

Commemorative 110th Anniversary Magazine
Summer 2018



Trolley Park Heritage

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110th Anniversary Magazine

Cover photo: The Grand Carousel at Quassy Amusement Park. The 50-foot ride arrived at the park in March of 1990 and is housed in one of the oldest structures on the property: a 1927 roundhouse. The current carousel replaced one that operated at Quassy for decades, which was auctioned in the fall of 1989.

Feature Stories

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Once owned and operated by an electrified rail line (trolley), Quassy is one of less than a dozen remaining trolley parks in the nation. Prior to the Great Depression of 1929, there were more than 1,000 such amusement parks.



6 The Coasters At Quassy

Roller coasters are considered the cornerstone of many modern-day amusement parks. Quassy's history with roller coasters dates back to 1952 when it introduced its first coaster.



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Quassy entered the waterpark business in 2003 and hasn't looked back since. Splash Away Bay has grown in leaps and bounds.

27 Treasures In Plain Sight

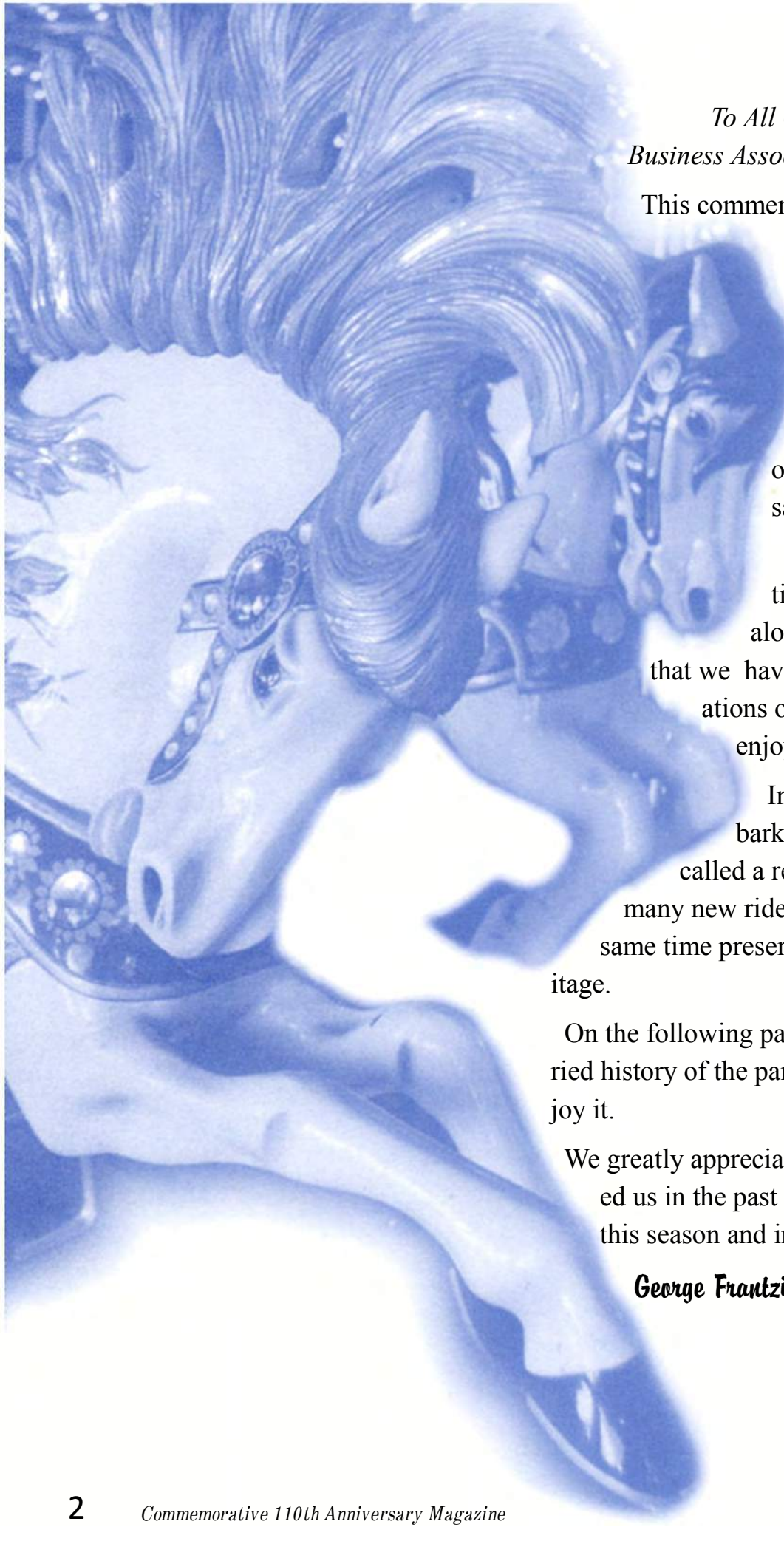
Humpty Dumpty sat on a In this case a rooftop. Don't overlook some of the treasures at Quassy Amusement Park that are right before your very eyes!



Other Stories Inside...

- Carousels At Quassy Date Back To Early Years
- Billy's Back In Town! He Went Full Circle
- Quassy's Rides: A Mix Of The Old And New
- All Aboard The Refurbished Quassy Express
- Meet The Quassy Team

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*To All Of Our Valued Customers,
Business Associates And Friends:*

This commemorative publication helps us mark some incredible milestones here at the park. Not only is it the 110th season (1908-2018) of operation, but for the past 81 years Quassy has been locally owned and operated by the same family.

We've witnessed some good times as well as some bad along the way, but are pleased that we have been able to serve the generations of families that have come to enjoy the park.

In recent years we have embarked on what might certainly be called a rebirth as Quassy has added many new rides and attractions, but at the same time preserved much of its nostalgic heritage.

On the following pages you'll see some of the storied history of the park unfold and we hope you enjoy it.

We greatly appreciate everyone who has supported us in the past as well as those who will visit this season and in the years to come!

George Frantzis II and Eric Anderson, owners

Quassy One Of 11 Remaining Trolley Parks

More Than 1,000 Existed Prior To The Great Depression

MIDDLEBURY, Conn.—The electrified rail line that once weaved its way through the wooded hills of this quiet borough in northwestern Connecticut has been gone for nearly 90 years.

Even though 1930 spelled the end of the line for the Connecticut Trolley Company, what was its most popular summer stop lives on.

Quassy Amusement & Waterpark is nothing short of a New England - if not a national - treasure. It has beaten the odds on many an occasion to proudly proclaim the title of “survivor” in an industry that has seen hundreds of similar facilities fade away.

Quassy is one of only 11 remaining “trolley parks” in the United States today, according to the National Amusement Park Historical Association. There were more than 1,000 such properties – parks owned and operated by electrified rail lines – prior to the Great Depression of 1929. Most of those parks fell victim to the depression and the lean years of World War II that followed.

The 20-acre lakeside facility marked a monumental milestone in 2008 by celebrating its centennial. Not only has the park been in operation now for 110 years, but for the past 81 seasons it has been owned by members of the same family.

About The Name

Like many other parks of the era, Quassy’s luring features when it opened in 1908 included a picnic grove offering bathing in sparkling Lake Quassapaug, boating and dancing. For years the facility was known as Lake Quassapaug – Quassapaug a Native American term meaning “big pond” or “rock pond.”

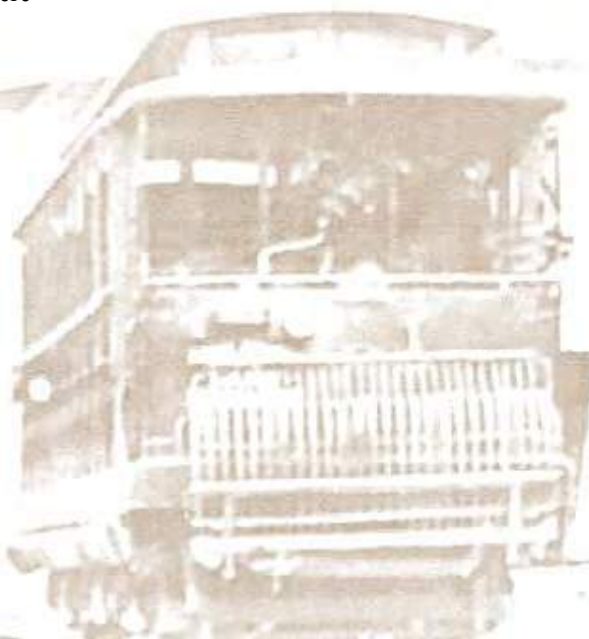
The locals started calling the park simply “Quassy” decades ago and the nickname stuck, though you will hear an occasional old-timer strolling through the property still referring to it as “Lake Quassapaug.” Even park letterhead dated as recent as 1983 carried the title Lake Quassapaug Amusement Park while the former arched gate leading into facility at the time said “Quassy” on its façade.

Trolley rides from nearby Waterbury, a city once known for the manufacture of brassware, watches and clocks, were 15 cents during those startup years, scrapbook newspaper ads reveal. A carousel was soon added at the park as was a dance pavilion in 1910.

A much larger open-air dance hall was built in 1915 on the lower level of the sloping property, and by the



Former Lake Quassapaug Station is shown in this undated postcard.
(Courtesy Middlebury Historical Society)



Trolley shown in Middlebury (Courtesy Middlebury Historical Society)

1920s the park hosted bands in the building seven nights a week during the height of the summer.

Today the gigantic pavilion – the oldest building at the facility – houses a redemption arcade with its unique architecture intact.

End Of The Trolley

In the late 1920s major improvements were made to the road (Route 64) leading to the lake and park-goers soon found buses making the trip to and from Quassy much faster than riding the rails. By 1930 the trolley line had ceased operation, according to newspaper accounts.

A new carousel roundhouse was constructed in 1927 near the dance hall and the E. Joy Morris menagerie carousel at the park was moved into the structure it would call home for the next 60 years.

The park limped along during the Great Depression while many similar

businesses in the nation were shuttered for good.

A significant change in ownership occurred in 1937 when three of the park’s concessionaires, John Frantzis, George Terezakis and Mike Leon, purchased the property.

It was during the sale that the classic Morris carousel nearly went up in flames.

“So the story goes, there was a dispute over the carousel being part of the purchase and the previous owner had the animals stacked up and ready to torch them when a deal was finally struck,” George Frantzis II, a current owner for the park, said of the negotiations involving his late grandfather.

The carousel and the park survived more turbulent years during World War

The Survivors

The National Amusement Park Historical Association (NAPHA) today recognizes only 11 remaining trolley parks in the United States, with just one west of the Mississippi River.

The parks and their established dates of operation are: Seabreeze Amusement Park, Rochester, N.Y. (1879); Dorney Park, Allentown, Pa. (1884); Lakemont Park, Altoona, Pa. (1894); Waldameer Park, Erie, Pa. (1896); Midway State Park, Maple Springs, N.Y. (1898); Kennywood, West Mifflin, Pa. (1898); Canobie Lake Park, Salem, N.H. (1902); Camden Park, Huntington, W.Va. (1902); Oaks Amusement Park, Portland, Ore. (1905); Clemonton Amusement Park, Clemonton, N.J. (1907); and Quassy Amusement Park, Middlebury, Conn. (1908).



The Octopus ride made its debut in 1948 and is shown in this photo from the park's files.

II. Quassy did not open on Memorial Day in 1943 due to a ban on pleasure travel during the height of the war, but did operate during summer months.

Into A New Era

World War II drew to a close in 1945 and Quassy promoted new rides for the 1946 season. A new clambake pavilion and more rides were added in 1948 as the property was being transformed into a traditional family amusement venue.

In the years to come, the Frantzis and Anderson families gradually acquired more interest in the park as the other partners started to relinquish their shares.

