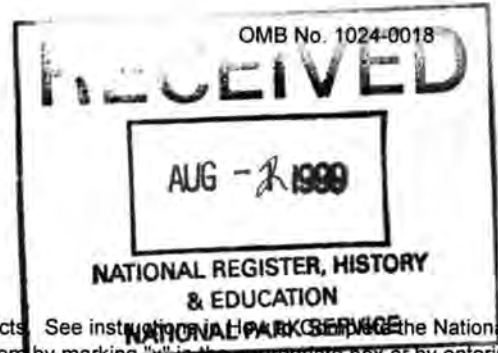


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



1081

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions on the back of the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name PARAGON PARK CAROUSEL

other names/site number CAROUSEL UNDER THE CLOCK; PHILADELPHIA TOBOGGAN CO. #85

2. Location

street & number 1 Wharf Avenue not for publication

city or town Hull vicinity

state Massachusetts code MA county Plymouth code 023 zip code 02045

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Judith B. McDonough
Signature of certifying official/Title Judith B. McDonough, Executive Director
Massachusetts Historical Commission, State Historic Preservation Officer

7/23/99
Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional Comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. 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

Patricia Andrews

9/14/99

Paragon Park Carousel
Name of Property

Plymouth, MA
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

(Check only one box)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		building
		sites
1		structures
		objects
2		Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

n/a

Number of contributing resources previously listed in the National Register

n/a

6. Function or Use

Historic Functions

(Enter categories from instructions)

Recreation and Culture: amusement park/work of art

Current Functions

(Enter categories from instructions)

Recreation and Culture: amusement park/ work of art

7. Description

Architectural Classification

(Enter categories from instructions)

Late 19th and 20th century revivals

Other: 12 sided octagon-style revival

Materials

(Enter categories from instructions)

foundation concrete

walls stucco

roof asphalt

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Paragon Park Carousel
Hull (Plymouth Co.), MA

7. NARRATIVE DESCRIPTION

The Paragon Park Carousel at Hull, Massachusetts, was built in 1928 for the Paragon Park Amusement Park. It is set on an irregularly shaped parcel of land between Nantasket Avenue and George Washington Boulevard at Nantasket Beach. Once centrally placed along the amusements of Paragon Park, the carousel was moved on April 8, 1996 about a half-block north to land now owned by the Metropolitan District Commission (MDC). The present Wharf Avenue was reconfigured to provide a home for the carousel.

In its new home on Nantasket Avenue, the carousel is bordered to the east across the avenue by the historic MDC Pavilion, now used for concerts. Across George Washington Boulevard to the west lies Nantasket Pier. Wharf Avenue forms the northern edge of the carousel's site. Located just nine miles by sea from Boston, Nantasket Beach in Hull has been an important seaside resort since the 1870s. Hull, Massachusetts (2 ½ sq. mi.) is one of the northernmost towns in Plymouth County, and is comprised of the beach causeway known as Nantasket Beach and two hills that make up Hull's peninsula.

Flanked by three busy roadways to the east, west and north, and by the Clock Tower Building to the south, the carousel is appropriately set in the heart of what was once a bustling seaside resort and amusement center. Built in 1928 by the Philadelphia Toboggan Company (PTC) for Paragon Park, the carousel (PTC #85) combines material from both the Dentzel Carousel Company and the PTC which bought Dentzel's assets in 1928. Two chariots pulled by two horses each are thought to be from the Dentzel shop, as is the carousel's motor. The rest of the carousel, with its four rows of horses (66 in all), were made by the PTC. One of only 18 four-row carousels ever produced by PTC (out of 110), it is some forty feet in diameter. Housed in a specially built twelve-sided stucco structure, the carousel and its building weighed some 120 tons when it was moved in 1986.

Unlike the earliest carousels in which the top of the ride formed a flat disk, the Hull carousel boasts a scalloped top, with fully articulated barrel vaults. The carousel follows a typical plan, with a center pole providing the support for wooden ribs called "sweeps" at the top of the carousel. The sweeps are perpendicularly braced by wooden brackets in three concentric rings. The outside edge of the carousel's top is further braced with a set of segmental arches atop the last ring of brackets. These support the barrel-vaults created by the scalloped form of the carousel's top. These vaults, the underside of the carousel's top, have been decorated with panels of clouds and butterflies. The scalloped "rounding board" which creates a rim on the top of the

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Hull (Plymouth Co.), MASection number 7 Page 2

~~carousel is heavily embellished with cherubs, cartouches set with paintings of international scenes, and lights outlining the scalloped edge. Below its scalloped top, 66 horses and two Roman style chariots parade in endless circles.~~

A small enclosure at the center of the carousel houses its machinery and hides the center pole from view. Above the enclosure an inner rounding board forms a ring. It is rimmed with lights and painted with gold swags. Eighteen goddess heads are placed at intervals on the cornice of this inner ring. The enclosure below flares to meet the ring, and this flared upper portion of it is decorated with oil painted panels depicting amusement parks scenes as well as scenes of 1928-era current events, such as the ticker tape parade given in honor of Charles Lindbergh. Below the flared panels are tombstone shaped flat panels. Framed by brackets, several of the panels are also oil paintings of popular scenes, while others are beveled mirrors. The curve of each panel is emphasized in lights. Paint evidence has allowed the restoration of these panels with their bright salmon pink background and Art Deco gold leaf borders. A wooden belt course frames the enclosure at waist height and a faux-marble-painted shelf is attached to this at the point where the operator runs the ride. Inside the enclosure, an electric motor-pulley drive system turns the drive shaft for the carousel. Unlike most PTC carousels, which used the friction-drive system patented by founder Henry B. Auchy, the Hull carousel uses a rheostat switch (similar to those in trolley cars) obtained from Dentzel.

