

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM
INTERAGENCY RESOURCES DIVISION
NATIONAL PARK SERVICE

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 Riverview Carousel at Six Flags Over Georgia
other names/site number PTC #17

2. Location

street & number 7561 Six Flags Parkway
city, town Austell () vicinity of
county Cobb code GA 067
state Georgia code GA zip code 30001

(n/a) not for publication

3. Classification

Ownership of Property:

- private
- public-local
- public-state
- public-federal

Category of Property

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

Number of Resources within Property:

	<u>Contributing</u>	<u>Noncontributing</u>
buildings	0	1
sites	0	0
structures	1	0
objects	0	0
total	1	1

Contributing resources previously listed in the National Register: 0

Name of related multiple property listing: n/a

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 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 the National Register criteria. () See continuation sheet.

Mark R. Edwards
Signature of certifying official

12/22/94
Date

Mark R. Edwards
State Historic Preservation Officer,
Georgia Department of Natural Resources

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 or bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other, explain:
- see continuation sheet

Ma J. M. Way 1/25/95

for _____
Signature, Keeper of the National Register Date

6. Function or Use

Historic Functions:

Recreation and Culture:work of art/amusement park

Current Functions:

Recreation and Culture:work of art/amusement park

7. Description

Architectural Classification:

N/A

Materials:

foundation	masonry
walls	wood
roof	wood
other	fiberglass

Description of present and historic physical appearance:

The Riverview Carousel is located at Six Flags Over Georgia Amusement Park in Cobb County, Georgia. The park is located 6 miles west of downtown Atlanta, along the Chattahoochee River.

The Riverview Carousel was built by the Philadelphia Toboggan Company (PTC) in 1908 for the German Sharpshooter Park (later Riverview Park) in Chicago, Illinois. The forty-ton carousel consists of a 26' ship's mast center pole, a round platform (165 feet in circumference), steel and wooden machinery, two small and two large hand-carved wooden chariots, fifty-five wooden moving horses (jumpers) and fourteen wooden standing horses (standers). One stander, #14-D, is missing and has not been replaced. The horses are arranged five abreast and are elaborately carved and painted (photographs 4-7). The machinery is contained in a small enclosure located in the center of the platform. The enclosure is not original to the carousel but was constructed for safety reasons.

The 69 horses are mounted on metal poles and arranged in five concentric rings around a central machine room with the four chariots interspersed (Exhibit A). The exterior of the machine room is painted white and decorated with large mirrors and carved wooden moldings trimmed in gold (photograph 4).

The top of the carousel is constructed of wood members called "sweeps" radiating out from the center pole (photograph 9). Perpendicular to the sweeps are smaller wood bracing members which form concentric rings around the machine room. These smaller members carry the crankshafts which allow the horses to rise and fall as the carousel turns.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 7

The carousel's center pole, sweeps, wooden brackets, braces, machinery timber, floors, rims, horses, and chariots are all constructed of wood. The machinery is built of wood, steel, and iron. With the exception of the carousel motor itself, the great majority of original machinery, including gears and crankshafts, is still intact and functioning. The friction drive machinery used by the PTC was patented by co-founder Henry B. Auchy.

The sixty-nine horses and four chariots were hand-carved and painted by skilled artisans of the PTC under the supervision of master carver, Leo Zoller, and artist, Gustav Weiss. Using what is known as the "Philadelphia style" of carved carousel figures, the artisans depicted figures with active poses, and sensitive, pretty faces. The horses appear to be frozen in dramatic poses, ready to rear-up and gallop away. Their expressions range from sweet-eyed mares to fiery-tempered steeds. Among the horses carved were "King Arthur" horses ready for battle with their armor and swords (photograph 7), "feminine" horses draped with ribbons and flowers (photograph 4), and "masculine" horses with lion-skin saddles (photograph 4). The intricate process of hand carving (which began to be phased out of the industry after 1915) allowed the carver to give each horse its own character and expression. The horses have been restored to match the original color scheme using glossy white paint and brilliant colors. The original leather reins and metal stirrups of the horses are retained by Six Flags but were not replaced since they were damaging to the horses.

Number 17 is the only carousel of 89 manufactured by PTC to contain four--two large and two small--chariots. The two large "lover's chariots," carved by Leo Zoller, are reputed to be some of the most elaborate in the world with their intricately carved cherubs watching over embracing lovers (photograph 8). Over the years clothing had been painted on the originally designed nude figures. The recent restoration, however, has restored the chariots and the lovers to their original luster.

Rounding boards which formed the outer ring of the structure were originally elaborately decorated panels with three-dimensional scenes rendered in plaster depicting cupids, birds, donkeys, pigs, and rabbits. During the 1960s, these pieces were replaced with two-dimensional painted plywood pieces. The original plaster pieces were salvaged by Six Flags and the rounding boards are now replicated using fiberglass (photograph 3).

The carousel is sheltered by a nonhistoric wooden structure which is similar in design to the original Victorian-era enclosure at Riverview Park. The structure measures 352 feet in circumference and is constructed in three tiers with three levels of exterior balustrades and two levels of arched clerestory windows. The enclosure is open at

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 7

the ground level, supported by thirty-six columns (Exhibit B and photographs 1-2). The white wood structure trimmed in gold is topped by a small cupola.

The carousel operated at Riverview in Chicago until the park closed in 1967. It was purchased by a private individual, who sold it to Six Flags Over Georgia in 1971. Six Flags was able to obtain the entire carousel except for one missing horse. Over a six-month time period and costing over \$250,000, the carousel was carefully restored by Six Flags personnel. It was placed back in operation in 1972.

Complete with 59 glass mirrors, 1,612 crystal lights, and recorded band organ music, the carousel is located on a hill overlooking the Six Flags park. The length of the carousel ride is two minutes, 25 seconds with the capacity of providing 1,000 passengers a ride per hour.

The Riverview Carousel at Six Flags is one of only two actively used carousels in the state.

