



PHOTOS BY NAOMI K. PAPPAS/THE ENTERPRISE

The two large sections of the former Super Sports building move along Route 58 in Carver on Tuesday.

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# Building sights

The moving of two amusement park buildings in Carver is amusing for some people along the route, frustrating for others



One of the building sections is pulled along Route 58 by a truck owned by Gary Sylvester Building Movers.



**C**ARVER — The second, more challenging move of buildings off the former Super Sports site went fairly smoothly Tuesday, but it upset regular traffic flow, scrambled utility connections and closed several North Carver businesses for most of the day.

The Simeone family, which owns the former amusement park property, has plans to build a shopping center there to take advantage of traffic created by the extension of Route 44 into Plymouth.

Last Tuesday, the barn that formerly housed go-carts went north on Route 58 to Plymouth County Paving in Plympton. The main Super Sports building, which housed the arcade and offices, went a little less than a mile south Tuesday.

Message boards on Routes 58 and 44 warned motorists to avoid the area. That didn't help a tourist from Illinois.

"He's the guy I really felt bad about," Carver police Sgt. Michael Miksch said, "because he had no warning."

Miksch coordinated the move details for the town, setting up a series of moving detours around the job and directing DPW and tree-cutting crews.

"He said he needed to go see Plymouth Rock," Miksch said of the Midwestern traveler. "I told him the rock wasn't going to move and, unfortunately, neither was he for a while."

The move lasted six hours, from 9:30 a.m. to 3:30 p.m. More than 30 utility workers, two arborists, five police officers and two DPW workers assisted the 13 movers employed by Gary Sylvester's Building Movers and Excavators of Falmouth.

They moved the building in two sections from its home to the lot behind the Quickeez convenience store between Main Street and Forest Street. One section was 85 feet long, the other 100 feet long. They were each 40 feet wide. The road is also 40 feet wide.

"We've got some tight spots," Gary Sylvester said as the first building crept along the road within an inch of a utility pole on one side, a business sign on the other and a power line overhead.

Michael Reed drove the lead truck.

"The driver's really superfluous," Reed said inside the cab. "All he does is follow directions and drive the truck."

Each rig had a crew that directed the driver, scurried under the buildings to place and remove blocks behind tires as needed and steered six dollies under each building to move the middle and rear of the assembly in concert with the truck driver.

Sylvester walked backward in the middle of the road to conduct the over-all operation. His 16-year-old son, Trevor, drove the second truck.

A crew from Old Colony Arborists trimmed tree branches in front of the buildings, then chipped what they trimmed as the buildings passed. More than 30 workers from NStar, Verizon and Adelphia removed wires and cables in front of the move, then replaced them.

Crowds watched the spectacle the length of its journey as if it were the Independence Day parade. They came from businesses along the route temporarily non-functional because of disconnected electricity and phones. They came from nearby neighborhoods, the VFW post on Green Street and from anywhere people



Billy Madden, right, of NStar shuts off power to a line prior to the building sections moving by. Street lights and some lateral wires had to be removed to get the sections down the road.

At left foreground, Ralph Reed of Mike Reed Building Movers of Marion helps with the move.



wondered how two 40-foot wide buildings would make it along a 40-foot wide road.

"This is the most photographed event in Carver's history," said the new owner of the buildings, B-J McManus of McManus Enterprises.

He got the structures at no cost from the Simeones. He paid \$105,000 to move them, plus the cost of town workers and the arborists. Under Massachusetts law, utility companies use the air space over highways at no cost and are therefore obligated to move cables out of the way of anything negotiating a highway. They worked at no cost for McManus.

Moving the overhead wires consumed most of the time to get the buildings down the road. There was a two-hour delay at the intersection of the current Route 44, another two-hour delay at Green Street and a final delay at Forest Street. Restoration of traffic flow was delayed as cables were replaced.

Sylvester left the buildings on blocks on the McManus site. McManus does not yet have the special permits and approved site plan he needs from the Carver Planning Board to put the sections back together on a foundation.

Expecting to get the approvals, he plans to renovate the space as retail stores on the first floor and office space on the second. The completed building would nearly triple his space.

"It's a beautiful, well-built building that's only 10 years old," McManus said. "Even with the cost of moving, it still makes economic sense."