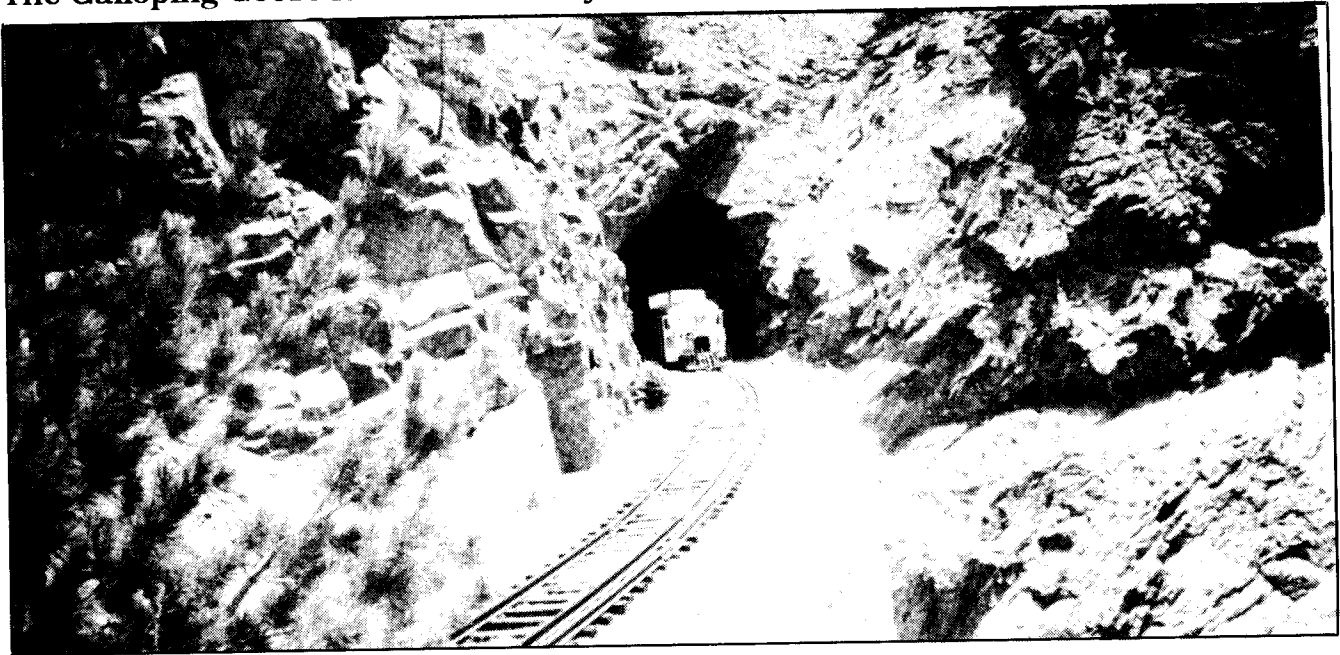


Track N' Feathers



The Galloping Goose Historical Society of Dolores, Inc.

Summer/Fall 1998



By Jim Granflaten Goose Crew Member

On the 29th of May, 1998, RGS Motor #5 left the town of Dolores, CO, for the first time in 47 years. The Goose adventure with the Cumbres and Toltec Scenic Railroad had begun. The trip began along the same route that she use to travel. This time though, it was on the back of a Kenworth truck. The Goose was trucked from Dolores through Mancos, over Thompson Park, via Hesperus and Wildcat Canyon to Durango. From there it continued on to Chama via Aztec,

The first morning was spent running up to Labato and back to make minor adjustments and for the motorman, Earl Knoob to become familiar with the 65 year old vehicle. In the afternoon, a flawess trip to Cumbres and back was made with a full load of Dolores Rotary Club passengars. The feel and sound of that big six cylinder engine was awesome to behold.

The engine was installed by the railroad, likely in 1949, as the block is stamped 1948. It is a 361 c.i. GMC straight six with a 4 1/8 inch bore and a 4 1/2 inch stroke. It develops 136 hp while averaging about two miles to a gallon of gasoline. The recoring of the of the orginal Pierce Arrow radiator was obviously worth the price. Passengars found the Wayne bus body a little noisy but comfortable. It was mounted to the Pierce frame and cowl in 1946. The freight box gained its windows and trolley seats in 1950. Crew and passengars alike throughy enjoyed winding over the C&TS RR. Train chasers used up rolls of film.

