

VLR-2/28/92 NRHP-10/27/92
United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Buckroe Beach Carousel
other names/site number Philadelphia Toboggan Company Number Fifty; Hampton Carousel
DHR File No. 114-111

2. Location

street & number 602 Settlers Landing Road N/A not for publication
city, town Hampton N/A vicinity
state Virginia code VA county Hampton (City) code 650 zip code 23669

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	<u>0</u>	<u>0</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>0</u>	<u>0</u> sites
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	<u>1</u>	<u>0</u> structures
	<input type="checkbox"/> object	<u>0</u>	<u>0</u> objects
		<u>1</u>	<u>0</u> Total

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register: 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Walter C. Miller 8 Sept 92
Signature of certifying official Date
Director, Virginia Department of Historic Resources
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.
 See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:) _____

Signature of the Keeper

Date of Action

3. Function or Use

Historic Functions (enter categories from instructions)

Recreation and Culture

Current Functions (enter categories from instructions)

Recreation and Culture

7. Description

Architectural Classification

(enter categories from instructions)

Other: Carousel

Materials (enter categories from instructions)

foundation N/A

walls N/A

roof wood

other wood

Describe present and historic physical appearance.

SUMMARY DESCRIPTION

The Buckroe Beach Carousel, also known as Philadelphia Toboggan Company Number Fifty and the Hampton Carousel, was constructed by the Philadelphia Toboggan Company of Germantown, Pennsylvania, and installed in 1920 at Buckroe Beach, a summer resort in Elizabeth City County (now Hampton) by the manufacturer. It was assigned Number Fifty at the factory and that number is stamped on its center pole. The circular, wooden carousel is divided into eighteen sections and driven by a twenty-five horsepower electric motor. The wooden frame, mounted on a wooden base, is supported by a rotating steel frame. The carousel contains forty-two oil paintings; thirty mirrors; a Bruder band organ; forty-eight hand-carved wooden horses placed three abreast; and two upholstered, hand-carved wooden chariots. Electric lights enhance the beauty of the machine. The carousel was maintained intact and was operated each summer from 1920 through 1985, when the summer resort ceased operating. It was dismantled and stored in public buildings until the components were shipped in 1988 by tractor-trailer to R & F Designs in Bristol, Connecticut for restoration. It was reassembled by the restorer in a new pavilion at 602 Settlers Landing Road in Hampton, Virginia, and resumed operating on 30 June 1991.

ARCHITECTURAL DESCRIPTION

The carousel is forty-five feet in diameter with a platform width of approximately ten feet.¹ It operates on 2,450 feet of track.² The wooden platform, composed of eighteen sections, is ten inches from the floor at its outer edge and eight inches at the inner edge.³

The core of the carousel is its center pole which is mounted on a wooden cross or "X"-shaped base formed by 12 x 12 stabilizing timbers. It is held erect by an "A"-frame assembly that begins just below the center of the center pole. This assembly consists of two 6 x 6 wooden braces or quarter poles, two vertical poles, and one 6 x 6 cross piece. The "A" frame also supports the drive shafts and gear assembly. The top of the pole is held in place by guy rods attached to the sweeps and anchored to the top of the pole. Additional guy wires anchor the pole to the ceiling of the pavilion. Eighteen wooden sweeps radiate from a roller or "cheese" bearing in the center of the center pole just above the "A" frame. Wooden spreader bars separate the sweeps.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Art
Entertainment/Recreation

Period of Significance

1919-1920

Significant Dates

1920

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Philadelphia Toboggan Company
Frank Carretta
Daniel C. Muller

