis opens its 55th season this year with several new attractions to thrill guests of all ages, Saturday and Sunday.

Continued on page 8

TIME TO GET THE GREASE OUT



In these tight times for money I'm sad to say a lot of carousels are cutting back. We can live without a new coat of paint or polished brass for a season or two. But carousels need to stay greased.

We had a ton of center bearing failures on carousels this year. All due to lack of maintenance. It's not all that hard. If it moves grease it.

Not really but you get the idea. Don't get us wrong, part of what keeps this magazine alive is restoring carousels and selling parts. But, there's a difference between worn out parts and parts that failed due to lack of attention.

I hope all carousel operators read this and take it to heart. Breaking down in the middle of summer isn't fun for anyone. These are hard times. You can cut back in a lot of places but please keep up with your mechanical maintenance.

Lets all have a great summer of fun. Your local carousel is a great inexpensive place to go and have a good time.



SAVE OUR WOODEN CAROUSELS

Notes from Marianne...

By Marianne Stevens

Carousel Historian, Co-Author of "Painted Ponies"

We are all mortal, and as such, should consider what comes after a disposal of what we have collected during our lifetime, in this case, carousel figures.

If we have an extensive collection, we can not expect our relatives to love them with the same passion that we do – after all it is not their hobby. In my case there are two daughter-in-laws to consider. By this time in their lives, their houses are pretty much the way they want them. An influx of even ten carousel figures would be a lot – there are not something that can be displayed on a shelf – they might take two or three but what becomes of the rest?

Museums generally don't want whole collections – they want the best of the best

– and of course, they want them donated. But still, they should be considered. Definitely think of the museums that have carousel figures on prominent display – The Smithsonian, American Folk Art, Shelburne Museum, Heritage Museum and of course the museums at Sandusky, Bristol, North Tonawanda, and Leavenworth.

The Coney Island and the Brooklyn museums have no carousel figures. A shame.

And why is it that the factories that made portable machines, Parker and Herschell, are now museums, yet there is no Dentzel of Muller museum in Philadelphia or Illions, Carmel or S&G museum in Long Island? There is however, a marker on a building in Philadelphia stating that this is the site of the Dentzel factory. The building now sells tennis shoes.

The "old guard," myself included, now find themselves over 70 years old and wondering what is going to happen to their collection after they are gone – and I repeat; give the best of what you have to a museum – they are, after all, the keepers of our history – they deserve the best.

I, for one, have already made that decision and chosen the museums I want to have my treasures and have noted this in my will. But what of the other large collections? The American Carousel Museum's former contents for the most part are stored in a warehouse. "The cream of the crop" is in Mexico where powder post beetles can chew on the wood.

You don't want this to happen to your pieces. So, consider museum donation. I'm not saying it is the best solution, but it is a safe solution.

There are several large collections that I know of whose owners are wondering what to do with them. I suggested donating some to a museum only to be rebuffed with, "But I paid good money for this and you want me to give it away?"

Sometimes in the this life, you have to give a little back.



This Herschell Spillman from Henry Ford's own carousel will be going to the Herschell Museum.

Letter to the Editor



Ray Simmons, great grandson of Charles I. D. Looff with historian, Mark Blumhagen.

My apologies for the typographical errors in the recent article in The Carousel News and Trader about the Spokane 1909 Looff Carrousel. Like most, I had the usual fare of a mixture of folklore and facts on our carousel's origin. As I began researching the story, I also began to find things that had never been known or published before about it. Roland Hopkins, the editor, kept holding the presses for me, as I traced down the information. By the time he went to press, he was up against a deadline and I was swimming in re-writes and corrections. Calling in a proof reader with fresh eyes in the wee hours of the morning was out of the question.

I would also like to apologize to Ray Simmons. Only after the magazine went to the printer did I discover that I had left out his grandmother, Helen, in the roster of Looff children. Sometimes when you are so focused on the new information, you miss the obvious. Ray had graciously shared with me new family research in the past few years as well as photographs and documents. When an avid fan and historian of Natatorium Park and our Looff carousel, Mark Blumhagen, was also going to be in Florida for IAAPA last fall, Ray agreed to visit with him about the Looff family and their carousels. Mark was ecstatic. Someday we all hope that a Looff archives and museum can be established at the Crescent Park Looff Carousel location in Riverside, RI.

There are many library archives on the Internet now. We all can discover new things about our carousels with sources provided by these posted collections. The state of Washington, for example, has pooled its resources and has created a web site that includes the collections of affiliated libraries throughout the state. The Brooklyn Public Library and the Los Angeles Library have their extensive collections indexed and include photographs on line. The archives of the New York Parks Department site also include historic photographs. The Coney Island History Project has oral and video histories posted with additions being added almost daily. For carousel historians, there are many books and publications in print that are a great resource and are indexed. Be careful, you may end up addicted and like me, stay up until nearly dawn when you discover a trail never traveled before. Verify your sources either with at least two other references of the material or documentation. Share your discoveries. With each new article placed in print, a new lead to another aspect of our carousel history may be discovered.

Bette Largent

Dan's Desk Continued...

A brightly-colored carousel featuring various "animals" for children to ride is now located in the Tier Garten. Also new is "Elephant Encounter," which allows guests to tour the elephant facilities and meet an African elephant up close and personal. The carousel ride is \$2 per person and tickets for the "Elephant Encounter" are available before the 11:30 a.m., 1 p.m. and 2:30 p.m. elephant shows at \$5 per person. As in the past, there is no admission fee for **Grant's Farm** and reservations are not required.

Grant's Farm favorites, such as the world-famous Budweiser Clydesdales, the baby Pygmy goats, the tram ride through the Deer Park and numerous other animals will continue to be highlights.

Grant's Farm is located at Gravois and Grant roads in southwest St. Louis County.

For more information, call 843-1700 or visit the Grant's Farm Web site at www.grantsfarm.com.

Some sad news from across the sea. A blaze has ripped through an amusement park in **Southport** for the fourth time in two years. The fire damaged an unused ride at the site. More than 40 firefighters were called to tackle the fire, which destroyed part of **Pleasureland Amusement Park**.

Owner Norman Wallis said he feared the blaze, believed to have started in the River Caves ride on Tuesday night, caused thousands of dollars of damage. He said: "We will not let this stop us but it has been a setback, it is such a shame, children love this place."

Just an hour before the blaze started, Wallis had been fixing broken windows at the park. "The past three times we have had a fire it has been caused by arsonists," he said.

"We have windows broken, fires, it just does not make sense. It is just pathetic, pointless and has caused so much disruption. All we want to do is get Pleasureland up and running and make it accessible for all the family."

Wallis bought the park two years ago and said he had invested hundreds of thousands of dollars into it.

It had been left for ruin, but he has managed to restore the majority of it and hopes to get the whole site open as soon as possible.

The park first opened with a figure-of-eight rollercoaster and a slide back in 1913. It was based at a site in Kings Garden but moved to its current home on Marine Drive in 1924.

You have to hand it to Mr. Wallis. Despite all of the problems over the years, he just keeps on going. A true believer in amusement parks and the fun they can provide.

May Issue Corrections

In the article on West View Park, we mentioned that Eli Ferris built Ferris wheels, this should of course have read Eli Bridge. The first Ferris wheel was built by George Washington Gale Ferris, Jr. – hence the ride's name.

On the organ facade restoration story, the Artizan was incorrectly identified as a 1902. Artizan did not start building organs until 1922.



Six Flags New Orleans under water after Katrina.

Six Flags New Orleans. Negotiations between the city and financially troubled theme park operator Six Flags, Inc. over reopening the company's hurricane-shuttered park in eastern New Orleans have reached an impasse, and the city intends to sue, a top official said Wednesday.

City Attorney, Penya Moses-Fields, said the lack of any clear plans to reopen the site, closed since Hurricane Katrina in August 2005, and to simply make lease payments to the city is "totally unacceptable."

In 2006, Six Flags offered to pay the city \$10 million, donate 86 acres of land it owns in eastern New Orleans and share with the city any future insurance proceeds it collected on the park in excess of \$75 million if the mayor's office would terminate its long-term lease. Six Flags valued the deal at about \$14 million.

"Now, the city is asking us to re-make the same offer, but we're no longer in a position to be able to do that," Six Flags Chief Executive Mark Shapiro said.

Six Flags is considering filing for bankruptcy protection as it struggles under the weight of \$2.4 billion in debt.

I've been down to the park since the hurricane. There's nothing left to use for the amusement park. All of the rides and buildings are either gone or destroyed. I really can't see Six Flags putting any money into a losing park after the disaster. Not the hurricane disaster but the new owners of Six Flags disaster. The city needs to get Six Flags out and other operators will be lining up to reopen the park as a smaller but more efficient park.

More news about **Bay Beach Amusement Park.** A 73-year-old kiddie Chair-O-Plane ride donated to the Bay Beach Amusement Park in Green Bay might be ready by the time the park rides open this spring.

The ride, called Chairplane, was donated to the park by a relative of the ride's inventor.

It was last used in 1999 at Midway Park in Lake Chautauqua, N.Y.

"It's a kiddie version of the Yo-Yo," said Tina Westergaard, special facilities manager at Bay Beach, referring to

the ride that involves swings moving in a circle around the ride's base.

The Chairplane will become the 17th ride at Bay Beach, which is open from 10 a.m. to 6 p.m. on weekends only until May 19, when it will be open from 10 a.m. to 3 p.m. for three days. The park's regular hours of 10 a.m. to 9 p.m. will begin May 22. Children will be able to ride the Chairplane for a 25-cent ticket.

Westergaard said Bay Beach received the Chairplane donation because the inventor's family wanted it given to a "historical-type park." Bay Beach has operated as a recreation park since the first decade of the 20th century.

In Monticello, IN, the **Indiana Beach Amusement Park** will offer free general admission this summer for the first time since 1972. The park opened for weekends in May.

All visitors will get unlimited access to the boardwalk and amusement park. All-day ride passes and combination ride and water park passes will be available for purchase.

"Having free admission again will reinforce that value by letting all members of the family enjoy the park, whether they ride our thrill rides or just enjoy a leisurely stroll down our Boardwalk Funway," said John Collins, general manager of Indiana Beach Resort.

Indiana Beach, on Lake Shafer in Monticello, is owned and operated by Morgan RV Resorts. It features six roller coasters, a water park, sandy beach swimming area and two campgrounds. For more, visit www.indianabeach.com

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SMILES CAROUSEL FIGURE UPDATES



This is a photo from late April of the progress being made on Lourinda Bray's life-size horse, "Dentzel, Back to Factory." Lourinda says that everything looks much more blue that it really is because her printer seems to be balanced more toward the cyan so that everyone else's skies will look really blue and their skin nicely tanned. She adds that the blue band around the blanket edge is actually more gray.

Roland,

Our project has come alive with four carousel artists, historians and restoration experts. These ladies are bringing authentic reproductions of carousel art to our humble fundraiser. They also bring lifetimes of dedication and passion to this art form, and to our event. We are so very fortunate.

