

# Old carriage taking riders for holiday treat

**By Tom Betz**  
*The Goodland Star-News*  
Mindy Bell, a 10-year old black Percheron, waited patiently while people climbed into her white carriage in front of Prairie Health on Main Avenue this Saturday afternoon.

The carriage has two red leather seats one facing forward and one facing to the rear that will hold at least two adults each. There is a canopy that can be raised over the back seat when the weather gets cold, but in the warm sun Saturday it was folded down.

Mindy is coal black and her silver-studded harness is black as well giving a stark black and white effect with her in front of the carriage. Jack Eisenbart said Mindy is a gentle horse and is good with children when they come up and want to pet her. She has a steady gait that gives a smooth ride.

The Percheron breed is named for Le Perche an old province located 50 miles southwest of Paris. The Percheron has been described as a horse "accustomed to the affectionate attention of the entire household. Their docility, growing out of their intimate human relationship, is therefore an inborn trait," said



Jack Eisenbart drove his Percheron, Mindy Bell, pulling a white carriage that was used in New York's Central Park. Eisenbart is

giving rides for the next four weeks.

Photo by Tom Betz/The Goodland Star-News

Alvin Sanders, author of "A History of the Percheron Horse."

Mindy and the carriage, owned

by Jack and Janna Eisenbart of Goodland, will be giving carriage rides from 11 a.m. to 2 p.m. every

Saturday until Christmas, weather permitting.

Jack Eisenbart said he's had the

carriage for about a year, and has used it for several weddings. It came from New York, where it was

used in Central Park for 23-24 years, he said. The carriage was built in England in 1948 and brought to New York.

The farrier from New York who sold Eisenbart the carriage told him it had been used to carry Jackie Kennedy Onassis from her apartment on Seventh Avenue to Tavern on the Green twice a week. Eisenbart said the man was with the Kennedy estate.

Eisenbart and co-driver Travis Seip, dressed in black like the harness on Mindy Bell, handle the reins as she pulls the carriage down Main and back to the Prairie Health office, 910 Main, where the rides begin.

Eisenbart said the carriage rides will be available at least from 11 a.m. to 2 p.m., but if there are people who want to ride, he will go longer in the afternoon. He said the first weekend, the last ride was about 5 p.m.

One of the rides was for a 3-year old boy, and his grandmother said riding in a carriage had been his dream. Decked out in boots and hat, he really enjoyed the ride, Eisenbart said. Cost is \$5 per person, and riders sign a waiver before the climbing into the carriage.

# Recreational vehicles can get five-day permit to park

**By Tom Betz**  
*The Goodland Star-News*  
Next time a friend or relative pulls their recreational vehicle in front of your house, a quick call to the Goodland Police Department will get them a free five-day permit to park on the street while they visit. Just call 890-4575.

The City Commission decided last Monday that a two-hour limit in the parking ordinance was too short, and agreed to allow permits for recreational vehicles.

City Manager Wayne Hill said Commissioner Dave Daniels brought up the parking question back in September. A decision was put off at the last meeting because Commissioner Josh Dechant was absent.

Hill said parking for construction vehicles can be handled through the building permit process. He said when a contractor gets a building permit, they can get a parking permit that will go on the vehicle window so the police know it is there under a building permit.

Hill said he had talked to Police Chief Ray Smee about a parking permit for recreational vehicles.

"If you knew someone was coming into town, you could get a parking permit," Hill said, "so the police would know they are visiting and not storing the vehicle on the street."

Commissioner Annette Fairbanks said she had wondered what other cities do about parking, so she got on the Internet. She said she found that a lot of cities have a permit for recreational vehicles.

"What about weight restrictions?" Daniels asked. Chief Smee said the present ordinance has weight restrictions and a time limit if vehicles are unloading or loading.

"I think a permit is a good idea," Dechant said.

"What if someone comes in after hours?" Daniels asked.

"We have 24-7 operations through the police department," Hill said. "Get a hold of dispatch and they will send an officer out to

issue the permit."

"What about someone who pulls a boat around in front of his house?" Daniels asked.

"Are you going to allow that farm trailer to come in?" Smee asked. "Then eliminate the ordinance."

"I think we are a farming community," Daniels said, "and I think we are taking this to an extreme. I know we need to have some rules, but I think this is too much."

"Change it from two hours to five days," Mayor Rich Billinger suggested.

"How are we to know they were there for five days," Smee said. "I want it to be enforceable."

"You can tell," Billinger said. "If you drive by it after three weeks. I am like Dave, this is a small farming community. If a farmer comes home with a trailer, I think he ought to be able to park overnight."

"If that is what you want, we will enforce what we can," Smee said. "If it becomes unenforceable, then that will be how it goes."

"I understand," Billinger said. I

think this is a small town and we should be able to allow people to park their boat in front of their house for a night."

"I want something that is enforceable for everyone," Smee said.

Daniels suggested making a chalk mark on the tire.

"They holler at you because it marks their tires," Smee replied.

"I agree with both of you," Dechant said. "It is a small town and we need to find a solution. Dave, you brought it up. What do you want us to do?"

"Are we doing this because of the damage to the streets or are we worried about the storage problem?" Daniels asked.

"How you can tell a rental?" Billinger asked. "The people are parking in the front yard."