All in all the Goose ran well, with the only problem encountered being the loss of her fuel pump. That gave crew and passengars a true RGS experience, with a number of unplanned stops and a lot of time under the hood. The first failure was finally determined to be the softening of the diaphragm in the 1948 mechanical fuel pump, caused by the modern gasoline. This was repaired after the run with true RGS ingenuity. The fuel pump was bypassed with a 12 volt electric pump attached to the air line with bailing wire.

Because the Goose has a 6 volt electrical system, a 12-volt battery was procured from a handy pickup truck belong to the C&TS. The battery was set on the floorboard with a toggle switch taped to the air brake standard. It worked perfectly. That day.

The next day was not so successful. The 12 volt battery went dead and left the Goose sitting right in the middle of Los Pinos trestle. The motorman was unable to get out on his radio to call for another battery, so there it sat. Then, to the rescue, a passengar came up with a 12 volt video camera battery. Why not? Chief mechanic, Wayne Brown, sat on the floor holding the pump leads to the official Goose battery pack. Earl hit the starter and the Goose roared to life. Two miles. Thats how far a Galloping Goose will go on a half-charged camera battery. Far enough, in fact, to get out of the hole and back into radio contact. With a new battery, the rest of the trip was a snap.

Many thought it would never happen. Few ever thought she would be such a success. Motor #5 is alive!

In Memory Will A Wagner

Will A Wagner passed away on March 25 1998. Both he and his dad, Bill Wagner were RGS workers in Dolores. Will was the impetus that "built" the Dolores Depot, with a lot of help from his friends. He passed away before #5's run but he knew it was going to happen. Will's widow, Anita rode the Goose and she assured us that he was right there in her pocket riding the Goose with us all. He was one of the Society's driving forces and he is missed by all.



Future Excursions

Although we are not certain of dates, we have discussed plans with both the C&TS RR and the D&SNG RR plans for future excursions. One will be in the spring on the C&TS RR, and the other will be in the fall on the D&SNG RR. Goose #5 will not be absent from the Dolores Depot during peak summer seasons. With funds raised from these excursions, (after expenses- mantaince of #5, and operations cost of excursions) we have established an account at the Dolores State Bank to go towards the next Society project.

Goals to Go

Our original goal was to restore RGS Motor Car #5. Now we are operating her on the C&TS RR line and the D&SNG RR. Currently, we have to go where the track is. Each step experienced is a dream come true. Eventually we want #5 to once again make Goose tracks in RGS territory. This is our next step. it is a big one and it won't happen overnight. The RGS Dolores Depot, #5's Restoration and Excursions are all now a reality.



One more thing !

Jim Granflaten completes the reinstallation of the original pot belly stove. It may be cold this fall.

Goose Crew

Our Volunteer Goose Crew is the primary restoration crew. At first, we didn't know what we even needed for a crew. We have a lot better idea now, but we are still finetuning it all. Currently, Earl Knoob is the motorman, with chief mechanic Wayne Brown, being the apprentice motorman. Richard Bryd, Jim Granflaten, Steve Holley, and Lew Matis serve as pit crew. Lew, Jim, Steve and Janet Wagner serve as conductors or concessioners. Jim Odom, Doris Granflaten, Terry Holley, and Pam Wagner serve as concessioners.



Restored R.G.S. Motor Car #5

Now, #5 is historically correct. Somewhere around 1976 #5 received a paint job. It was then that the wording on the freight box, the direction of the Goose on the passenger side of the bus body, and the location of the RGS herald were incorrectly made. After researching, and great teamwork with Heath at Blasting Impressions and Larry, with Larry Larsen Graphics all are now correct with 1951.

The restoration of #5 is now complete. We were so busy getting it all done and then organizing her run in Chama that we never got to officially say that Goose #5 is now alive. The run gave her a chance to fly. Without her restoration, it would never have happened.