Twelve stationary horses or "standers" form the outside row of the carousel's horses. One of these is the lead horse which wears a chevron on its breast carved with the initials "PTC." Eight smaller "standers" are interspersed with moving horses in the three other rows. Two flower-garlanded horses pull each roman-style chariot. Once boasting button-tufted velvet upholstery, today the chariots are cushioned in more practical vinyl. There are 42 moving horses known as "jumpers," all of which have the same leg position but differing head positions. Three different head positions are found on the Hull carousel: chargers, stargazers, and tucked heads. Both the Dentzel horses and the PTC horses, while they may differ in their stylistic specifics, are excellent examples of the "Philadelphia Style" of carousel carving, which embraced elegance and realism. The figures of "Philadelphia Style" carousels are typically carved in a natural pose and are painted in naturalistic colors. While early carousel figures were carved by hand, by 1912 PTC had begun machine carving with duplicating routers. Final details of each horse were still hand-carved, and the work supervised by a head carver. While all 66 horses were repainted many times in their 70-year careers, they are gradually being restored to their original colors and decoration based on paint evidence. As of this writing, 24 of the 66 have been restored using the same kind of japanning technique utilized on the original carousel.

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Hull (Plymouth Co.), MASection number 7 Page 3

The carousel's organ is a replacement, but is nearly identical to the original 1928 Wurlitzer used for the Hull carousel. It is also a 1928 Wurlitzer, model 146B, housed in a model 153 housing. Such organs had mechanisms similar to those in player pianos, using punched paper rolls through which air was pulled to create music. It is not presently in use, as it needs repair, but is still functional, with six rolls of twelve tunes each. Until repairs are put in hand, music is provided with a compact disc player. The paintings on the organ case are modern replacements and not original to the organ.

While most of the carousel, including its 35 oil paintings, 36 cherubs, and 18 goddesses, are original, the fence placed around the carousel is not. It was installed when the carousel was moved in 1986 for safety reasons. Similarly, the brass ring mechanism which was once installed on the carousel has been removed for safety and liability reasons.

Hull's carousel is housed in a twelve-sided stucco building eighty feet in diameter, created especially for it in 1928. Topped with a "turtle-shell," shingled, domed roof, the building is supported by six laminated wood arches on the inside. In the Rational Revival Style, the roof rafters are left exposed on the exterior of the building. Each of the twelve sides is pierced by a set of four windows framed as one, with two eight-light, single-hung sashes flanking two twelve-light, single-hung sashes. Once hinged and moveable, they are now stationary. Below each window is a door opening which now contains a modern metal garage door with small windows. The original doors were sets of two wood-paneled doors with two rows of four-paned windows across the top of each door. While the interior of the building once had its frame completely exposed, plasterboard has been added to create walls. Modern decorative cornices and frames mounted on the new walls now draw the eye to murals reproduced from old postcards and other decorative touches and donor acknowledgments. The roof framing, however, is still exposed.

The Paragon Park Carousel at Hull operated continuously from 1928 until Paragon park closed its doors in 1984. While it has undergone frequent painting and minor repair in its 70-year history, nearly all of its original features are intact. Since its removal and reinstallation just a few doors down from its original site in 1986, the carousel has continued to delight patrons of all ages.

Archaeological Description

While no prehistoric sites are located on the nominated property, it is possible that sites are present. Seven sites are located in the general area (within one mile) of the carousel. Environmental characteristics of the property also represent favorable

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Hull (Plymouth Co.), MA**Section number 7 Page 4

locational criteria (slope, drainage, distance to wetlands) for many types of prehistoric sites. The nominated property is level, well drained and lies in close proximity (within 1000 feet) to both Massachusetts Bay and the Weir River estuary. In general, however, the potential for locating significant archaeological resources, both prehistoric and Historic, on the property is low. The land on which the carousel now sits was formerly Wharf Avenue. The carousel was moved to that site in 1986, at which time a new concrete foundation was erected for the carousel building. The construction of Wharf Avenue, its demolition and the new carousel building foundation have probably impacted any archaeological resources that may have been present at this location.

(end)

Paragon Park Carousel
Name of Property

Plymouth, MA
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Areas of Significance

(Enter categories from instructions)

- Art
- Entertainment/Recreation
-
-
-
-
-

Period of Significance

1928-1949

Significant Dates

1928

Significant Person

(Complete if Criterion B is marked above)

n/a

Cultural Affiliation

n/a

Architect/Builder

Frank Carrera (master carver); Gustav (Gus) Weiss (artist); Max Soltman (artist)

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Friends of the Paragon Carousel, Inc. Hull, MA

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Hull (Plymouth Co.), MA**8. STATEMENT OF SIGNIFICANCE**

The Paragon Park Carousel on Nantasket Beach in Hull, Massachusetts is significant as one of only two four-row wooden carousels still extant in Massachusetts, in a total of only about 170 pre-1950 wooden carousels in the United States. It possesses integrity of design, materials, workmanship, feeling and association, and meets Nation Register Criteria A and C at the state level. Under Criteria A, the carousel is significant as it reflects both important patterns in the development of Hull and in the creation of amusement parks in Massachusetts in the early twentieth century. The 1920 Paragon Park Carousel also meets Criterion C as it exemplifies the pinnacle of "Philadelphia Style" wooden carousel production which ended with the beginning of the Great Depression in 1929. While the carousel has been moved, it satisfies Criteria Consideration B since it is the sole remaining attraction from Hull's Paragon Park Amusement Park (1904-1984) still residing in Massachusetts. Moreover, the carousel's new location is still within the amusement park district of Nantasket Beach, less than a block from its original location. This is quite unusual, as most historic carousels in the United States have been moved multiple times. The period of significance for the Paragon Park carousel extends from its creation in 1928 until 1949, based upon its continuous use throughout that time and to the present.