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

STATEMENT OF SIGNIFICANCE

The Buckroe Beach Carousel, also known as Philadelphia Toboggan Company Number Fifty and the Hampton Carousel, is significant as one of the few surviving wooden, hand-carved carousels purchased directly from the manufacturer and kept intact and operable at one location for sixty-seven years. Although there were once more than 6,000 wooden carousels in the country, only 183 antique carousels with the original hand-carved animals remained unbroken in 1989.¹ Commissioned by the Newport News and Hampton Railway, Gas, and Electric Company from the Philadelphia Toboggan Company in 1919, the carousel began operating at Buckroe Beach in Elizabeth City County (now Hampton), Virginia, in May 1920. During the 1920s and 1930s, Buckroe Beach Amusement Park was a major Virginia summer resort with trains bringing excursion parties from Richmond and other points along the route. The horses and chariots were carved by master carvers, Frank Carretta and Daniel C. Muller, respectively. In 1986 the carousel was purchased by the City of Hampton. It was dismantled in 1987 under the supervision of Gary Jameson, a restoration specialist. In 1988 Will Morton, a conservation and restoration consultant, developed a work plan for restoration, funding, marketing, operation, and maintenance. When the carousel was dismantled, all mechanical equipment appeared to be original and the band organ was operable. All structural, mechanical, and architectural parts of the carousel along with its original horses, chariots, and band organ were deemed to be in a nearly perfect state of preservation. In November 1988, the carousel components were shipped to R & F Designs in Bristol, Connecticut, for restoration. The carousel was reassembled by the restorer in a new pavilion at 602 Settlers Landing Road in downtown Hampton and resumed operating on 30 June 1991. Because of current building codes and insurance restrictions, some mechanical, structural, and electrical components were replaced. The Buckroe Beach Carousel is a significant example of American technology and folk art, an irreplaceable part of local history, and "a particularly fine machine of outstanding design, excellent condition, and exceptional originality."²

See continuation sheet

9. Major Bibliographical References

The Daily Press, Newport News, Virginia, 4 May 1920, p. 16B; 12 May 1920, p. 7A; 11 July 1920, p. 3A; 5 July 1929, p. 7; 29 May 1935, "The Peninsula's Playground," pp. 9-11; 1 July 1986, p. B1.

Elizabeth City County Deed Book 30, p. 511 (1898).

Fried, Frederick, A Pictorial History of the Carousel, Vestal, New York; The Vestal Press, Ltd., 1964.

Jacques, Charles J., Jr., "The Carousels of the Philadelphia Toboggan Company," Amusement Park Journal, Volume 5, Number 4 (1984), pp. 2-39.

Jameson, Gary, "Documentation of the Buckroe Beach Carousel," May 1987.

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Virginia Dept. of Historic Resources
221 Governor Street
Richmond, Virginia 23219

10. Geographical Data

Acres of property less than one acre

UTM References

A 18 380460 4098150
Zone Easting Northing

B _____
Zone Easting Northing

C _____

D _____

See continuation sheet

Verbal Boundary Description

The 45' diameter Buckroe Beach Carousel is located in a small park on the southeast corner of the intersection of King Street and Settlers Landing Road in the City of Hampton, Virginia.

See continuation sheet

Boundary Justification

The boundaries include the land occupied by the 45' diameter carousel.

See continuation sheet

11. Form Prepared By

name/title Osceola S. Ailor, Office Manager
organization Hampton Heritage Foundation, Inc. date November 26, 1991
street & number P. O. Box 536 telephone (804) 723-4197
city or town Hampton state Virginia zip code 23669

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

The Philadelphia Toboggan Company used close grain lumber for construction. Center poles, braces, and machinery timber were made of West Coast fir. Long leaf yellow pine was used for sweeps. Poplar and white pine were used for rims.⁴

At the top of the center pole is a bronze disc or pole cap bearing that is unique with the Philadelphia Toboggan Company. The pole cap bearing carries the weight of the entire carousel as it turns on the center pole. It can be checked or replaced without dismantling the machine.⁵

The steel frame that supports the wooden components begins just below the pole cap and rotates around the ring gear that turns the cranks. The steel frame is composed of thirty-six guy rods, thirty-six platform support poles or floor hangers, crankshafts for the jumping horses, and forty-eight horse hanger poles. The horse hanger poles or "brass poles" are made of hardened steel and encased in brass tubes or sleeves.