"I think it depends on our goal," Daniels said.

"I don't want to encourage more street damage," Dechant said. "It has been a huge issue."

"I would make the permit for a few days," Daniels said.

"I think we should do it like Annette suggested," Billinger said. "Do the permit deal, as long as it is easy and people can call dispatch."

"We would take that one step further to make sure it is not a sight problem for safety reasons," Smee said. "The other thing is in the winter time. You may not want to have recreational vehicles parked in the case of a snow storm."

"Some of these RVs are going to push the 12,000 pound gross vehicle weight level in the ordinance."

"The larger one are going to exceed that," Fairbanks agreed.

"I would think this would cover anything except semi trucks and trailers," Billinger said, "if we went with the permit process."

"Is it going to be that easy?" Daniels asked. "If I call in and say I just pulled in at 9 p.m., are they going to do more than issue a permit?"

"The police officer can go up and give him a permit," Dechant said. "They can call at any time to dispatch," Billinger said.

"The permit would be for how

long?" Smee asked.

"Five days," Dechant said.

Smee said the simple thing would be to add one line to the parking ordinance that said "except by permit."

"Do you want to put in the line except by permit?" Hill asked. "Is it for five days and is it renewable?"

"And in the winter you may not want to issue a permit," Smee said.

"Give some language to give a person a reason not to issue a permit," suggested Rod Blake, city power plant superintendent, "so you are not married to that one phrase that the permit will be issued. Give somebody some flexibility to issue or deny a permit."

"We will have some people who will try to abuse this," Dechant said.

"We can find problems no matter what we do," Billinger said.

Dechant made a motion to add the "except by permit line," and to say it would be a five day permit issued by the police, at the discretion of a city official.

The motion passed unanimously.

# Airport entrance project to be done next year

**By Tom Betz**  
*The Goodland Star-News*  
All the city's major projects at Renner Field have been completed and the Federal Aviation Administration has agreed that the entrance road can be the next job, the city commission heard last Monday.

"Finally, we get to do the airport entrance," said Darin Neufeld, engineer for Evans, Bierly, Hutchison and Associates, who has been handling the city's work. Neufeld's office is in the terminal building at the airport, where the firm leases space from the city.

The total project is estimated to cost \$150,000, he said, and the city

share will be \$7,500. Neufeld said the total project was going to cost \$175,000 and he had applied for \$160,000.

"The Federal Aviation Administration gave us the \$150,000, which is our annual allotment," he said, adding that he scaled the work back to fit that budget.

He asked commissioners to approve a contract for the design, at a cost of no more than \$21,000, adding that bids should be out by March.

He said the plan is to replace the divided entrance road with a two-lane street closer to the fence south of the existing roads.

A commissioner asked if the project would include any work on the parking lot in front of the terminal building.

"It does not include the parking lot," Neufeld said. "The Federal Aviation Administration said they would not pay for the parking lot because in the long-term airport plan, we have to move the terminal."

Mayor Rick Billinger asked why curb and gutter were included.

"Just for drainage control," Neufeld said. "We could take it out. We have drainage problems. We will have a ditch to carry the water."

Neufeld said cost for the curb and

gutter would be about \$24,000.

He said the new entrance would include concrete pavement at Caldwell and where the trucks turn to go to the hangars.

Commissioner Josh Dechant asked when the work would be done and how it would mesh with the planned rebuilding of Caldwell next year.

Neufeld said he hopes the two projects can be done about the same time. He said it would be good to get the airport road done while the asphalt plant is here but that will depend on who gets the bid.

The commission unanimously approved the design contract.

## student of the week



**Name:** Jessica Lu  
**Parents:** Andy & Anna Lu  
**Grade:** Senior  
**Age:** 18

**We've nominated this student because:** Jessica is a very dedicated member in class, an outstanding employee and a hard working member of DECA. Jessica is the Kansas State DECA Officer (Western Region - Vice President) and the President of our local DECA II Chapter. Jessica has competed in the International DECA Career Development Conference for three years and has placed in the top 21 in the Entrepreneurship Promotion Event every year.

**Student Comment:** My favor-

ite aspect of High School are the DECA Trips (Regional, State and International) and the State AFS Roundups. Out of all my classes, I definitely have to say the my Marketing classes are my favorite. I will never forget my freshman year with DECA or the bowling trip with Renea.

**Activities involved in at school:** DECA - DECA II President & Kansas State DECA Western Region Vice President, AFS, STUCO - Treasurer.

**My choice of movies, books, and games:** The Davinci Code and Pride and Prejudice would be my favorite books. I love Harry Potter Movies and chick flicks like Stairway to Heaven. My favorite types of music are trance, rave, R&B and depressing songs.

**After I leave Goodland High School I intend to:** earn a degree in International Business and then go to UCLA to study Law.

**And 10 years from now, I think I'll be:** finished with Law School and living the life I have always dreamed of.

**Favorite Quote:** "Live as if you'll die tomorrow, Learn as if you'll live forever."

-Author unknown

## corrections

The Goodland Star-News will correct any mistake or misunderstanding in a news story. Please call our office at (785) 899-2338 to report errors. We want to keep an accurate record and appreciate you calling to our attention any failure to live up to this standard.

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