Called "Nantascot" by the Wampanoag Indians, Hull, Massachusetts was settled as early as 1622 as one of the Plymouth Colony's trading stations, through it was not incorporated until 1644. Until the 1870s its was sparsely populated, the primary industries being fishing, ship building and repair, and agriculture. While in 1775 there were as many as twenty fishing vessels working out of Hull and fifty houses, the Revolution drained the town of most of its male inhabitants, so that by 1848 Hull had only about 25 houses and was described as "the least populous town in Massachusetts." Efforts to promote industry were unsuccessful, as indicated by the failure of the Tudor family to establish a functioning salt works in 1826. As late as 1850 Hull could only boast 38 houses with a population of 253.

By the 1880s, Hull had begun to reinvent itself as a center for summer recreation. It had become, as historian M.F. Sweetser described it, "an opulent American summer resort." As early as 1854, Hull native Col. Nehemiah Ripley realized the summer resort potential provided by Hull's situation, surrounded as it was by water on three sides and only nine miles by sea from Boston. In that year he constructed the Rockland House, the first of what would become many waterside hotels on or near Nantasket Beach. Easy transportation to Hull was ensured by the creation of Nantasket

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~~Pier in 1869 and the Nantasket Beach Railroad in 1880. The population of both year-round and summer residents shot up accordingly. Many of Boston's wealthy elite, including department store magnate R.H. Stearns, built elaborate seaside houses. In 1870 Hull recorded 48 "summer resorts" (presumably residences) and a winter population of 260. By 1900 there were 363 houses and a full-time population of 1734, a quadrupling in just thirty years. In 1910, the Sanborn Insurance map recorded a winter population of 2060 and summer visitors at 15,000, and this number increased to 20,000 by 1920. Population numbers remained steady throughout the 1920s.~~

Amusements were apparently an important element in Hull's seaside attractions from its inception as a summer resort. As early as the Civil War, the Atlantic Park beer garden, owned jointly by the Schlitz Brewing Co., and the New Haven and Hingham Railroad, operated on the land which would become Paragon Park. By 1884, a 500-foot long "roller coaster" was installed on Nantasket Beach, thrilling customers with its 17 second ride. This early use of attractions puts the Nantasket Beach resort into the forefront of the development of the American amusement park industry, an industry that only began following the Civil War, and went hand-in-hand with the development of electric trolley service. Not until the Chicago Columbian Exhibition of 1893 introduced the Ferris Wheel and amusement midway concept, did amusement parks take off nationally. By then Nantasket Beach had offered a modest array of attractions for almost thirty years. By 1896 a water slide with flat-bottomed boats was in place. Modeled on Capt. Paul Boynton's ride at Coney Island, the Shoot-the-Chutes, as they were called, were wildly successful, accommodating as many as 3,000 riders on any given day. By 1897 Nantasket boasted a Ferris Wheel, movies, an alligator exhibition, a carousel, the Chutes, and a "toboggan slide" or roller coaster. As many as half a dozen carousels operated on Nantasket Beach by the end of the 1890s, so carousels were clearly an important element in the resort's attractions.

The huge crowds attracted to Nantasket by the combination of expansive windswept beaches and exciting amusements had the effect of horrifying and driving out the wealthy elite who had once summered in peace at Hull. No doubt the rocketing crime rate also contributed to their flight - prostitution, gambling and rampant thievery were also openly condoned by Hull's selectmen according to Hull historian Dr. William Bergan. By 1899 the situation was so dire that state lawmakers passed special legislation giving ownership of 5600 feet of Nantasket Beach, Nantasket Avenue and other nearby public ways to the Metropolitan Park Commission (later the Metropolitan District Commission or MDC). An important element of the legislation was the prohibition of liquor licenses within 400 feet of the reservation.

This legislation paved the way for a more orderly development of Nantasket Beach, and prompted the investment of money in amusement attractions by more

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Hull (Plymouth Co.), MASection number 8 Page 3

respectable elements. Another important factor in the growth of Nantasket's amusement facilities was the introduction of electric trolley service in 1902. In 1904 George A. Dodge led a consortium of Boston businessmen (incorporated as the Eastern Park Construction Co.), in taking over the site of the 1903 Steeplechase Amusement Park at Nantasket Beach. Capitalized at \$600,000, the new Paragon Park was modeled on Luna Park at Coney Island, and intended to offer state-of-the-art amusements. Dodge boasted, "With twenty-five acres of land...I intend to give New Englanders a park they will be proud of..." It opened in 1905.

The creation of Paragon Park, whose capacity was planned for 100,000 visitors daily, was the final straw for Hull's wealthy summer visitors who quickly decamped. The park included a lagoon complete with Venetian gondola, 100,000 electric lights, and a variety of shows housed in some thirty elaborate buildings. Only four rides were planned: a roller coaster, an Old Mill (or water slide), circle swings, and a merry-go-round. From its inception in 1905, Paragon Park placed its carousel at the hub of its amusement attractions, just south of the main entrance gate. While this was just the first of several carousels to be installed in the park, its inclusion in the earliest iteration of Paragon Park shows the importance of the form as an attraction.