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): N/A

A B C D E F G

Areas of Significance (enter categories from instructions):

Art
Engineering
Recreation and Culture

Period of Significance:

1908

Significant Dates:

1908

Significant Person(s):

n/a

Cultural Affiliation:

n/a

Architect(s)/Builder(s):

Leo Zoller (master carver)
Gustav (Gus) Weiss (artist)
Max Soltman (oil painter)
Chester E. Albright and Henry B. Auchy (co-founders of the
Philadelphia Toboggan Company)

National Register of Historic Places
Continuation Sheet

Section 8

Significance of property, justification of criteria, criteria considerations, and areas and periods of significance noted above:

Narrative statement of significance (areas of significance)

The Riverview Carousel at Six Flags Over Georgia is significant as the only remaining intact example of a five-row carousel in the nation and one of only two actively used carousels in Georgia. It is also an excellent intact, well-preserved example of an early 20th-century amusement park carousel.

The Riverview Carousel is significant under art for the elaborate, hand-carved 69 horses and chariots designed by skilled artisans under the supervision of Philadelphia Toboggan Company's first master carver Leo Zoller and artist Gustav (Gus) Weiss. The horses and chariots are fine examples of what is known as the "Philadelphia style" of carved carousel figures which is characterized by pretty, sensitive faces, active poses, and bright colors. The artisans were inspired by photographs and drawings of war heroes on horseback and the images of King Arthur's horses. Max Soltman painted the oil paintings used on the inside scenery rim. PTC manufactured 89 carousels before discontinuing their production in 1934. Number 17 is the first of only four, five-row carousels manufactured by the company and the only PTC carousel to contain four chariots. The "lover's chariots" on #17 are the largest and considered the most elaborate of any PTC chariot.

The carousel is significant under engineering as one of four large five-row carousels manufactured by the Philadelphia Toboggan Company. The company was founded in 1903 by Chester E. Albright and Henry B. Auchy for the purpose of making "toboggan-slides, carousels and other amusement." Auchy patented his friction drive used for this carousel in 1909. The carousel still operates with most of its original structural members and machinery, including gears and crankshafts. The carousel was commissioned in 1906 and completed in 1908. It is the only remaining intact example of a five-row carousel in the country.

The carousel is significant in recreation and culture for the role it played in early 20th-century recreational culture. The years 1910 to 1925 saw tremendous developments in the amusement park industry and in the invention and construction of carousels. During this time, carousels grew larger and their machinery more sophisticated. The PTC #17 was originally constructed to provide amusement for the women and children of members of the German Sharpshooter Park (later Riverview Park) and contributed to the early 20th-century recreation phenomenon.

**National Register of Historic Places
Continuation Sheet**

Section 8

National Register Criteria

The Riverview Carousel meets Criterion A as it is associated with the interest in providing amusement and recreation facilities for the American populace which dates from the late 19th-century and reached its greatest period of development in the years 1910 to 1925. The construction of the Riverview Carousel in 1908 was at the beginning of the zenith of carousel production.

Under Criterion C the Riverview Carousel is an example of the work of master carver Leo Zoller and represents the "Philadelphia style" of figure design. The carousel also utilized the friction drive system patented by PTC co-founder Henry B. Auchy.

Criteria Considerations (Exceptions)

Although moved from its original location at Riverview Park in Chicago, the carousel remains virtually intact and is located in a suitable amusement-park setting where it continues in its original use as a form of recreation.

Period of significance (justification)

1908 - construction of PTC #17

Contributing/Noncontributing Resources (explanation, if necessary)

Contributing

1 - Structure (carousel)

Noncontributing

1 - Building (reconstructed wood building)

Developmental history/historic context (if applicable)

While the concept of the carousel has been recorded since Byzantine times, the word itself derives from the 12th-century word "carosellos." These "little wars," introduced to Europe by Spain and Italy, were tests of horsemanship and dexterity, where fragile clay balls containing perfume were tossed from one rider to another. The object was to prove one's skill by catching the ball and avoiding the loser's mark of the unmanly scent.

National Register of Historic Places
Continuation Sheet

Section 8

In France, by the 16th-century, this game had developed into a lavish spectacle called a "carrousel," a pageant of elaborately costumed cavaliers demonstrating their equestrian skills to crowds of thousands. By the late 17th-century, the idea of the carousel, as known today, was established. Young French nobleman trained for jousting contests by trying to spear a ring attached to a pole, while riding astride legless "horses." The device evolved into a form of entertainment, with chariots or boats rotating around a central mechanism powered by a man or sometimes a mule. By the 1860s, the invention of the steam engine led to the patent of the "Portable Roundabout" in England, with its forty-eight foot platform and jumping horses. By the 1880s, carousels were being manufactured on a large scale throughout Europe.

During the 19th-century, the carousel developed in the U.S. as well as in Europe. The first American patent for a carousel was given in 1850 to Eliphalet S. Scripture, for his "Improvement in the Flying Horse," featuring an overhead suspension system and horses with a galloping motion (Exhibit C). However, it was not until 1867 that Gustav Dentzel opened the first factory capable of producing these grand carousels in America. The steadily growing popularity of the carousel led to an increasing demand for manufacturers of these rides. Meanwhile, the American craftsmen elevated the art of carousel design to a level that surpassed that of their European counterparts. Charles Loeff, the Muller Brothers, and Allan Herschell joined Dentzel as manufacturers of the rides, each attempting to produce carousels bigger, better, and more elaborate than the others.