We would like to thank the following vendors and groups for their hard work on the restoration. All West Steamcleaning, American Radiator, Belt Salvage, Blasting Impressions, Car Quest, CARZ, Caun Co, Chama Central Reservations, Colorado Historical Society, Comfort Aire Mechanical, Cortez Camera, Cumbres & Toltec Scenic Railroad, Dennis Neeley Welding, Dolores Food Market, Dolores General Store, Dolores River Line Camp, Dolores Rotary Club, Frontier Contracting, Galloping Goose Society members, Graingier, IMJ Marketing, J&B Custom Rods, James Odom Construction, Kennedy Custom Cabinets, Kuston Trim, Larry Larsen Graphics, Lonnie's Glass, Marsell Motors, Mc Master Carr, Meyer Implement, Mountain Technical & Design, National Oilwell, NuWay Western Wear, Ponderosa Restaurant, School District RE1, Shell Western E&P Inc., Slavens Inc., Stoner Top Lumber, Truelsen Sawmill, and West Fork Lumber.

Overall, there was a volunteer crew of up to fifty, donating over 3,000 hours, during a 14 month timeframe from Feb. 1997 to April of 1998. Total cost came in at \$78,022.05 with the following breakdown. Grant of 28,046.61, Cash Match \$2,930.32 and in kind donations totalling \$47,045.12.



1998 ANNUAL MEETING

The Galloping Goose Historical Society of Dolores, Inc.'s annual meeting will be held on Saturday, October 17th at 5 p.m. Stop by the R.G.S. Railroad Museum to find out the exact location in Dolores. Videos of the runs will be shown. We are hoping that the official video Return of The Galloping Goose No. 5 on the Cumbres & Toltec Scenic Railroad by David Bowyer Productions will be available for sell and viewing. However, the video may not be available until later. Photos of the restoration and the runs will be available for viewing at the meeting.

Goose Rider Memories

A collection of Goose Rider Memories has been in the R.G.S. Railroad Museum for several years now. Originally it was made of stories from passengers prior to 1952. Now, there will be a new chapter added.

Runs from 1998 and on!

We like to thank the following passengers for their, thank yous, letters, photos, videos, ect after the Cumbres & Toltec Run. These will start Chapter two in the G o o s e R i d e r M e m o r i e s. So thanks to: Richard Rieff, Roger Cook, Stan Jennings, Kim Todd, Mr. & Mrs Micheal Staffe, Mary & John Rich, Skip Neal, Tom Parker, Bill White, Alan Jacobsen, Gary Merrifield, and Cliff and Namoi Hull.

Return of The Galloping Goose^N 5

The Official Video of the Return of Galloping Goose No. 5 on the Cumbres & Toltec Scenic Railroad is by David Bowyer Productions. It is in his series of Incredible Journeys. It is fully endorsed by the GGHS. David worked with the restoration crew during the restoration of #5 and rode and video taped the run of #5's return. The tape will include R.G.S. history, #5's restoration, interviews with key crew members, passengers, Society members, and plans and hopes of the future.

This video will be available through the Society. After working with David and viewing his other tapes the Society feels that David feels the same passion for his historically correct tapes as we do for R.G.S. Motor Car #5. We are very anxious for this tape's release so we can again and again relive #5's return.



Also, we have had several write ups in many publications. Some articles were in , Cross Currents, Narrow Gauge and Short Line Gazette, Trains Magazine, Cortez Newspapers and the Sentinel Spotlight, the Durango Herald, The Dolores Star, Sante Fe New Mexican, Tucson paper, the Denver Post, and others.

This is only a list of articles of which we have copies of. Thanks to everyone for their interest.



Galloping Goose Historical Society of Dolores, Inc.
PO Box 297
Dolores CO 81323

Website link from the Goose icon at the
Dolores Chamber of Commerce's Web site at
<http://hwi.com/dolores.html>

Membership Application

	NAME _____
\$20.00	Individual Annual
30.00	Family Annual ADDRESS _____
500.00	Life Sponsor
1,000.00	Patron _____
5,000.00	Benefactor Zip _____

Annual renewal date is from September to September.

A Brief History of the GGHS

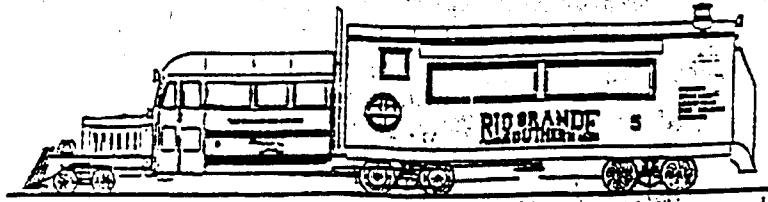
The Galloping Goose Society formed in 1987 when a group of railroad enthusiasts joined together with a common desire to restore R.G.S. Motor Car #5. The motor car had been bought from the Town around 1952 by a group of Dolores Rotary Club members. These members maintained #5 as a static display in Flanders Park in Dolores for many years.