Carousels themselves have been known since at least 500 A.D., as attested by a Byzantine bas-relief showing riders swinging in baskets tied to a center pole. The element of horsemanship and the word "carousel" derives from the Italian and Spanish words "garosello" and "carosella." They mean "little war" and describe a 12th century game on horseback played in Turkey and Arabia. The French added lavish displays of clothing and horsemanship to their carousels. Portable carousel ride were mounted on wagons and traveled from fair to fair in Europe in the 18th and 19th centuries. In this country, the first known carousel appeared in Salem, Massachusetts in 1799, and was known as a "ring of flying horses."

The golden age of carousels in the United States was between 1875-1935 when some 10,000 were built. However today only about 170 wooden pre-1950 carousels still exist, only seven of them in Massachusetts. The 1876 "Flying Horses" carousel in Oak Bluffs, on the island of Martha's Vineyard, is a National Historic Landmark and is the oldest operating platform carousel in the United States. In addition, a 1909 Mangels-Illinois four-row wooden carousel is installed in Agawam's Riverside Park. A 1911-1912 Loeff wooden three-row carousel may be found at Heritage Plantation in Sandwich, while a 1909-1910 Loeff/Mix carousel is at Whalom park in Lunenburg. Two other PTC carousels are located in the Bay State: PTC #54, a three-row carousel at Heritage Park

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Hull (Plymouth Co.), MA**Section number 8 Page 4

in Fall River, and PTC #80, a three-row merry-go-round at Holyoke Heritage State Park in Holyoke. Only the "Flying Horses," and the carousels in Agawam and Fall River have previously been listed on the National Register. PTC #85, the Paragon Park carousel, is thus a rare survival of this art form, one of only two four-row carousels left in Massachusetts. Moreover, it has regional importance as one of only two amusements surviving from Paragon Park, a recreational destination for families from all over New England. Hull itself was also important as a major Jewish summer community.

Paragon Park suffered its first fire in 1911. Its damaged attractions were rebuilt and alterations made to the park, but another storm in the spring of 1916 and fire in September of that year tried to finish off the park. A new carousel was installed following these disasters. It was again given a place of prominence just off the main entrance and centrally placed on the park's main avenue just in front of the lagoon. The park was sold in 1920 to David Stone and Albert Golden, longtime Nantasket concessionaires.

It is not known why a new carousel was ordered for Paragon Park in 1928, but the new merry-go-round was certainly substantially larger than the old one, as evidenced by the Sanborn Fire Insurance Maps of 1922 and 1929. It was ordered from the Philadelphia Toboggan Company (PTC), which built it at a cost of \$19,946.91 and charged the park \$20,500 for it. It was a four-row carousel with wooden horses that were probably machine-carved with a duplicating router and then finished by hand. The carousel mechanism was not of PTC's make, but was acquired from the Dentzel Carousel Company, as were the two Roman chariots with their horses. The carousel thus represents a mixture of the best works of two of the most prominent carousel makers in the country. Both Dentzel and the PTC made carousels of the highest structural and artistic quality in what became known as the "Philadelphia style." Elegant but naturalistic horses and menagerie figures painted in naturalistic colors were the hallmarks of the Philadelphia Style, in sharp contrast to "the flamboyant and fantastical Coney Island style and the simple, pragmatic Country Fair style," according to PTC archivist Laura Grauer.

The Dentzel Company was one of the foremost carousel builders in the United States. The brainchild of its founder Gustav Dentzel, the son of a carousel maker in Germany, the company got its start in Philadelphia in 1860. The German Dentzels were originally wagon makers whose carousels were portable, carried from fair to fair in the summer. The Dentzel Company in the United States provided carousels with hand carved horses and menagerie figures to amusement parks all over the country. Gustav's son William Dentzel carried on the business until 1929, although apparently he

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sold carousel and carousel parts to PTC before that date (which PTC then reworked and sold as PTC products.)

The Philadelphia Toboggan Company was founded by Henry B. Auchy in 1904, its primary products carousels and "toboggan slides," known today as roller coasters. Competition (in addition to Dentzel) was fierce from other carousel makers such as the high-end makers Mangels and Illions of Coney Island, Stein and Goldstein of New York, and the Loeff Brothers of New England and California. Independent craftsmen also sometimes created whole carousels, such as the Muller Brothers of Philadelphia and the Hartons of Pittsburgh. Armitage-Herschell, the forerunner of off-shoot firms Herschell-Spillman, Allen Herschell & Co. and Spillman Engineering (all of New York), as well as Parker Co. of Leavenworth, Kansas also provided competition as low-cost alternatives. The result was that carousel manufacturers initially were forced to lease rather than sell their products, and this is one reason so many historic carousels have been moved. Hull's carousel is the rare exception, having been designed for Paragon Park, and having remained in Hull continuously since 1928.

In the two decades after its incorporation, PTC's product line expanded to include such amusement attractions as mill chutes, water toboggans, fun houses, arcade games, and flat rides. Between 1904 and 1930 PTC produced 75 original hand-carved wooden carousels under the direction of a number of head carvers. They also acquired carousels from a number of competitors, including the Dentzel Carousel Company, rebuilding and reworking the acquired parts into PTC carousels in the 1920s and 1930s. The Paragon Park Carousel is just one example in which parts of a Dentzel carousel were combined with PTC elements. PTC also sold other amusements to Paragon Park: the Giant Coaster in 1917 (refurbished 1932), and the Mill Chute in 1917 (rebuilt 1928).