The Philadelphia Toboggan Company (PTC) was founded in 1903 by Henry B. Auchy (president) and Chester E. Albright (secretary) for the purpose of making "toboggan-slides, carousels and other amusements." The term "toboggan-slides" was another name used for roller coaster cars. From 1907 until 1914, carousels were the most important product of the PTC. The company maintained a very high standard of excellence for the rides it produced, employing some of the finest cabinet makers, carvers, and artists available. Their machines were highly decorated with gold-leaf, fancy mirrors, intricate hand-carved flowers and figures, and fine oil paintings. The hand-carved animals exhibited great craftsmanship, and the chariots were superior to any produced in the country. The company manufactured 89 carousels before discontinuing carousel production in 1934. However, they continued to service carousels and sell replacement parts. The last carousel animal was sold in the late 1950s. The company still manufactures roller coaster cars.

Riverview Park was originally known as the German Sharpshooter Park, a private club owned by Wilhelm Schmidt at the turn of the century. While members of the club spent their time practicing their shooting

National Register of Historic Places
Continuation Sheet

Section 8

and hunting deer, their wives and children complained there was nothing at the park to entertain them. It was in 1906 that Schmidt commissioned the Philadelphia Toboggan Company to build the PTC #17, a five-row, seventy-horse carousel (Exhibits D and E).

During this time, another member of the Schmidt family, George, had returned from a trip to Europe having collected ideas for amusement parks. From then on, the Schmidt family worked toward creating a new park called Riverview to be the largest amusement park in the world. The park opened in 1904. Its greatest period of success was from 1904 until the early 1930s. Riverview closed in 1967.

The construction of PTC #17 started in 1907 with the purchase of the center pole ship's mast from Watson Malone & Sons for \$40.32. Iron and steel fabricating was subcontracted with most of it done by Lusse Brothers of Philadelphia. Lusse charged \$1,486.09 for the work done on #17.

Lumber was used for the sweeps, braces, machinery timbers, floors, rims, inside rim, and horses. Composition board was used for parts of the rim and inside rim. Moldings were purchased from Pennsburg Manufacturing Company. Thirty-four yards of linoleum were purchased for \$30.60 for the floor. Wires, screws, carriage bolts, iron washers, wire nails, glue, steel rods and turnbuckles were used to hold the machine together.

Brass tubing was purchased from A.P. Swayer and Company. Electrical receptacles and wiring came from Novelty Electric Company and carousel upholstery and cushions from the Hale and Kilburn Manufacturing Company.

Construction of PTC #17, as well as most of the company's 80-odd carousels, was supervised by Charles Bowditch. The carousel was painted by Gustav (Gus) Weiss who painted all of PTC's carousels from 1906 until 1932. Weiss was an independent contractor and therefore never was on the payroll as an employee. He would charge for each item he or his men painted. For #17, he charged \$4.50 each for painting first row animals, \$3.00 for second row and \$2.50 for third and fourth row animals. He also charged \$34.00 for painting the two large chariots and \$6.00 for each section of the outside rim. He also gilded the moldings. Weiss usually had several men working for him. The workers would prime the animals and chariots while he would do most of the intricate work. The crew would also varnish the completed work.

The paint was purchased from G. P. Darrow and Company. White lead, linseed oil, turpentine, and Japanese colors were used in large quantities.

National Register of Historic Places
Continuation Sheet

Section 8

Oil paintings by Max Soltman of Philadelphia were used on PTC #17 and located on the inside scenery rim around the center pole. Soltman painted 16 small pictures for \$4.00 each and 4 large season pictures at \$6.00 each. He also charged \$5 each for painting 32 decorative figures used on the outer rim.

According to PTC records, horses cost from \$8.56 to \$32.10. All the horses were numbered. The total cost for carving the 70 horses used for PTC #17 was \$1,932.49.

Leo Zoller was the master carver for PTC from 1906 until 1912. Zoller appears to have carved or at least supervised the carving of all of the horses as well as the chariots on #17. The two "lover's chariots" contain three benches and can seat up to 10 adults. These chariots are the largest and considered the most elaborate of any PTC chariots. They are listed as chariots #65 and #66 and cost \$97.79 to carve. Another well-known master carver was John Zalar (who is often confused with Leo Zoller) was employed at PTC from 1916-1920s.

The decorative plaster cupids, birds, donkeys, rabbits, and trees along the rounding boards were purchased from the Tuscany Art Company for \$111.00. The boards illustrated two scenes: one with cupid shooting an arrow; the other with cupid chasing a pig.

Seventy-five bridle reins, 75 safety straps, and 95 pairs of stirrups were purchased from Kennedy Willing and Company. Seventy pairs of horse eyes in three different sizes were purchased from the Demuth Glass Manufacturing Company.

Band organs were usually included with the sale of a PTC carousel. Number 17 had two band organs purchased from Gavioli and Company. The 65 key Gavioli card board organ cost \$2,000.00 and a 65 key Waldkirch organ cost \$1,500.00.

Miscellaneous supplies for the carousel included a coil rope, one cloth brush and one feather duster, two brass signs three inches by fifty inches, one polished fog bell, and one 25 h.p. motor.

The carousel was completed in 1908 and shipped by rail to Chicago in April. Charles Bowditch, Gus Weiss and Leo Zoller were all sent to the park to help with the erection and final assembling of the carousel. The carousel opened in May.

Henry Auchy patented his friction drive used for this carousel a year later. The company also began selling Auchy's patented drives for \$225.00. They could be used on machines built by PTC and as replacement drives on non-PTC machines.

National Register of Historic Places
Continuation Sheet

Section 8

Over the years, the Riverview Carousel began to show signs of age and neglect. Broken hooves, tails and ears were hastily patched with metal plates and screws. The plaster rounding boards that were part of the gazebo shelter were taken down and replaced with plywood with garishly painted scenes (Exhibit F). The horses were buried under several coats of paint. The ride's original enclosure had been altered and stripped of its elaborate Victorian-era architectural detailing. Its windows were covered with plywood.

At the time Riverview Park closed, the carousel had operated for over 60 years and had hosted many famous and infamous riders such as: William Randolph Hearst, President Harding, Clara Bow, and Al Capone. The park was demolished in 1967 for housing development.