A twenty-five horsepower, sixty-eight to seventy-four ampere Six Pole, Class F motor that makes 1,170 revolutions per minute drives the machine. It is operated from a push-button panel that also times the three-minute ride.⁶ The motor is located in the center housing along with the gear box, connecting shaft, electric box, and transformer.

Eighteen scenery panels conceal the interior working parts. The center housing is hidden by two doors, six additional scenery paintings, and alternating mirrors placed above white panels with green brush strokes. Vaulted white ceiling panels artistically painted in white, pink, and blue; rounding boards; and mirrors screen the metal assembly above the sweeps.

Accentuating the aesthetic character of any classic carousel are the painted scenery panels and rounding boards, and PTC #50 has some wonderful, possibly original, examples of carousel scenery art.

There are eighteen rounding boards that make up the outside upper rim of the carousel. Likewise there are eighteen scenery panels around the inside housing. Although it is not definite if the existing paintings are originally by artists employed by the Philadelphia Toboggan Company, the paintings are of the appropriate vintage and theme to lend a strong probability that they are. However, carousels such as PTC #50 would have one scenery panel, the 'signature panel,' with the company name elegantly painted on it. Such a panel is noticeably missing on the Buckroe Beach Carousel.

The paintings, done in oil, reflect genre themes, often European in nature (probably due to the recent immigrant status of many carousel painters).⁷

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

Six additional scenery paintings surround the center housing. Although the paintings are not signed, Max Soltman, a Philadelphia artist, has been credited with doing most of the paintings for the Company. Gus Weiss, an independent contractor, painted frames and sign panels. His company also painted oil cups, rods, brackets, and columns.⁸ Women, children, flowers, and animals are featured in the scenery panels; outdoor scenes predominate the paintings on the rounding boards and scenery panels surrounding the mechanical parts. The distinct colors of the restored paintings increase the beauty of the carousel.

Eighteen shaped, beveled mirrors with elaborate frames alternate with the scenery panels on the rounding boards and hide the seams that join the eighteen sections together.

Outlining the sweeps, the inside scenery panels, mirrors, and the bottom of the rounding boards are 1062 clear, incandescent, 7 1/2-watt, electric lights.⁹ "The circular brass light circle (surrounding the center pole) and its corresponding contact switch are irreplaceable."¹⁰

The Bruder band organ with its separate motor is located in the center of the ride, just outside the center housing. It consists of pipes of flute, violin, diapason, trombone, bass, bass drum, cymbal, snare drum, and other instruments which produce the sound of a full brass band. It uses roll-type paper music with a double tracking bar. An intricately carved and colorfully painted band face identifies the carousel as "Philadelphia Toboggan Co. #50."

The forty-eight basswood horses have fluid, muscular bodies, dramatic poses, and gentle eyes. Some have protruding veins, flashing teeth, flared nostrils, and windblown manes. They are painted in shades of brown, tan, gray, black, white, brown and white, black and white, and dappled gray. All have golden hooves. The saddles and blankets are shades of brown, green, wine, pink, blue, and gold. Gold leaf and jewels of amber, green, white, and gold adorn the trappings. The armor worn by two horses is silver trimmed in gold. The sixteen horses in the outside row are all standers, horses that do not go up and down. They are the most detailed and elegantly carved horses on the carousel having both full and roached manes, large decorative blankets of varying shapes, and trappings featuring fleurs-de-lis stars, triangular designs, jewels, and tassels. The white armored lead, or king horse, has its right rear hoof flat on the platform and fleurs-de-lis adorn its trappings. Fourteen jumpers, horses that go up and down, are located in the middle row. Smaller than the standers and less elaborately decorated, they are adorned with tassels, fringes, jewels, feathers, and medallions. The inside row consists of eighteen horses even smaller in size. Fourteen are jumpers and four are standers. Although four poses are duplicated, the blankets and trappings differ. Tassels, scallops, fringes, and keys are included in the decorations.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 3