The Great Depression put the finishing touches on a decline in the carousel industry that had been evident beginning as early as 1914. Other rides such as roller coasters and "old mills" became more popular. The result was that carousels were often sold or leased to amusement parks as part of a package deal that also included a roller coaster and mill chute. It is possible that this is the explanation for PTC's very slim profit of only \$553 on Hull's carousel, which was priced at \$20,500. Carousel production ended permanently in 1931 at PTC, although the company continued to service its carousels. PTC sold its last carousel animals in stock in the late 1950s, but the company (which today specializes in roller coasters) still carries replacement parts for carousel machinery.

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That carousel production was an art as least as much as it was an industry is evidenced both by the very beautiful carousels and carousel animals that still exist today, and by the production methods for carousels, which were never able to be completely mechanized. While the 1928 Paragon Park carousel may have been produced with the help of a specially designed duplicating router, much of the finish carving of the horses' facial features and decorations were done by hand. Before about 1912, carousel figures were completely hand carved, many of them by individual artists who sometimes signed their work. The PTC began using a duplicating router in 1912 that could rough out as many as four horse heads at one time. Carousel animals' bodies, made of laminated basswood or apple-wood, could also be roughed out in this way. Hand carving continued, however, as evidenced by this report from an article in the *Philadelphia Bulletin* in 1927 about PTC head carver Frank Carretta:

...and with his mallet and with his narrow chisels and curved chisels and hooked chisels, and flat chisels and noisy chisels, Frank Carretta does his work on the great big block of basswood that he puts together into horses for merry-go-rounds. How many horses has he made? One every week for many years. And every one is different...

Frank Carretta was head carver at PTC from 1922 until the company stopped making carousels in 1931. He followed head carvers Leo Zoller and John Zalar at PTC, each of whom had a unique carving style. It is not known if Carretta himself carved any of the horses on Hull's carousel in 1928, but each head carver set a unique style, which the carvers who worked under him then executed. Carretta himself is recognized for his excellence as an artist. In addition to winning several carving awards in the 1920s, his carousel figures have earned him a place in the carousel-carvers Hall of Fame in Sarasota, Florida.

Beyond the artistry evident in the carved carousel figures of the Paragon Park Carousel, the carousel structure itself should be considered an artistic achievement. In addition to its horse and chariots, the carousel boasts 35 oil paintings, 36 plaster cherubs, 18 goddess heads, scalloped rounding boards, and a canopy painted with clouds and butterflies. No part of the carousel was left undecorated: even the counters around the mechanism housing have been painted with faux marbling (presently being restored based on paint evidence.)

The shop of Philadelphia artist Gustav Weiss was responsible for painting all PTC carousels from 1906-1932, including the Paragon Park Carousel. His assistants usually primed the animals with white lead paint while Weiss himself worked on the

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Hull (Plymouth Co.), MASection number 8 Page 7

horses' and chariots' details. Weiss himself was responsible for the Art Deco design of the mechanism housing's panels, the faux marbling, and the canopy and rounding board painting.

Artist Max Soltner of Philadelphia created the oil paintings that were mounted on panels on the machinery housing and set in cartouches on the rounding boards. Plaster ornaments such as cupids, birds, donkeys and trees and provided for PTC carousels by the Tuscany Art Company. This collaboration of artists produced an almost overwhelming richness of decorative detail, which was amplified by the many beveled glass mirrors set into the machinery housing panels and by hundreds of lights. The Paragon Park carousel which was shipped to Paragon Park in 1928 should thus be seen as the culmination of an American carousel building tradition that had originated some 60 years earlier in the aftermath of the Civil War.

The twelve sided domed stucco building which was created to house the largest of all the carousels at Paragon Park, continued to protect the Paragon Park Carousel despite a serious fire at the park in 1963 and the Blizzard of 1978, which did some water damage to the carousel. Park owners continued to maintain the carousel and its building throughout this century, regularly repainting the animals and elements of the carousel itself. Fortunately maintenance did not include paint stripping, so that much paint evidence survives to guide the restoration efforts of artist James Hardison who has restored twenty-four of the horses and some of the machinery housing panels to date.

Paragon Park stayed in continuous operation from its opening in 1905 until its purchase by real estate developers in 1984. While most rides were dismantled, the Giant Coaster was saved and shipped to Wide World, an amusement park fifteen miles east of Washington D.C. The effort to save the carousel, the only other attraction from Paragon Park that still exists, were fraught with difficulty. The carousel was auctioned horse-by-horse in December of 1985, and purchased in this manner for a total of \$598,800 by a Save-the-Carousel Committee and funded by several local businessmen. Since the carousel's site at Paragon Park was to become a condominium complex, a new site was selected about ¼-mile north of the carousel's original location, on land which was formerly Wharf Avenue. The carousel's horses and interior scenery were stored, and on April 8, 1986 the stucco building and remainder of the carousel were moved onto a new concrete foundation.

Today the Paragon Park Carousel (PTC #85) is set adjacent to the historic Clock Tower Building and is operated by the non-profit organization, The Friends of the Paragon Carousel, Inc. The Friends continue to restore and maintain this historic carousel, which continues to delight riders of all ages as it has done for seventy years.