We also are experiencing a twist to carousel art. Plamen Yordanov, a Chicago-based international artist, is creating a piece for our event. "American Golden Horse" which is done in gold and silver leaf and was exhibited in the Daley Center in Chicago in May. The exhibit, titled "Beyond Borders 2009," was a third annual event to benefit fundraising efforts for a Bulgarian arts cultural center. Plamen's horse will spend the summer in Lake Geneva, WI, where it will raise funds for a second time, for SMILES.

Our project's website is an adventure for any carousel enthusiast. There they will find our artists' proposals, from authentic to zebra to whimsical. There are sponsorship opportunities for many horses at many different levels. We share information on our artists profiles and show photos of works in progress. See for yourself at www.prancingcarousels.com.

Lake Geneva, WI, is a premiere vacation destination. This year's carousel public art event is yet another draw. We are located central to many carousels and museums. Check your map searches for Ella's Deli in Madison, they have a 1927 C.W. Parker. There is another carousel in Madison at Vilas Zoo. Also, Fon-Du-Lac, Green Bay, Oskosh, Marshall, and Wausau all have classic carousels.

Circus World Museum in Baraboo, WI, has an antique Herschell Spillman and much more to see including the Great



This is a late April photo from Peggy Seehafer showing the progress on her "Horse Hare" figure. This table top has 24 carrots (carats!) added to the trapplings. The ears have grown to bunny length and the tail has been replaced like a carousel rabbit.



Cherie Greek's horse "Hope" nearly completed. Cherie will be completing three horses for SMILES.

Circus Parade in July. Fireman's Park in Waterloo, WI, has a beautiful C. W. Parker that is currently in storage and looking for funds for restoration and relocation after a devastating flood last spring. There is also Six Flags in Gurnee, IL, and House on the Rock Museum in Spring Green, WI.

Roland, the participants of SMILES and their families are so very appreciative of the collaborative efforts going on between your readers and our charity event.

Thank you again, and always,
Gay Stran, SMILES

RELAY FOR LIFE CAROUSEL RAFFLE

To assist the Relay For Life Team at the Yolanda G. Barco Oncology Institute of Meadville Medical Center in their 2009 fundraising efforts, carousel artist, George Nowack, will donate one of his hand-carved carousel animals for the team to raffle.

Nowack, recognized both Nationally and Internationally for his creations, carves completely by hand, using the techniques practiced by the master-carvers during the "Golden Age of the American Carousel" between the late 1800s up until the Great Depression.

Nowack's figures grace private collections, carousels, and museums in nearly every part of America, and in numerous areas abroad.

The animal which he has chosen to donate to the Relay For Life Team is a one-third size, exact replica of a horse originally carved by the Dentzel carousel artists in 1909. It is referred to by carousel historians as a Patriot Stander, more commonly as the Liberty Horse.

The 2009 Relay For Life 24-hour walkathon will be held June 27-28. In addition to the fundraising, educational materials will be provided to raise public awareness of the need for cancer prevention and the necessity for support of survivors. The event will also feature speakers, activities, and entertainment.

Raffle tickets are currently on sale. The cost of each ticket is just one dollar. However, for a donation of five dollars, you can purchase an entire arm-length of tickets. The winning ticket will be drawn at the event on June 28, 2009.

This is a great opportunity to own your own carousel horse, a hand-carved Liberty Horse, and an opportunity to help fight cancer at the same time.

Tickets may be purchased at the Yolanda G. Barco Oncology Institute in Meadville, PA; from any of the Institute's Relay For Life Team members; or by sending your donation to: Relay For Life, MMC's Yolanda G. Barco Oncology Institute, 16792 Conneaut Lake Road, Meadville, PA 16335. (Please make checks payable to the Relay for Life.) For additional information, please telephone (814) 373-3022.



George Nowack with a full-size replica the Liberty Horse.

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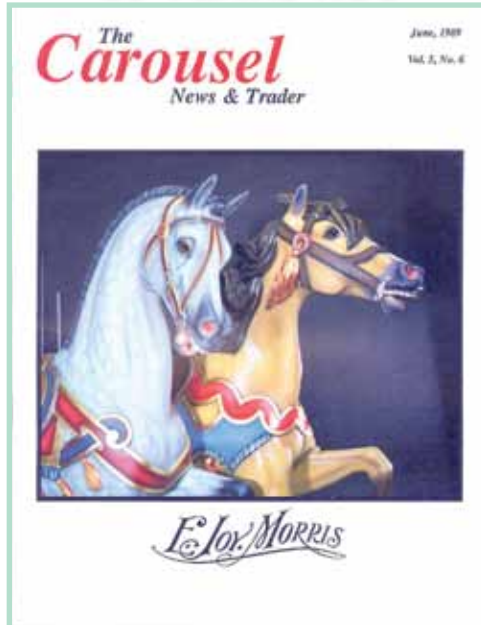
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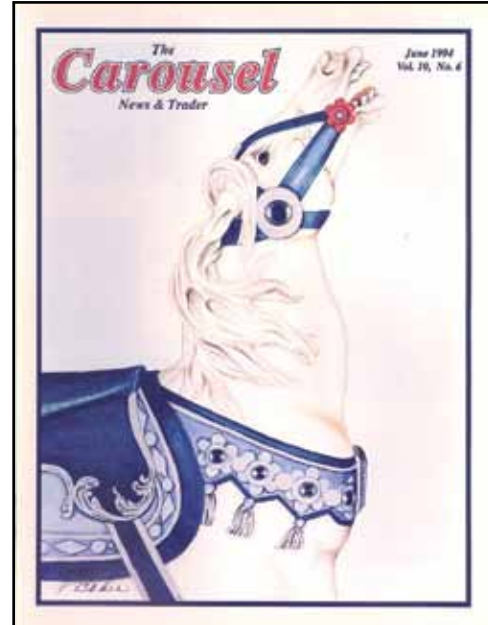
Carousel News & Trader Through The Years

20 YEARS AGO



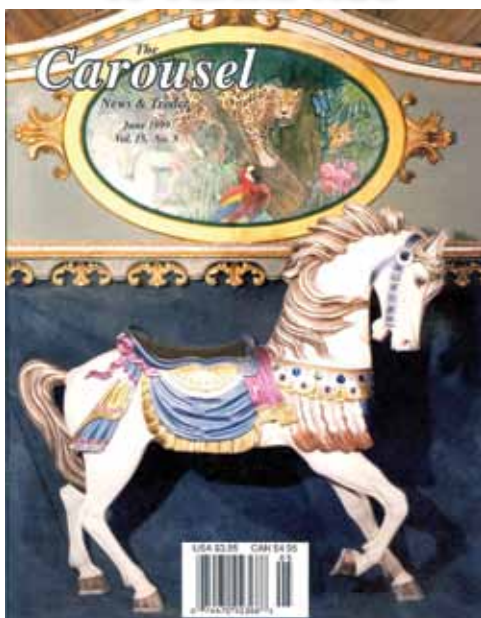
Rocky Point, Asbury Park, Maple Leaf Village and PTC #4 figures sold at auction • American Carousel Museum features M. C. Illions • NCA convention in So. CA. • Conneaut Park Kiddieland carousel • Forest Park Muller carousel to open

15 YEARS AGO



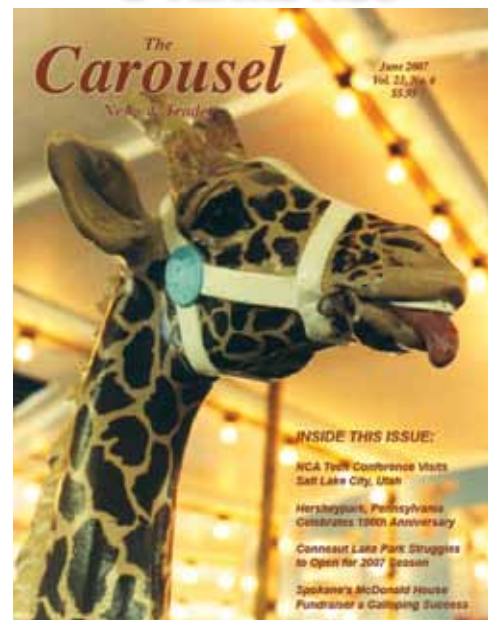
Geauga Lake \$2m facelift • Chambersburg Mall, PA, miniatures show • Diane Vaught helps save Burlington, NC, Dentzel • Meridian's Highland Park carousel hosts NCA Tech conference • Peony Park, NE auction

10 YEARS AGO



COVER: Marianne Stevens' Carmel • 12th Annual Burlington Carousel Festival • Kissel Spring Auction Restorations by Wolf Open House • New Carousel for Willowbrook Park • Idora Park 100th Anniversary Rare Mangels "kiddie carousel" in need of restoration

2 YEARS AGO



COVER: Conneaut Lake Park's D.C. Muller giraffe Carver's Corner • NCA Tech Conference in Salt Lake City • Hersheypark celebrates 100 years Conneaut Lake Park struggles • Kissel Spring Auction PTC #70 at Montreal's Belmont Park in 1979.

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From Sulzer's Harlem River Park to Krause's Halfmoon Beach

History of Mascot on the 19th Century Louis Bopp-Charles Looff Carousel



The Kolb's Louis Bopp-Charles Looff carousel at Sulzer's Harlem River Park. The 45-star American flags suggest a date for the photograph to be between July 4, 1896 and July 3, 1908, the flag's official period of adoption. Photograph provided by the Sand Lake Historical Society; originally donated to the SLHS by Robert Kolb.

**By William Benjamin, Ph.D.,
with Barbara Williams, and Lourinda Bray**
Special to The Carousel News & Trader

Efforts to conserve "Mascot", an early Looff Stander, following his being extensively damaged in a house fire, were chronicled in an article in the December 2008 issue of *The Carousel News and Trader*. The desire to learn more about Mascot's history and perhaps identify the carousel upon which he worked led to an extensive collaborative effort between myself, Barbara Williams and Lourinda Bray. Together, with additional individuals in the carousel and historical society communities and descendants of the carousel's owners, we have discovered new historical details of the carousel, spanning the eight-decade working career of Mascot.

The Beginnings of the Search

At first, the only lead available for learning more about the history of Mascot was a caption associated with a black and

white photograph of him in *Fairground Art* by Geoff Weedon and Richard Ward. This caption indicated that Mascot was on a carousel at Ava Park, Albany, NY.

During Mascot's conservation effort, Lourinda and I had discussed the possibility of learning more about the history of Mascot and his carousel. Lourinda contacted Barbara to determine if she knew anything about an Albany merry-go-round. Coincidentally, Barbara had previously done research on the carousel at Averill Park, also known by some as Ava Park. Her research was spawned by an article in the September/October 1999 issue of *Reminisce* magazine written by Robert Kolb, a descendant of the carousel's original owner. Thus, a collaboration was born between Barbara, Lourinda and myself that would begin to piece together the history of the carousel. Later in our research, I would also be in touch with Robert Kolb and his brother, Henry (Hank).

Hank Kolb provided important, additional, detailed information about the Louis Bopp-manufactured carousel that began its life at Sulzer's Harlem River Park, New York City.



This close up of Mascot from the previous photograph shows his distinctive whorl-like pattern mane on the Sulzer's Park carousel.