During the late 1960s, the carousel was purchased at an auction by Robert Buehler, the mayor of Galena, Illinois. He planned to have the ride restored and place in a park along the riverbank. Unfortunately, the city council never reached an agreement about the construction of the park and the carousel remained in storage until it was purchased by Six Flags Over Georgia in 1971.

Six Flags purchased almost all of the original carousel which included the original machinery, the center pole, the platform, the chariots, four plaster rounding board scenes (the others were in poor condition), and all but one of the 70 horses. The two organs had been sold earlier as well as the oil paintings.

The carousel was loaded into boxcars and moved to Atlanta. Six Flags employees, Carl Marquardt and Jerry Deagan were instrumental in restoring the carousel. They, along with many other park employees, spent over six months and 26,000 hours cleaning, repairing, and repainting the carousel. The horses were stripped to the bare wood and carefully repainted matching the original paint colors. The two rounding board scenes that were most intact were salvaged and the panels replicated in fiberglass. A new, more efficient motor was installed. The horses and chariots were placed back in their original locations. The missing horse #14-D was not replaced. The carousel was placed back in operation in 1972. The cost of the work alone was over \$250,000.

The carousel is currently sheltered by a huge, open air structure reminiscent of the Victorian-era shelter used at Riverview Park. The forty-ton carousel structure is suspended from a twenty-six foot high ship's mast center pole. The new structure measures 352-feet in circumference. Complete with 59 glass mirrors, 1,612 crystal lights, and recorded band organ music, the carousel is located on a hill overlooking Six Flags. The length of the carousel ride is two

**National Register of Historic Places
Continuation Sheet**

Section 8

minutes, 25 seconds with the capacity of providing 1,000 passengers a ride per hour.

While three-row and four-row carousels are the most common, the Riverview Carousel is the only remaining intact example of a five-row carousel in the nation. Number 17 is the only PTC carousel with four chariots and only one of possibly two PTC carousels which utilized "lover's chariots." By 1934, the PTC had built 89 carousels. PTC constructed three other five-row carousels: #46 originally located at Palace Gardens in Detroit (later located in Maplewood, NJ) is now at Disney World, however, it has been altered and expanded to create a 90 horse carousel; #20 located in California was destroyed by fire; and #22 once located in Asbury Park, NJ was dismantled and its whereabouts unknown.

The Riverview Carousel at Six Flags is one of only two actively used carousels in the state. The other carousel is located at Lake Winnepesaukah, near Rossville, in northwest Georgia. It is also a PTC carousel #39 and is a four-row, sixty horse carousel. Constructed in 1916, it was originally built for the Southeastern World's Fair at Lakewood Park in Atlanta. In 1968, the carousel was sold and moved to Rossville.

9. Major Bibliographic References

- Goodwin, Eve. "The Six Flags Riverview Carousel." Historic Property Information Form, March 12, 1990. On file at the Historic Preservation Division, Department of Natural Resources, Atlanta, Georgia.
- Jacques, Charles J. Jr. "Carousels of the Philadelphia Toboggan Company" Amusement Park Journal. Vol. 5, no. 4, 1984, p. 2.
- Jacques, Charles J. Jr. Telephone interview by Lisa Raflo, December 20, 1994.
- Marquardt, Carl. Former Senior Foreman, Six Flags Over Georgia. Telephone interview by Lisa Raflo, December 9, 1993 and December 19 and 21, 1994.
- Walker, Charles. Conservation Chairman of the National Carousel Association. Telephone interview by Lisa Raflo, December 19, 1994.

Previous documentation on file (NPS): (x) N/A

- () 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:

- (x) State historic preservation office
- () Other State Agency
- () Federal agency
- () Local government
- () University
- () Other, Specify Repository:

Georgia Historic Resources Survey Number (if assigned):

n/a

10. Geographical Data

Acreage of Property approximately 2 acres.

UTM References

A) Zone 16 Easting 726820 Northing 3738800

Verbal Boundary Description

The boundary includes the carousel and surrounding woodland area. The property boundary is indicated by a heavy black line drawn to scale on the USGS map.

Boundary Justification

The proposed boundary includes the carousel, the nonhistoric structure, and surrounding wooded area. The woodland setting is similar to the Riverview Park site at the time the carousel was first placed into operation.

11. Form Prepared By

name/title Lisa Raflo, National Register Coordinator
organization Office of Historic Preservation, Georgia Department of Natural Resources
street & number 205 Butler Street, S.E., Suite 1462
city or town Atlanta **state** Georgia **zip code** 30334
telephone (404) 656-2840 **date** 12/15/94

(HPS form Version 10-29-91)

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Photographs

Name of Property:	Riverview Carousel at Six Flags Over Georgia
City or Vicinity:	Austell
County:	Cobb
State:	Georgia
Photographer:	James R. Lockhart
Negative Filed:	Georgia Department of Natural Resources
Date Photographed:	January 1994

Description of Photograph(s):

- 1 of 9: Riverview Carousel at Six Flags Over Georgia, view of nonhistoric structure which houses the carousel; photographer facing southeast.
- 2 of 9: View of entrance to the carousel; photographer facing east.
- 3 of 9: View of fiberglass rounding boards, five-row horses.
- 4 of 9: View of a "stander" horse with flowers and a "jumper" horse with lion-skin, center machine room with mirrors.
- 5 of 9: View of carousel horses.
- 6 of 9: View of carousel horses illustrating "active poses."
- 7 of 9: View of carousel horses.
- 8 of 9: View of a lover's chariot.
- 9 of 9: View of the mast and sweeps from inside the mechanical room.