The horses were carved in part by pantographic carving machines that allowed apprentices to rough out four or more bodies at one time from blanks of laminated wood. They were carved by hand by Frank Carretta, carving foreman for the Philadelphia Toboggan Company.¹¹

There are two two-seat, upholstered, hand-carved wooden chariots in the outside row. Carved by Daniel C. Muller, they depict Columbia or Liberty seated with bunting. A spear and cherub holding an olive branch appear on the front of one chariot. The other has a bald eagle and olive branch at the front and is exactly like a Columbia chariot pictured by Frederick Fried and attributed to Daniel C. Muller for the Philadelphia Toboggan Company.¹² The bunting is in muted shades of red, white, and blue. The cherub's wings and the eagle are gold. Jewels outline the shape of the chariots. The seats are upholstered in a deep-red, synthetic fabric.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 4

END NOTES

1. Provided by Charles J. Jacques, Jr., Editor, Amusement Park Journal; copy at DHL.
2. Ibid; copy at DHL.
3. Provided by Felix Hernandez, Carousel Operator/Mechanic, 21 August 1991.
4. Charles J. Jacques, Jr., "The Carousels of the Philadelphia Toboggan Company," Amusement Park Journal, Volume 5, Number 4 (1984), p. 32.
5. Matthew Caulfield, "California Rolls Out the Red Carpet," Merry-Go-Roundup, Spring 1991, p. 15.
6. Provided by Felix Hernandez, Carousel Operator/Mechanic, 21 August 1991.
7. Gary Jameson, "Documentation of the Buckroe Beach Carousel," May 1987, p. 11; copy at DHL.
8. Charles J. Jacques, Jr., "The Carousels of the Philadelphia Toboggan Company," Amusement Park Journal, Volume 5, Number 4 (1984), p. 16.
9. Provided by Charles J. Jacques, Jr., Editor, Amusement Park Journal; copy at DHL.
10. Gary Jameson, "Documentation of the Buckroe Beach Carousel," May 1987, p. 5; copy at DHL.
11. Provided by Samuel High, III, President, Philadelphia Toboggan Company, Lansdale, Pennsylvania, 13 November 1989.
12. Gary Jameson, "Documentation of the Buckroe Beach Carousel," May 1987, p. 6; copy at DHL.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 1**HISTORICAL BACKGROUND**

The history of the carousel dates back to a serious 12th century Arabian game of horsemanship in which skilled horsemen tossed and caught clay balls filled with scented water. Spanish and Italian Crusaders adopted the game and called it "garosello" or "carosella," respectively. The 13th century English version of the game required horsemen to lance a ring suspended on brightly colored ribbons from the limb of a tree. In the 17th century, the game "carrousel" was introduced to the royal court of France. Horsemen attempted to pierce small rings with a sword while riding at full speed. Later they developed a device "using wooden horses mounted on beams extending from a central pole. This early carousel, powered by either a horse or servants, caught on as a ride for nobles and children alike."³ Eventually the mechanical carousel evolved and riders tried to catch the brass ring to win a free ride.

"By the turn of the century, railway companies had extended their lines to the outskirts of town. To drum up business, they built amusement parks and picnic areas. Merry-go-rounds were their biggest attractions."⁴ "While some rode the stylized steeds, others enjoyed the breeze created by the turning of the machine."⁵ At Buckroe Beach, they also enjoyed the breeze from the Chesapeake Bay.

Buckroe Beach gained prominence in the late 19th century when the Newport News, Hampton, and Old Point Railway Company replaced its tracks with five-pound steel rails to allow trains of the Chesapeake and Ohio Railroad to operate trains from Richmond to the resort and acquired five miles of property known as Buckroe Beach from the Old Point Railway Company.⁶ Following mergers of several trolley car companies, the Newport News and Hampton Railway, Gas, and Electric Company was formed in 1914 and acquired ownership of the resort. In April 1919, the company advertised through the Turberville Amusement Company of Norfolk for a merry-go-round and other attractions. The advertisement called attention to the population of nearby towns and military installations and to transportation locally and from Richmond.⁷ The Philadelphia Toboggan Company was commissioned to install the attractions and sent Herbert A. Schmeck to Buckroe Beach to supervise the unloading, setting up, and placement of the carousel into a pavilion.⁸ The carousel was placed in a building that had formerly housed a vaudeville theater and bowling alley.