The carousel was subsequently moved to New Rensselaer Park, Lansingburgh/Troy; Ford Park, Green Island; Crystal Lake Park in Averill Park, Sand Lake; and finally to Halfmoon Beach, Crescent; all located in New York.

Our research project took a giant leap forward with the discovery of a set of photographs of the carousel when it was at Halfmoon Beach. They were located by Fred Dahlinger at the Lansingburgh Historical Society (LHS) while doing research of his own. He generously shared them with Barbara. Subsequently, Lourinda obtained additional Halfmoon Beach photographs from Marianne Stevens. These photographs allowed the identification of Mascot, together with 58 other animals on the carousel at Halfmoon Beach.

According to Robert Kolb, now age 74, and his brother Hank, 79, their family had an extensive role in the New York City area carousel amusement business in the late 19th and early 20th centuries. Their great-grandfather, Henry Kolb, and his two sons, Edward and Frank, who took over the business in 1901, were proprietors of carousels in a number of privately owned parks.

Sulzer's Harlem River Park

Sulzer's Harlem River Park was one of many commercially run parks in New York City during the late 19th and early 20th centuries. Herman Sulzer was given the land by his father in 1878 and managed a park on the premises that is shown on Sanborn historical fire insurance maps as early as 1879. The park was located between 126th and 127th Streets and Second Avenue and was adjacent to the Harlem River. An extension of the elevated train along Second Avenue to the Harlem River, including a station at 127th Street, was completed in 1880 and provided ready access to the park for city residents. Sulzer's was a site at which ethnic associations, churches, trade unions and athletic clubs held festivals, often attracting crowds numbering in the thousands. The site also had a large building which housed a casino, restaurant and meeting rooms. Several articles about such gatherings in early editions of *The New York Times* have provided important clues as to the establishment of a carousel in Sulzer's, as well as the presence of other amusements in the park.

We don't know when the Kolbs first installed a carousel



Sulzer's postcard of the new casino building postmarked 1908. The carousel was removed from the park when the original casino burned. William Benjamin Collection

at Sulzer's Harlem River Park. However, a carousel was reported at the park in an article from *The New York Times*, dated July 5, 1882, entitled "Irishmen On Their Muscle," which describes the day's activities at Sulzer's.

"The children amused themselves by taking rides on the merry-go-round, there was dancing on the platform, and several athletic games were announced to take place."

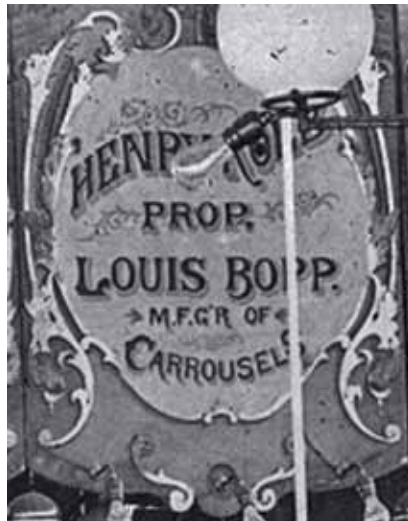
A more extensive description of a carousel at Sulzer's was found in a *The New York Times* article from September 14, 1891, entitled "A Great German Festival, Harvest Home Festival at Sulzer's Park."

After mentioning that, "...the wives brought an assortment of children who were permitted to drain the last drops in the beer mugs because they were very good children, and because of the harvest-home festival, and because everybody was happy and chatty and indulgent toward everybody else...", the carousel is described, "And there is the carrousel, where for 5 cents one may gallop smoothly around the ring till he falls off his steed. What a menagerie is brought under the control of the carrousel keeper! For the babies, parents, and grandparents mount fearlessly the backs not only of horses but of camels, rhinoceroses, lions, giraffes,

and tigers, and prance about as unconcernedly as though the only creature near them was a fireside cat."

The article goes on to describe other activities including dancing, a self-styled King of Astrology, a man cutting silhouettes, a Punch and Judy show, a shooting gallery and a bowling alley.

The period photograph of the Kolb's carousel while at Sulzer's opens this article on page 13, yet it isn't certain that the 1891 *New York Times* article quoted above is describing the carousel in the photograph. For example, there is no evidence from the photograph that the carousel had animals that "galloped," as this photograph shows all standers. The photo also shows no signs of tigers or rhinoceroses,



Enlargement of a panel from the photo on page 13 shows Henry Kolb's ownership of the Louis Bopp-manufactured carousel.

Wanted--Carrousel
EXCLUSIVE PRIVILEGE, LONG LEASE.
Must be First Class Machine. Satisfactory terms to
proper party. Apply to G. T. BOAG, Manager,
HARLEM RIVER PARK, 127th STREET and SECOND AVENUE, N. Y. CITY

Want ad for a "Carrousel" to replace the Kolb carousel at Sulzer's Harlem River Park from the July 9, 1910 issue of *The New York Clipper*.

although perhaps the writer was referring to elephants for the latter, if this was indeed a description of the Kolb carousel. The presence of the 45 star flags dates the photograph to as early as July 4, 1896. How long it was in place prior to photograph being taken isn't known.

According to Fred Dahlinger, Louis Bopp is first known as an owner-operator in the early 1890s and likely didn't manufacture carousels for other owners until after that time. Thus, since we don't know the precise year of installation of this Kolb-owned carousel at Sulzer's, for the timeline, we have proposed that it was most likely established in the park during the late 1890s.

(Lourinda will be publishing an article in an upcoming issue of CN&T that will provide an in-depth description of the Bopp carousel in the Sulzer's photograph. It should be mentioned here that Lourinda, Barbara and I believe that the animals on the carousel are a composite of animals attributed to the Looff factory. How Louis Bopp obtained them for assembly into the carousel is not known.)

A fire destroyed the original casino building at Sulzer's in 1907. A new, much larger building was completed by 1908. However, the "golden era" of the park seems to have passed by this time and the Kolbs relocated their carousel to a succession of Albany, NY, area parks. We believe the carousel was moved out of Sulzer's Park after the casino fire in 1907. Support for this is found in several historical fire insurance maps of the park and other information that has been uncovered.



Postcard view of the carousel at New Rensselaer Park ca. 1915. Barbara Williams collection



Postcard of the entrance to New Rensselaer Park post-marked 1910. William Benjamin collection

A circular carousel structure depicted in the same location within the park can be seen in 1891 and 1896 Bromley and Sanborn fire insurance maps, respectively. Yet, the structure is no longer present in the 1909 Bromley map. A different carousel building appears in the 1911 Sanborn map. A "want ad" in the July 9, 1910 edition of *The New York Clipper* solicits for a carousel to be placed in Harlem River Park.

A new carousel was located rather quickly it would seem, as a carousel, along with a Ferris wheel, swings and an Old Mill, are described in the September 2, 1910 edition of *The New York Times* in an article entitled "Tom Foley's Picnic Day, Women and Children from Second District to be at Sulzer's Park."

By 1920, business was falling off at Sulzer's Harlem River Park due to the introduction of Prohibition on January 16, 1920, as well as the growing industrial development in the area.

William Randolph Hearst bought the land and converted the site into his Cosmopolitan Studios. Once again, the property was ravaged by fire. In 1923, costumes, scenery and stored artwork were destroyed at the studio. Hearst re-located his film production company to Los Angeles the following year. Today, the original Sulzer's Park location is the site of the New York City Second Avenue Bus Garage with a capacity for 400 buses.

New Rensselaer Park

Following the refurbishing and conversion of the stationary carousel by the Philadelphia Toboggan Company, (information provided by Robert and Hank Kolb), to include jumpers on alternating 2nd and 3rd rows, the Kolb's relocated the carousel in 1908 to New Rensselaer Park in the Lansingburgh section of Troy.

The 42-acre Rensselaer Park originally opened in 1867, was updated and reopened in 1908 as New Rensselaer Park, and closed by 1920, when the property was converted to housing sites. The United Traction Company ran a trolley from Troy that stopped at the park. An advertisement from

'THE NATURAL PLEASURE PLACE'
NEW RENSSELAER PARK,
TROY, N. Y.
OPENS DECORATION DAY
SATURDAY, MAY 30
 "A Grove of Natural Beauty Transformed by Man
 to a Veritable Fairyland."
 A proper place for all in search of healthy rest and recreation.
Free Shows Going On All the Time
 Band Concerts Every Afternoon and Evening
All Kinds of Fine Dance Hall, Monster Carousel, Ex-
Healthy citating Roller Coaster, Stupendous
Amusement Circle Swing, Box Ball Alley, Touring
 Car, Cupid's Coaster, World of Wonders
 and 50 other attractions.
 An Ideal Pleasure Park run for the Amusement of the People.
SPECIAL POLICE FORCE, making it safe for ladies and
 children to attend at any time without fear of being molested.
THOUSANDS OF ELECTRIC LIGHTS
A Veritable Fairyland at Night
\$500 Fireworks Display Decoration Day
 Reduced Rates on Boston & Maine RR. direct to Park.

1908 advertisement from *The North Adams Evening Transcript*.



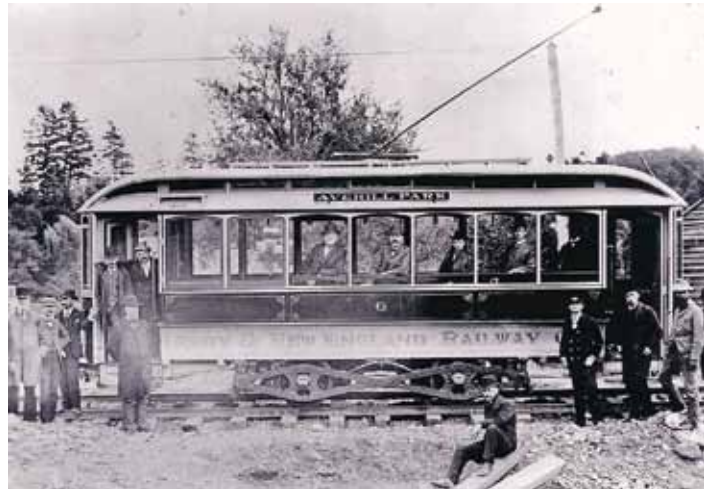
Carousel building at Crystal Lake Park ca. 1920s.
 Photograph by Gene Baxter, courtesy of the Lansingburgh Historical Society and Fred Dahlinger.

the May 27, 1908 edition of *The North Adam Evening Transcript* shows that a “monster carousel” was one of many attractions at the park at that time.

Ford Park and Crystal Lake Park in Averill Park

In a July 10, 1978 *Troy Record* article we learned, from Steve Krause, the next owner of the carousel, that the carousel was moved from New Rensselaer Park to Ford Park, Green Island, NY, a town just across the Hudson River from Troy, before being moved to Averill Park. Even though we have added Ford Park to the timeline, we have found no additional information about the carousel at this location. Ford Park opened in the fall of 1922, so we have placed the carousel in the park beginning at that time.

Robert Kolb has indicated that the carousel and the building were moved to Crystal Lake Park Amusements in Averill Park, located in Sand Lake, NY, around 1926. Since



Averill Park Trolley. Photograph provided by the Sand Lake Historical Society

New Rensselaer Park in north Troy closed in 1920, it is indeed possible that the ride was located at nearby Ford Park during the interim period, as stated by Mr. Krause.