After the formation of the Goose Society in 1987, new railroad history plans began to form. Many thought that if #5 was taken apart to be restored the restoration efforts would fail, leaving #5 in worst condition then it was. Now... to make an eleven year long story short, in 1998 we now have a replica of the R.G.S. Dolores Depot which houses the R.G.S. Railroad Museum, the Dolores Visitors' Center, and the offices of the Goose Society and the Dolores Chamber of Commerce. The infrastructure of all is operated by a shared employee, staff of one.

Janet Wagner continues to serve as the shared employee. She is at the Dolores Depot five days a week. Officially, she endeavors to get the Society bookkeeping and secretarial duties accomplished on one day a week. During the summer months, fourteen local volunteers and Ruby Gonzales, the part-time paid volunteer coordinator, man the Visitors' Center (operated through a partnership with the Society, Forest Service and Dolores Chamber) and the R.G.S. Railroad Museum. The Visitors' Center welcomes about 6,000 visitors each year.

Never forgetting the original goal, we continued to take many steps necessary all along to be ready to restore #5! Now #5 is restored and running on special excursions. Next step, track somewhere along the old R.G.S. route, so #5 can once again make Goose tracks in her home turf.

The Society is governed by a Volunteer Board of Directors that meets on the third Thursday each month, 7 p.m. in the R.G.S. Dolores Depot. Society members are welcome to attend. Our annual meeting is usually held in September.



GALLOPING GOOSE #5 RETURNS TO THE DURANGO RAIL YARD AFTER A 47 YEAR ABSENCE

**GALLOPING GOOSE #5 WILL BE MAKING GOOSE TRACKS
ON THE DURANGO & SILVERTON NARROW GAUGE RAILROAD LINE
SEPTEMBER 22-25, 1998**

**A JOINT PROMOTION SPONSORED BY
THE DURANGO & SILVERTON NARROW GAUGE RAILROAD
&
THE GALLOPING GOOSE HISTORICAL SOCIETY OF DOLORES, INC.
IS MAKING THE FALL TRIPS POSSIBLE.**

LIMITED SEATING IS AVAILABLE FOR TICKETING BY CALLING (970) 259-3372.

TICKET PRICES RANGE FROM \$35.00 TO \$50.00 PER PERSON.

**GOOSE #5 WILL BE ON DISPLAY IN THE D&SNG RAILROAD MUSEUM ON
FRIDAY EVENING, SEPTEMBER 25, AND 7A.M.-8 P.M. ON SATURDAY, SEPTEMBER 26TH.**

MAKE PLANS TODAY TO RELIVE A PIECE OF RAILROAD HISTORY



From the ~~Engineer's~~ Apprentice Motorman's Side:

018, August 98

Hello fellow GOOSE enthusiasts! We did it! Goose #5 is operational, and proved it on the C&TS with flying colours. What an experience. The C&TS allowed me to be an apprentice motorman, with Earl Knoob at my side on the runs or directing from trackside while performing switching maneuvers. This was much akin to flying, (I soloed in a Cessna 140 back in 1975) only two dimensional not three. However, the responsibility and the rules are very much the same in my mind. I loved it! Once we lay track in Dolores, we shall train volunteers for our operations, won't you all love that!

Operating the Goose is quite a R.G.S. experience. I installed a grab handle on the dash just so that the operators would have help depressing the clutch. There is no hydraulic assist here! One's left leg is given a test during shifting. Goose #5 shifts nicely in to second, third, and fourth, both up and down. However, first can be a test everytime. One has to become a master at the age old technique of doubleclutching and matching engine speed to transmission speed when down shifting and still rolling, especially up a 4% grade. One of the passengars up front even tagged me "Double Clutch". See you on the Durango & Silverton Line in September.

ThankYou
H.W. Brown
President, GGHS

The Galloping Goose
Historical Society of Dolores, Inc.

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