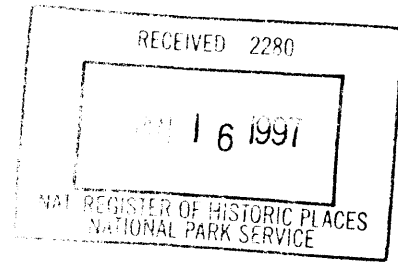


United States Department of the Interior  
National Park Service



# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determination for individual properties and districts. See instruction in *How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A)*. Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

### 1. Name of Property

historic name Rio Grande Southern Railroad, Motor Number 6  
other names/site number Galloping Goose Number 6; 5JF1013.2

### 2. Location

street & number 17155 W. 44th Ave. [N/A] not for publication  
city or town Golden [X] vicinity  
state Colorado code CO county Jefferson code 059 zip code 80403

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [X] nomination [ ] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [X] meets [ ] does not meet the National Register criteria. I recommend that this property be considered significant [ ] nationally [X] statewide [ ] locally.  
( See continuation sheet for additional comments [ ].)

James Edward Hartman State Historic Preservation Officer January 14, 1997  
Signature of certifying official/Title Date  
State Historic Preservation Office, Colorado Historical Society  
State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria.  
( See continuation sheet for additional comments [ ].)

\_\_\_\_\_  
Signature of certifying official/Title Date

\_\_\_\_\_  
State or Federal agency and bureau

### 4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register  
See continuation sheet [ ].
- determined eligible for the  
National Register  
See continuation sheet [ ].
- determined not eligible for the  
National Register.
- removed from the  
National Register
- other, explain  
See continuation sheet [ ].

Signature of the Keeper Date  
Carol D. Shull 2-19-97  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Rio Grande Southern Railroad, Motor Number 6  
**Name of Property**

Jefferson County, Colorado  
**County/State**

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

**Category of Property**

(Check only one box)

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**

(Do not count previously listed resources.)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

**Name of related multiple property listing.**

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

**Number of contributing resources previously listed in the National Register.**

0

**6. Function or Use**

**Historic Function**

(Enter categories from instructions)

TRANSPORTATION: rail-related  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions)

RECREATION AND CULTURE  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

Other: narrow gauge railroad motor car  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Materials**

(Enter categories from instructions)

foundation \_\_\_\_\_  
walls \_\_\_\_\_  
roof \_\_\_\_\_  
other METAL: steel  
\_\_\_\_\_

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

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National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Rio Grande Southern Railroad, Motor Number 6  
Jefferson County, Colorado

Section number 7 Page 1

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**DESCRIPTION**

Rio Grande Southern Railroad (RGS), Motor Number 6 (affectionately nicknamed Galloping Goose Number 6) is a gasoline engine powered narrow gauge railroad motor car. It was completed on January 13, 1934. The original Goose No. 6 body and chassis were built from a Buick automobile. The first Goose, Motor Number 1, was dismantled in October of 1933 and some of the parts were used in the construction of Goose No. 6. The body of Motor 1 was also a Buick, but it was not used in the construction of Goose No. 6. The new Buick body was cut off behind the front seat and a new rear wall installed. The steering wheel was removed as it was not needed, but the other controls remained. The front axle was removed and replaced with a swiveling two axle lightweight railroad truck with sixteen inch diameter wheels that carried and guided the front of the Goose. Ahead of the front truck is the pilot (cow catcher) attached to the frame. Two small pivoted scrapers attached to the rear of the pilot slide on the rails to keep small objects on the track from derailing the lightweight front truck. During the winter season a small snow plow (now stored on the car's flatbed) was attached to the front of the pilot.

The rear of the car frame was lengthened using steel channel riveted together but welded to the frame to carry the truck type flat-bed platform. The bed has short stake racks around the sides to keep materials from falling off.

The Goose was originally powered by the 6-cylinder engine, clutch and transmission that came with the Buick. The drive chain powers the rear swiveling two axle truck assembly mounted under the rear frame and platform bed. The drive shaft turns only the forward axle. The rearmost axle is driven by roller chains and sprockets mounted outside of the wheels on each side. The rear truck has twenty four inch diameter cast wheels.

