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Cover Photograph - The Pirate Ship "SKUA" on Hunt's Pier, Wildwood, New Jersey is one of the most unusual walk thrus in the amusement park industry. This ship, with its mast 85 feet above the pier, has been a land mark on the Wildwood boardwalk since it was built in 1962. The ship was designed by John Allen of the Philadelphia Toboggan Co. along with the Hunt's veteran ride superintendent, Harry White. (photograph by Charles J. Jacques, Jr.)	



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Contributing Editor
Paul Ruben

Editor
Charles J. Jacques, Jr.

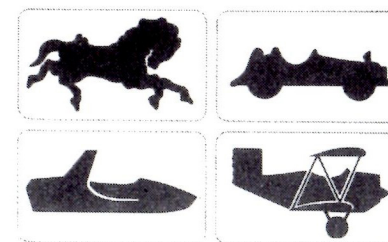
Assistant Editor
John Ross Thompson

Administrative Assistant
Joyce Diller

Printed by
Creighton Printing Inc.

Layout & Design
David R. Kuchta

Additional Artwork
Lynn Harper Jacques



BRADLEY & KAYE

Bradley and Kaye

by

Richard Bastrup & Richard Ferrin

The Bradley and Kaye Company had its origins in the 40's when Dave Bradley created and built various rides and attractions concurrently with owning and running Beverly Park in Los Angeles. Although Kaye left the business in 1946, the company has retained that name over the years for identification purposes.

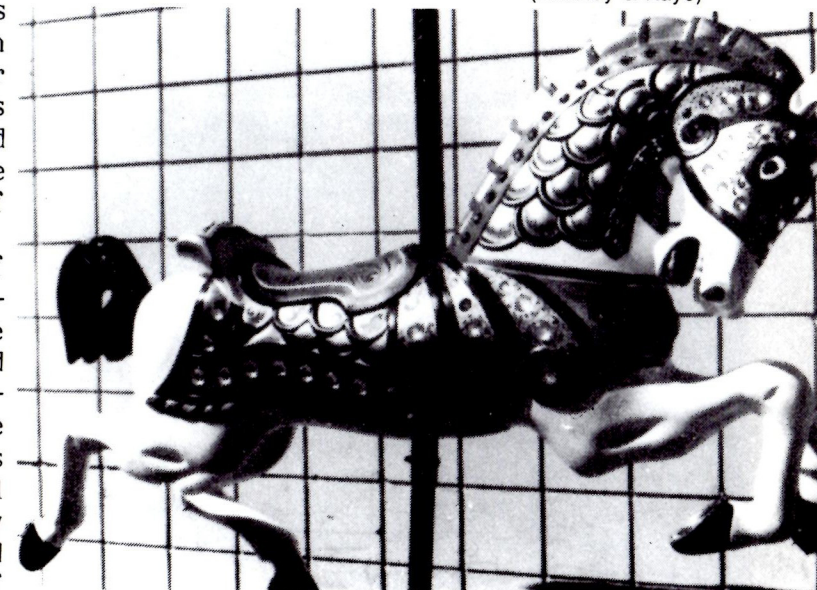
By 1973 Bradley realized that the market for his amusement products was opening up and it was time to establish a full-time manufacturing plant. Moving into a plant facility in Long Beach, Bradley and Kaye soon went into the full-time production of amusement rides and accessories. The first Red Baron children's plane ride had been sold to Opryland in 1972 and with its success, the company began manufacturing several others for parks across the nation. During the early and middle 70's Bradley and Kaye built boat rides, Red Barons, Jeep Rides, dark ride conveyances, dark ride stunts and many custom ride systems. These rides and attractions were developed for parks from Elitch Gardens in Denver to Storyland in New Hampshire. In 1974 Bradley built "The Ice Berg Coaster" for Storyland. This innovative small coaster winds up through a forest, down over a cliff and skims over the top of a small lake close to the ground, following the established contours of the terrain.