What was said to be the first complete kiddieland purchased from the Allan Herschell Co. of North Tonawanda, N.Y. was installed at Quassy in 1952. The four-ride package consisted of a Little Dipper roller coaster, Sky Fighter jets, boats and pony carts.

All of the rides except the pony carts continue to entertain youngsters after more than 60 years of service at Quassy.

The Morris carousel operated until 1989, when the owners decided it was time to retire the aging machine. An October auction was scheduled and brought national attention to the park as the classic ride was sold piece by piece. A history of the Quassy carousels appears on Page 18.

Quassy Sweethearts

Through the years thousands of local and area teenagers have found summer employment as well as lifelong sweethearts at Quassy Amusement Park. Many couples who met at Quassy have returned to the park with their children and grandchildren, reflecting on and reliving some cherished memories.

It's commonplace to hear adults reminiscing about their childhood years at Quassy as they stroll park – many thankful that the property is still functioning as a place where happy memories are carved out.

Having survived the first 110 years was certainly challenging at times, but Quassy's more recent updates have set the stage for the iconic property to continue to provide summertime fun for generations to come.



The Teddy Williams Orchestra performed in Quassy's open-air dance pavilion in this undated photo from the park's files.



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A QUASSY CHRONOLOGY.. HISTORY IN THE MAKING

Some of the important years to remember regarding the development of Quassy Amusement Park are found in this chronology, much of it kept among park records and updated in recent years.

1905 – Sea wall built at the lakeside property which would become Lake Quassapaug Park (Quassy).

1908 – Trolley line from Waterbury to Middlebury built and Quassy officially becomes a “trolley park.”

1910 – Dance pavilion built by the lake.

1915 – Wallace House on the property burned down and a new dance hall is built. Original dance hall is converted into a bathing house for the beach.

1920 – Dancing seven nights a week during what was described as the “golden years” of Quassy.

1925 – Popcorn and root beer stand built.

1927 – Carousel roundhouse built near the dance hall.

1935 – Paddle boats added at the lake.

1937 – Three Waterbury concessionaires, John Frantzis, George Terezakis and Mike Leon purchase Lake Quassapaug Amusement Park from the Connecticut Trolley Company.

1938 – Hot dog stand built.

1939 – Dance hall converted into a roller skating rink.

1940 – Tea Room built. It was later converted into the lakeside restaurant.

1941 – Land across the highway donated to the Town of Middlebury for a baseball field.

1948 – Train and Octopus rides added.

1952 – Allan Herschell Kiddieland added. Dining Pavilion I (Clam Bake) added. Today the pavilion is called the Fieldside Pavilion.

1955- Twister ride added.

1958 – Helicopter ride added.

1959 – Quassy Queen riverboat ride on the lake added. Today a pontoon board takes up to 30 guests on a leisurely ride on Lake Quassapaug.

1960 – The Wild Mouse roller coaster installed.

1964 – Indoor miniature golf replaced roller skating in the big building which once served as the dance hall.

1965 – Trabant ride added.

1966 – New bath house constructed.

1969 – Electric indoor bumper cars replace miniature golf.

1972 – Arcade replaces electric bumper cars. Hampton Dune Buggy ride added.

1975 – Giant slide added.

1976 – Saturn Six ride replaces Octopus.

1977- Tilt-A-Whirl ride added.

1979 – Space Shot and bumper car rides added. Dining Pavilion II (Clam Bake) added near the beach.

1982 – Speed pitch added.

1983- Allan Herschell Monster roller coaster replaces Wild Mouse. Hampton Space Age ride added. Restaurant totally refurbished. New game stand built and batting cages added. Quassy celebrates 75th anniversary.

1987 – Mini Himalaya ride added.

1991 – Music Fest ride added.

1997- Flying Dragon and Paratrooper rides added.

1999 – Anderson family purchases Terezakis family shares in the property. Big Flush water coaster added.

2000 – Frog Hopper ride and Titanic slide added.

2003 – Quassy celebrates 95th anniversary. Development of waterpark starts with addition of Saturation Station at Quassy Beach. The attraction features water cannons, fountains, slides and a huge dumping bucket. Also, the park added The Extreme Zone rock-climbing wall and “air time” adventure.

2004 – Yo-Yo super swing ride added.

2006 – Tunnel Twister waterslides added at Saturation Station. New maintenance shop built on north side of the property.

2007 – The 1927 carousel roundhouse refurbished during off-season. The historic structure is home to a 50-foot, four abreast Grand Carousel.



Undated postcard from Quassy files

2008 – Galleon Pirate Ship and Family Fun Slide added. Quassy celebrates centennial with big band dance on July 19.

2009 – New main entrance ticket booth opens – reminiscent of “trolley park” heritage at Quassy.

2010 – Free Fall ‘N’ Drop Tower ride added. Monster roller coaster sold at end of the season to make room for waterpark expansion. Mini Himalaya ride retired.

2011 – Wooden Warrior roller coaster opens. Flying Dragon ride retired.

2012 – New family tea cup ride added, called Crazy Cups. Quassy Quest Laser Maze added in heart

of redemption arcade.

2013 – Bullet Bowl water raft ride added to Saturation Station along with body slides and kiddie splash pad area. Waterpark rebranded as Splash Away Bay, yet still incorporating all elements of Saturation Station. Bath-house – entrance to beach/waterpark – completely refurbished.

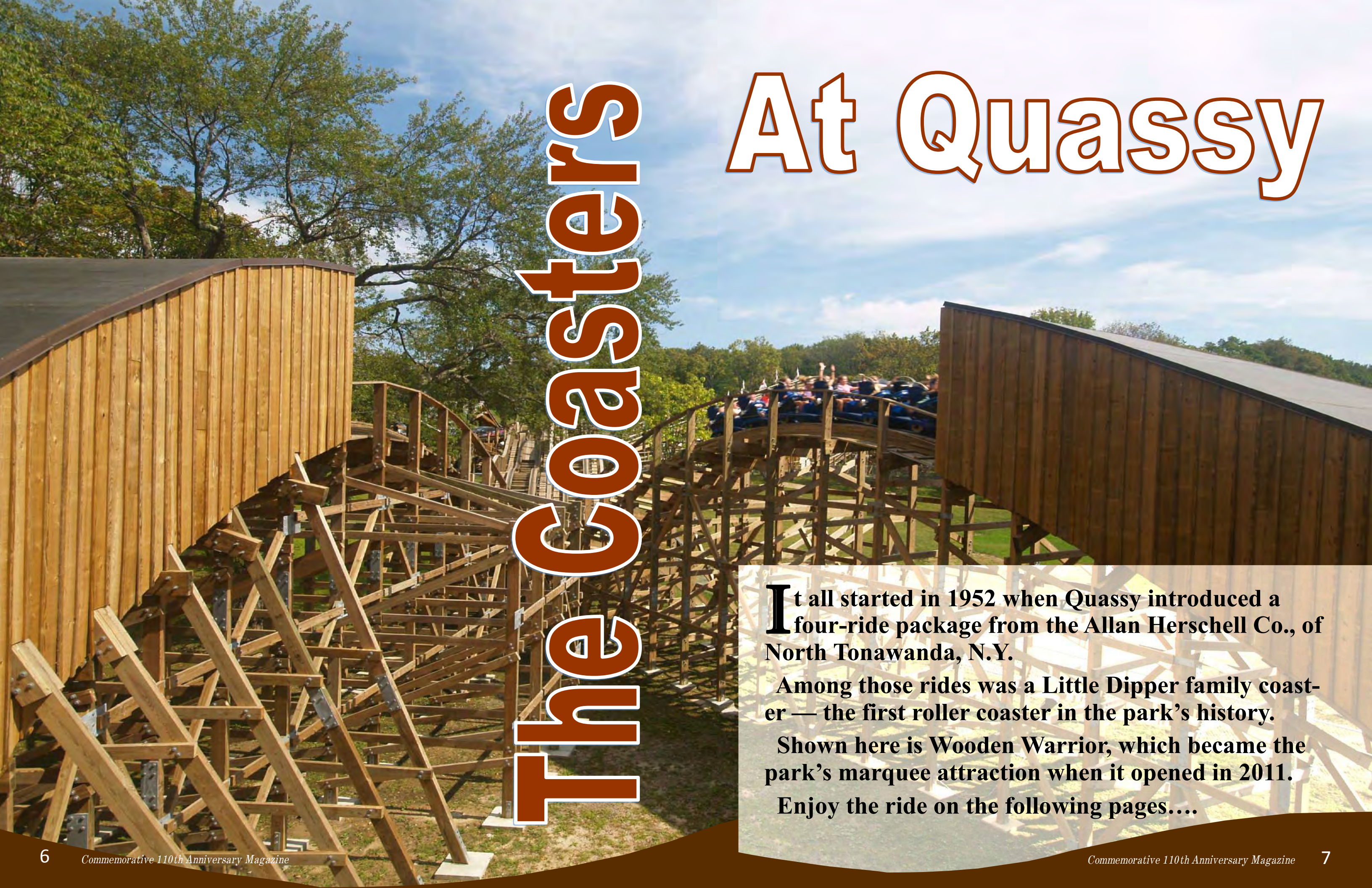
2014 – New group sales and season pass office built near main ticket booth. Quassy restaurant refurbished with large food preparation area added. Restrooms near park entrance totally refurbished.

2015 – FRANTIC thrill ride and kiddie bumper cars added (SBF/Visa). New train station opens over platform for Quassy Express. Trabant ride retired at end of the season.

2016 – Slide City, new five-slide children’s complex, opens in Splash Away Bay. Reverse Time, (SBF/Visa) new spectacular family thrill ride, replaces the Trabant. New maintenance building completed, bringing to two the number of new structures for safety and maintenance team. Spaceport Quassy, remodeled and themed play port area for youngsters, completed. Eagle’s Nest Observation Deck added adjacent to Wooden Warrior roller coaster.

2017- Bella & Bessie’s Sweet Shoppe & Pizzeria open on the site of the former popcorn stand. Homemade taffy and pizza are a highlight. Century-old taffy production machines were acquired for the operation. In addition, a new SBF/Visa Mini Jet titled Skipper’s Clippers and a Zamperla Samba Balloon ride called Up, Up & Away replaced the lakeside Hampton Umbrella Rides. The Quassy Quest Laser Maze also received an upgrade with the addition of the Beam Busters element.

2018 – Category 5 Rapids – Extreme Waterslides added to Splash Away Bay waterpark in the largest investment in the park’s history (ProSlide Technology). Also, Splash Away Bay Café constructed overlooking Quassy Beach with upper deck seating. Yo-Yo Super Swing ride completely refurbished including state-of-the-art light emitting diode (LED) lighting system.



The Coasters

At Quassy

It all started in 1952 when Quassy introduced a four-ride package from the Allan Herschell Co., of North Tonawanda, N.Y.

Among those rides was a Little Dipper family coaster — the first roller coaster in the park's history.

Shown here is Wooden Warrior, which became the park's marquee attraction when it opened in 2011.

Enjoy the ride on the following pages....

The Coasters At Quassy

Little Dipper Still Thrills After Nearly 70 Years At Park

Sometimes big surprises come in small packages. That could be said of the Little Dipper roller coaster at Quassy.

The ride has been a staple at the lakeside park since 1952 and has entertained generations of guests during its decades of operation.

Reflecting on the coaster's longevity, Quassy's Eric Anderson revealed some little known - yet interesting - facts about the ride.

"It's safe to say that at least 10 million guests have ridden the Little Dipper during its lifetime here at Quassy," the park official noted. "That's a moderate estimate taking into account the many years it has been here."

Anderson said he based his calculation on the number of operating days each year - roughly 100 - and an average number of rides and riders on any given day.

"I believe the actual ridership is well over that figure," he said of the classic Allan Herschell Co. roller coaster.