Through the Kolbs we learned that the carousel was moved the 20 miles to Averill Park via the United Traction Company trolley line. The trolley company was no longer providing public transportation at this point, so perhaps it was contracted with specifically to move the carousel.

Hank and Robert Kolb have provided a wealth of history about the carousel during its time at Crystal Lake Park. Crystal Lake was referred to as “the upstate Coney Island” and as a teenager Hank Kolb worked there at the carousel from the late 1930s to the mid-1940s. Based on his accounts, Crystal Lake Park was owned by the Wagstaff family. His grandfather, Edward, rented the property and paid a portion of the ticket proceeds to Mr. Wagstaff.

Rides at Crystal Lake were 5 cents each or six for 25 cents. Hank would play two 78-rpm songs per ride on a Victrola record player. Hank admitted that he would often give “pretty young girls” free rides. In the mid-1940s ticket



Crystal Lake Park Amusements in Averill Park ca. 1950s. To the right of the carousel structure is the building that housed various games. Further right is the Wagstaff’s (owners of the park) summer home. Also seen to the left of the carousel are a Ferris wheel and other amusements that were added in the 1950s. The Everet family owned the house in the foreground. Chuck Everet worked on the carousel for Edward Kolb in the early 1940s, but was a casualty in World War II.

Photograph provided by the Sand Lake Historical Society, clarified by Dan Castle, son of Rich Castle, and description provided by Hank Kolb.

***Interior view of
the carousel at
Halfmoon Beach.
Note the unusual
metal rounding
boards.***

**Photograph by Gene Baxter,
courtesy of the Lansingburgh
Historical Society
and Fred Dahlinger.**



prices were raised to 8 cents.

The carousel had a total of 58 figures and two chariots at this time. Like his father before him, Edward Kolb had names for many of the horses. The names were usually painted in small block letters, which also explains the continuation of Mascot's name for an extended number of years.

"Kitty" and "Five Star" were the names of two of the horses, according to the Kolbs. Edward often painted the saddles red, which accounts for the remnants of red paint discovered on Mascot's saddle during conservation.

According to Hank the carousel had a "Ring Game," an arm filled with rings with an occasional brass ring. Riders on the outer figures would pull out the rings and return them to a bushel basket. The rider that pulled the brass ring would win a free ride. Hank recalls picking up many rings that missed the basket

Hank Kolb relates that Crystal Lake Park had a number of entertainment attractions during the 1940's. One building housed a variety of games including a ring toss and a milk bottle game. An ice cream parlor and a dance hall that opened on Saturday nights for round and square dancing were also present. A hot dog stand and restaurant were adjacent to the bathing beach. Many church, fireman and Odd Fellows picnics and clambakes were held at the park. The amusement park did well financially until 1941.

As with so many parks, once World War II began, business decreased considerably. Robert recalls that in 1945, shortly after the war, Edward Kolb decided to sell the carousel to Steve Krause for \$3,500.

Rich Castle of Waterford, NY, age 69, worked for Steve Krause on the carousel at Crystal Lake Park in the 1950s. Rich recalls that there was a Wurlitzer band organ at the carousel that was broken at the time. According to Steve

Krause, Jr., a son of the last owner, during this time, the music was provided first by 78-rpm records and then 45s. The drapes seen in the early Sulzer's photograph were no longer present, but the central housing panel paintings, as well as the Henry Kolb/Louis Bopp sign and the building's stained glass windows were intact. Two spare horses were kept in a shed to replace any that were broken during use.

Halfmoon Beach

The Kolb/Bopp carousel remained at Crystal Lake Park until 1960 when, according to *The Troy Record* article, it was moved by U-Haul truck to Crescent, 20 miles northwest of Averill Park.

Halfmoon Beach opened in the early 1930s and featured a dance pavilion, carnival-type games, pool tables and food service according to an article entitled "Summertime Fun" by John L. Scherer, Curator of Popular Entertainment, New York State Museum, *Merry-Go-Round*, 29: 4.

An advertisement from 1968 also touted, in addition to the "giant carousel," swimming, boating, seaplane rides and an orchestra. As seen in the photograph of the build-



Krause's Halfmoon Beach carousel. Photograph courtesy of the Sand Lake Historical Society



Brightly painted saddle on lion at Halfmoon Beach. Courtesy of Marianne Stevens, ca. 1978

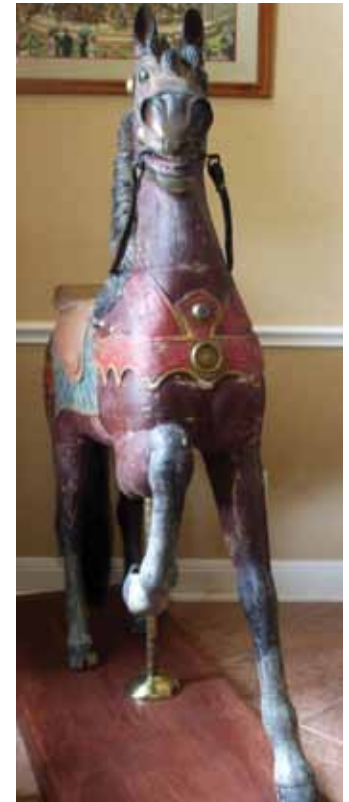
ing housing the carousel at Halfmoon Beach, the distinctive stained glass windows are no longer present, having been replaced with colored Plexiglas. By this time, the price of a ride on the carousel had increased to 25 cents. It can also be seen in interior photographs that many of the animals' saddles had been painted white. According to Robert Kolb, who visited the carousel in the 1960s, Krause had painted some of the figures in "loud chartreuse colors," as can be seen in the accompanying photograph from Marianne Stevens.



Krause's Halfmoon Beach advertisement from *The Troy Record*, August 21, 1968.

ing photograph from Marianne Stevens.

The availability of the series of interior photographs has allowed us to identify all 58 of the figures on the carousel – 39 horses, 5 goats, 3 camels, 3 giraffes, 3 lions, 3 elephants



Mascot on the Halfmoon Beach carousel and a similar pose following conservation.

and 2 teddy bears – plus two chariots, and to place them in their proper configuration on the 50 ft, 20-section platform.

The configuration and a number of the photographs will be presented in an upcoming article about the Halfmoon Beach carousel.

The carousel at Halfmoon Beach stopped serving patrons by 1976 and was bought by Gray Tuttle in 1978. Gray sold the figures to various collectors. However, considering that this "carousel treasure" had a working lifespan of more than 75 years and was likely enjoyed by several million patrons, it had a very successful existence. It certainly continues to live in many people's memories and family experiences.

Contributors:

1. Gene Baxter; photographer of the Halfmoon Beach carousel
2. Fred Dahlinger; Halfmoon Beach photographs; information about Fort George; Sulzer's band organ and Louis Bopp; historical and editorial review
3. Kathy Sheehan and Stacy Draper, Rensselaer County Historical Society; park history and Sanborn Maps (Collection Lansingburgh Historical Society, Troy, NY)
4. Lansingburgh Historical Society; photographs of Halfmoon Beach carousel
5. Judy Tuttle and Gray Tuttle; late history of the carousel
6. Marianne Stevens; Halfmoon Beach carousel color photographs
7. Mary D. French and Andrew St. J. Mace, Sand Lake Historical Society; Sulzer's, Averill Park and Halfmoon Beach photographs; selected interior photograph negatives of Halfmoon Beach from Charles Viens
8. Richard and Dan Castle; Averill Park and Halfmoon Beach carousel history
9. Robert and Henry Kolb, great grandsons of original carousel owner; family and carousel history
10. Steve Krause Jr., son of the last carousel owner; carousel history
11. Warren Broderick, Sanborn maps of Sulzer's Park and early Rensselaer Park maps researched by his mother Frances Broderick, a former historian of the Lansingburgh Historical Society.

Historical Time line for the Louis Bopp Carousel*

Sulzer's Harlem River Park, Bronx, NY
ca. late 1890s-1907

2

New Rensselaer Park, Lansingburgh/ Troy, NY
ca. 1908-1920

2

Ford Park, Green Island, NY
ca. 1922-1926

2

Crystal Lake Park Amusements in Averill Park, Sand Lake, NY
ca. 1926-1960

2

Krause's Halfmoon Beach, Crescent, NY
1960-1978

*Dates and locations are based on information from owner's descendants, newspaper articles and historical data as referenced in the text.

Historic Stein & Goldstein/Dentzel/Illions Mix Returns to New York Nunley's Carousel Going "Round and Round Again" on Long Island



After nearly 14 years in storage, the historic Mangels/Stein & Goldstein/mix carousel is finally back in operation on Long Island. It is now strategically placed between The Cradle of Aviation Museum and the Long Island Children's Museum on Museum Row in Garden City. The restored Wurlitzer 153 reminds that this will always be "Nunley's Carousel." John Caruso photo

By Gary Grasso

Special to The Carousel News & Trader

Nunley's Carousel and Amusements was a small park on Sunrise Highway in Baldwin, NY, on Long Island. It was a local landmark in Nassau County for decades that will always be fondly remembered by everyone who visited. Over the years, the park added more rides, like the Ferris wheel, kiddie boats and hand-cranked cars, but the center attraction at the park was always the carousel.

It's been nearly 14 years since the cherished ride stopped turning. On Saturday May 2, 2009 the carousel opened again for many more generations to enjoy.



Opening day 2009 at Nunley's Carousel on Museum Row.



This happy outer row Stein & Goldstein jumper will greet many new riders for years to come. John Caruso photo

The early years

Like many carousels, finding any details of where the carousel first spun is foggy at best. We know the carousel was owned by William Nunley and that prior to moving it to Baldwin in 1940, the carousel ran at (or just outside) Golden City Amusement Park in Canarsie, Brooklyn.

Golden City Amusement Park opened in 1907 and had plans to become large enough to rival Coney Island. The park never achieved this goal, but it was well loved by the local community. In 1939, the last buildings at Golden City were torn down to make way for the new Belt Parkway. We don't know exactly when this carousel first ran in Golden



Speaking of greeting new riders, here is Christina and Gary Grasso on their first ride.

City Park, or if it ran anywhere else before it arrived at Golden City, but we hope to find more clues to the puzzle.

In 1940, Nunley opened this carousel on Sunrise Highway in Baldwin across from the Baldwin train station. It is unclear if he also moved the building or simply built a new one using the same plans as the Golden City Park building. Either way, the carousel would remain here for the next 55 years.

The carousel changed hands from the Nunley to the Lecari family in 1964. The Lecari's owned and operated the amusement park until 1995 when they decided to retire. They closed the amusement park, sold the land and put all the rides up for auction, including the carousel. To make sure the carousel (and band organ) was not sold off in pieces, Nassau County legally seized the carousel just before the auction.

Although the carousel was saved from the auction block, it wasn't until 10 years later that there was enough interest (and money) to move the project forward. County Legislator, Joseph Scannell, secured \$420,000 for the carousel restoration and additional funding came from the local friends group "Pennies for Ponies." The then nine year old Rachel



Outer row jumper.