During his many years of operation of Beverly Park, Bradley had developed a philosophy of providing entertainment which could be enjoyed by all members of the family. He had always enjoyed watching a young child's reactions as he "took Dad for a ride" in a miniature car or otherwise shared an adventure with his parents and strived to bring that feeling to all his creations. Bradley had discussed this many times with Walt Disney when Disney would visit Beverly Park and this feeling was, of course, evident as Bradley assisted in the original planning of Disneyland.



Dave Bradley seems to enjoy his new hanglider almost as much as his young patrons. This is the latest version of Dave Bradley's famous helicopter-Red Barron ride. Over 1,000 of these rides have been made by Allan Herschell and Bradley & Kaye.

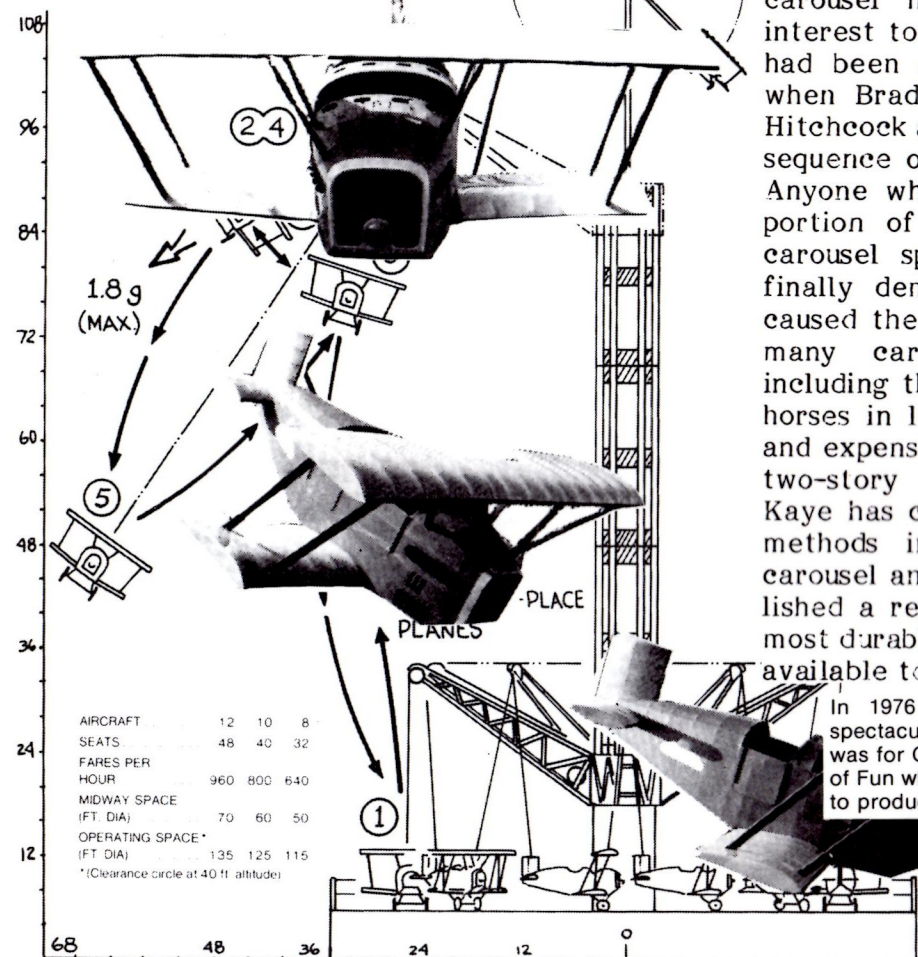
(Bradley & Kaye)



One of the custom fiberglass horses made by Bradley & Kaye. The company furnished a number of these horses for Marriott's Great America Parks.