The Little Dipper is a tiny ride in comparison to the mega roller coasters at many modern theme parks. It has a short track of only 220 feet with a lift hill of 12 feet, yet provides plenty of thrills for children too little to participate on larger roller coasters.



The Little Dipper roller coaster has operated in the same location since it was introduced in 1952. It was part of a four-ride package purchased from the Allan Herschell Co., of North Tonawanda, N.Y. Two children's rides inside the perimeter of the coaster — part of the original acquisition - are also still operating in the kiddieland.



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"I rode the Little Dipper when I was a child," Anderson recalled. "It's a common occurrence for me to be out in the park and hear parents and grandparents alike reminisce about their childhood experiences on the ride."

THEY KNEW HOW TO BUILD THEM

The Allan Herschell Co., of North Tonawanda, N.Y., was once the largest manufacturer of amusement rides in the U.S.

Quassy Amusement Park purchased the Little Dipper as part of a four-ride Herschell package that also included a Sky Fighter jet ride, kiddie boat ride and kiddie pony carts. The three circular rides all ran inside the roller coaster's circumference with guests walking under the lift hill to get into kiddieland.

The Sky Fighter and boat rides still operate to this day in that area while the pony cart was retired from service several years ago.

"The Allan Herschell rides were built to last," Anderson said of the equipment. "Hundreds of Herschell rides are still in operation at other parks and fairs in the country. They



File photo of Quassy's former Wild Mouse coaster.

really overbuilt the rides in those days."

"Frankly, the coaster is running as good as ever," he added. "The only difference today is that we are using a three-car train versus four cars when it was installed."

A 1959 Allan Herschell catalog lists a new roller coaster at \$8,300. A similar new ride on the market today would easily cost in excess of \$300,000.

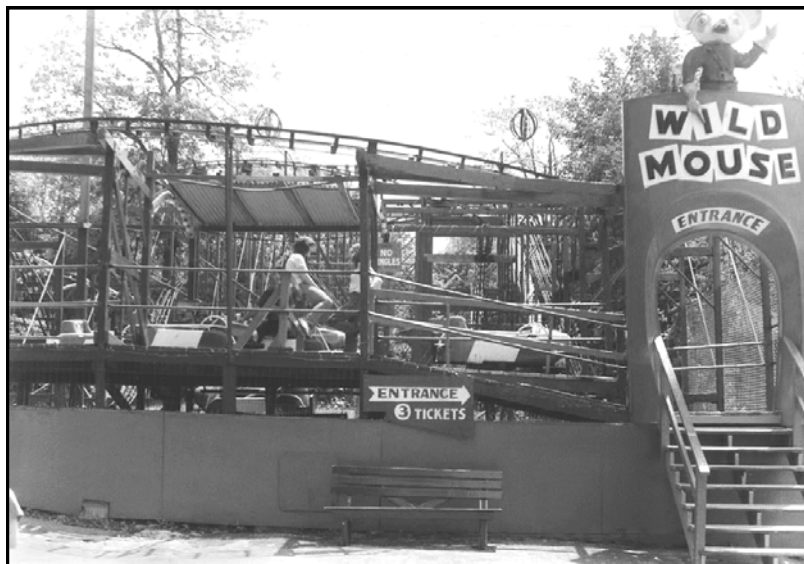
The company no longer builds new rides but supplies parts for its fleet of existing equipment. Quassy also has a Herschell helicopter ride located in the lakefront kiddieland area.

ENTER THE AGE OF THE MOUSE

In 1960 the park acquired the first of two "mouse" roller coasters it would operate over the next half-century.

The Wild Mouse (1960-1982) stood in the heart of the property and had a wood frame and fabricated steel track. Built by B.A. Schiff & Associates of Miami, Fla., the ride was known for its hairpin turns and moderate dips.

Two-person cars maneuvered the track, but little other information related to the attraction was kept at the park. The Schiff company ceased operation in the early 1970s.



Quassy's Wild Mouse shown in this file photo from 1967.



Youngers enjoy the Little Dipper at Quassy.

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The Coasters At Quassy

A Monster Invader

Quassy's Lakefront

Following the retirement of the Wild Mouse, Quassy was in need of another large coaster to fill the void for the 1983 season.

An Allan Herschell mouse coaster was up for sale by industry friends at nearby Playland in Rye, N.Y.

"I was 14 years old when my father purchased the ride," recalled Lou Tolve, who is an independent concessionaire at the county-owned amusement park in New York. The ride was delivered to Playland in the spring of 1967 after his late father, Joe, purchased it new from the Herschell company.

Quassy acquired the ride—a version known as the Monster—from Lou Tolve and assembled it on the lakefront, where it would operate until September of 2010.

CREATED STEEL COASTER INDUSTRY

"They (Herschell company) essentially created the steel roller coaster industry in America," noted Jim Futrell, historian for the National Amusement Park Historical Association, which is based in Illinois.

"Their oldest operating rides from the '50s are still popular with younger riders," Futrell added. "These predate the first large-scale steel roller coasters at Hanayashiki in Japan and the Matterhorn at Disneyland in California."

A new Herschell Mad Mouse could be purchased in 1959 for \$35,000 and company records indicate 34 units were constructed.

A smaller version of the ride, called the Mite Mouse, (15 feet high) was also introduced.

For those seeking the ultimate Herschell coaster, a large drop (30-foot) was incorporated on the granddaddy version of the Mad Mouse and named the Monster Mouse.

Only eight Monster coasters were built by the Allan Herschell Co., according to company records.

"The three rides were practically interchangeable," noted Futrell. "In an industry first, the Mad Mouse could be expanded into a Monster Mouse and Herschell marketed conversion kits to parks."

The ride served Quassy well for nearly 30 years before it was retired to make way for waterpark expansion and a new coaster to be constructed on the other side of the property.

On its final day of operation members of the American Coaster Enthusiasts (ACE) and park employees lined up for the last rides on the iconic Herschell piece.

"It was a great classic ride in every respect," said Eric Anderson, a Quassy owner. "The ride was an integral part of our operation for a quarter of a century."

Though the Allan Herschell Co. no longer builds new rides, it supplies parts for hundreds of its rides still in operation at amusement parks and with traveling carnivals.



Allan Herschell Mad Mouse, also called the Monster Mouse, shown in 2006.

Congratulations Quassy

On Reaching This Milestone!

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A father and son enjoy the Mad Mouse in this 2006 file photo.

WOODEN WARRIOR

PUT QUASSY ON THE INTERNATIONAL MAP



Wooden Warrior train emerges from the tunnel in this 2011 photo.

As Korey Kiepert drove a series of wooden stakes into the ground with a small hammer, his face beamed with excitement as he was taking the first step in seeing one of his latest creations become a reality.

He walked the uneven terrain, stooping down occasionally to set another marker, in what was becoming the “centerline” for the first all wooden roller coaster to be constructed at Quassy Amusement Park. That was during the summer of 2008.

After pouring over a number of designs submitted by various manufacturers from throughout the world, Quassy’s owners decided that Kiepert and his team from The Gravity Group, of Cincinnati, Ohio, would be awarded the contract to build the new marquee attraction.

Wooden Warrior—the name that would eventually be selected for the ride — would start rising above the century-old park two years later after the initial groundwork was completed and other hurdles cleared.

PARK CONSIDERED DIFFERENT COASTERS

“We considered a number of proposals including all steel, a combination of steel and wood, and an all wooden coaster,” said Eric Anderson, a Quassy owner. “This process had been going on for a couple of years because it became apparent that we needed to consider investing in the future of the property with a roller coaster.”

The ride the park actually

selected was the second proposal presented by The Gravity Group.

“They (The Gravity Group) really put it all together with the second plan,” added George Frantzis II, another Quassy owner. “We needed a strong family ride to replace our aging steel family coaster, yet to fit into a tight space without compromising the tree lines and our spacious athletic field. This design really accomplished everything.”

“I like every coaster I’ve ever been a part of, and I have to,” said Kiepert, who is one of the engineers at The Gravity Group. “If you can bring an attraction to a park that people want to ride again and again, it’s a success. That is what we do.”

In August of 2010 ground was finally broken for the project and by Sep-



Construction of Wooden Warrior in October of 2010.

tember the first of the ride’s supports were lifted into the air and anchored to concrete footers that had been poured weeks in advance.

HUGE IMPACT

While park officials and passersby marveled at the mammoth structure taking shape, no one realized at the time the impact the new ride would have on the lakeside property.

“It was a game-changer,” Anderson and Frantzis have said on numerous occasions.

And much to the surprise of the park owners, inquiries about the attraction starting rolling in from individuals across the nation as well as international roller coaster clubs.

(Continued On Page 37)



Korey Kiepert

*Congratulations To The Frantzis
And Anderson Families On
Reaching This Milestone*

Quassy Amusement Park
Established 1908
110th Anniversary Season

*Best wishes for continued success from
the entire staff at Amusement Today!*

- Gary Slade, publisher

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Just Add Water...

In 2002 Quassy Amusement Park decided it was time to take the plunge into the waterpark business.

By the following spring an area that had been cleared adjacent to Quassy Beach was bustling with activity as hundreds of pieces for what was to become Saturation Station had arrived.

SCS Interactive, a former engineering and manufacturing firm based in Colorado, had been selected as the vendor to provide the three-tiered modular structure incorporating a large tipping bucket, variety of spray and water cannon elements as well as cascading fountains. ProSlide Technology Inc., Ottawa, Ontario, Canada, was contracted to build two slides to launch from one of the platforms.

"It was an immediate hit," Eric Anderson, a Quassy owner, said of the structure that opened in May of 2003.

Quassy Beach on the park's lakefront was again crowded with guests as they enjoyed the adjoining water attractions.

"It was great to see that part of the park (beach area) rejuvenated," said George Frantzis II, who grew up at the park his family has operated since 1937. Today, Frantzis and Anderson oversee the daily operation of the park they own with other members of their families.

The new attraction also drew industry attention as it was SCS's first WaterColors unit built in the world.

But most importantly, Saturation Station had turned the tide at one of the nation's oldest continually operating amusement parks, setting the stage for more improvements down the road.

"It probably saved the park," the owners have said time and again since that inaugural season.

SELLING THE NEW PRODUCT

Being a non-gated facility, in that no general admission is charged, the park generated an aggressive marketing campaign to introduce its new offerings to the water-hungry public.

"We have always offered a ride wristband as well as an individual ride tickets," Frantzis said of the park's revenue-generating formula. "Now it made perfect sense for us to incorporate the water into the all-day wristband."

In addition, a separate beach/waterpark admission was made available to patrons who just wanted to enjoy the water.

Television commercials and billboards focused heavily on visually selling Saturation

Station to Quassy's clientele, the majority of which were within a 30-mile radius.

"It was an eye-opener for us," quipped Anderson. "I recall that Fourth of July (2003) – you could hardly move (in the waterpark) it was so crowded."

Realizing overcrowding could become a deterrent, Quassy officials looked ahead to "phase two" of their waterpark initiative for 2006.

Two ProSlide Tunnel Twister slides were constructed and took Saturation Station to the next level by providing larger water attractions that would appeal to youngsters as well as adults.

"As great as Saturation Station was, the area now looked like a complete waterpark with the new giant slides," Frantzis said of the additions.

The park's season pass base grew dramatically as Quassy had successfully transitioned itself into an amusement and waterpark destination for local and area families.

FILLING THE 'NICHE'

"We had positioned ourselves to successfully carry through with our multi-year improvement plans," Anderson said of the park's progress. "At the same time, we realized that we filled a niche market in a region where a number of large theme parks were competing against each other. We were determined to retain our family-friendly identity."

Quassy is small in comparison to the regional competitors as the property consists of 20 acres including its parking lot. The business had always marketed itself to families with pre-teens and the no admission policy helped it stay afloat when jostling for the discretionary dollar became even more critical.