Riverview Carousel at Six Flags Over Georgia, Cobb Co., Georgia

Exhibit A

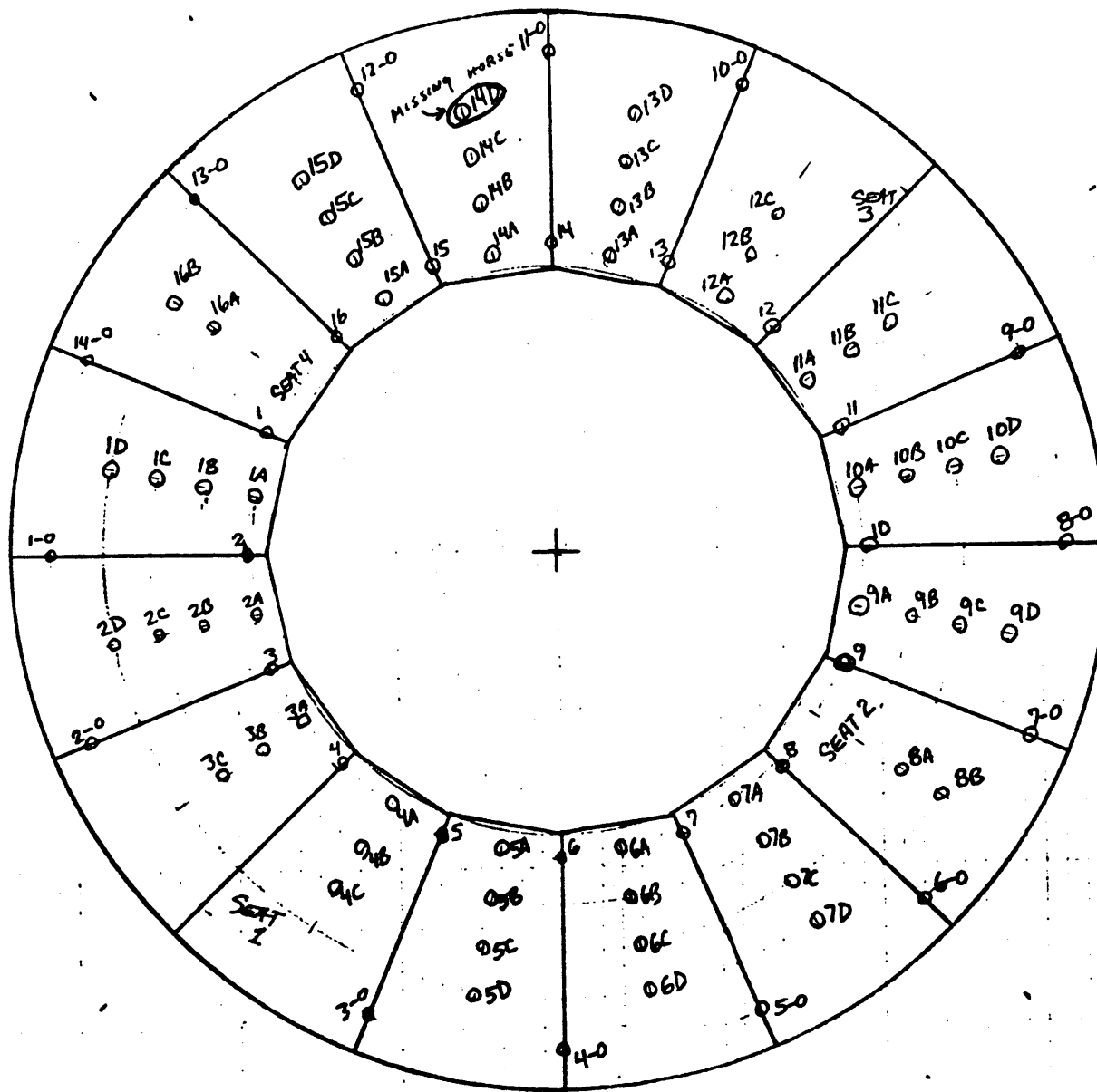
RIVERVIEW CAROUSEL

70 HORSES (1 missing)

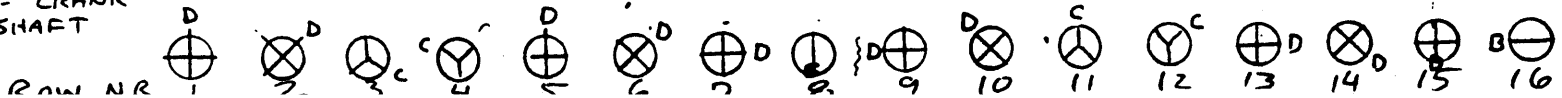
14 STATIONARY