Organized in 1903 by two businessmen, Henry B. Auchy and Chester E. Albright, to build toboggans or roller coasters and carousels, the Philadelphia Toboggan Company tried to employ the best artisans available and succeeded in producing exquisite carousels, extravagant crestings, and matchless chariots. Their carousels featured patriotic embellishments, and no two carousels produced by the company were alike. Still in existence, the company now confines itself to the production of roller coasters.

Although carousel carvers were not allowed to sign their work,⁹ both Samuel High, president of the Philadelphia Toboggan Company, and S. Wallace Stieffen, whose family owned Buckroe Beach Resort from 1944 until 1986, say that Frank Carretta, an Italian immigrant, carved the horses. Carretta was hired by the company in 1912 and became its carving foreman in 1915.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

He is also credited with adding other embellishments to the entire carousel. Each horse is a unique object of art with differences appearing in facial expressions, the arch of the head, the angle of the feet, or the shaping of the nostrils. No two horses are alike. An engraved brass medallion on the left side of the head, on the bridle, identifies each horse as being carved by the Philadelphia Toboggan Company and ascribing it an individual number. At R & F Designs broken ears were restored; metal screws and nails used in repairs were replaced with dowels; old paint was removed until the original colors could be seen; and the wood was sealed, painted, and varnished by hand. Carousel horses are being made of fiberglass, aluminum, and papier mâché today.

Daniel C. Muller, son of a German immigrant, carved the two chariots. He studied at the Pennsylvania Academy of Fine Arts and was employed by both the Philadelphia Toboggan Company and William H. Dentzel, another carousel manufacturer. His speciality was making outstanding horse-drawn chariots with patriotic themes.

According to S. Wallace Stieffen, the original carousel band organ was so loud that it was replaced within the first four or five years by a Bruder band organ with folding cardboard music books that had to be replaced manually. The Bruder organ was later shipped to the B.A.B. Organ Company in New York where it was converted to play double track paper rolls. After ten selections, a roll rewinds and can be changed or played again.¹⁰ Robert Newman, who revamped the organ, says that the basic components of the organ are Bruder parts although it contains a roll changer and playing action by Artizan. It also plays Artizan music. Newman says that the B.A.B. Organ Company was essentially an assembly and repair company and that the organ is older than the carousel.¹¹

Bruder organs, manufactured in Waldkirch, Germany, used cardboard music books. The B.A.B. Organ Company, organized in New York City in 1912, designed a system of double track paper rolls for band organs and converted many cardboard book organs to their system. The Artizan Factories, Incorporated, of North Tonawanda, New York, produced organs, music rolls, player pianos, and chimes.¹²

Henry B. Auchy, president of the Philadelphia Toboggan Company, and Louis Berni, who imported many foreign-made band organs, organized the Philadelphia Carousel Company. William H. Dentzel, another Philadelphia carousel maker, is believed to have had a share in the Auchy-Berni partnership.¹³ Because he admired the tone and workmanship of the organs made by William Bruder Söhne, Dentzel purchased many Bruder organs and placed his own name on the cover.¹⁴ When paint was removed from the cover of the Buckroe Beach band organ, William H. Dentzel's name was revealed.¹⁵ Samuel High, president of the Philadelphia Toboggan Company, says that carousel makers often interchanged parts.

Designed by mechanics at the Philadelphia Toboggan Company, the Auchy friction drive was patented by Auchy in 1909. Noiseless and easy to operate, Auchy boasted it would

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

last for twenty-five years without repairs. The Auchy friction drive and accompanying drive shafts of the Buckroe Beach Carousel were still operable when the carousel was dismantled in 1987.