"Our quarter nights – now 50 cents – really packed them in on Fridays," Frantzis said of special promotions the park has heavily relied on for years. "We also continue to do a \$50 Saturday evening carload, which has picked up in recent years."

With all-day ride and water wristbands priced at less than \$30 per person (kids under 45 inches are \$24.99 and 45 inches and taller pay \$28.99), Quassy is considered a bargain by many guests.

"We've always hung our hat on being family affordable – that's a philosophy we're not about the change," Frantzis noted.

Coming off a record centennial season in 2008, the park forged ahead with plans to build a new marquee roller coaster which would also open up room for expansion of the waterpark.

"We had hoped to introduce the new roller coaster for our 100th year, but that obviously didn't happen," Anderson said of the highly-anticipated ride. Instead, two new amusement rides made their debut that season, a Galleon pirate ship by Zamperla of Italy and a Family Fun Slide from Childress rides in South Carolina.

Following the town's approval to build the coaster for the 2010 season, the project hit a roadblock when a neighbor sued the park and local government.

Ultimately, the roller coaster was put on the back burner as the legal maneuvering continued behind the scenes in attempts to settle the dispute.

MAKING IT HAPPEN

Not to disappoint guests visiting in 2010, the park purchased a new drop tower from SBF/Visa in Italy. At the same time the lawsuit was being quietly settled and Quassy looked ahead to make the new coaster a reality.

"Part of our agreement with the town was to take down the Allan Herschell Mad Mouse steel coaster on the property," Anderson said of the multi-year improvement plan. "The new coaster was to be built along the old entrance to the property and drop down into the large lawn area behind the carousel."

By removing the old coaster located at the lakefront, Quassy would substantially increase the real estate available for future waterpark expansion.

In 2011 the property started promoting its future waterpark development by posting promotional banners stating "Saturation Station Is About To Spring A Leak." Some of the anticipated attractions were also shown on the in-park displays.

As great as Saturation Station had been for Quassy Amusement Park, the owners admit there was a missing element.



Saturation Station Was Busy On July 4, 2003 — Its Inaugural Season.



The BulletBOWL water raft ride (ProSlide Technology) was added in 2013 and the waterpark was rebranded as Splash Away Bay.

Anderson. "We wanted to break ground as soon as the beach and Saturation Station closed for the season."

With the huge expansion slated to open for the 2013 season, the park felt it was an appropriate time to rebrand the waterpark.

"Splash Away Bay was a title that surfaced from within our management team," Anderson said of the new name. "At first, we thought we would tag the new splash pad with it (name), but the more we thought about it, the better Splash Away Bay sounded as an overall waterpark name."

DOUBLING THE SIZE OF THE WATERPARK

Opening on Memorial Day weekend as scheduled, Quassy virtually doubled the size of the waterpark with the addition of a BulletBOWL water raft ride and pair of FreeFall extreme bodyslides, all from ProSlide.

In addition, the park constructed a 2,000-square-foot Vortex Splashpad by Vortex Aquatic Structures International Inc., Pointe-Claire, Que-

"We heard it time and again from our guests - we needed a water area for small children," Anderson said of the waterpark. "We looked at a lot of equipment at IAAPA (International Association of Amusement Parks and Attractions Expo) and incorporated a children's splash area into waterpark expansion plans."

By the close of the 2011 season park officials had another positive to build on: the family-owned business was drawing guests from greater distances than ever before.

"Certainly, Saturation Station played a role in that success, but there is no doubt Wooden Warrior (roller coaster) really put us on the map," Frantzis said of the broadening audience. "We were advertising the new roller coaster in what we considered secondary markets that year and people came."

Quassy had banked on Wooden Warrior being a hit, and it was. The 2011 season was extremely successful, allowing the park to move forward with its plan to add new water attractions.

"By mid-2012, we pretty much had everything in place so we could start work on the waterpark," recalled An-



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bec, Canada.

“These new slides and the splash pad really took Quassy’s waterpark to the next level – adding more value to the guest experience,” Anderson noted.

The Fish Pond splash pad is located next to the new waterslides and has been designed as a play area strictly for younger children. A multitude of attractions are incorporated into the area including a rainbow spray tunnel, geysers and themed hands-on water play elements.

“We envisioned this being an extremely popular play area for youngsters, especially toddlers, and it is,” Frantzis said. “It’s very parent-friendly so the adults can easily keep an eye on their children. It’s not an attraction for older children, but geared toward those less than 8 years old.”

With all of the new elements taking center stage, the owners closely monitored the activity on what was cornerstone of the waterpark as well.

“Saturation Station is as popular today as when it opened,” Frantzis said of the modular play area that has more than a decade of use. “It’s very apparent that it will remain an integral part of the waterpark experience here as will the Tunnel Twisters.”

The park’s bath house, which serves as the main entrance to the beach and waterpark, was gutted and received an internal facelift before the 2013 season. Changing areas were enlarged and several family chang-



Splash Away Bay waterpark as it appeared in early June of 2013. The BulletBOWL and FreeFall extreme bodyslides (center) along with a children’s splash pad (left) were all new that year at Quassy.



The Fish Pond splash pad was something Quassy desperately needed to fill a void for younger children visiting the waterpark. Youngsters are shown here just after it opened in 2013.

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ing booths added.

In addition, a new first aid room was constructed at the front of the building to serve guests in both the amusement area and water attractions.

With the major additions and rebranding of the waterpark, Quassy embarked on a comprehensive marketing campaign to get the word out.

A new television commercial was produced to promote Splash Away Bay for the 2013 season and was scheduled extensively on network affiliates throughout Connecticut.

To fill up attractions in the waterpark for the commercial shoot, the park invited its season pass holders to take part. Video/photo release forms were sent electronically to all of the pass holders in the park's database so the required paperwork could be filled out prior to the day of the filming.

In addition, the park hired three professional actors for key scenes in the script.

"Our season pass holders really enjoy being part of our publicity," Frantzis said of the process. "We did the same thing when we opened Wooden Warrior and those ads were fantastic."

SUMMER IN THE CITY

The park turned its attention to younger children visiting Splash Away Bay with yet another ProSlide addition for the 2016 season.

Slide City, the name the Quassy selected for the new attraction, consists of two open and three serpentine slides. One of the twisting slides splashes down into a whirlpool, while the two open slides allow parents to participate next to younger children.

Quassy also introduced a new mascot that year, much to the delight of those venturing into the waterpark to experience the new slides.

Splash the dolphin was named from entries obtained through a contest administered through the park's online Quassy Kids Club.

During a press conference announcing Slide City, the park also tipped its hand that three giant water raft rides were also in the planning stages.

By the summer of 2017 Quassy made it official that the raft rides would be constructed and ready for the 2018 season.

Dubbed Category 5 Rapids—Extreme Waterslides, the project would turn out to be the largest single investment in the park's history.

Based on its track record with Quassy, ProSlide was again selected as the vendor and more than two dozen tractor-trailer loads of components



Quassy's Slide City is a huge hit with younger guests visiting Splash Away Bay.



Waterpark Development

**Congratulations To
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**CATEGORY 5
RAPIDS
EXTREME
WATERSLIDES**



Quassy's Eric Anderson stands by a banner during the summer of 2017 which announced three giant raft rides coming to Splash Away Bay for 2018.

had arrived at the park by early fall.

The largest of the three giant slides is a TantrumTWIST, also known as TORNA-DO, which accommodates single and two-person rafts.

The patented funnel shape flushes riders up the TANTRUM walls, oscillates each tube multiple times and generates the suspended-weightlessness sensation that is unique to ProSlide funnel rides.

After dropping into the funnel, riders are swept up the wall to the equator line, which is actually perpendicular to the ground. The ride creates the illusion of going over the edge and keeps even the most demanding thrill enthusiasts returning for more.



Category 5 Rapids water raft rides were completed just before Christmas of 2017 for Quassy's 2018 season.

CATEGORY 5 RAPIDS EXTREME WATERSLIDES

Two gigantic PIPEline serpentine slides round out the three-ride attraction. The new slides all depart from one platform and conclude in runoff troughs near Saturation Station. The PIPEline slides are designed for single or two-rider rafts.

The new slides have a combined length of more than 1,000 feet and were constructed in an area where picnic tables were located.

Construction crews assembled sections of the mammoth slides in the parking lot and then hoisted them into location with a crane once the tower and loading platform were completed.

All three of the slides were in place just before Christmas of 2017.

NEW CAFÉ OVERLOOKING THE LAKE

In addition to the new slides, Quassy also constructed Splash Away Bay Café & Deck during the off-season. Guests at Quassy Beach and the waterpark can purchase food and beverages at the café and enjoy rooftop seating overlooking Lake Quassapaug.

"We're always looking at new rides and attractions for the park," Anderson said of the recent additions. "We anticipate doing more both in the amusement ride area of the park as well as the waterpark in coming years – that's for certain."

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HISTORY OF THE QUASSY CAROUSELS



The former E. Joy Morris carousel is shown at Quassy (circa 1920) in this file photo.

The ride most likely operated at another amusement park prior to being acquired by Quassy, which officially opened in 1908. After its arrival at the Connecticut amusement park, the ride was assembled for full operation under the cover of a building. Records do not indicate the exact date of the acquisition, but the Morris carousel replaced a smaller machine which was operated lakeside.

Carousels designed by E. (Edward) Joy Morris featured magnificent figures hand carved of wood and his rides usually consisted of 26 horses and 20 menagerie animals – all stationary – standing in three rows, Manns noted.

A new Morris carousel cost \$8,000 in 1900, which was a huge investment during that era. According to Manns, Morris built around two dozen carousels during the eight years he produced them (1896-1903).

In 1903 Morris sold his manufacturing equipment and inventory of around 200 completed carousel figures to two men who formed The Philadelphia Toboggan Co. (PTC).



A youngster rides a Hippocampus on the former E. Joy Morris carousel at Quassy in this (circa 1987) file photo. This was a replacement figure on the antique ride as the original hippocampus—one of three on the carousel—was stolen in 1985.

There are lions and tigers and bears - oh my! - not to mention giraffes, camels, plenty of horses and an occasional hippocampus (sea horse).

Put them all together on a moving platform under one roof; add some colorful band organ music and you have a classic carousel.

These magical machines have been creating smiles for more than 200 years and are considered the cornerstone of many modern-day theme parks.

At Quassy Amusement & Waterpark, carousels have played a vital role in the history of the 110-year-old lakeside facility.

One of the earliest carousels operated at Quassy was a unique machine with a menagerie of animals built by E. Joy Morris (circa 1902) of Philadelphia, according to published accounts by William Manns, an authority on carousels.

The new owners were able to complete four carousels using Morris' animals and, according to Manns, quickly establish themselves in the industry. It is believed Morris' decision to sell his business was based on health problems. He died in 1929.

PRODUCTION CEASED

The Philadelphia Toboggan Co. ceased carousel production after the Great Depression of 1929. The company, still in existence today, is known worldwide for the design and construction of roller coaster trains.

The Morris carousel at Quassy consisted of a lion, tiger, three camels, three giraffes, three deer, two zebras, three goats, three hippocampuses, a burro, three chariots and 24 horses.

Morris' carousel horses were renowned for their decorative saddle trappings, layered blankets and chest straps. In addition, Manns noted, figures carved behind the saddles included characters of the carvers, pets and friends.

The Quassy carousel underwent an extensive overhaul sometime during the late 1920s, converting most of the stationary animals into "jumpers." The conversion was done by the C.W. Parker Co., another carousel manufacturer located in Leavenworth, Kan.

The ride also found a different home at Quassy in 1927 -

under the roof of a new, much larger roundhouse.

As Quassy - a traditional trolley park of the era - emerged as a survivor of the Great Depression, so did the Morris carousel.