Outer row Dentzel stander.

John Caruso photos



Rachel Obergh, who worked as hard as anyone to bring this precious carousel back to Long Island, enjoys a well-deserved chariot ride. Beth Oberg photo

Obergh started Pennies for Ponies to get local schools involved with saving a piece of Long Island history. The idea was to have a school sponsor the restoration of a horse (or lion) for \$2,000 (200,000 pennies). To date, Pennies for Ponies has raised over \$94,000 towards the restoration and upkeep of the carousel.

After a long battle over where the carousel would be placed, it was decided that Museum Row in Garden City would be its new home. Nassau County appropriated \$1.5 million for the new carousel pavilion, which is located between the Long Island Children's Museum and The Cradle of Aviation Museum on Charles Lindbergh Blvd. The 6,700 square foot building is heated for year round use and is equipped with a fire protection and suppression system. Coincidentally, the site of the new carousel pavilion is less than 100 yards from where it was stored for 12 years.



Nunley's lead horse at the Carousel Works workshop before restoration. Kate Blakley photo



Outer row Stein & Goldstein armored horse.

Restoration

Although the carousel is widely referred to as a Stein and Goldstein it was really a mixed machine. The majority of the 42 figures are S&G's, but there are also 14 second and third row Illions horses and 4 outside row Dentzel, figures including the impressive Gustav Dentzel lion. The Nunley family operated a few amusement parks in the New York area and



The lead horse at the opening this May after restoration.

John Caruso photo

John Caruso photo



Gary Grasso operating the original Mangels ring machine that came with carousel, also shown right.



owned many carousels. As one figure was removed for repair or painting, another figure from the barn would replace it. They weren't concerned that the replacement was from a different carver; to them, "it was just a seat on a ride." Since it is a mixed machine, it is difficult to put a date on it, but the manufacturing date most often associated with this carousel is 1912. Although, this date is probably consistent with the S&G carvings, many figures on the carousel predate 1912. The lion dates back to about 1895 and the Illions figures are from his Feltman period (1900 – 1909).

Nassau County selected the artisans of Carousel Works for the restoration. Carousel Works has restored over a dozen antique carousels and is the largest manufacturer of wooden carousels in the world. On August 9, 2007 the pieces of Nunley's carousel were loaded up and transported it to their workshop in Mansfield, Ohio. The total restoration took 16 months to complete.

Each figure was carefully documented to see if original



Vickie Stauffer, 2009 NCA Convention co-chairman on an outside row Stein & Goldstein.

paint could be detected under the layers and layers of park paint. It was determined that the figures were stripped at one point in time and that no original paint remained, except for the chariots. The two chariots have identical dragon and Indian head carvings and were restored to their original colors. The front seat of one chariot was modified so that it could accommodate a wheelchair.

The restoration of the figures unveiled some interesting findings. We were hoping that stripping the figures would reveal hidden details that were deep under park paint and it did. It also revealed that the Illions jumpers were all converted from standers. Experts have suggested that the muscular legs on these jumpers are more consistent with the S&G carving style; they are not consistent with the typically smooth legs of Illions figures. Could these figures have been refurbished in the S&G factory? We hope one day to find out.

It was determined early on that instead of replicating the



Dentzel outer row stander, Stein & Goldstein, second row and Illions inside, represent the three master-carvers.



John Caruso with the Gustave Dentzel lion.

old scenery, new scenery would be used that highlights the history and points of interest in Nassau County. The artwork on the rounding boards and scenery panels were in very poor condition and in many cases beyond restoration. So now the rounding boards have paintings like Charles Lindbergh's Spirit of St. Louis flight, Belmont Park racetrack and Teddy Roosevelt's home, Sagamore Hill to name a few.

For many years the carousel had two band organs around the center; a Wurlitzer 165 and a Wurlitzer 153. The larger Wurlitzer 165 was sold off in 1980 and is now in a private collection, but the Wurlitzer 153 band organ remained with the carousel. Don Stinson was subcontracted to do the band organ restoration. Besides getting the band organ to sound its best, Don introduced an electronic midi system. The band organ can now easily be switched from playing the 150 paper rolls to playing music from the midi player and back again. Using the midi system helps with maintenance and the day to day operation of the band organ, no paper rolls to change and less moving parts to maintain. The first tune to be played on the band organ after restoration was Waltz #1 (Nunley's Carousel) by native Long Islander Billy Joel. Billy wrote the instrumental as a tribute to the ride he enjoyed as a child. The piece was arranged by Bob Stuhmer to play on Wurlitzer 150 rolls.

The carousel also came with a ring machine which was also restored by Carousel Works. This will be one of a dozen or so carousels in the country with an operating ring machine. The ring arm bears the nameplate of the ride manufacturer, W.F. Mangels.

Like a carousel ride itself, the history of this merry-go-round has had its ups and downs; from the decades of joy that it brought, to the closing of a landmark. Up again when the carousel was saved from the auction block and down while it remained in storage for 12 years. Finally, to a young girl who helped raise money and awareness, things are looking up and Nunley's carousel is spinning once again.

This carousel has attracted a great deal of attention, from the local media to a film crew making a documentary. Once people found out that I was involved with the restoration, they all said the same thing, "I can't wait until it opens".



Unusual 2nd row Armored Illions

Not because they thought it was an exceptionally beautiful carousel or because it is worth a lot of money, but simply because it was part of their childhood. A magical thing about carousels is that it immediately transports you back to happy times. It is hard for anyone to talk about their carousel memories and not smile. I am very thankful that I was able to be a part of this project. I was the project manager for the restoration, I designed the carousel pavilion and most importantly, I heard lots and lots of carousel memories. It's been a fun ride.

For more information, go to www.cradleofaviation.org or The Long Island Children's Museum site at www.licm.org to help plan your visit.



The original ticket booth still guards the carousel.



Charles Lindbergh at Roosevelt Field



Charles Lindbergh



Nunley's Carousel, Museum Row, Garden City, NY
1910-1912 Mangels with Stein & Goldstein, Dentzel and Illions carvings
Gary Grasso Photo

The Cradle of Aviation Museum, New York

By Joshua Stoff

Excerpts from "The Aviation Heritage of Long Island"

In less than eighty years, aviation has grown, boomed, and declined on Long Island.

Long Island was geographically a natural airfield. The island itself is ideally placed at the eastern edge of the United States, at the western edge of the Atlantic Ocean, and adjacent to America's most populous city. This made it the ideal focal point for most transatlantic and transcontinental flights. Furthermore, the central area of Nassau County, known as the Hempstead Plains, was the only natural prairie east of the Allegheny Mountains. This proved to be an ideal flying field; treeless and flat. The Hempstead Plains were to be the scene of intense aviation activity for over fifty years.

The earliest form of flight by man was ballooning, and this primitive type of travel also made its presence known on Long Island. Long Island's most famous balloon flight was an unsuccessful transatlantic attempt by W. H. Donaldson in 1873. By 1896, the first recorded aircraft flight took place on Long Island, when a Lilienthal-type glider was flown from the bluffs along Nassau County's north shore. By 1902 gasoline-powered airships were flown over Brooklyn.

By 1909, the first daring flights were made from the Hempstead plains in the central part of Nassau County. Famous aviator Glenn Curtiss brought his biplane the "Golden Flyer" here. By 1910, there were three airfields operating on the Hempstead Plains, and Long Islanders were building their own airplanes. Several flying schools and aircraft factories also sprang up and Long Island became the center of the aviation world. By far the most important aeronautical event on Long Island up to this time was the 1910 International Aviation Meet at Belmont Park. The greatest aviators from all over America and Europe came to Long Island to show their latest flying machines, race, set records and win prize money. A similar meet was held at the Nassau Boulevard airfield in Garden City in 1911, and the first official air mail flights in the United States were the featured events. Also in 1911 the first transcontinental flight occurred when Cal Rodgers, in a Wright biplane, flew from Long Island to California.

During World War I, both Hazelhurst Field and Mitchel Field on the Hempstead Plains were major American centers for training army aviators. Aircraft building also took firm hold on Long Island during World War I, as military aircraft were built by Sperry in Farmingdale, LWF in College Point, Breese in Farmingdale, and Orenco in Baldwin.

The period between 1918 and 1939 is known as the "Golden Age" of aviation. During this time, flying went from being a dangerous sport to becoming a major commercial industry. About twenty aircraft manufacturers were established on Long Island during this period and many of them made major contributions to American civil and military aviation. In 1919

the first flight across the Atlantic Ocean was made when a Navy Curtiss flying boat, (built in Garden City), the NC-4, flew from Long Island to England with two stops in between. Later in 1919 the British airship R-34 also complete a round-trip crossing of the Atlantic from England to Long Island.

The known limits of flight were expanded regularly in the skies over Long Island. In 1923 the first non-stop flight across America was made from Long Island to California. New speed records were also set at the National Air Races held at long Island's Mitchel Field in the 1920s.

By far the most famous event to have occurred on Long Island at this time was Charles Lindbergh's historical flight from Roosevelt Field to Paris in 1927. Lindbergh's flight was followed by many more successful transatlantic flights to and from Long Island.

In 1929 the first "blind" flight was made on Long Island when Jimmy Doolittle flew and landed a plane solely on newly developed instruments at Mitchel Field. By the early 1930s Roosevelt Field was the largest and busiest civilian airfield in America with over 150 aviation businesses and 450 planes based there. In 1937 the first regular commercial transatlantic airline service in America was begun at Port Washington.

During World War II, locally built aircraft clearly helped America win victory as many aspects of American fighter operations were dominated by Long Island built aircraft. The demands of war brought tremendous growth in the aircraft industry on Long Island and by 1945 over 100,000 people worked in the industry here. Two large companies dominated the Long Island work force during the war; Grumman and Republic. Grumman, founded in 1930, produced primarily Naval biplane fighters before the war, and during World War II, their Wildcat, Hellcat and Avenger proved to be outstanding Navy fighters and bombers. Republic, founded in 1931, built over 15,000 P-47 Thunderbolts during World War II. Other companies in Long Island contributing to the war effort were Sperry, Brewster, Ranger, and Columbia.

After the war, Grumman continued its tradition of producing Navy fighters as they developed the jet-powered Panther, Tiger and Intruder in the 1940s and 50s. In the 1940s Republic also turned to jet fighter-bombers as they produced the Thunderjet, and in the 1950s the huge Thunderchief. In the 1960s Grumman production centered around building the Lunar module for the Apollo program. In the 1970s and 80s Grumman aircraft continued to dominate the Naval aircraft inventory. Grumman's E-2C Hawkeye, still in production, is the Navy's most advanced early warning aircraft, while their F-14 Tomcat is probably the best Navy fighter ever built. In the 1970s Republic produced the A-10 Thunderbolt II, proven by the Gulf War to be the greatest tank killing aircraft ever built.

For more information, visit www.cradleofaviation.org.