When the summer season was launched at Buckroe Beach on 23 May 1920, \$200,000 had been spent for improvements including "a most up-to-date carousel with jumping horses." During the season, big excursions arrived from Richmond daily. The Fourth of July crowd of 15,000 day visitors and 10,000 night visitors in 1929 was reported as the greatest in the history of the park. In 1929 Buckroe was advertising as "The Peninsula's Playground;" in 1935 the local morning daily devoted a three-page section to the opening of the resort season. More than one hundred excursions had been scheduled.¹⁶

In the late 1960's, the carousel was placed in a glass-walled building where it remained until it was dismantled. Because it was never exposed to the elements, the carousel withstood a destructive storm in August 1933 and Hurricane Hazel in 1954. It remained totally original and in excellent condition.

Due to the high cost of maintenance, competition with air-conditioned shopping malls and nearby theme parks, the construction of high-density residential developments in the area, and a decline in attendance, Buckroe Beach Amusement Park closed in 1985 and advertised the land and all attractions for sale. With the closing of the park, a chapter in Hampton's history ended as well.

In 1986 the land and carousel were purchased by the City of Hampton.¹⁷ The carousel was dismantled in 1987 under the supervision of Gary Jameson, a restoration specialist. In 1988 Will Morton, a conservation and restoration consultant, developed a work plan for restoration, funding, marketing, operation and maintenance. In November 1988, the carousel components were shipped by tractor-trailer to R & F Designs in Bristol, Connecticut, for restoration.

When the carousel was reassembled by the restorer in June 1991, the curved ceiling panels, the lower walls of the center enclosure, and the platform were rebuilt. The electrical system and the original motors with the Auchy friction drive were replaced in compliance with current building codes.

A blue pole with an arm placed at a ninety-degree angle was mounted on a wooden pedestal just outside the moving platform of the Buckroe Beach Carousel. The arm was filled with metal rings and one brass ring. Riders would slide down from the horses in the outside row and try to catch the brass ring to win a free ride.¹⁸ Use of the ring stand was prohibited by the insurer when the carousel was assembled at its new location.¹⁹

Now called "The Hampton Carousel," the Buckroe Beach Carousel is housed in a new octagonal building with eight glass double doors that lie flush with the stretcher-bond

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

brick pilasters when opened. The building has a green metal Victorian roof topped by a finial. It is located in a newly-created, one-acre Carousel Park and is clearly visible from Settlers Landing Road, the Hampton River, the Hampton Visitor Center, the Radisson Hotel, and the Virginia Air and Space Center/Hampton Roads History Center that will open in 1992. It is readily accessible to the public, and the music from its band organ can be heard throughout the nearby business district. Many wood carousels have been lost through fire, neglect, floods, and vandalism; but on designated days, when the brass bell rings, the seventy-one year old Buckroe Beach Carousel resumes its leisurely, counter-clockwise, up-and-down, round-and-round, three-minute ride to lively band organ music.