(Bradley & Kaye)

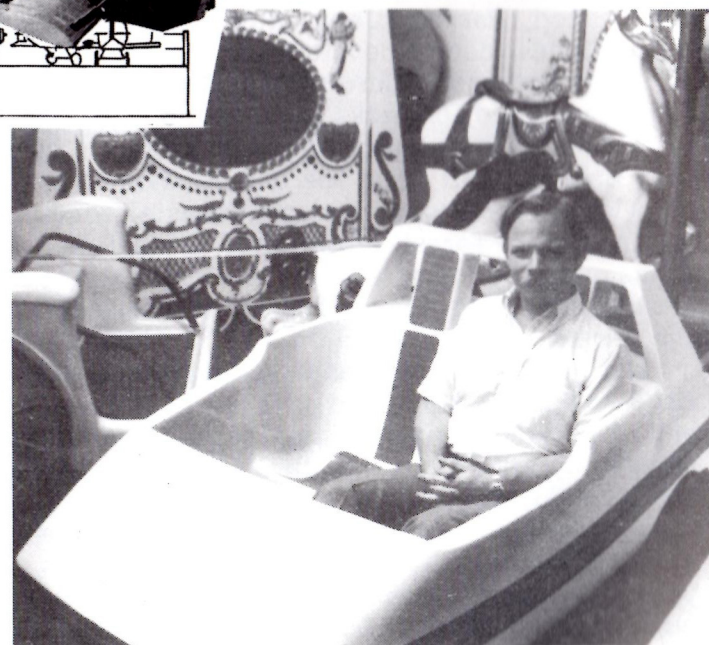
BARNSTORMER



Restoring and creating carousels and carousel horses had always been of great interest to Bradley. His expertise in this area had been acknowledged as far back as 1951 when Bradley had been employed by Alfred Hitchcock as technical advisor for the carousel sequence of the film "Strangers on a Train." Anyone who has seen the film will find this portion of the film hard to forget as the carousel spins around faster and faster and finally demolishes itself. This interest has caused the company to become involved with many carousel projects over the years including the building of many of the carousel horses in 1975 for two of the most elaborate and expensive carousels of all times, the twin two-story Marriott carousels. Bradley and Kaye has created several new procedures and methods in creating ornate and elaborate carousel animals over the years and has established a reputation for providing some of the most durable and beautiful products in this line available today.

In 1976 Bradley & Kaye developed the Barnstormer, a spectacular ride. Three rides were manufactured. The first ride was for Old Chicago followed by rides at Opryland and Worlds of Fun which are still in operation. Recently B & K sold the rights to produce this ride to Intamin. (Bradley & Kaye)

As the international amusement park industry continued to grow larger in the late 70's and early 80's, Bradley and Kaye became involved with supplying ride systems to several foreign parks from Argentina to Kuwait. With ride systems operating in virtually every major amusement park in the United States, Bradley and Kaye favorites such as the Red Baron and custom carousel horses soon began appearing in several foreign parks as well. Along with ride production, the company continues to be involved with custom projects of various types throughout the amusement business. Bradley always enjoyed doing custom jobs where he could become involved with innovating and experimenting with new ways of doing things. Early 1982 saw the company involved with custom projects such as moving the Disneyland carousel to its new location for the Fantasy-



Jim Palmer shows off the company's new dark ride car. This ride is built very low to the ground making it extremely difficult for riders to get out of the car when the ride is in motion. (photograph by Charles J. Jacques, Jr.)

land renovation and creating special moving stage effects for an animated character show for the Only Animation Design Company. Another such project was the building of special effects and equipment for "How the West Was Fun," a themed waterslide and recreation complex in Houston being designed by R & R Creative Amusement Designs. Included was the rebuilding of the original 1916 C. W. Parker carousel motor and drive mechanisms into an old-time animated mining boiler and pumping effect.

In an interview with the authors Dave Bradley stated, "We like to think of ourselves as a creative custom job shop. We are willing to build one of a kind things and will always strive to build the highest quality at what we feel is a fair price." At a time where most things are mass produced and the personal touch has been left out or forgotten, The Bradley and Kaye Amusement Company remains as a truly unique and innovative force in the amusement industry.