But the ride nearly went up in flames following the purchase of the park in 1937 by three local businessmen, including the late John Frantzis Sr.

"There was a dispute over the carousel when the park was purchased back then," George Frantzis II, a park owner, recalled of the incident involving his grandfather. "The argument was about the carousel being part of the purchase price. They (former owners) stacked the animals up in a pile out back of the building and had poured gasoline on them - ready to torch them."

SAVED FROM THE HEAP

Fortunately the quarrel was resolved before anyone struck a match. The carousel figures were rescued from the heap and the ride was reassembled under the roundhouse, where it continued to operate until October of 1989.

Quassy announced the carousel - then the last complete machine built by E. Joy Morris - would be retired that year due to maintenance and insurance issues.

There were attempts by a number of outside groups to purchase and move the carousel - perhaps - to a municipal park, but none of them were successful.

On Oct. 8, 1989, large lines formed for a last ride on the classic carousel at Quassy Amusement Park. The ride was sold during an auction on Oct. 21.

"My whole family grew up riding that carousel," Frantzis said of the device, adding that it was difficult to see the ride auctioned.

All of the figures were sold separately, with the single lion on the ride capturing the highest bid at \$60,000. The lone tiger went for \$45,000.

The two original hippocampuses on the carousel - the third original was stolen in 1985 - sold for \$20,000 and \$15,000 respectively. The replacement figure drew a final bid of \$6,000.

The frame, mechanism and trim were sold to the New England Carousel Museum in nearby Bristol, Conn., for \$5,000.

By the end of the day the carousel had fetched just over \$638,000. In the auction audience was a teary-eyed Terri-lee Morris, the granddaughter of the carousel's creator.

The 1927 roundhouse at Quassy did not sit empty for the 1990 season as the Frantzis family had already invested in a new machine.



Cover Of The 1989 Auction Booklet Used To Sell The E. Joy Morris Carousel.

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George Frantzis II stands next to the plaque which honors his late father on Quassy's Grand Carousel.

Chance Rides of Wichita, Kan., built a 50-foot grand carousel for the park, which was delivered in March of 1990 and assembled in time for the upcoming season.

The new carousel has a charm and history all its own.

The inner three rows of horses – all jumpers – were fashioned after those of the former Allan Herschell Co., of North Tonawanda, N.Y. Herschell was once the largest producer of carousels in the world and introduced its first rides in the late 1800s. Chance Rides purchased the manufacturing rights to Herschell products in 1970.

And while all the figures on the new carousel are made of fiberglass, the four menagerie animals – giraffe, lion, hippocampus and camel – are also unique.

MORE THAN 100 HOURS ON EACH FIGURE

Craftsmen at Chance spent more than 100 hours on each figure and say no two menagerie animals leaving the factory are exactly alike.

The lead horse – most decorative horse on the outside row – is a spectacular jumper with colored jewels and a flared mane. It shares the outside row with the menagerie animals and other horses from the Bradley & Kaye line.

The former Bradley & Kaye Amusement Co. of Los Angeles created numerous molds in the 1970s and '80s from original carousel figures created by the master carvers of the early 1900s. Chance Rides acquired the Bradley & Kaye manufacturing rights in 1987 so these unique figures could be added to new carousels.

Quassy's new carousel also has two chariots which are attached to the ride's platform, which is made of oak.

The ornate scenery with thousands of clear light bulbs is fashioned from the Gustav A. Dentzel era. The Dentzel Company created classic carousels in the Germantown area of Philadelphia prior to The Great Depression and was a competitor of PTC and Herschell.

Today a plaque at Quassy's historic carousel roundhouse honors the late George J. Frantzis (1927-1997) for his more than 50 years of commitment to the community and the park.

ANOTHER CAROUSEL AT THE PARK

Quassy operated another carousel of historic interest in its lakefront kiddieland. In fact, the small carousel – at the time - was the oldest ride in the park.

The 1924 carousel was built by the former W.F. Mangels Co. of Coney Island, Brooklyn, N.Y. William Fredrick Mangels was a German immigrant who came to the United States in 1883 and founded his company in 1890.

(Continued On Page 34)



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Billy's Back In Town!

Beloved Carousel Figure Returns To The Park

Billy's back in town, and you could say he's gone full circle. Billy is an ornate carousel menagerie goat that entertained generations of parkgoers at Quassy Amusement & Waterpark before the entire herd of animals was retired nearly 30 years ago.

A fixture on the classic E. Joy Morris carousel at the historic lakefront property, all 20 menagerie animals and 26 horses were sold separately when the ride was auctioned in October of 1989. Collectors and carousel enthusiasts alike took part in the spirited bidding and Billy hit the road after the final gavel dropped.

By day's end the hand-carved carousel animals generated more than \$625,000 with the single lion on the ride capturing the highest bid of \$60,000. The framework, scenery and mechanism sold for \$5,000.

Back At Quassy

In May of last year Billy, one of three goats that were on the Morris carousel, came back to Quassy for good.

He's remaining – one could say - out to pasture with his new home in the office George Frantzis II, one of the park's owners.

"My sister, Lisa, found it through a broker in California," George said of the acquisition. "She was looking for a horse from our original carousel and found that along with the goat."

"I spoke with Rock Hopkins (broker) and he put me in touch with the sellers," Lisa said of the series of events that let up to the purchases.

The sellers were Suzy and Charles Winterble of Yorktown, Va. The former Southbury, Conn., couple lived only a few miles from the amusement park before moving out of the state in 1994.

"We just wanted some Quassy memorabilia," Suzy said in a telephone interview. "For the past 30 years these pieces (Billy, a Quassy carousel horse, and scenery section known as a rounding board) have been looking down on us."

The Winterbles took great care of the antique carousel collectibles and displayed them on a second-story bridge connecting two rooms, but visible from the first floor.

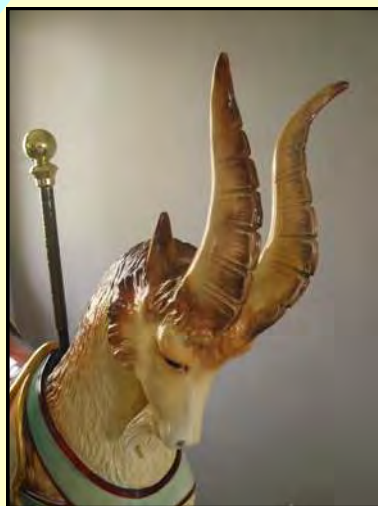
"No one ever sat on them," Charles added. "The goat was a prancer when we purchased it, but we had the original legs put back on during the restoration."

Not At The Auction

The Winterbles did not attend the 1989 auction at Quassy but acquired the pieces soon after from the New England Carousel Museum in Bristol, Conn., where the restoration took place. That restoration was done



George Frantzis II with Billy in his park office.



Ornate carousel figure came back to Quassy last year.

by Bill Finkenstein of WRF Designs of Plainville, Conn., according to Hopkins.

When the goat was purchased by the Winterbles, it had been stripped of the park paint.

"We had it restored to what was believed to be the original colors used for the carousel," Suzy said.

With another move in their near future, the couple decided it was time to let the carousel pieces go. The sale prices were not divulged.

"We actually named him Billy after my father, William," Suzy asserted. "It seems empty in the house now with them (animals) gone."

But the Frantzis family is delighted that two childhood memories have made their way back into their lives. Lisa purchased the horse for older brother, John. They both reside in Massachusetts yet remain active as owners of the property. George is at the park daily, overseeing the sales team and ride staff.

The three grew up at the park, which was purchased in 1937 by their late grandfather, John, and two business partners, who were eventually bought out.

Was A Difficult Day

When the Morris carousel was auctioned it was a difficult day for family, which decided to sell the ride due to insurance and maintenance issues.

In comments that virtually mirrored one another, Lisa and George both said how “devastated our father (late George Frantzis) was.”

“Our father didn’t even go outside during the auction. It was extremely difficult for him – like a family member being lost,” George recalled.

“I think he regretted that decision very much, but felt he had no choice,” Lisa said of the auction. “That carousel was really the heart of the park in those days.”

“When the auction was over, I remember going to the parking lot and seeing one of the giraffes – loaded into the back of a station wagon with its head sticking out the window. To me it felt like it was leaving in a funeral,” George added.

The carousel, manufactured around 1902 in Philadelphia, Pa., was the last complete E. Joy Morris ride in operation in the 1980s. Though park records do not indicate exactly when the ride came to Quassy, it is believed to have been purchased by the park around 1910. A new Morris carousel cost \$8,000 and only two dozen were said to be produced by the firm during its eight years of existence (1896-1903).

Grew Up At The Park

As youngsters, George, Lisa and John Frantzis spent much of their time at the family business.

“I even ran the carousel on occasion – one of the first female operators,” she said.

“It ran so fast – exactly twice as fast as our current carousel - you had to be very skilled jumping on and off the platform and walk in the opposite direction to collect tickets,” George said of the times he operated the attraction. “Getting on and off that moving platform was like a rite of passage growing up at the park.”

Both reminisced about the carousel band organ music lullabying them to sleep when staying at the park with their grandmother (Bella Frantzis) during the summer months.

“I would wake up to the sound of the carousel starting in the morning,” Lisa added. “It was a stark contrast to have quiet in the park at closing without the sound of the carousel.”

Bringing Billy back to Quassy has provided somewhat of a roller coaster ride for Lisa and George Frantzis II.

“I feel a little nostalgic – the charm of the old and the new here,” a somewhat teary-eyed George said. “At first I didn’t think it would be as moving as it has been. It’s really thrown me back to think about that time when the Morris carousel was here.”

As for Lisa: “I feel so lucky to have grown up working and playing at the park. That carousel was not only at heart of the park, but the core of my wonderful childhood memories.”



Billy shown on the E. Joy Morris carousel at Quassy in this file photo.

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Billy following restoration



Mixing It Up... WITH CLASSIC AND NEW RIDES

When it comes to dishing up a good serving of family fun, there's a simple recipe at Quassy Amusement & Waterpark: provide a mix of classic and new rides.

"We've been in this business for a long time and we know new attractions are important to our guests," noted Quassy's Eric Anderson. "At the same time, there are many classic rides in our lineup that are as popular today as when they were introduced years ago."

For instance, the Little Dipper roller coaster, Sky Fighter Jets and kiddie boat ride all made their debut at Quassy in 1952.

"They're staple rides in our kiddieland," Anderson said of the classic machines. "I rode them when I was a child growing up here and our customers still love them."

While the Little Dipper pales in comparison to the Wooden Warrior roller coaster – the marquee attraction which opened in 2011 – it still draws a crowd during the park's summer season.

"The kids, especially the younger ones, line up for it," the park official added. "It's only 12 feet high but has plenty of action. For many, it's their first roller coaster ride."



FRANTIC is Quassy's thrill ride that was introduced in 2015. It is the only inversion ride of its type in all of New England.



The Sky Fighter jet ride has been operating at the park since 1952. It was part of a four-ride package from the Allan Herschell Co., of North Tonawanda, N.Y.

All three of the attractions were built by the Allan Herschell Co., of North Tonawanda, N.Y., and have certainly withstood the test of time as well as the countless thousands of youngsters who have climbed aboard them. A Herschell helicopter ride, added in 1958, is situated in another area of the park. It, too, is as popular today as when it was installed more than 50 years ago.

"These rides were built to last," added Anderson. "We've maintained them and they are operating as efficiently today as when they were new."

WHAT'S NEW

"We realized more than a decade ago that the time had come to start updating the park and add new attractions," Anderson, who oversees capital improvements, said of a multi-year plan initiated at the park. "At the same time, we didn't want to undermine the heritage of the park, but find a good balance between the old and the new."

With the last major ride added in 1999 (Big Flush water coaster), the park embarked on a mission to seek out new rides and replace a few aging elements in the property.