OSA

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 5

END NOTES

1. Charles J. Jacques, Jr., "Save Our Carousels," Merry-Go-Roundup, Volume 16, Number 1 (Spring 1989), Preface.
2. Will Morton, "Report on the Restoration of P.T.C. #50 - The Buckroe Beach Carousel," 14 June 1988, copy at DHL.
3. Frederick Fried, A Pictorial History of the Carousel, p. 19.
4. Connie Sage, "Merry Go Rounds," Virginia, The Virginian-Pilot & Ledger Star Sunday Magazine, 12 December 1982, p. 8.
5. Susan E. Fisher, "The Last Mile for a Merry-go-round?" The Philadelphia Inquirer, 28 September 1989, p. 5D.
6. Elizabeth City County Deed Book 30, p. 511, recorded 30 June 1898.
7. Provided by Charles J. Jacques, Jr., Editor, Amusement Park Journal; copy at DHL.
8. Henry V. Auchy to Herbert A. Schmeck, 26 May 1920; copy at DHL.
9. Robert J. Gore, "Carousels Whirl Back to Popularity," Los Angeles Times, 7 January 1983, p. 23.
10. Provided by S. Wallace Stieffen in an undated interview by Elizabeth A. Walker, Assistant City Manager.
11. Provided by Robert Newman, Carousel Organ & Repairing, Coventry, R.I., 27 June 1991.
12. Frederick Fried, A Pictorial History of the Carousel, pp. 191, 199, 206.
13. Charles J. Jacques, Jr., "The Carousels of the Philadelphia Toboggan Company," Amusement Park Journal, Volume 5, Number 4 (1984), p. 30.
14. Frederick Fried, A Pictorial History of the Carousel, p. 194.
15. Gary Jameson, "Documentation of the Buckroe Beach Carousel," May 1987, p. 5.
16. The Daily Press, 12 May 1920, p. A7; 4 May 1920, p. B16; 11 July 1920, p. 3A; 5 July 1929, p. 7; 19 May 1929, p. 9; 29 May 1935, "The Peninsula's Playground," pp. 9-11.
17. The Daily Press, 1 July 1986, p. B1.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Section number 8 Page 6

18. Provided by S. Wallace Stieffen in an undated interview by Elizabeth A. Walker, Assistant City Manager.

19. Provided by Felix Hernandez, Carousel Operator/Mechanic, 21 August 1991.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 1

Morton, Will, "Report on the Restoration of P.T.C. #50 - The Buckroe Beach Carousel,"
14 June 1988.

Stensvaag, James T., Hampton from the Sea to the Stars, Norfolk, Virginia; The Donning
Company/Publishers, 1985, pp. 149-150, 162-166, 200.

Walker, Charles, Carousel Maintenance Manuals: "Avoiding the Unpredictable Breakdown;"
"The Carousel Is the Greatest Show in Town!;" "The Road Carousel, the Pride of the
Midway;" "Secrets of Proper Maintenance;" "The Squeak Gets the Grease;" National
Carousel Association, Atlanta, Georgia.