(end)

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetParagon Park Carousel
Hull (Plymouth Co.), MASection number 9 Page 1

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(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Paragon Park Carousel
Hull (Plymouth Co.), MA

Section number 9 Page 2

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(end)

Paragon Park Carousel
Name of Property

Plymouth, MA
County, State

10. Geographical Data

Acreage of Property less than one acre

UTM References See continuation sheet.

(Place additional UTM references on a continuation sheet)

1. 19	346840	4681220	3.		
Zone	Easting	Northing	Zone	Easting	Northing
2.			4.		
Zone	Easting	Northing	Zone	Easting	Northing
					<u>See continuation sheet</u>

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Susan S. Nelson, Preservation consultant, with Betsy Friedberg, NR Director, MHC

organization Massachusetts Historical Commission date July 1999

street & number 220 Morrissey Boulevard telephone 617-727-8470

city or town Boston state MA zip code 02125

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Friends of the Paragon Carousel, Inc.

street & number P.O. Box 100, 1 Wharf Avenue telephone 781-925-0472

city or town Hull state MA zip code 02045

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Paragon Park Carousel
Hull (Plymouth Co.), MA

Section number 10 Page 1

10. GEOGRAPHICAL DATA

Verbal Boundary Description

The boundaries of the nominated portion of Lot 8, Hull Assessor's Map 37, the Paragon Park Carousel in Hull, Massachusetts, are shown on the accompanying map.

Boundary Justification

The boundaries were selected to include only the property on which the carousel and its building have stood since being moved to this location 1986. It is bounded on the north by Wharf Avenue, on the east by Nantasket Avenue, on the south by the Clock tower Building, and on the west by George Washington Boulevard.

(end)

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Paragon Park Carousel
Hull (Plymouth Co.), MA

Section number photos Page _____

PHOTOGRAPHS

- photographer: Susan Nelson, August 1998
 - negatives location: Massachusetts Historic Commission
-
1. General view of Carousel Building, adjacent to the Clock Tower Building, view facing South
 2. General view, Paragon Park Carousel, view facing Southwest
 3. Oil painting of Lindbergh ticker-tape parade on inner ring of Paragon Park Carousel, view facing South
 4. Dentzel Chariot pulled by two horses, Paragon Park Carousel, view facing Southwest
 5. PTC "Philadelphia Style" Carousel House on the Paragon Park Carousel, facing West.

(end)

PARAGON PARK SHOWING ROLLER COASTER, NANTASKET BEACH, MASS.

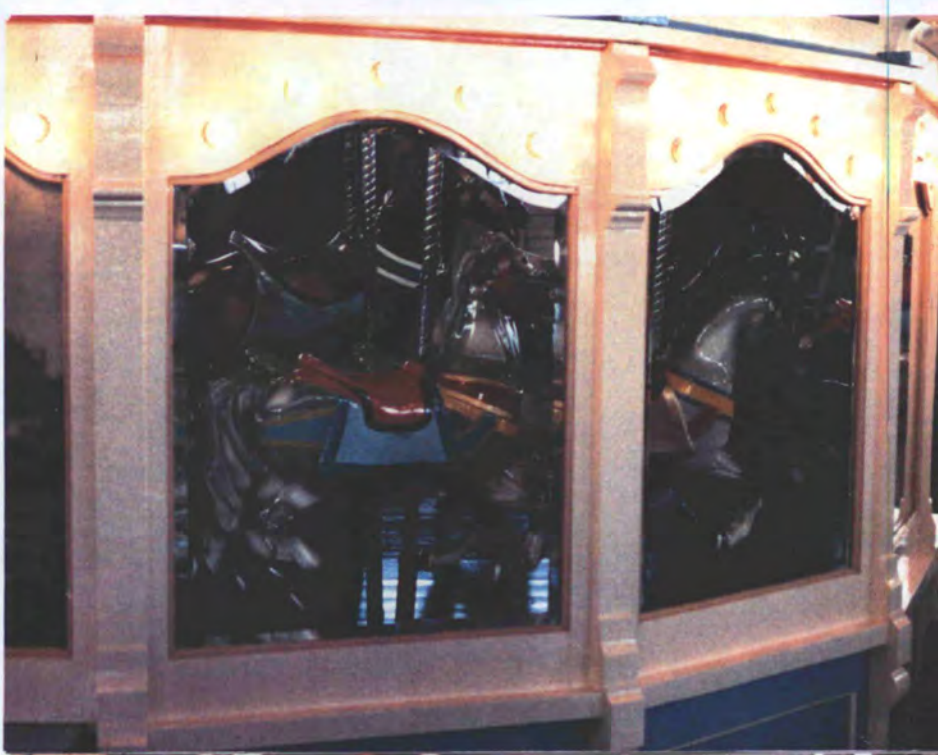


Paragon Park Carousel in its original location, 1928-1986



Dentzel Roman Chariot Pulled by Two Dentzel Horses, on Paragon Park Carousel
HULL, MA.

n.d.



PARAGON PARK CAROUSEL
Myron Klayman '85

Collage of Carousel Images
Paragon Park
Hull, MA

Collage of Carousel Images, Paragon Park Carousel

Hull, MA.

n.d.



Collage of Carousel Images
Paragon Park
Hull, MA

Collage of Carousel Images, Paragon Park Carousel
Hull, MA.

n.d.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Paragon Park Carousel

MULTIPLE NAME:

STATE & COUNTY: MASSACHUSETTS, Plymouth

DATE RECEIVED: 8/02/99 DATE OF PENDING LIST: 8/18/99
DATE OF 16TH DAY: 9/03/99 DATE OF 45TH DAY: 9/16/99
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 99001081

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: NATIONAL: N

COMMENT WAIVER: N

___ ACCEPT ___ RETURN ___ REJECT _____ DATE

ABSTRACT/SUMMARY COMMENTS:

Early 20th century carousel

RECOM./CRITERIA accept A&C

REVIEWER Patrick Anderson DISCIPLINE Historian

TELEPHONE _____ DATE 9/14/99

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



Paragon Park Carousel Building, General View
Hull, MA.