In 2006 the park made good on its promise and introduced the Yo-Yo Super Swing near the beach entrance. With a capacity of 32 riders and unique lifting and tilting action, the Yo-Yo was an immediate hit among guests and is one of the largest mechanical rides in the park. The ride was manufactured by Chance Rides, Wichita, Kan.

The centennial season (2008) saw two more rides added at Quassy: Galleon Pirate Ship from Zamperla of Italy and a three-lane fiberglass slide, built by Childress rides in South Carolina.

"We had always wanted a swinging ship," Anderson said the Galleon acquisition. "It's just a terrific family ride – one that will likely be with us for years to come."

A new family drop tower called Free Fall 'N was purchased for 2010 from SBF/Visa Group of Italy and during the summer the park broke ground for its spectacular roller coaster, Wooden Warrior.

COASTER CRAZE

The highly-anticipated Wooden Warrior opened on schedule in April of 2011 and garnished rave reviews from parks guests and roller coaster enthusiasts. Since its debut, the ride has consistently ranked among the top 50 wooden coasters in the world in various roller coaster and theme park polls, despite its relatively small footprint and 1,250 feet of track.

Each spring Quassy hosts Wooden Warrior Day, which includes exclusive ride time on the coaster prior to the day's opening. In addition, coaster groups from around the globe have visited just to experience the ride.

The 2012 season brought with it the new Crazy Cups (Zamperla) family ride, positioned near Carousel Court in the park.



For 2015, the park introduced two new rides. FRANTIC is a spectacular family thrill ride which swings back and forth on a large pendulum. The attraction reaches a climax by completing a number of 360-degree flips and is the only inversion ride of its type in all of New England.

Kiddie bumper cars were also added near the Little Dipper roller coaster. Both rides are from SBF/Visa Group of Italy, represented in the U.S. by Rides4U, Somerville, N.J.

REVERSE TIME, another new family thrill ride, ushered in the 2016 sea-



FRANTIC ablaze with color during evening operation.

New kiddie bumper cars were poised for opening in 2015.

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son, replacing the popular 50-year-old Trabant ride. Located in the heart of the park, REVERSE TIME (SBF/Visa Group) has similar action as the Trabant but the single-passenger seats face outward for an entirely different ride experience. Quassy's REVERSE TIME was the first to be installed in all of North America.

For 2017 the park added two children's rides in which adults can participate as well. Skipper's Clippers mini pirate ships (SBF/Visa Group) and Up, Up & Away balloon ride (Zamperla) took the place of two Hampton umbrella rides located near the lakefront.

OTHER CLASSICS

Being a traditional family park, Quassy has long hung its hat on rides that generations of guests have enjoyed.

Attractions such as the Tilt-A-Whirl and Paratrooper are favorites not only among Quassy fans, but amusement park buffs in general.

The Tilt-A-Whirl was invented in 1926 by Herbert W. Sellner, founder of the former Sellner Manufacturing Co., of Faribault, Minn. Hundreds of these spin-you-silly rides were sold by the Sellner firm throughout the world. New Tilt-A-Whirls are built to this day by a Texas company which acquired the assets of the Sellner firm. Quassy introduced its Tilt-A-Whirl in 1977.

Chance Rides of Wichita, Kan., built Quassy's 50-foot Grand Carousel, which was installed in the park's 1927 roundhouse in March of 1990, just prior to the park opening for the season.

The new ride replaced what was said to be the last compete E. Joy Morris (circa 1902) carousel in existence. The aging Morris ride, built in Philadelphia, Pa., and its menagerie of animals were auctioned after the park closed its 1989 season.

"We constantly hear parents and grandparents comment about riding some of our attractions when they were children," Anderson said. "It's gratifying that they have those good memories and now have younger members of their families enjoying the same rides."

Quassy faithful might wonder if there are more new rides on the horizon. "We are always looking at new rides and attractions," Anderson asserted. "Rest assured, there will be more changes at the park in coming years."

QUASSY RIDE FACTS: PAGE 26



Quassy's REVERSE TIME was the first to be installed in all of North America.



Up, Up & Away was added in 2017.

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RIDE FACTS

* **Oldest operating amusement rides in the park:** Little Dipper roller coaster, Sky Fighter Jets and kiddie boat ride. All three were added in 1952.

* **Carousel Myth:** Many guests believe the Grand Carousel operating in the roundhouse is – perhaps – one of the oldest rides in the park. In fact, the ride was installed factory-new in March of 1990.

* **Octopus:** A ride called the Octopus operated from 1948 to 1976 at the location where the Carousel Theatre now stands. The Octopus was built by the former Eyerly Aircraft Co. in Oregon.

* **Former Roller Coasters:** Wild Mouse (1960-83) and Mad Mouse – also known as the Monster – (1983-2010). The Big Flush water coaster now occupies the location of the Wild Mouse and the Mad Mouse was dismantled to make room for Splash Away Bay water-park.

* **Made In The U.S.A.:** Many of the rides operating at the park were built in the United States. Chance Rides of Wichita, Kan., provided the most: Grand Carousel, C.P. Huntington train, Trabant (retired in 2015), Yo-Yo Super Swing and Music Fest.

* **The Nuts & Bolts:** Wooden Warrior roller coaster at Quassy consists of more than 140,000 board feet of lumber, 200,000 nails and 35,000 nuts and bolts. It all adds up to 1,250 feet of track.



Sunset riders on the Yo-Yo Super Swing.



Free Fall'N drop tower was added in 2010.



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TREASURES IN PLAIN SIGHT



When the gates at just about any amusement park in the nation open, there is an immediate mad dash to the largest roller coaster or fastest waterslide. Call it human nature – if you will – to be among the first in line for that morning adrenaline rush offered by the most thrilling attractions at any particular property.

And while waiting in queue lines or even strolling the midway, it's not unusual to see a lot of folks with their eyes glued to their cellphones instead of absorbing all a particular park might have to offer.

Take for instance the not-so-hidden treasures at Quassy Amusement & Waterpark. While some of the locals have been coming to the property for generations, many guests do not realize they are surrounded by bits and pieces of Americana that are slowly disappearing from the amusement industry landscape.

GAMES OF YESTERYEAR

Inside the huge redemption arcade in the heart of the park are a variety of games that have been around since the early part of the last century.

Perhaps the most interesting machines are two Rotary Merchandisers produced by the Exhibit Supply Co. of Chicago, Ill (circa 1931). They are a rather simple contraption to play as an arm sweeps across the game's felt-covered field as you attempt to push prizes into a chute to redeem them.

The games were acquired by John Frantzis, Quassy's patriarch owner, in 1971 when Palisades Park in Cliffside Park, N.J., closed.

Though semi-retired, John still maintains a daily morning routine of setting up the Rotary Merchandisers and other arcade games during Quassy's season.

"I remember Palisades Park very well," he said of the New Jersey park. "It had some great rides and fabulous entertainment – and you couldn't beat the location."



John Frantzis at one of the Rotary Merchandisers in Quassy's arcade building. Inset shows the rotating table in the machine.

Palisades was famous in its own rite and was a "trolley park" – the same as Quassy – once owned and operated by a rail company. The park opened in 1898 and guests flocked to the property for its many attractions and were treated to a spectacular view of Manhattan, which was directly across the Hudson River.

Baby boomers will also recall the hit 1962 rock n' roll song titled Palisades Park penned by Chuck Barris and recorded by Freddy Cannon. It can still be heard to this day on oldies rock radio stations.

LOVE TESTERS

Two other Exhibit Supply Co. games are located in the park. Called Love Testers (circa 1940), players deposit 25 cents and squeeze the handle, setting off a mechanized series of



New Ticket Booth At Quassy.

GLIMPSE AT TREASURES in the PARK

Quassy Amusement Park opened in 1908 and today is one of only a handful of remaining trolley parks in the nation. Before the Great Depression of 1929 there were more than 1,000 such parks. Some of the treasures in plain sight - old and new and reflective of the park's heritage- are listed here:

- * The redemption arcade is the oldest building on the property. It opened in 1915 as an open-air dance hall.
- * Carousel roundhouse was constructed in 1927. The building was refurbished in 2007, maintaining its original heritage. In 2016 new siding was put on the structure.
- * 1940: A Tea Room was build overlooking the park. Today it is Quassy Restaurant.
- * 2009: New main entrance ticket booth opens – reminiscent of the trolley station which once serviced the park.
- * 1952: Allan Herschell kiddieland installed behind the arcade building. Three of the four rides remain in service today and are the favorites of youngsters. The Little Dipper roller coaster located there is one of the oldest steel coasters operating in the nation.
- * 2015: New train station built for Quassy Express – reflective of a station of yesteryear.



Humpty Dumpty from the former Danbury Fair found a new home at Quassy in 1982.

with the new and still remains popular among all ages.

Some of the newest acquisitions include The World's Largest Pac-Man video game and the Quassy Quest Laser Maze.

A FAIR DEAL

There were lions and tigers and ... Humpty Dumpty!

It seems as though a rite of passage growing up in western Connecticut years ago was to attend the Danbury Fair – 20 minutes from Quassy Amusement Park.

What started out as a three-day event grew into a 10-day run which attracted hundreds of thousands of guests from Connecticut and neighboring states.

"It was huge, and we used to take a full (tenting) arcade operation

lights. Finally, one light remains lit showing the player if they are "blah," "uncontrollable" or something in between.

The Love Tester in Quassy Restaurant draws the most attention as guests play while enjoying their summer fare at the lakefront.

HAVING A BALL

Skee-Ball is a tried-and-true arcade game dating back more than 100 years. Invented in 1908, the game has had numerous cosmetic and mechanical changes throughout the years, yet to this day offers the same exciting challenge to players.

A handheld ball is rolled up a narrow alley, becomes airborne on a ramp and drops into one of a number of scoring areas on a backboard.

Bay Tek Games, Inc., of Pulaski, Wis., has the manufacturing rights to the product, which has changed hands numerous times since its introduction more than a century ago.

Quassy has had several versions of the game and today offers six Skee-Ball alleys in the arcade building. The latest update Quassy has attached to the game is automated credits given to players on their Quassy Game On cards, thus eliminating the need for redemption tickets to be dispensed. Many of the other arcade games use the same computerized system.

Despite the decline in video gaming, Quassy's arcade has managed to mix the old



This lion also came from the Danbury Fair.

into there," recalled Quassy's Eric Anderson. The sprawling fairgrounds covered more than 150 acres by the time the last exposition was held in 1981. The fair was known for fantastic food, entertainment and a menagerie of fiberglass figures that delighted young and old.

A year after the fair closed the late George Frantzis, then Quassy president and John's older brother, acquired a number of the figurines from the fair. They included a lion, tiger, hippopotamus and colorful Humpty Dumpty.

While they made various appearances throughout the park, the lion found a new home in 2014 when Quassy Zoo, a children's playground, opened near the entrance to Quassy Beach and Splash Away Bay waterpark.

The huge Humpty Dumpty figure, perched high atop Quassy's main office, draws many a comment from astonished guests.

"He's popular, that's for sure," Anderson said of the decorative figure. "Few - if any guests - realize that he came from the Danbury Fair. Those that might recall the fair know it was something special here in Connecticut."

"But equally important is the heritage of our property. We have diligently maintained some of the oldest buildings and attractions generations have enjoyed here. What we have accomplished is a unique blending of the old with the new," Anderson added.

He concluded in saying: "As one of the few remaining trolley parks in the nation, we believe it is not so much our mission to maintain that heritage, but our responsibility."

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Riding The Rails

How Quassy Express Got A Major Overhaul

Since being introduced in 1948, it's estimated that more than 15 million park-goers have rode the rails on the Quassy Express, the miniature train ride at Quassy Amusement & Waterpark.