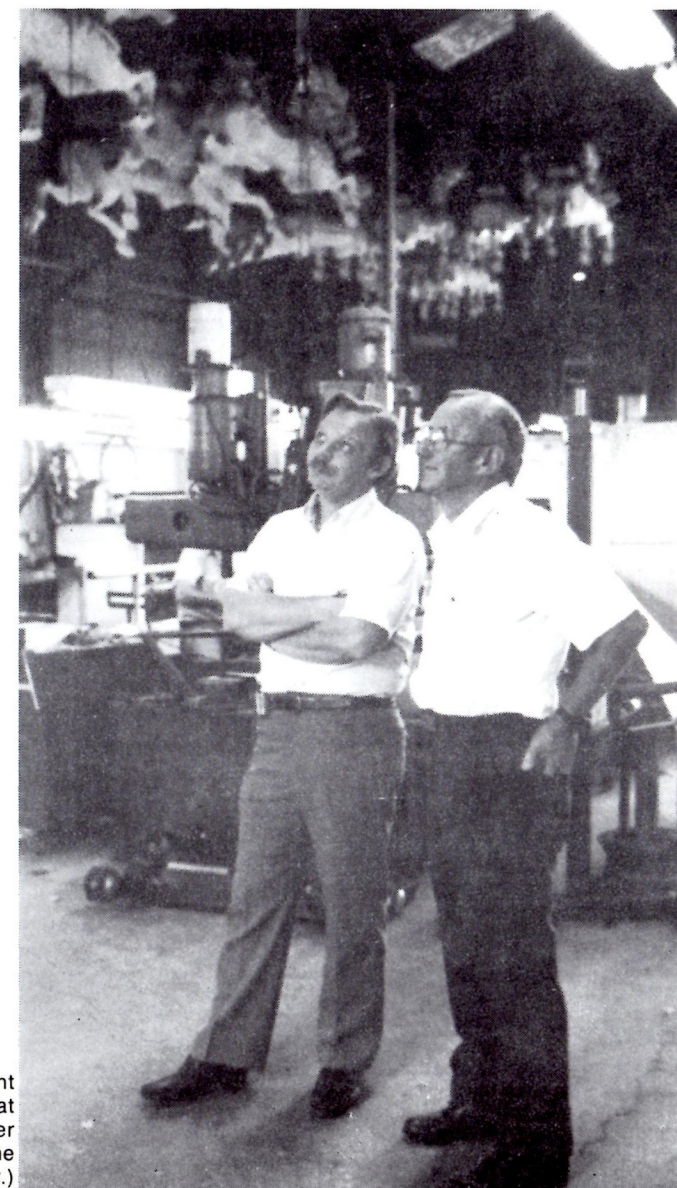


Dave Bradley's 1916 C.W. Parker carousel which had operated on the Santa Monica Pier. This ride was moved approximately 200 feet as part of Disneyland's new Fantasyland. (Bradley & Kaye)

Dave Bradley, chairman of the board, and Jim Palmer, president of Bradley & Kaye looking at "horse heaven" at B & K's factory at Long Beach, California. Hanging from the ceiling are a number of the fiberglass models that the company has used over the years. (photograph by Charles J. Jacques, Jr.)



Bradley purchases a C.W. Parker Carousel built in 1916 from Santa Monica Pier. He sold this carousel to Calaway Park in Alberta, Canada in 1982. (Bradley & Kaye)



In 1947 Bradley had bought a very ornate C.W. Parker carousel which had operated on the Santa Monica Pier since 1916. Throughout the years the carousel has been operated and used in several capacities including commercials and movies. Bradley provided the carousel to Walt Disney Studios for the filming of "Something Wicked This Way Comes" which has a release date of winter 1982. Soon after filming the carousel was sold to Calaway Park in Alberta, Canada, for its opening in summer 1982.

In 1976 Bradley and Kaye designed and built "The Barnstormer" which was the company's first venture into a large scale amusement ride. Twelve full-size bi-plane replicas, patterned after a 1927 "Curtis Pidgeon" were suspended by wire from a 110-foot tower. The planes begin revolving around the tower and are then raised high in the air as they spin around the tower. The first ride was sold to Old Chicago. Soon two others were bought by Opryland and Worlds of Fun, both of which are still in operation.