Photographer: Susan S. Nelson

Location of Negatives: Massachusetts Historical Commission, 220 Morrissey Blvd, Boston, MA.

Date: July, 1998

View facing south

Photo #1 of 5



General View, Paragon Park Carousel

Hull, MA.

Photographer: Susan S. Nelson

Location of Negative: Massachusetts Historical Commission, 220 Morrissey Blvd., Boston, MA.

Date: July, 1998

View facing southwest

Photo # 2 of 5



Oil Painting of Lindbergh Ticker Tape Parade on Paragon Park Carousel (left side panel)
Hull, MA.

Photographer: Susan S. Nelson

Location of Negative: Massachusetts Historical Commission, 220 Morrissey Blvd., Boston, MA.

Date: July, 1998

View facing south

Photo # 3 of 5



Dentzel Chariot Pulled By Two Dentzel Horses on Paragon Park Carousel
Hull, MA.

Photographer: Susan S. Nelson

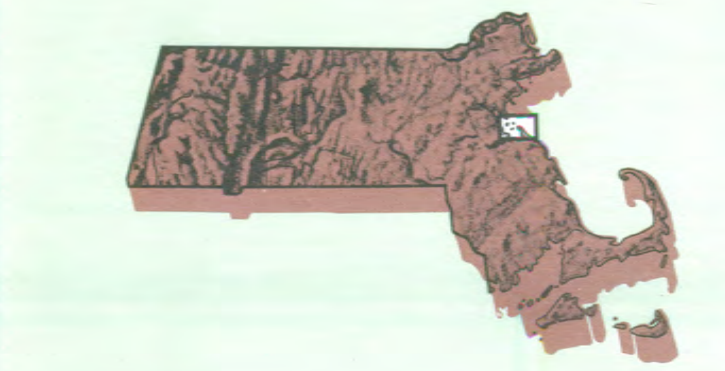
Location of Negative: Massachusetts Historical Commission, 220 Morrissey Blvd., Boston, MA.

Date: July, 1998

View facing west (while carousel is stationary)

Photo # 4 of 5

1:25 000-scale metric topographic map



7.5 X 15 MINUTE QUADRANGLE SHOWING

- Contours and elevations in meters
- Highways, roads and other manmade structures
- Water features
- Woodland areas
- Geographic names



Produced by the United States Geological Survey in cooperation with Massachusetts Department of Public Works

Control by USGS, NOS-NOAA, and Commonwealth of Massachusetts agencies

Compiled by photogrammetric methods from aerial photographs taken 1978. Field checked 1979. Map edited 1984. Supersedes Hull and Nantasket Beach 1:25,000-scale maps dated 1971 and 1974.

Selected hydrographic data compiled from NOS charts 13269 (1980), 13270 (1982), and 13272 (1982). This information is not intended for navigational purposes.

Projection and 1000-meter grid, zone 19, Universal Transverse Mercator

10,000-foot grid ticks based on Massachusetts coordinate system, meanland zone

1927 North American Datum

To place on the predicted North American Datum 1983 move the projection lines 6 meters south and 42 meters west as shown by dashed corner ticks

Bunkin Island, the Brewster Islands, Call Island, Little Call Island, and Green Island under jurisdiction of Hull Town

CONTOUR INTERVAL 3 METERS

NATIONAL GEODETIC VERTICAL DATUM OF 1929

CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER

OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER

DEPTH CURVES AND SOUNDINGS IN METERS

DATUM IS MEAN LOW WATER

THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE

OF MEAN HIGH WATER REPRESENTS THE APPROXIMATE LINE

THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.8 METERS

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

Meters	Feet	DECLINATION DIAGRAM	ADJOINING MAPS
1	3.2808		1 Boston North
2	6.5617		2 Lynn
3	9.8425		3 Boston South
4	13.1234		4 Weymouth
5	16.4042		5 Weymouth
6	19.6850		6 Weymouth
7	22.9659		7 Weymouth
8	26.2467		8 Scituate
9	29.5275		
10	32.8084		

To convert meters to feet multiply by 3.2808

To convert feet to meters multiply by 0.3048

UTM grid convergence (km) at center of map

Diagram is approximate

FOR SALE BY U.S. GEOLOGICAL SURVEY
RESTON, VIRGINIA 22092

Topographic Map Symbols

- Primary highway, hard surface
- Secondary highway, hard surface
- Light-duty road, hard or improved surface
- Unimproved road, trail
- Route marker: Interstate; U.S.; State
- Railroad: standard gauge; narrow gauge
- Bridge: drawbridge
- Canal; overpass; culvert
- Built-up area: only selected landmark buildings shown
- House; barn; church; school; large structure
- Boundary: National, with monument; State; County, parish; Civil township, precinct, district
- U.S. public lands survey: range, township, section
- Range, township, section line: location approximate
- Fence or field line
- Power transmission line, located tower
- Dam; dam with lock
- Country; grave
- Compass rose; picnic area; U.S. location monument
- Windmill; water well; spring
- Mine shaft; prospect; adit or cave
- Control: horizontal station; vertical station; spot elevation
- Contours: index; intermediate; supplementary; depression
- Distorted surface: strip mine, lava, sand
- Bathymetric contours: index; intermediate
- Prevalent tide and stream; intermittent tide and stream
- Rapids, large and small; falls, large and small
- Submerged marsh; marsh, swamp
- Land subject to controlled inundation; woodland
- Shrub; mangrove
- Orchard; vineyard