The 24-inch gauge track, which runs the perimeter of what is commonly known as the Great Lawn area at the 110-year-old lakefront property, offers guests a leisurely ride under soothing shade trees during some of New England's hot and humid summer days.

Quassy's original ride was from National Amusement Device Co. (NAD) of Dayton, Ohio (1920-1973), known throughout the amusement industry at the time for the manufacture of miniature trains and roller coasters.

The NAD train served Quassy for three decades and was retired in the fall of 1977, being replaced by a model known as the C.P. Huntington from Chance Rides of Wichita, Kan.

After countless miles and operating hours spanning nearly 40 years, Quassy's C.P. Huntington was, indeed, showing its age at the close of the 2016 season.

"When we got the train into the shop that fall, I thought we were going to just swap out the engine and work on the brakes," recalled Rui DaSilva, the park's maintenance supervisor.

But further examination by the veteran mechanic revealed more work than initially anticipated needed to be done to bring the aging ride back to pristine condition.

"It certainly compounded in a hurry," DaSilva said of the endeavor, which would turn out to be the single largest ride restoration project he has worked on in his 22 years at the property.

Bottom line: Quassy's C.P. Huntington train was about to be rebuilt from the ground up.



Rui DaSilva, maintenance supervisor.

Fortunately for the park, Chance Rides continues to provide parts and service for the ride. In fact the manufacturer, which delivered its first C.P. Huntington in 1961, still produces new trains for amusement parks, zoos and other attractions worldwide and is honing in on a milestone: delivery of its 400th unit.

DaSilva dug in for what he termed the "tedious" task of inspecting hundreds of pieces, including wheel bearings, axels, pneumatic brake lines and just about everything in between.

The locomotive (engine) was completely torn down to the frame and decorative electroplated ornaments, including items as



Parts from Quassy's train during the refurbishing project in the park's maintenance building.

Each truck also swivels, allowing the train to make turns.

Once the seats were removed from the trucks, DaSilva was able to inspect the workings of each truck.

Dozens of components were ordered to bring them (trucks) back to like-new condition with the technician replacing bushings, seals, bearings, axels and – basically - the entire brake system.

Welds were all thoroughly checked before the steel framework of each coach headed to the park's paint shop for refinishing. The wood seats were also stripped and re-stained during the five-month process by other members of the maintenance team.

small as bolt caps, were sent out to be re-chromed.

"Pulling the engine was extremely difficult as the rusty mounting bolts had to be cut," he said.

During that process the ride's transmission was also dropped and DaSilva discovered the need to rewire all of the electrical.

With various parts then ordered, he repainted many of the locomotive's panels in sparkling red metal flake with trim refinished in gloss black.

"I wanted something different and attractive," he said of the decision to apply a metallic finish.

The transmission was rebuilt by a local firm as were the engine's gear boxes. Two axels had to be replaced, the drive shafts balanced and new gauges installed on the instrument panel.

Fortunately, the park kept a rebuilt gasoline engine for the train in its parts inventory.

"We installed it when the transmission came back in February," he added, while other components were scattered about the maintenance shop awaiting reassembly.

The four-cylinder motor pulled from the ride during the overhaul will be rebuilt and go back into storage for future use.

COACHES ALSO A CHALLENGE

The three coaches on the Quassy Express can carry more than 60 passengers when the attraction is running at capacity.

Each of the passenger cars rest on the tracks by what is known as trucks, which house the axel, wheel and brake assemblies.

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The gratification for DaSilva came when the park opened in early May of 2017 and guests were again able to hop aboard the ride.

"I came here as a kid and rode this same train," he recalled with a smile. "I really like seeing people at the park having fun, especially on the rides."

From all indications, the Quassy Express is again poised for the long haul as the iconic property enters its 110th summer of operation.



Ad (circa 1962) for the C.P. Huntington

Quassy Express Tidbits

That's A Lot Of Trains - Quassy's C.P. Huntington train, purchased in 1978 from Chance Rides of Wichita, Kan., is #159 produced, according to records at the manufacturer. Chance will deliver its 400th C.P. Huntington in the near future. During the refurbishing project, Quassy added the number 159 to the locomotive in recognition of the ride's storied history.

The Little Engine That Couldn't - The former National Amusement Device Co. miniature train, which opened at Quassy in 1948, broke down during the height of a season back in the 1970s. George Frantz II, a park owner, recalled how Quassy staff got creative with a Sears Craftsman lawn tractor by making it "rail ready" in a matter of hours. It successfully towed the passenger coaches around the track until the original engine was repaired. End result: happy guests instead of a closed attraction.

What's Under The Hood? - Quassy guests - especially the adults - look in wonder at the beautiful C.P. Huntington train while it sits in the station. On occasion a patron will ask "what makes it go?" There's a four-cylinder industrial Ford engine in that baby, and she pulls her weight - 60-plus passengers on many trips - in gold!

Tunnel & Bridge - Since making its debut at the park decades ago, the Quassy Express train leaves the station and immediately roars through a tunnel while passing alongside the Fieldside Pavilion. Youngsters scream in delight as the train enters into darkness. In 2011 another exciting element was added to the excursion when Quassy's Wooden Warrior roller coaster opened. The marquee coaster crosses the train tracks twice and when the timing is right on both rides, they converge at the twin bridge.

New Station - For years the loading platform for the train ride was not covered. In 2015 a wood frame station opened - reminiscent of the train stations of yesterday.

I've Been Working On The Railroad - Each day during the operating season Quassy safety staff thoroughly inspects the train and the 1/3-mile of track on which it runs. The maintenance team then fires up and takes the Quassy Express on a spin to be certain it will be ready to entertain guests that day.

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TEAMWORK

Key To Keep Things Turning At Quassy

Behind the scenes at Quassy Amusement & Waterpark is a team of seasoned industry veterans that keep the wheels turning and the good times rolling.

Here's a snapshot of some of the key players in our summertime cast of hundreds:

AUDREY BROWN, office manager, birthday party and events coordinator.

Now in her 21st year at the park, Audrey is also instrumental in keeping the Main and Season Pass and Group Sales Offices running efficiently during the height of the season.

During the park's off-season, she books summer recreational, camp, school and scout outings, plus a variety of other functions held at the property.

TRACY JOHNSON, events coordinator and group sales.

Tracy has been with the park for more than a decade and is on the frontline with the park's sales department. She has been a catalyst in developing long-term client relationships and spearheaded the popular Gospel Days held each summer at Quassy.

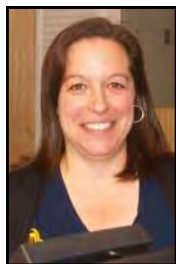
In addition, she has helped put together a successful Graduation Night Program at the park for regional high schools.

MARTY TOMA, director of food and beverage operations.

Now in his 29th season at the park, Marty started working at Quassy as a teenager and over the years has created a diverse catered outing menu with more than 100 items on it.

His team will serve thousands of guests on a busy day at Quassy Restaurant, the Hot Dog Stand and private catered outing facilities at the lakefront property.

Marty's Quassy calamari is one of his most famous creations at catered events along with a variety of other specialty dishes.



Audrey



Tracy



Marty



GEORGE FRANTZIS II, owner.

George grew up working at the park in a variety of positions under the watchful eye of his late father, George.

Today, he heads up the sales team, oversees the rides and waterpark staff, manages payroll for the more than 350 seasonal personnel and directs daily operations.

George was inducted into the New England Association of Amusement Parks and Attractions (NEAAPA) Hall of Fame this year, having served as president of the organization 1998-99.

ERIC ANDERSON, owner.

Eric started working at the park as a youngster and has been at Quassy ever since.

Eric develops capital projects at the park and was the driving force in bringing Splash Away Bay waterpark, Wooden Warrior and numerous other new rides to Quassy.

In addition, he oversees Quassy's Safety Department in keeping the rides and waterpark attractions maintained. He also directs the midway games operation, cash office and daily operations.

Eric is currently first vice president of NEAAPA.

CARA LaFLAMME, group sales and human resources.

Cara assists the sales team in booking school fieldtrips, churches and other organizations.

As the park's season approaches, she coordinates human resources paperwork, trains new employees in customer service and instructs park orientation sessions.

She also issues Quassy's STAR Awards to outstanding employees who are recognized in customer surveys and nominated by park managers.

RUI DaSILVA, maintenance supervisor.

In his 22nd season at the park, Rui has worked his way up through the ranks to become not only a master mechanic, but supervisor of maintenance for all of the mechanical rides in the park and pump systems in the waterpark.

As amusement ride technology advanced in recent years, Rui's dedication to Quassy drove him to keep pace with the changing environment.

He quickly learned the workings of new computerized thrill rides such as FRANTIC and Reverse Time and has rebuilt Wooden Warrior's Timberliner cars as well as the Quassy Express train.



George



Eric



Cara



Rui



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RON GUSTAFSON, director of marketing, public relations and educational programs.

With more than 40 years experience in the industry, Ron handles the park's marketing campaign, media relations and school educational programs.

An award-winning journalist and photojournalist, his work has been published worldwide in trade magazines and newspapers. He's also an industry historian, having researched and published articles related to ride manufacturers and iconic individuals.

His two books highlight the rich history of "trolley parks" in the U.S., including Quassy Amusement Park.



Ron

SUSAN DRELICHOWSKI, horticulturist.

For the past 19 years Susan has been the horticulturist at Quassy, meticulously tending to more than two dozen gardens, numerous hanging baskets, window boxes and other planters throughout the lakeside property.

She grew up near the landmark park and would occasionally "sneak under the fence" at the neighboring Middlebury Recreation Area to enjoy Quassy with childhood friends.

A former substitute teacher's aide in the local school system, she gives credit for her blossoming green thumb to her "favorite aunt," the late Margurite Stohl.

MARK McCORKEL, maintenance.

As part of the maintenance team at the park for the past 10 years, Mark wears a variety of hats as he helps to keep the many structures painted and also assists with ride inspections and maintenance.

KEITH JONES, woodworking.

Joining the Quassy team in 2011, Keith is responsible for building the many new benches in the park. His talents are also responsible for the giant chair as you enter the property — a popular location for guests to get their first photo of the day.

JOHN DeDUFOR, grounds.

Now in his ninth year, John oversees the grounds crew that helps keep the park clean. That means early mornings to get the walkways and seating areas ready before the park opens.

During operating hours, his team is busy keeping things tidy throughout the park and private catering areas.



This scene from 2017 shows riders on the Yo-Yo Super Swing (foreground), while other guests enjoy the Up, Up & Away balloon ride at the lakeside kiddieland.



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History Of The Quassy Carousels

(Continued From Page 20)

In 1907 he introduced an improved galloping mechanism for carousels, which is said to have led to the later development of jumping carousel horses.

His company began carousel production in 1910 and company letterhead then started to read "W.F. Mangels Company Carrousel Works."

But the ride the W.F. Mangels Co. was most famous for was the Whip, which was introduced in 1914. In less than 15 years more than 500 Whip rides were manufactured and sold worldwide. A number of these devices are still operating at amusement parks to-day.

PIONEER IN THE INDUSTRY

By 1927 William Mangels had obtained more than 50 patents for his amusement devices and was considered a pioneer of the industry.

It is also believed that his company was the first to introduce children's, or kiddie, rides to the industry. Records show the company produced scaled down versions of adult rides in the early 1920s.

W.F. Mangels died in 1958, but the company continued to operate under the direction of his son, Albert, until finally closing in the late 1970s.

The Mangels carousel at Quassy was a kiddie ride with 24 metal jumping horses and two chariots.

The ride was acquired by Quassy in 1989 when equipment at Ocean Beach Park in New London, Conn., was auctioned. It operated at Ocean Beach Park from 1980 to 1989, according to Eddie Nabhan, a former Ocean Beach Park manager, who was president of Fun Depot in Lake Worth, Fla., when this article was written in 2003.