LONG-LOST PARKS

NUNLEY'S AMUSEMENT PARK, 1940-1995



Nunley's Amusement Park was beloved to many generations, operating from 1940 to 1995. The Nunley's restaurant served pizza, hot dogs, hamburgers, the cheese-burger deluxe, pastrami on rye, fountain soda, soft serve ice-cream in vanilla, chocolate, or twists with sprinkles and, most popular among Freeport High School students, bags of french fries slathered in ketchup. It was a very popular arcade hot-spot during the 1980s gaming boom and featured all of the latest video games, but also housed classics from generations gone past. There was an old fortune teller, much like the one

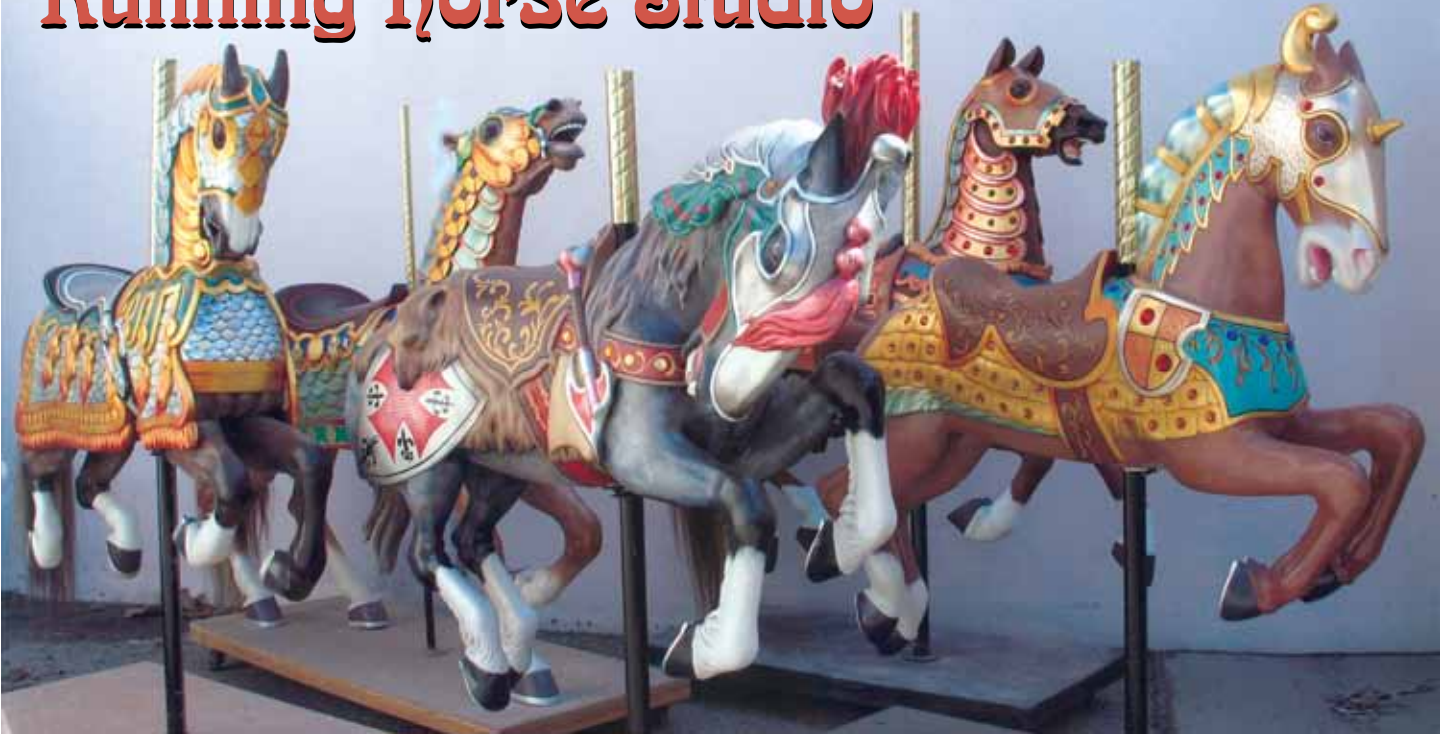
featured in the Tom Hank's movie "Big," pinball, a coin-operated dancing clown band and a number of Skee ball lanes. Nunley's was also a children's amusement park, featuring a kiddie roller coaster, little boats atop water, hand-pedal cars on a track, a Ferris wheel, spin tubs, kiddie cars, planes, a miniature golf course, and of course, the famous Nunley's Carousel.

There was always a bit of magic in the air, probably due to their stand through time.

— Emil R. Lucev, Sr.

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The Historic Ride and Building Were Devastated by a Flood in 2008

Battle at Waterloo – C.W. Parker Carousel Seeking Higher Ground



The carousel was in pristine condition after the 1987-1992 restoration by Lisa Parr. Lisa took this photo a few years later during a visit to do some touch-ups and repairs.

By Leah Farnsworth

Special to The Carousel News & Trader

The 1911 Parker two-row carousel in Waterloo, WI, was flooded last year. Just last week, we drove there to spend the day with Gordon and Margo Cronin to follow up on the resurrection of the carousel. Gordon was an active National Carousel Association board member and he and Margo and the Friends Group have run the carousel during the summer for many years. In 1987, a committee was established to restore the carousel, and Margo became the secretary. This led to Lisa Parr's beautiful restoration over the next five years; completed in 1992.

For many years, on the fourth of July, our children and grandchildren would meet us for the all day celebration in the scenic Firemen's Park in Waterloo. Our day would include a three generation carousel ride. But, that will not happen this year. The carousel will not be running.

During our recent visit, the Cronins took us to meet Sean



In this photo taken by Robert Hanson in June 2008, the flood waters had just begun to rise and now covered the floor. At this point the electricity in the building was still on and you can see the reflection of the lights above in the water below.



Sean Hennessy and Gordon Cronin in one of the climate controlled rooms where the horses are drying. April 2009 photo courtesy of Peter and Leah Farnsworth

Hennessy, the carousel's contact person.

We met at the building where the horses are being stored. They are on sawhorses in rooms that are temperature and humidity controlled to help them to dry with the least amount of seam separation and warping.

In the beginning, the rescued horses were stored on their sides to drain before going on the sawhorses. While being carried through the current of the overflowing river, a few horses suffered broken legs and many had water enter the bodies through the pole holes. Sean has been on the city council and is an enthusiastic volunteer for the carousel. He has worked on the carousel with Gordon for years before the flood and considers it a privilege to be involved with an historic carousel.

Near the carousel, there are two large marker stones; each with a plaque. The Wisconsin State and the National Registers of Historic Places markers were below water during the flood. Being on the historic register can limit the way restorations are done. The carousel will be restored and the whole building will be moved to a higher plane on the opposite side of the park. The elevation of the new site will be higher than the top of the roof of the carousel building is now. It is a level area between two grassy slopes, a short walk from parking and other park facilities.



Immediately after the flood, the horses were stored on their side to drain. Robert Hanson photo



Before the flood, the carousel building and surrounding park looking green and peaceful. Jenifer Quimby photo

Our next stop was at the park. The baseball diamond near the carousel was like a swamp. There had been two days of rain before we came to Waterloo, adding to the areas of standing water between the carousel and the river. We were met by Robert Hanson at the area where the carousel will be erected. Robert is one of the carousel volunteers and he brought some photos to share with us. He had taken them during the flood and the rescue. He was the person who was running the carousel when the river breached its banks and began heading for the carousel. A call went out for volunteers to sandbag around the building, but sandbags could not stop the water from coming in. Finally all they could do was close it up and leave as the water kept rising.

Eleven inches of rain had fallen in two days.

The Maunasha River flows from Dane County through a marsh next to a rendering plant upstream from Waterloo. Because, "Stuff floated downstream," officials would not let anyone back in the water to save the horses.

At 7 a.m. on Monday morning, the Waterloo volunteer firemen went into the overflowed river water to rescue the horses. A few were carried out on their poles, but the rest were removed from the poles before bringing them through the water.



A volunteer fireman helps rescue the horses from the flooded carousel one at a time.

Jenifer Quimby photo



The carousel building during the June 2008 flood.

In 1996, a North Tonawanda band organ had been purchased from a man in West Chester, PA, who was moving into a condo. It was shipped to Waterloo by Sheey Trucking. When it was in need of repairs Sheey volunteered to transport it to an expert in Merrill, WI. It was still there when the flood came and remains safely stored there.

Later in our visit, we returned to Cronins home and Margo shared with us some of the history of the town, park and the 1911 C. W. Parker carousel.

In the beginning, the land belonged to the Lum family, who had put it up for sale. It was about to be purchased for a chicken farm. The priest, Father Hess, Margo's grandfather, Robert Setz and another gentleman were sitting on the hillside where the concrete bleachers are now built into the hill. They thought it should be a park, not a chicken farm, in town. Setz, a volunteer fireman, got the firemen and their families and other townspeople together to raise the money and they bought the land with their own money. Margo's grandmother and the other women baked and sold bread and pies to raise money. Farmers brought slip scrapers and other horse drawn equipment to fill and level the swampy area where the baseball diamond and carousel are now.

Firemen's Park was dedicated in 1907 with a special celebration. Since then additional land has been added to make



This is a photo of the carousel building after a typical spring rain taken in April of this year showing the standing water remaining around it. Peter and Leah Farnsworth photo

Amusement Industry

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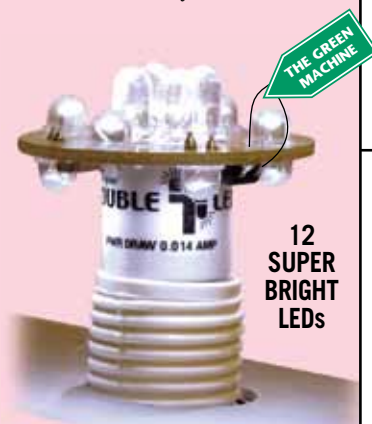


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Margo and Gordin Cronin enjoy a ride on the carousel in 2007. Photo courtesy of Gordin and Margo Cronin

up this beautiful sixty two acre park with tall shade trees over much of the area.

Margo's father, Arthur Setz, was the secretary for the parks department. He thought the park needed a carousel



A proud flag horse before the flood. Jenifer Quimby photo

and he led a group to find one.

In 1925, the two-row 1911 Parker #53, an early Leavenworth-style carousel, was purchased from Curtis Brothers Traveling Shows from Cuba City, WI. Curtis had purchased it from Albert Nelson, who originally bought it in 1911.

The carousel only ran on the fourth of July and sometimes on Labor Day. In the early days, Margo and her mother, Mae Setz, ran the dairy and lunch stand until the park was out of debt. Henry Stokes, Margo's other grandfather and a Wisconsin Assemblyman, ran the carousel on July fourth.

This park and carousel have been a labor of love for generations of people working together in Waterloo. They will be doing a lot of the labor of the relocation and restoration themselves; but they do need help. Both the move and restoration will be very expensive. I hope that some of you can join us in sending a donation of any size as well as additional ideas on how to raise the money needed to bring this great merry-go-round back. Please help us help the next generation ride an antique carousel. This beautiful machine will be 100 years old in 2011.

Please feel free to contact Sean Hennessy at 575 S. Jackson, Waterloo, WI. 53594, (920) 478-9671, or e mail: waterhen@verizon.net.



The chariot back with the original factory signature.