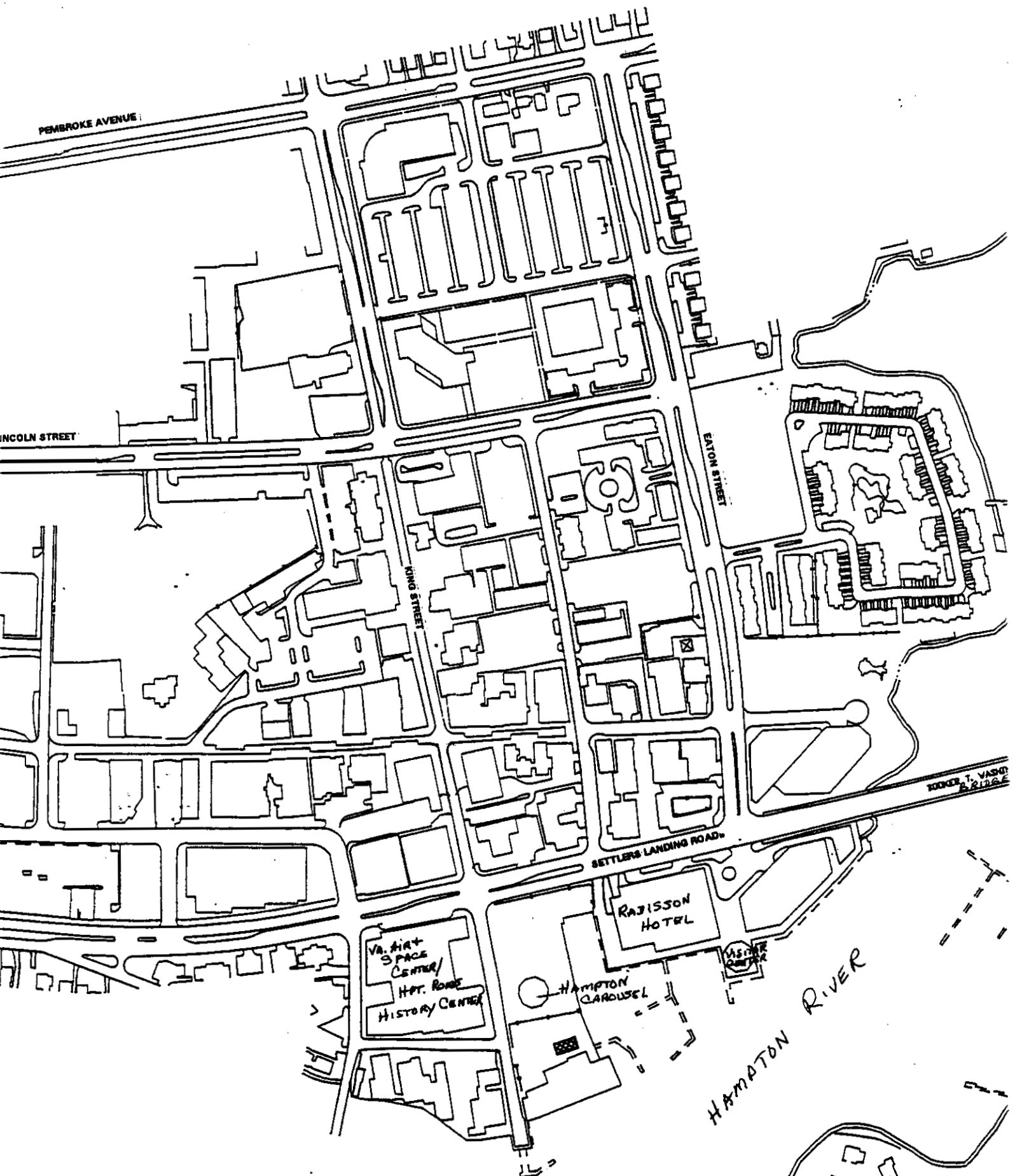
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

PHOTOGRAPH IDENTIFICATION

1. Buckroe Beach Carousel (114-111)
City of Hampton
Photographed by O. Ailor/ November 1991
Negatives on file at Virginia State Library, Richmond, VA
Negative # 12028
View of exterior taken looking south
Photo 1 of 12
2. View of interior looking south
3. View of chariot
4. View of chariot
5. View of Bruder band organ
6. Detail of organ
7. Detail of mirror and lights
8. Detail of interior scenery paintings
9. Detail of horse
10. View of horses looking east
11. Detail of scenery painting
12. Detail of machinery



PEMBROKE AVENUE

LINCOLN STREET

KING STREET

EATON STREET

SETTLERS LANDING ROAD

ROBERT T. VASCO BRIDGE

VA. AIR+SPACE CENTER/
HPT. ROBE HISTORY CENTER

HAMPTON CAROUSEL

RADISSON HOTEL

HAMPTON RIVER

NOT TO SCALE.



Buckroe Beach
 Carousel
 City of Hampton
 UTM Reference :
 18|380460|4098150

5757 IV NW
 (NEWPORT NEWS
 SOUTH)

Mapped, edited and published by the Geological Survey
 Control by USGS and USC&GS
 Topography by photogrammetric methods from aerial photographs
 taken 1963. Field checked 1965
 Supersedes Army Map Service map dated 1955
 Selected hydrographic data compiled from USC&GS Charts 400
 (1965) and 562 (1964)
 This information is not intended for navigational purposes
 Polyconic projection 1927 North American datum
 10,000-foot grid based on Virginia coordinate system, south zone
 1000-meter Universal Transverse Mercator grid ticks, zone 18,
 shown in blue
 Fine red dashed lines indicate selected fence and field lines where
 generally visible on aerial photographs. This information is unchecked
 Red tint indicates areas in which only landmark buildings are shown