Nabhan said the ride operated inside an arcade building near Ocean Beach Park before he purchased it in 1980. There were no previous records about the ride available.

Quassy sold the Mangels ride in 2008 to a private individual in Texas.

The carousels at Quassy are an important part of the park's heritage and whoever said "a horse is a horse" would certainly find Quassy's owners ready to differ.



The former W.F. Mangels Co. carousel shown at Quassy's lakefront kiddieland in this file photo.

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Cutting It Up Onstage

Magic & Comedy Couple Delight All Ages



Jim and Sandy Sisti perform a saw illusion with a young guest during one of their 2017 shows at Quassy's Carousel Theatre stage. The couple have been performing at the park for 16 consecutive years, producing a new bag of tricks each season.

It could be said there's something magical when it comes to longevity — especially when you take the stage three or four times a day before a crowd of anxious children and adults.

Jim and Sandy Sisti are Quassy's resident performers, now in their 16th consecutive year at the park.

The Beacon Falls, Conn., couple have a knack for bringing something new to the Carousel Theatre stage each year, including magic and illusions that involve audience participation.

Jim is — without question — a master of his trade, having taken up magic as his full-time profession nearly three decades ago.

EFFECTS OF MAGIC

"It's all about presentation," the magician says of his art. "Some magic can be extremely difficult to do technically, but if it is done well the audience sees only the effect — not how the effect happens."

Jim has mastered numerous close-up sleight of hand techniques over the years, and with a dash of comedy the "Jim & Sandy Sisti" shows at Quassy are seamless from start to finish.

"For me, comedy is one of my natural talents. That is why I spent a lot of time in the hallway in grammar school," he quipped. "It (comedy) has helped me and gotten me equal doses of trouble."

Onstage, though, Sisti's comedy helps keep the flow of his performances going like clockwork and his wit can be razor sharp.

"When I have a child onstage and the kid says something, I can react very quickly. Comedy comes natural to me and suits me better in my shows," he added.

But keeping impatient youngsters glued to their seats and awestruck at the same time in the heart of an amusement park — you might say that requires a little bit of magic.

That's where the presentation part is so critical, according to Jim.

"If we have a new piece of equipment for a show, first we have to practice with it to get it perfect technically as well as mechanically," Jim notes. "That's only halfway to the goal line. Then we have to come up with a presentation to make it interesting or funny. Once we have the mechanics, we can do the presentation and rehearse it to make it 'whole' theatrically."

One routine for a show might require several weeks, if not a couple months of training and rehearsals before it is ready for the public.

Growing up in Waterbury, Conn., and only minutes from Quassy, Sisti recalls how he first got interested in magic.

Congratulations!

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1948—2018 70 Years

"When I was a kid, my family was an avid watcher of the Ed Sullivan television show. Certainly I saw magicians on his show, but my real interest was in a man named Dan Tzukalas," Jim said. Tzukalas was not only an accomplished magician, but also a pitchman at Macy's department store in New York City.

"Back in those days (1960s), you could rent a kiosk at Macy's and Dan Tzukalas used to sell magic stock and gadgets there," Jim added.

In the fall, Tzukalas would hit the fair circuit in New England. It was at the former Danbury, Conn., fair that Jim – then about 10 years old – first saw Tzukalas and purchased a magic trick from him.

"He was the first guy I saw do close-up magic, and I had my nose on his demonstration counter the rest of the day," Jim recalled. "Every year we went back to the fair and I bought more tricks."

HIT THE AIRWAVES

Jim attended Boston University following high school and spend 12 years in commercial radio with the former Waterbury, Conn., station WQQW.

"I worked mornings at the radio and started doing some magic shows in the evenings at local restaurants," he said. His first appearances at Quassy were during the summers of 1986 and '87. In 1988 Sisti performed at another amusement park - Lake Compounce in Bristol, Conn. - before returning to Quassy in 2003.

CROSSED PATHS AGAIN

As a childhood admirer of Dan Tzukalas, Jim was delighted to cross paths with the noted magician again – this time at Quassy Amusement Park.

Tzukalas was performing his close-up magic at the park when Jim snapped some photos of him, probably in 1984 or '85.

"I also thanked him since I bought my first trick from him," Jim said of the conversation.

Tzukalas told Sisti that day: "I sold David Copperfield his first trick, too."

"I reluctantly listened to that," Jim noted, but later discovered while watching television that Tzukalas was telling the truth about the world-renowned Copperfield.



Jim and Sandy Sisti are a magical couple at Quassy.

"Copperfield appeared on the Arsenio Hall Show and told of buying his first trick from a pitchman at Macy's," Jim added. That pitchman was Dan Tzukalas, who lived a good part of his life in Bridgeport, Conn., according to Sisti, who became dumfounded while watching the Hall show.

GENERAL PRACTITIONER

Today, Jim Sisti considers himself a "general practitioner of magic."

"Like anything, there are multiple income streams," he said. "I do children, adult, standup and strolling magic shows. In 1994 I performed in an off-Broadway show for 16 weeks and then went on the road with the company and played colleges in four states."

Perhaps his most memorable performance – though before a very small audience – was for Academy Award-winning actor Richard Dreyfuss.

"I was working at a Connecticut restaurant when the owner asked if I would mind stepping into a room where a private party was being held," Jim recalled. Much to his surprise, Jim did his close-up act for Dreyfuss, who was there with around 10 other people during a parents' weekend party for his college-age daughter.

"You are a fabulous magician," the actor told Jim of his close-up routine.

A VERSATILE COUPLE

While the husband-and-wife team of "Jim & Sandy Sisti" does most of the summer Quassy shows together, Sandy also performs on her own. Many of her performances are before day care and pre-school youngsters with shows that consist of storytelling and costuming.

Sandy makes all of the costumes used in her performances, allowing the children to dress up and assume roles. She also creates custom cloth props for magicians, jugglers, clowns and other entertainers and sells them worldwide on the Internet.

Jim is also well known throughout the profession, as he is a lecturer and author, with books published on close-up magic. He writes the "Magic On The Menu" column for Magic Magazine and has been the host on a number of video projects that were taped for distribution worldwide. The couple frequently act as consultants in their industry.

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The Coasters At Quassy

(Continued From Page 11)

"They were all excited about the ride," Anderson recalled. "Everyone wanted to know how thrilling it might be once completed."

That turned out to be the big question as Wooden Warrior was not a cookie cutter creation, rather a "one-of-a-kind" and the first ride of this size in The Gravity Group's portfolio.

"We touted all along that it would be the first wooden coaster a child could ride with his or her parents; that was what we envisioned when we started planning the project," Anderson asserted.

Quassy also had planned on running a traditional coaster train consisting of three cars with each car holding up to four passengers. Those plans changed when The Gravity Group revealed it was launching a new state-of-the-art train of its own called Timberliner.

LESS TRACK MAINTENANCE

Being built by Gravitykraft, a new sister firm of The Gravity Group, the sleek cars would accommodate two persons each. The designers pitched the theory that the train would maneuver the 1,250 feet of track with greater ease than traditional cars, thus reducing track maintenance.

"We gambled and decided to go with the Timberliner," Anderson noted.

Quassy ordered six cars and would be the first park in all of North America to use the train. Another coaster under construction at the same time in Sweden, with The Gravity Group as the designer, had also ordered the Timberliner for its operation. (Continued On Page 38)



Quassy's Eric Anderson (right) watches as concrete footings are poured during the late summer of 2010 for the park's new roller coaster.

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Track goes on Wooden Warrior in spring of 2011.

Construction continued throughout the late fall and into the winter of 2010-11, which turned out to be one of the harshest winters on record. Despite the cruel weather, the massive project remained on target for an opening with the rest of the amusement ride area at the park the last weekend of April.

The Timberliner trains arrived on schedule (April 7), were hoisted onto the track and were ready for testing the week before Quassy's spring opening.

To further publicize the ride, Quassy held an auction for the first rides with proceeds benefiting three charitable organizations the business had supported for many years. Nearly \$2,000 was raised by that effort.



Timberliner roller coaster train after its 2011 delivery to Quassy.

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Wooden Warrior opened as scheduled in 2011 and received the 'thumbs-up' from park guests and coaster enthusiasts alike.

Anderson, after taking his first ride on the much-ballyhooed coaster, immediately changed his perspective to: "the first wooden roller coaster a 'brave' child could ride with his or her parents."

"The coaster was phenomenal — beyond our expectations," he said.

INTERNATIONAL GROUPS

For the park, Wooden Warrior turned out to be the "Build It, And They Will Come" dream come true.

Since its debut, Quassy hosts — on average — two international groups each season which set aside a day at the park because of the coaster.

This year also marked the 8th Annual Wooden Warrior Day in which coaster enthusiasts received an exclusive ride time on Warrior and took part in other activities to celebrate the ride.

Quassy is also drawing day-trip guests from markets it was unable to tap into before the advent of the ride.

It has been a "game-changer," as the park owners said.

Interesting what 140,000 board feet of lumber can do for a small amusement park.

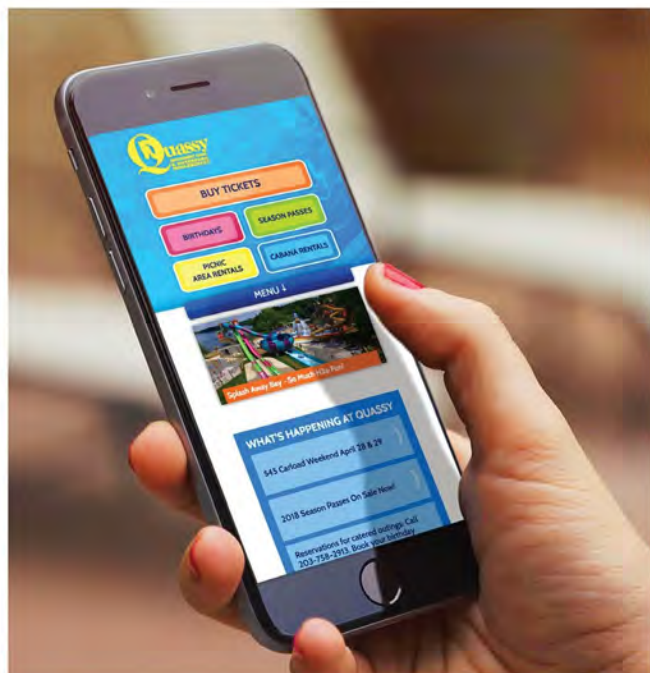
WOODEN WARRIOR TRACK FACTS

- Since its introduction, Wooden Warrior has been rated among the top 50 wooden coasters in the world, according to polls conducted among theme park and coaster experts.
- The coaster got its name from a contest run through local and area schools. More than 90 entries were submitted and park management selected Wooden Warrior, which was actually suggested by two schools.
- The Timberliner train has lived up to the hype and has been running like a champ on the ride. Track maintenance has been at a bare minimum, which is quite remarkable for a wooden roller coaster.
- The tunneled turnaround wasn't in the original plans, but added to buffer noise for guests in the park's Fieldside Pavilion. Hey, everyone loves that plunge into darkness after the coaster crests its second hill, so kudos for that decision.
- Yes, people still lose their stuff on the coaster as they don't heed the warning signs or announcements.

Quassy Dictionary
CRUNCH - Sound made when cell phone gets crushed under wheels of Wooden Warrior
PA DING - Resonating Sound Of Car Keys Bouncing Off Steel Track On Warrior



Great photo on Page 40!



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**Photo Is A
World Traveler**

This Quassy photo, taken the year Wooden Warrior opened (2011), has been published worldwide in a number of industry and travel magazines and used extensively on related websites.



*US Foods congratulates
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on its 110th year anniversary,
and wishes you all the best
for many more years of continued success.*

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