

Seaside Company Embarks On Improvement Program

Santa Cruz Seaside company next week will embark on the first phase of a half-million-dollar improvement program at the easterly end of the boardwalk.

The modernization program, largest by the company in the past 50 years, will feature several of the newest, most exciting amusement rides in the United States.

It will be completed for operation in the 1961 summer season, according to Laurence Canfield, Seaside company president.

A \$75,000 city building permit has been issued for the first phase of the project, a 1000-foot pre-stressed concrete storm wall extending from the Kiddies Ride area to a point near the San Lorenzo river railroad trestle.

This will provide foundation for a deck supporting new amusement features and covering a "subterranean" 19th century mine train ride.

Canfield presently is touring midwestern and eastern entertainment centers to gather ideas and evaluate additional features for the Santa Cruz waterfront playground.

The renovation program also will include a new public entrance from Beach street, under the "big hill" of the Giant Dipper, and a 20-foot wide walkway from the railroad trestle to the beach at the eastern extremity of new development.

Pre-stressed and pre-cast concrete will be used throughout the expansion project.

The unique seawall construction will include casting of 25x6 foot sections, or beams, on the River street parking lot and installation of these by use of high pressure water jets. Completion is set for September 15.

Engineers for the work are T. Y. Linn and associates of Van Nuys. The firm has an international reputation in the revolutionary prefabrication process.

Pre-stressed contractors and suppliers are Kabo-Karr of Visalia. Granite Construction company will be sub-contractor for installation work.

Consulting architect is Ronald A. White of Beverly Hills, a coordinating architect in Disneyland construction and designer of the Santa Cruz Savings and Loan building and the County Bank West Side branch.

M. C. Carr, in charge of Kabo-Karr operations, said portable forms in which the pre-stressed beams will be poured are the only set of their type in the United States. From four to eight sections will be turned out each day.

The concrete attains 85 per cent of maximum strength 16 to 18 hours after pouring, Carr said. Tensioning strength of each beam will be 2,400,000 pounds.

The seawall sections will be sunk into sand by use of high pressure water jets. They will be set down about 17 feet, leaving a wall of 8x6 foot sections above ground. These will be tied together with a cap.

Second phase of the project will be construction of the deck, ranging from 100 to 125 feet in width back toward the railroad tracks.

Comfort stations and high-backed pre-stressed all-weather concrete benches will be placed on the deck in addition to the new amusement features.

The mine train will traverse the lower level enclosure, wending its way through a series of tunnels and underground grottos to reveal breathtaking replicas of nature's subterranean marvels.

A creation of Arrow Development company of Mountain View, the train has proved highly appealing at Disneyland and Freedomland.

Canfield is vice president of the National Association of Amusement Parks and Beaches. Following a European trip several years ago, he imported the Wild Mouse ride from Munich. Its success has gained nation-wide attention.

Where Coup D'Etat



The map locates Laos where a military revolutionary committee reportedly overthrew the government in a coup d'etat.