The braking is accomplished by brake shoes between the axles on each truck being pushed against the wheel treads. These are actuated by linkage connecting them to the normal foot pedal and parking brake lever. The foot brake is connected to the front truck and the parking brake lever is connected to the rear truck. Goose No. 6 received air brakes about 1939.

The paint colors of Goose No. 6 early on is still a item of much discussion. Examination of the paint layers on the rear bed revealed only black and then aluminum that was used after 1935.

The Buick body on Goose No. 6 was replaced around 1942 with the body of a Pierce-Arrow automobile, probably a Pierce-Arrow Model 36. The Buick engine was also replaced with the Pierce-Arrow engine. Soon after a small box was attached behind and above the rear seat, probably to carry lunches and small tools. Around 1949 a second gas tank was placed on the cab roof. This was in addition to the other tank under the right front of the bed. Both tanks were hooked up to the engine. The automotive style marker lights were removed from the side of the cab and railroad style markers were placed on top of the cab at the outer edges. This is its current configuration as displayed at the Museum.

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Continuation Sheet**

Rio Grande Southern Railroad, Motor Number 6  
Jefferson County, Colorado

Section number 7 Page 2

Summary of alterations:

- |           |   |
|-----------|---|
| June 1934 | Interstate Commerce Commission required sander was installed.                             |
| ca 1935   | Repainted aluminum color.   |
| ca 1939   | Air brakes were installed.  |
| ca 1942   | Original Buick body was replaced with a Pierce-Arrow body and engine.                     |
| ca 1949   | Second gas tank installed on cab roof.  |
| ca 1954   | Engine replaced by Brinkerhoff Bros with a New Chevrolet 6 cylinder pick-up truck engine. |
| June 1988 | Engine replaced by Colorado Railroad Museum with a 1957 Chevrolet 6 cylinder engine.      |

As a piece of railroad rolling stock, Galloping Goose No. 6 traveled throughout the Rio Grande Southern Railroad system during its years of operation. It was also relocated a number of times after it was retired from service until arriving at its current location at the Colorado Railroad Museum near Golden. The following summarizes the moves of Galloping Goose No. 6 after its retirement from active service on the Rio Grande Southern in 1952:

- |            |   |
|------------|---|
| 1952-1960s | Became the property of Brinkerhoff Brothers Salvage Co., the scrap metal dealer who dismantled the RGS. It was moved many times by them as Goose No. 6 was used to help dismantle several railroads including the Crested Butte branch and the Marshall pass line of the Denver and Rio Grande Western. |
| 1970s      | Moved to Durango by Jack Brinkerhoff.   |
| 1981       | Moved to the Durango Narrow Gauge Railroad Museum north of Durango by Bob Shank, Jr.  |
| June 1984  | Moved to the Colorado Railroad Museum for display.  |

Galloping Goose No. 6 is in generally good overall condition. It is operable at the current time but the battery is discharged and the radiator drained. It is only operated occasionally at the museum as it is not designed to haul passengers.

The Galloping Goose No. 6 does retain almost all of its design and character that it had at the end of its service on the Rio Grande Southern Railroad. It is easily recognizable to anyone who has seen it in service on the RGS or who has seen pictures of it as Goose No. 6. The change of car bodies in ca. 1942 represents part of the engineering evolution of this piece of railroad equipment. The gasoline engine replacements represent normal maintenance requirements necessary to maintain Goose No. 6 in operating condition.

All of the Galloping Geese had many alterations during their lifetime due to parts breaking and wearing out and being replaced with whatever was available, handy, and low cost. The

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Rio Grande Southern Railroad, Motor Number 6  
Jefferson County, Colorado

Section number 7 Page 3

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Museum in its restoration of the Geese has endeavored to try to locate identical parts, or when not available use very similar parts and construction.