56 UP + DOWN

4 SEATS (CHARIOTS)



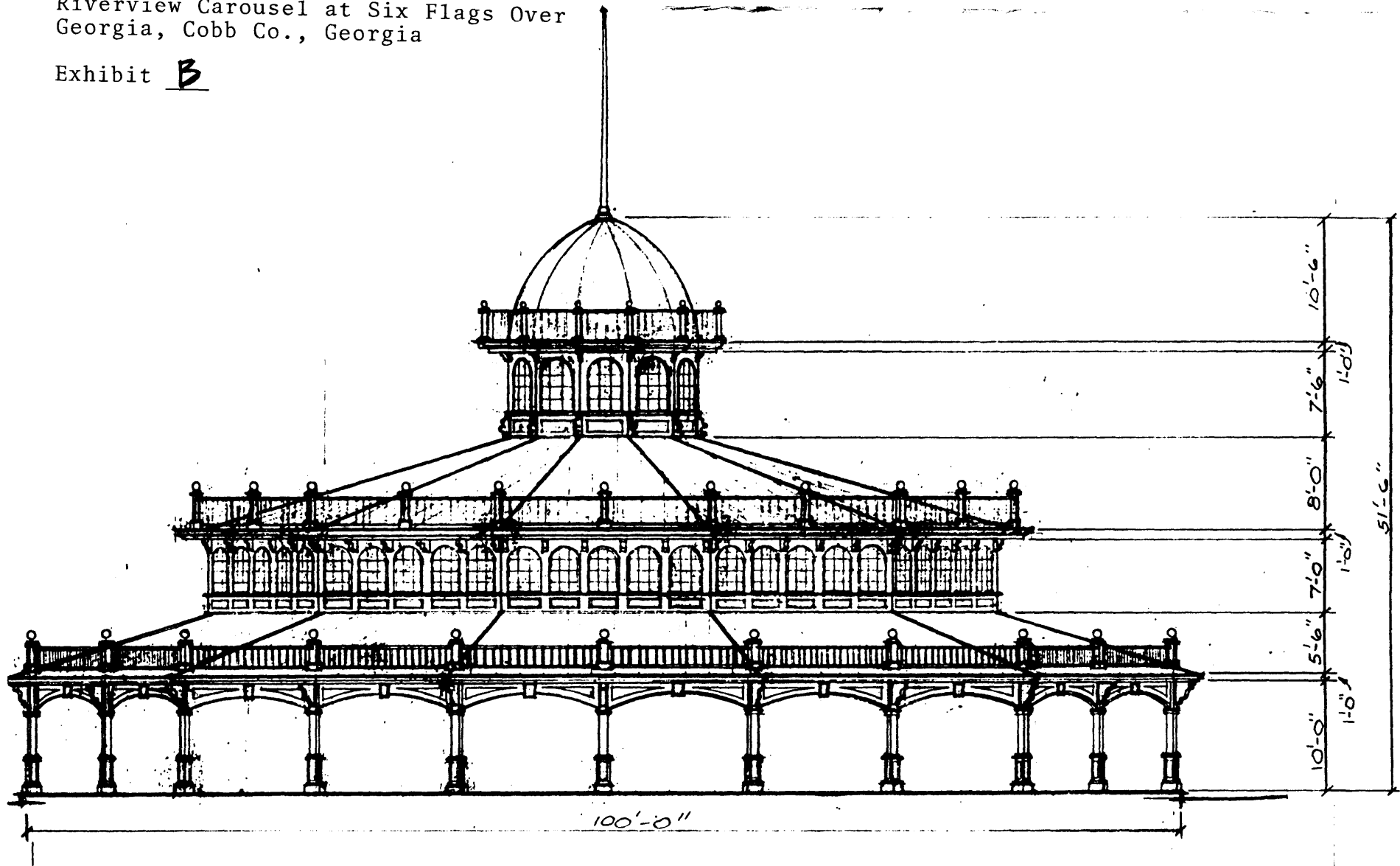
END VIEW
OF CRANK
SHAFT



TIMING

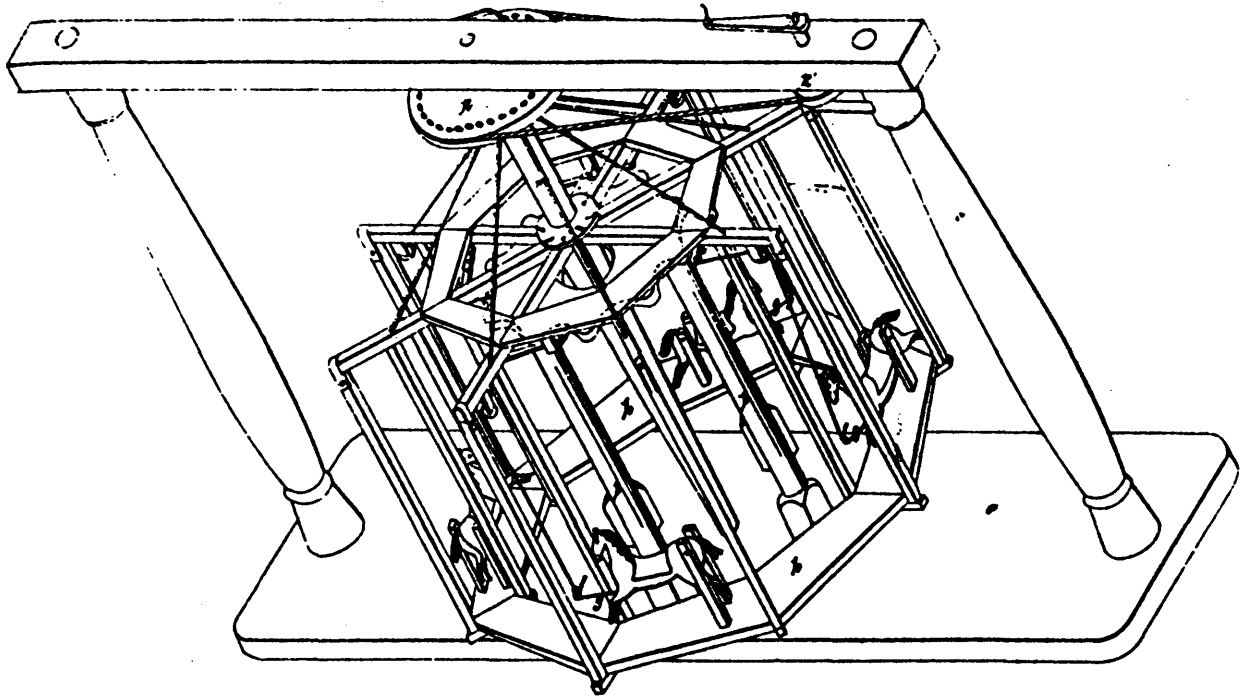
Riverview Carousel at Six Flags Over
Georgia, Cobb Co., Georgia