Jim Palmer, current President of Bradley and Kaye, joined the company as Sales Manager in 1978. Palmer had been with the Arrow Development Company in Mountain View, California, since 1971 in several capacities including Factory Service Manager. With Palmer's assistance, Bradley continued to expand the company into various other areas including more major type attractions.



Children's Enterprise at Canada's Wonderland. This 24-seat ride loads all at one time just like the enterprise and then slowly raises to a 45 degree angle while turning at a gentle speed.
(Bradley & Kaye)



Bradley & Kaye helicopter graphic was used by the company in the 1960's.
(Bradley & Kaye)

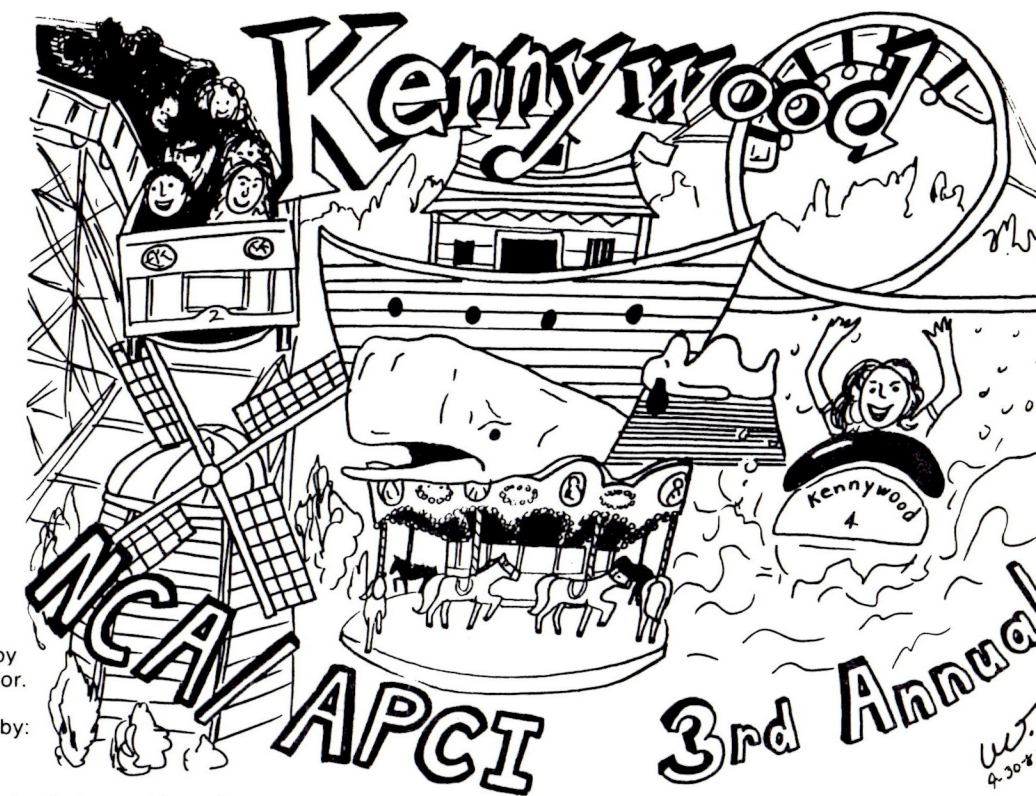
In 1978 Bradley and Kaye designed and built the flume ride for Magic Springs in Hot Springs, Arkansas. The flume ride is 1,200 feet long and includes two lifts. It is unusual in that it utilizes chain lifts rather than the usual belt-type lifts. The flume ride continues to be one of the many products available from the company.

Canada's Wonderland purchased 11 rides from Bradley and Kaye in 1979, primarily for the Hanna-Barbera Flintstones section. Included were several children's rides custom themed to fit the general stone age theme from Flintstones cars to a Red Baron type giant egg ride. Also custom designed and built was a swan boat ride which is guided by a special design underwater conveyance system developed by the company. Another new attraction being developed by Bradley during this time was the dual swinging boats for Little England in Florida. The system is geared for younger participants and provides them with a kid-size version of the popular swing boat rides. With this attraction, as with all his other children's rides, Bradley strove to create something which would not only be fun to ride, but would be attractive to watch. He felt that a ride should make the participants look good so that parents or others watching could enjoy the experience as well as the riders.