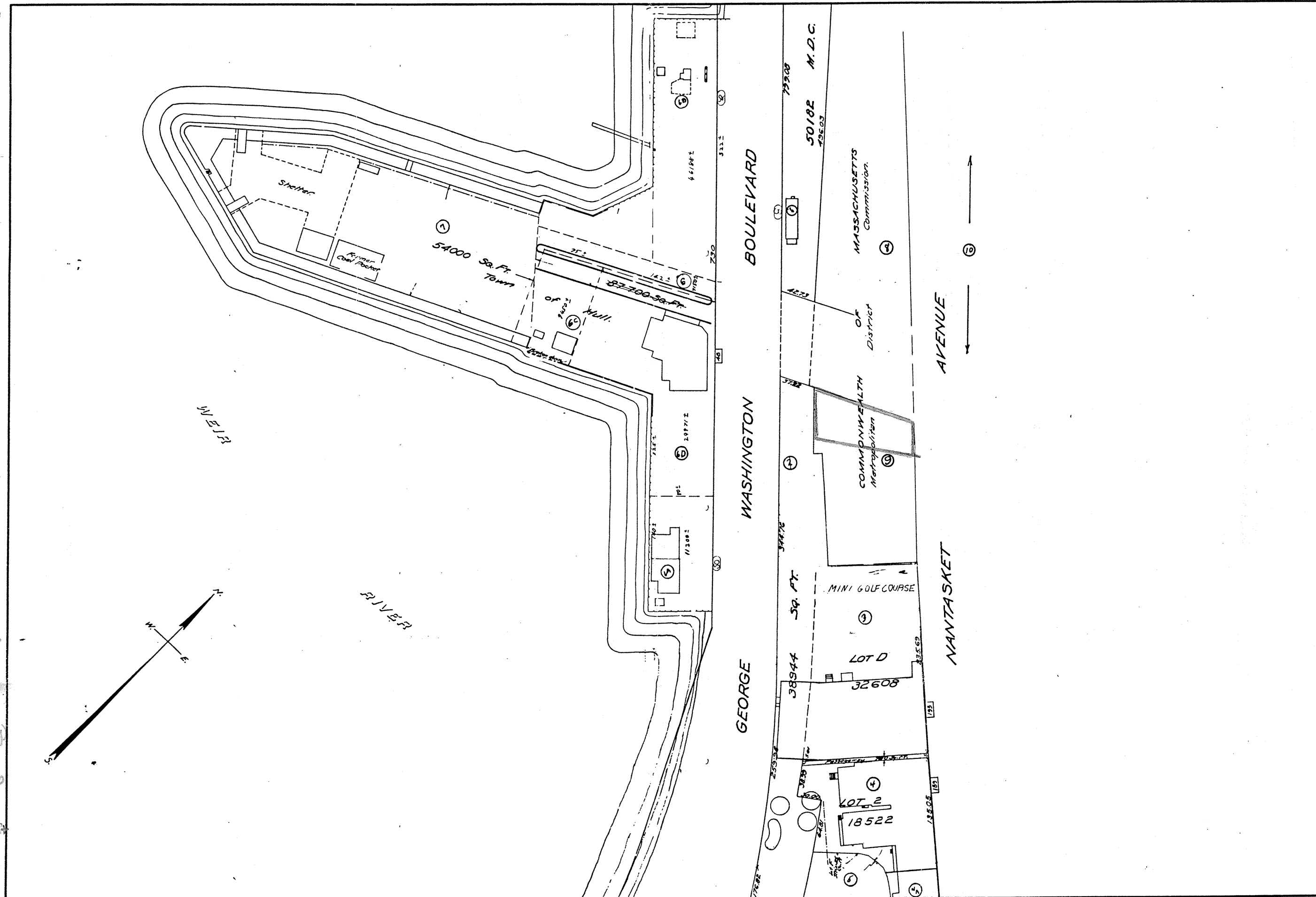
A pamphlet describing topographic maps is available on request



Paragon Park Converse
Hull, Plymouth County
Massachusetts

1.
19-346340-4681220

JAN 1 1930
2-1-36



Paragon Park
Carousel

Hull,
(Plymouth County)
Massachusetts
Hull Assessors Map
37
Scale: 1" = 112.5'



SEE SHEET NO. 38

From the office of LEWIS W. PERKINS, Engr.
March 26, 1943. HINGHAM, MASS.

Paragon Park Carousel
Hull, (Plymouth County)
Massachusetts



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

July 28, 1999

Ms. Carol Shull
National Register of Historic Places
Department of the Interior
National Park Service
Mail Stop 2280, Suite 400
1849 C Street, NW
Washington, DC 20240



Dear Ms. Shull:

Enclosed please find the following nomination form:

Paragon Park Carousel, Wharf Avenue, Hull (Plymouth Co.), Mass.

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owners of the property were notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Betsy Friedberg".

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Mark Burns, Chair, Hull Board of Selectmen
Brison Shipley, Chair, Hull Historical Commission
Susan Nelson, Preservation Consultant
Friends of the Paragon Carousel
John Schmid, Hull Planning Board