Lisa Parr photo

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LONG-LOST CAROUSELS

SEABREEZE PTC #36 IN ROCHESTER, NY



Photos from the Jerry Betts/CNT Archives



Hundreds of carousels were lost to tragic fires throughout the 20th century. The last such loss of historic proportion came in 1994 on March 31 of that year when the 1915 PTC #36 carousel burned to the ground at Seabreeze Amusement Park in Rochester, NY. It is said that roofers were working on the nearby arcade roundhouse. The repairs were being done using a rubberized tar material that needed to be heated with a torch. On the unseasonably hot and breezy day, 20 mph winds grabbed the flames and ignited the roundhouse roof and nearby buildings, including the carousel. The fire started at 3:09 p.m. At 4:47 p.m. it was all over and all that was left of the carousel was the centerpole and the steel surrounding it. In just over an hour and a half, the historic ride was gone. Almost equally amazing, is that in just over two years, it was back. Well, not exactly, but pretty close. PTC #36 was lost forever but six of the horses that were off the machine for restoration during the fire were spared. Two horses carved by the Long family in the 1970s were added to 38 horses carved by master-carver Ed Roth in Long Beach, CA. The horses were mounted to the frame and mechanism of PTC #31, enhanced by new rounding boards and trim created by Seabreeze craftsman and artists to replicate the originals. The new/old carousel was placed in a new octagonal building which also replicates those of PTC. The Seabreeze carousel re-opened on June 1, 1996.

CNT READERS GO ROUND AT THE MGR MUSEUM



Congratulations to the bride and groom, Lauren and Thomas Stone.

While helping answer the phones at the Carousel Store one busy afternoon, I met Anne Stone. Anne was in a bit of a frenzy as she had ordered a bunch of carousel cake decorations and a couple of them were damaged in transit. Given the time frame, she needed the replacements sent directly to the location of her brother's wedding rehearsal dinner, to be held, where else, but the Merry-Go-Round Muse-



Members of the wedding party young and old enjoyed rides on the 1939 Allan Herschell.

um in Sandusky, OH. We got the replacements off in time and I told Anne to send us a few pictures of the event. The carousel theme carried throughout the wedding festivities.

"We're all carousel nuts in this family," said Anne.

For information on hosting an event at the museum, visit www.merrygoroundmuseum.org, or contact your local carousel, as most of them are set up to host special parties and events. It's a great and fun way to support your carousel.



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The Auction's Star of the Day, A Muller Stander, Sold for \$13,500

Despite Soft Economy, Healthy Turnout for Kissel Spring Auction



Preview evening on Friday April 10 provided a glimpse of the offerings.

Photos by Butch Schimian

By Barb Nelson

Carousel Classics

Special to The Carousel News & Trader

Spring has sprung! Likewise, the devoted carousel enthusiasts emerged from hibernation for the annual Robert Kissel auction in Lawrenceburg, IN.

On Saturday, April 11, Darin Spieth and Dan Satow, award winning Quincy, Michigan auctioneers, welcomed potential buyers including, by a show of hands, 10 newcomers to the carousel industry. According to Kissel, "We had 103 paid \$5 admissions. This is a good turn-out for the sale." Darin set, perhaps, an auctioneering record for the fastest carousel auction – in by 10 am out by noon. One hour wrapped up the small items, and the second hour dispersed the larger pieces.

Although the auction was short on time by sale standards, it did not lack interest. Enthusiasm and bidding ran rampant for the initial piece, a Muller stander from a Virginia estate. This polychrome palomino possessed the popular "Muller" upturned tongue and a carved, solid, realistic bit



The auction's main attraction, a Muller stander, brought \$13,500.

Carousel Calendar

AUCTIONS

June 27, 2009, 10:30 AM

Aurora, IL. Magical Enchanted Castle. Family Indoor Entertainment Center. Like new arcade games and rides. Contact Norton Auctioneers at (517) 279-9063 or visit www.nortonauctioneers.com.

SPECIAL EVENTS

June 8 - September 17, 2009

Lake Geneva, WI. Public Art Festival celebrating both the carousel horse and SMILES' 25th anniversary of serving people with special needs. Over 65 pieces of carousel art uniquely created by local and national artists can be seen in the downtown area. Information regarding events, artwork or artists is available at www.prancingcarousels.com

July 18, 2009

Spokane, WA. Riverfront Park 1909 Loeff Carrousel Centennial Grand Celebration Saturday, July 18, 9 am-10 pm. The season long celebration will honor this Carrousel's special place in carousel history and will be highlighted by special celebrations on this day including clowns, an antique car show, special dedication ceremony, food specials, staff in period costumes, special historical displays, commemorative tokens, barbershop quartet, and birthday cookies. For more information, www.spokaneriverfront-park.com. (509) 625-6601.

September 23-27, 2009

Philadelphia, PA. "Freedom Tour 2009" - NCA Convention. Note that "Freedom" is misspelled on purpose in honor of Fred Fried. His carousel at the Please Touch Museum will, of course, be a highlight of the tour. Other stops will include Dorney Park, Hersheypark, Pottstown, Weona Park, Peddler's Village, Willow Grove Park Mall and Soupy Island. The pre-convention tour on Wednesday will include Knoebel's Grove with its two great carousels and their fantastic food. Additional stops in Bucks County and Lancaster County will add some non-carousel surprises. For more information, see the ad in this issue and then visit www.nca-usa.org and sign up!

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June 20-21, 2009

Gallipolis, OH. Contact Bob Hood (800) 765-6482.

July 18-19, 2009

Dutch Village, Holland, MI. Contact Joe Nelis (616) 396-1475.

July 30-August 1, 2009

MBSI Mid-Am Rally, Riverside Park, Ypsilanti, MI. Visit www.coaa.us for more information on COAA rallies and events.

SEND US YOUR EVENTS!

Fax to (818) 332-7944

or email roland@carouselnews.com.



Darin Spieth (left) and Dan Satow taking bids.

hung down from the jaw. This premier figure of the day garnered \$13,500, and a round of applause reverberated through the hall for the avid collector.

An unrestored Loeff camel appeared to be a Bactrian camel with two humps, but the typical Loeff silhouette saddle covered most of its back. The affable facial expression, eye



A neck banner adorns this delightful child-size English horse. Bargain priced at \$200.



A stripped and ready-to-go zebra was one of the offerings at the auction.



Bob Kissel (left) and Jack Richmond (right) scan the audience for bids on this Armitage Herschell. (\$1600)



An endearing Loeff camel bore a simple yet realistic touch of curly hair on the legs and throat while sporting a casual-chic coiffure. (\$4750)

detail, and lurking tongue added a unique finishing touch to this charismatic beast of burden. He took second place in earnings at \$4750.

A large, black Herschell Spillman pig in need of repair secured third place for \$2750. The thousand-dollar price



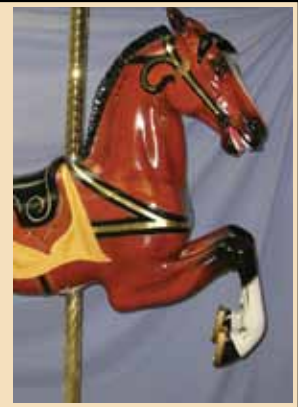
This circa 1900-1910 Herschell Spillman jumper left the auction for \$1400.

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Richard Tinsley



A beautifully carved contemporary horse realized \$500.

range included two antique animals. An Armitage Herschell jumper brought \$1600 while a stripped Herschell Spillman horse realized \$1400.

Two matching European pigs came from the abovementioned Virginia estate. In addition to a saddle for one rider, each pig possessed a hollow stomach cavity that contained a seat suitable for a small second rider. A brass railing protected this passenger. Each pig proudly displayed two whimsical bows; one bow tied around the neck and one that formed the back of the seat and situated above the corkscrew metal tail. Seven hundred dollars took home a porker.



European passenger pigs went to market for \$700 each.

The Kissel auction traditionally accepts antique and contemporary figures. Bob occasionally interjects informational tidbits during the auction. "This lion came from Boston, Massachusetts and is here to sell!" he proclaimed. "There is no reserve." And, the massive lion of undocumented heritage sold for a final bid of \$1500.

This year the Kissel auction instituted an item return process. A seller paid a \$10 per item fee if the item did not reach the seller's reserve. This procedure may have accounted for the decrease in auction inventory. On the upside, however, the Kissel auction traditionally has a no buyer premium that allows a buyer to pay only the gavel price and not a commission.

Auctions results provided by Robert Kissel.

Auction

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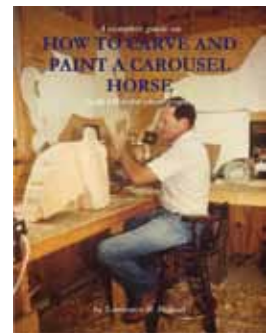
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The Carousel Store at www.CarouselStore.com.

The Great Circus Parade Returns to Milwaukee After Six Year Hiatus

Circus World Museum Celebrates 50 Years with the Return of the Parade



The bell wagon is just one of the many beautifully restored circus wagons that will be back on the parade route this summer.

By Dave SaLoutos

*Circus World Performance Director
Special to The Carousel News & Trader*

On July 12, more than one million people will fill the streets of Milwaukee, WI, for the revival of the most stupendous, most sensational and most dazzling spectacle in America; the Great Circus Parade.

Produced by Circus World Museum, and funded by The Great Circus Parade, Inc., headed by Daniel “Jack” McKeithan and Bill Fox, nephew of C.P. “Chappie” Fox, with support from the City of Milwaukee and Milwaukee County Parks Dept., the massive event recaptures the splendor of circus parades from the early 1900s. This will be the parade’s first Milwaukee appearance since 2003, the 30th circus parade staged in that city, the 40th circus parade staged by the Baraboo Museum, a celebration of Circus World’s 50th anniversary and the 125th anniversary of The Ringling Bros. Circus, which began in Baraboo in 1884.

The work that is necessary to bring The Great Circus Parade to life began this past summer as Harold “Heavy” Burdick and his crew; Craig Janzen, Jeff Fry, Donald Saunders and volunteer Bernie Hotzel, dug into a mountain of wagon restoration work.

To get the wagons parade worthy requires a more complete level of restoration than if they are to just sit on display. First and foremost are the wheels – at least 180 of them have traveled to an Amish craftsman in Iowa. Heavy takes about 30 at a time, as that is what the fellow can fit into his shop.

Some wheels are entirely rebuilt, some are partial rebuilds but all of them are shrunk so they are good and tight. Unfortunately, that work messes up the paint, necessitating stripping, repainting and striping all of those wheels. Heavy and the crew do most of the stripping and painting, (including all of those sunbursts), and then artist Joan Stevens does the pin striping, as

well as the decorative painting on many of the wagons. The All American Circus Cage, The Ringling Giraffe





These historic photos show Ringling Bros. Circus circus parades, (before it was Ringling Bros. and Barnum & Bailey). The locations of these photos is unknown, but they all are believed to date between 1903-1906.