No. 3

The official convention logo was drawn by Lynn Harper Jacques, daughter of the Editor.

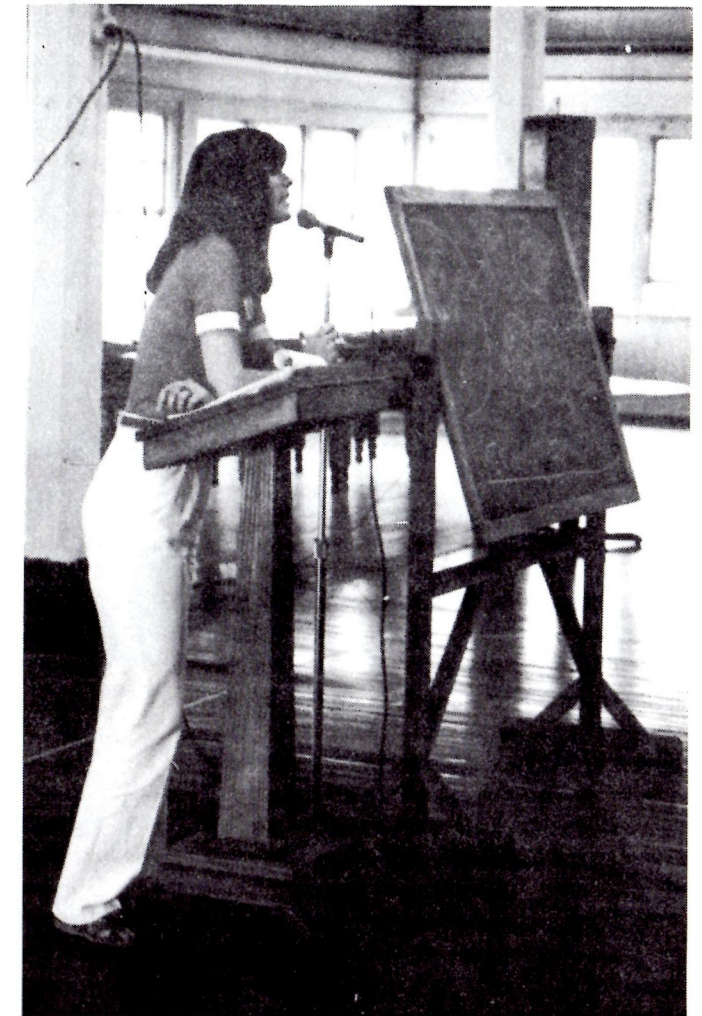
All photographs for this article were taken by: Charles J. Jacques, Jr.



The Amusement Park Club International held its Third Annual Convention at Kennywood Park, West Mifflin, Pennsylvania, June 18, 19, 20 and 21, 1982. This year's convention was held in conjunction with the National Carousel Association. Over 80 members and friends attended the four-day meeting.

This year the convention also visited four other amusement parks. On Friday the club visited both Waldameer Park in Erie, Pennsylvania, and Conneaut Lake Park located just south of Erie on Conneaut Lake. Perhaps the highlight of the convention was the two picnic style meals enjoyed by the conventioners. One was given late Friday evening by Charles J. Jacques, Jr., Editor of AMUSEMENT PARK JOURNAL, and the second one was a luncheon gathering at Kennywood Park. Kennywood, Conneaut Lake and Idlewild all gave participants free admission and one-price ride tickets. Waldameer permitted free rides on its carousel for convention members.

This year 12 programs were presented. Almost every type of audio visual aide was used by the persons presenting the programs. They used everything from video tape to blackboard to lectern. John Hayek, the past President of the National Carousel Association, presented a program on Merry-Go-Rounds. A 30-minute film and slide show showing both Willow Grove Park in operation and the demolition of the park was given by Jay Mitlas. Bruce R. Pier, from San Diego, California, showed the restoration of the



Renee O'Connell using a lectern and blackboard reviews the dating and early information of the amusement park.