Exhibit B

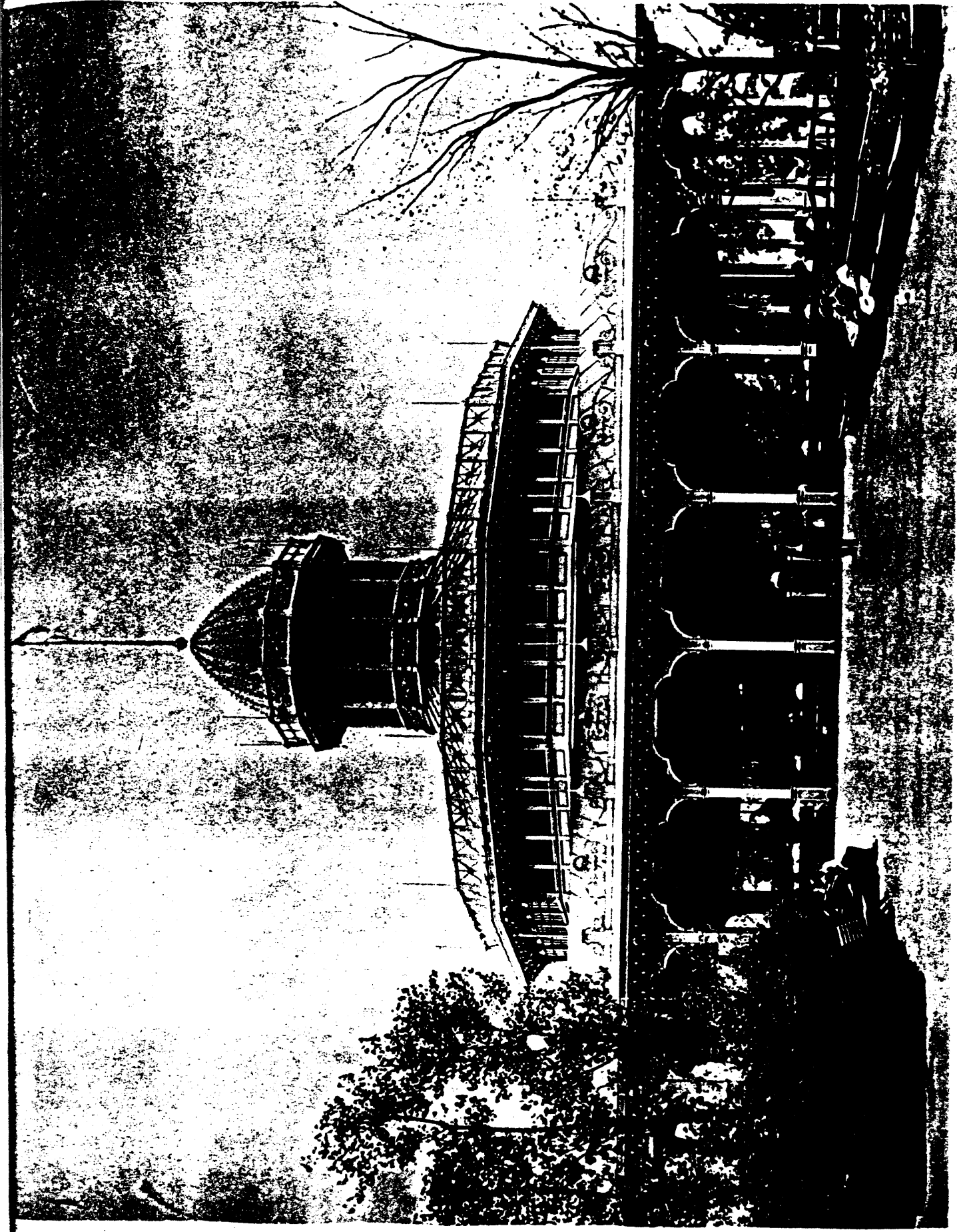


RIVER VIEW CAROUSEL BUILDING - SIX FLAGS - GA.
ATLANTA, GA.