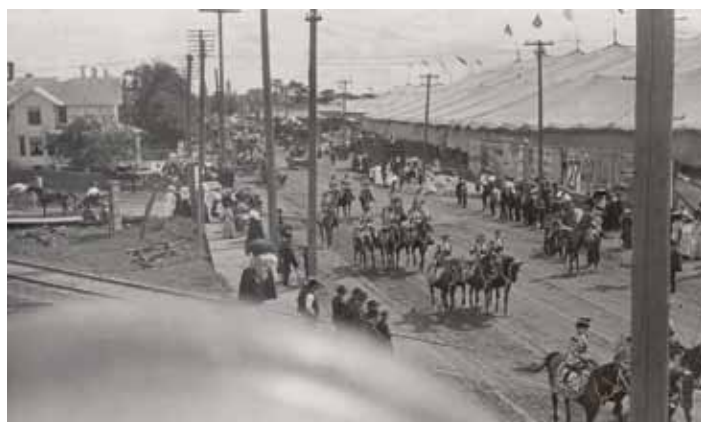
Photo courtesy of The Robert L. Parkinson Library & Research Center, Circus World Museum.

Wagon, The Pawnee Bill Bandwagon, the Cole Bros. Air Calliope and The Ken Maynard Air Calliope have all undergone major restoration while other wagons have had significant work completed.

Master carver Homer Daehn is repairing the figural carvings on The Al G. Barnes Elephant Tableau. The wagon shop has been extremely busy this year, but the entire crew



In addition to the extensive billboard and poster advertising typically plastered all over town before the circus arrived, the circus parade would run through town on the morning to announce its arrival and lure the townsfolk to the big show.



knows the huge benefit this parade has to the wagon collection.

Tristan Christ and Dave SaLoutos have been coordinating the vast number of details, crucial for a successful parade. In July, CWM Board member John Lloyd began organizing parade wardrobe and making initial contacts with various horse teams. Since then, Tristan and Dave have completed contracts and wardrobe requests for the teamsters, out-riders and out-walkers, coordinated the clown recruitment process with a committee from The Clown Hall of Fame, headed by Terese Hall, and negotiated with bandwagon bands. The Milwaukee Musicians Union contacted over 50 marching bands (nine marching bands are secured at present), and coordinated and contracted 150 horseback riders for the various riding units.

Tristan took over the daunting task of coordinating the wardrobe department with more than 2,000 costumes to be sized and fitted. Volunteer Roberta Hotzel has been assisting with wardrobe this winter and things are coming together. Dave has been coordinating the event with various Milwaukee factions like the Mayors office, the Traffic Department, the Police and Fire Departments, the Red Cross, Special Events Department, and Milwaukee County Parks Department, to make sure everything is in order.





The band wagon is always a crowd favorite.

A parade of this magnitude usually requires 18 months of preparation. The Museum will get the work done in eight and with a smaller staff.

The parade festivities actually begin at Circus World with wagon roll-out days from Sunday, June 28 through Sunday, July 5. Museum guests will have the chance to gaze upon the majestic beauty of the wagons on display throughout the grounds. It is a photographer's paradise and a circus fan's dream to see the wagons outdoors, getting ready for the journey to Milwaukee. As in 1963 and '64, the wagons will travel by truck to Milwaukee, carried by Deppe transport in several convoys. Wilbur Deppe and his son, Dave, have been moving wagons for Circus World since 1960 and now it is Dave and his son Tim that continue this tradition. The Deppe family was integral to Circus World's development and they remain close friends with several Museum employees to this day.

The Great Circus Parade Showgrounds is located at Veteran's Park on Milwaukee's lakefront and opens at noon on Wednesday, July 8. The showgrounds are also open Thursday, Friday and Saturday from 9:00 a.m. until 10:00 p.m. with the grounds closed to the public on Sunday, July 12 for the staging of the parade.

Kelly Miller is the featured circus at the showgrounds with an 8:00 p.m. show on Wednesday. Show times on Thursday and Friday are 11:00 a.m., 2:00 p.m., 5:00 p.m. and 8:00 p.m., with Saturday performances at 10:00 a.m., 1:00 p.m., 3:00 p.m. and 5:00 p.m. The showgrounds will also feature circus wagon displays, a petting zoo with exotic



The chivalry wagon. Circus World Museum photo



Maintenance supervisor for Circus World, Harold "Heavy" Burdick hard at work on wagon restorations.

animals, and rides on elephants, camels, a pony wheel and a Percheron draft horse wheel. Additionally, there will be a few mechanical rides like a carousel, a Ferris wheel and a circus train for the kids.

Antique fairground organs will provide stirring sounds of a by-gone era, while food, beverage and souvenir stands hawk their wares. For those who love horses, practice runs with the teams and wagons will take place on the grounds beginning early Saturday morning and will run through mid-afternoon.

The parade, established in 1963, is one of the nation's largest, topped only by the Pasadena Rose Parade in attendance. Milwaukee city officials expect it will quickly regain its drawing power; upwards of one million onlookers are anticipated for this summer's event.

The Great Circus Parade begins at 1:30 p.m. with the prelude section representing citizens going to a circus parade. That first section contains both Police and Sheriff mounted units, The Milwaukee Police Band, antique fire fighting



A rare Allan Herschell bucking horse on the Circus World carousel. This Herschell Spillman is currently in operation on the museum grounds. They also have two other historic wooden carousels in storage. All are in need of restoration. Scott Fabbro photo



Hagenbeck-Wallace Tableau #37 (Lion's Bride), with Ephraim Williams character riding on top with band. Circus World Museum photo

equipment, horse-drawn carriages, high wheel bikes plus rare and fully restored antique automobiles.

The circus parade has six more sections and will be entirely horse drawn. The various segments of the parade are The Patriotic Section, The Wild West Section, The Ringling Section, The Children's Section, A Circus Splendors Section and The International Section. Each segment alone is nearly equal to what people would see in a circus parade one hundred years ago and The Great Circus Parade will have seven total sections. Spectators will see 50 authentic and lovingly restored circus wagons, 30 bands and specialty musical units, 150 clowns, 350 - 400 magnificent horses, exotic animals, equestriennes arrayed in dazzling wardrobe and much more. We hope to see all of you in Baraboo this summer and also in Milwaukee for The Great Circus Parade, which National Geographic Traveler calls, "A Stupendous, Splendiferous Cavalcade: Itself it's only Paralle!"

In addition to the Great Circus Parade in July, Circus World Museum has a full schedule of classic one-ring circus

In addition to the Great Circus Parade in July, Circus World has a full summer schedule of classic one-ring circus performances including acrobats, animal acts, clowns, magicians, and much more.

performances planned this year.

The 2009 summer season will feature two circus performances, two "Tiger Adventures," and two "KidsWorld Circus" presentations every day. In addition, there will be one "Ring of Illusions" magic show, one "Clown Make-Up Showcase," one "Guided Wagon Tour" and one "Illusions of Reality" magic show daily. The museum also offers elephant rides, pony rides, and carousel rides, plus eight buildings of exhibits – including the world's largest collection of authentic wooden circus wagons, the "Circus Showcase Theatre," and all the cotton candy you can eat!

The summer performance season runs through August 30 – seven days a week, rain or shine. For information, call (866) 693-1500 or visit www.CircusWorldMuseum.com.

(EDITOR'S NOTE: For those who may not consider themselves to be big circus fans, do yourself a favor and read "Water for Elephants" by Sara Gruen. It's a fantastic novel and you will become a circus fan, guaranteed.)

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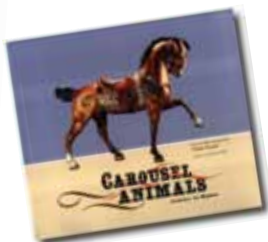
One of the many band organs on display at Circus World.

Scott Fabbro photo



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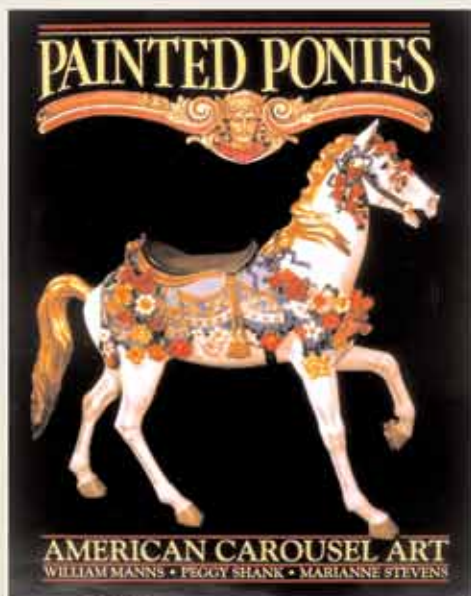
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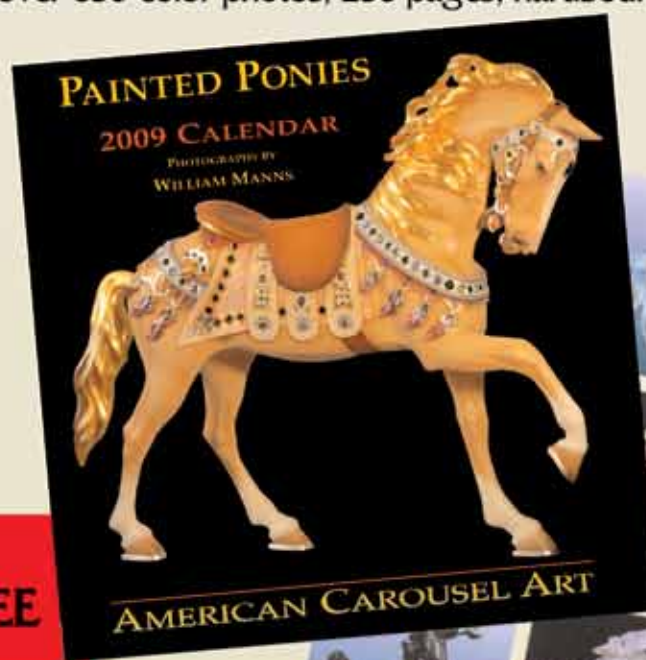


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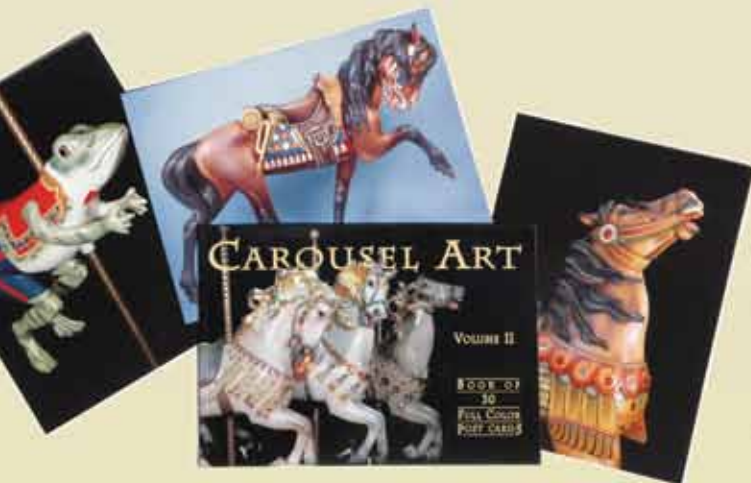
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