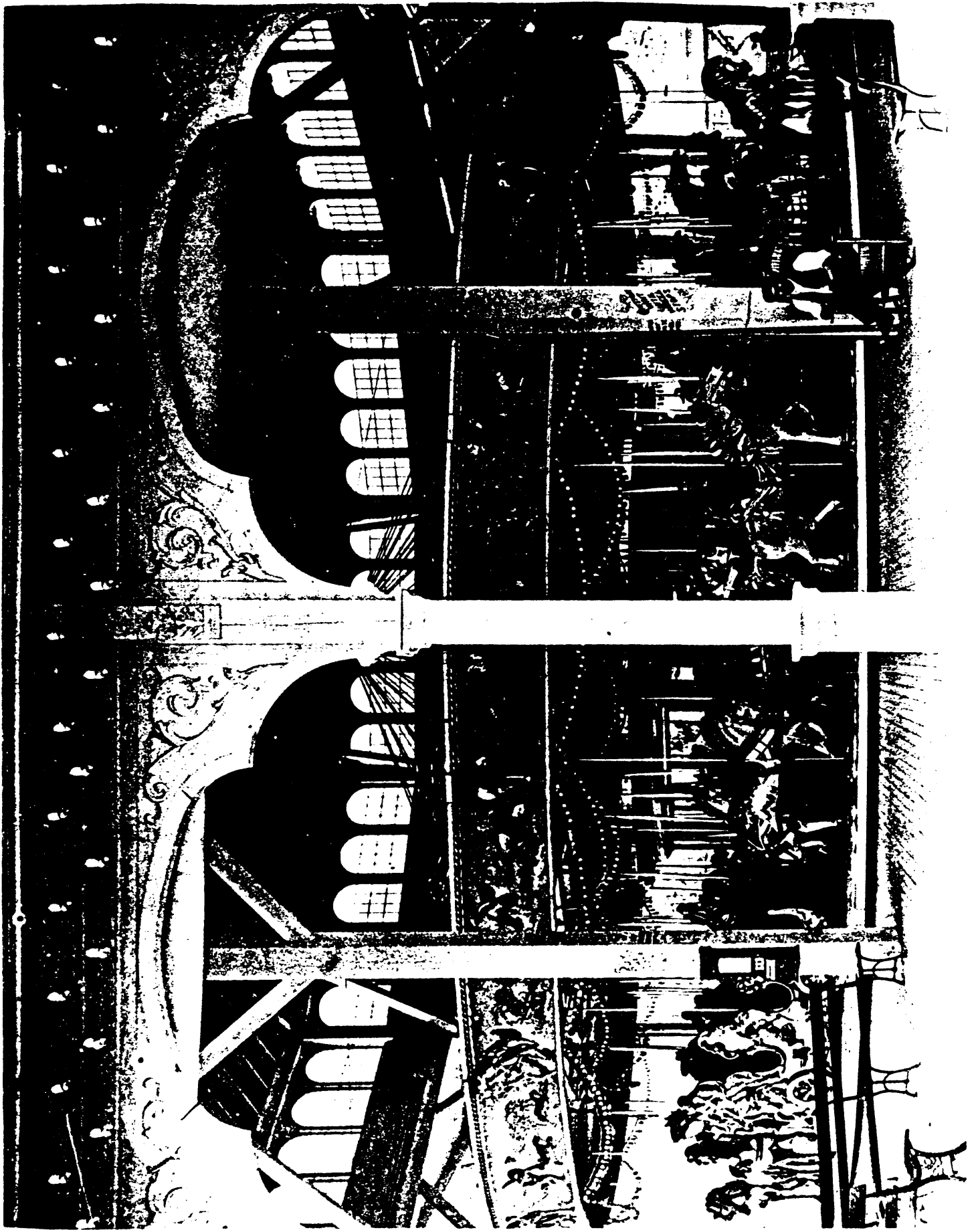
Exhibit C



First American carousel patent, 1850.



COPY - ORIGINAL PHOTO OF RIVERVIEW CAROUSEL - RIVERVIEW PARK - CHICAGO, ILL.





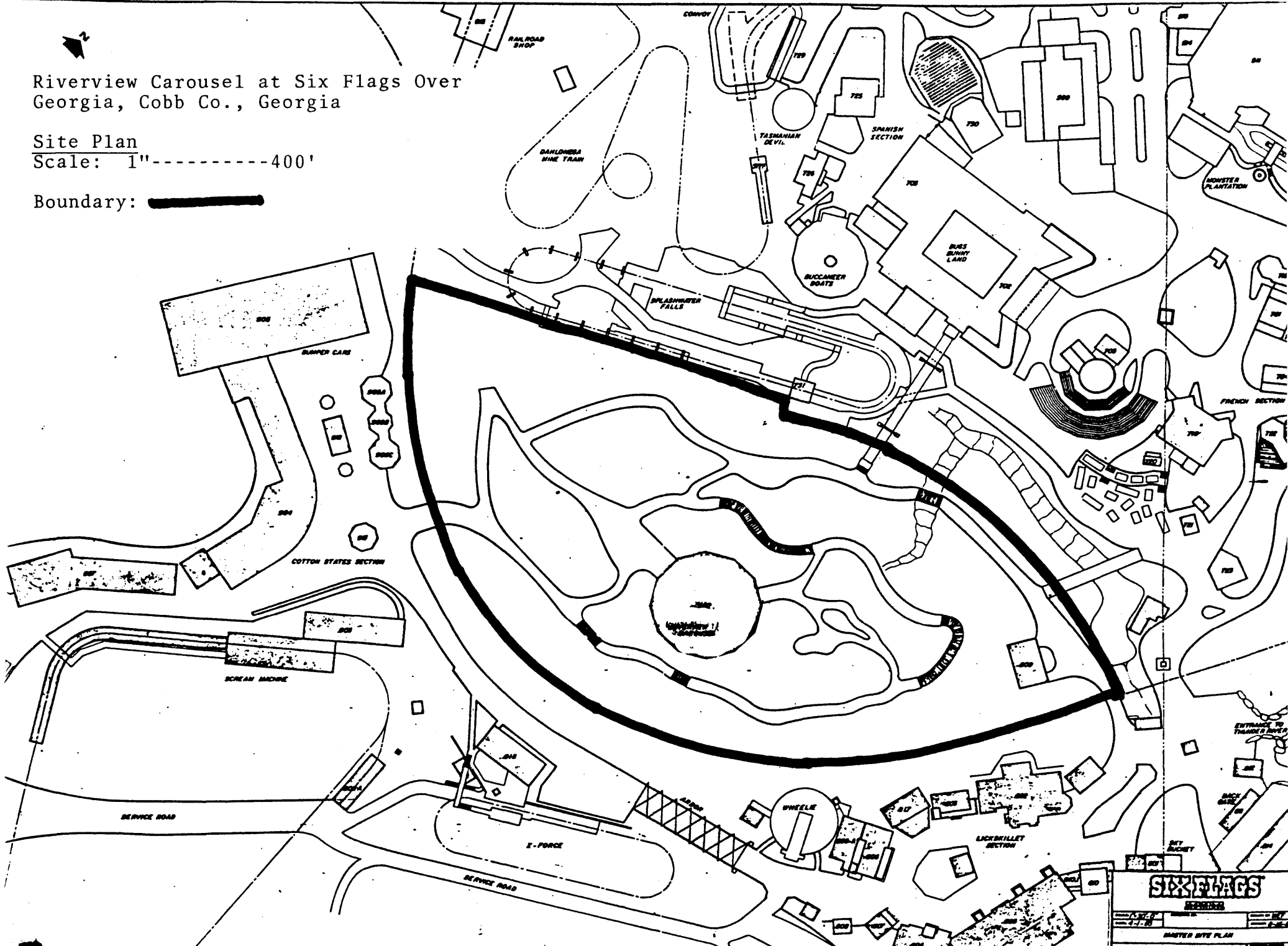
The carousel building at Riverview in 1966... the original Victorian structure was covered with plywood and paint, hiding the ornate detailing that reflected the elegance of the carousel itself. The carousel was sold the following year.

Riverview Carousel at Six Flags Over Georgia, Cobb Co., Georgia

Site Plan

Scale: 1"-----400'

Boundary: 



SIX FLAGS
OVER GEORGIA
MASTER SITE PLAN

DATE	BY
1-1-88	J.P.