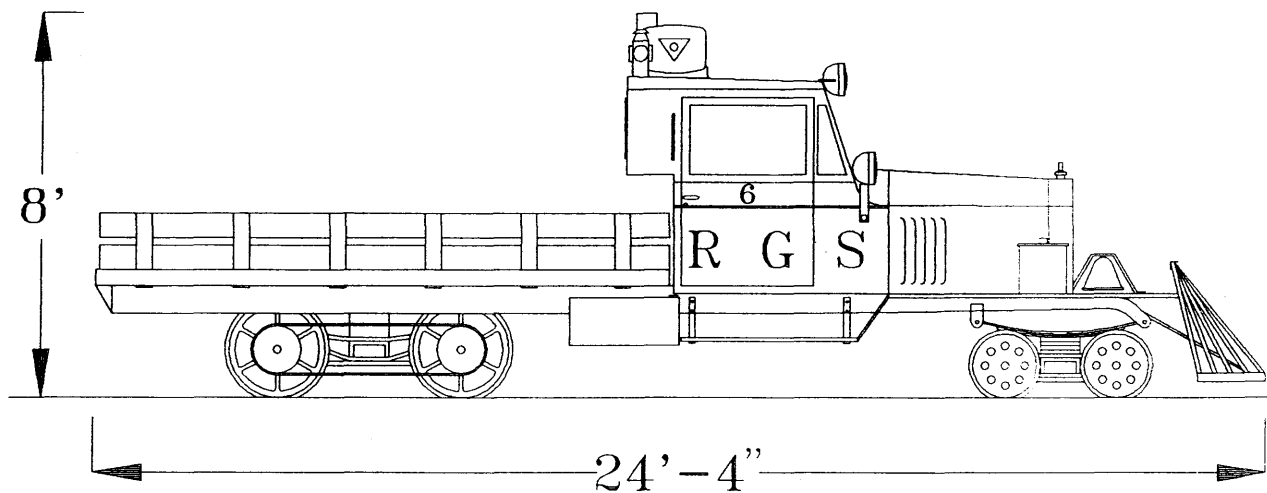
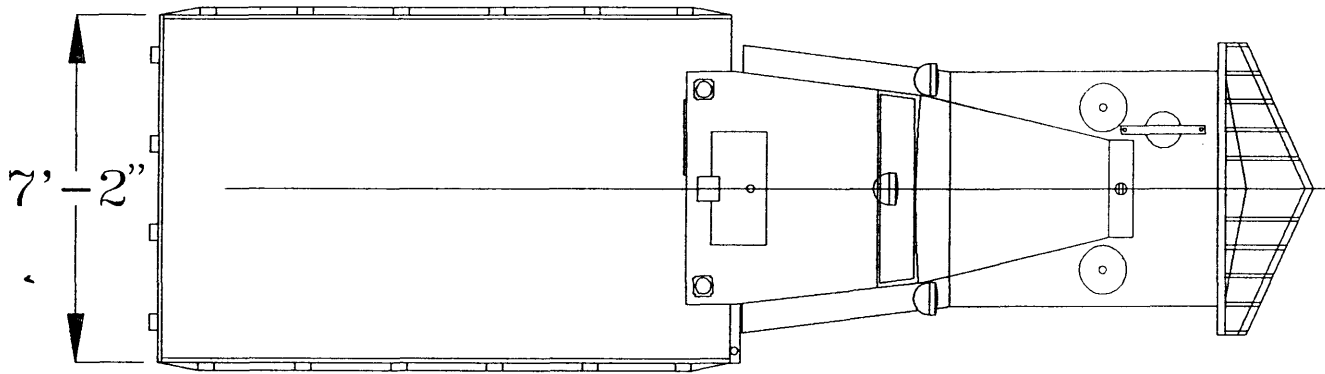
Goose No. 6 has been relocated from its original operating setting on the Rio Grande Southern Railroad in southwest Colorado to the Colorado Railroad Museum near Golden. The museum occupies an approximately 12 acre site which includes an extensive narrow gauge railyard, an outdoor locomotive and railroad car maintenance and restoration shop, and a museum building. The railyard contains numerous pieces of rolling stock which operated on various Colorado railroads. Most of the rolling stock dates to the late 19th and early 20th centuries and much of it is of the type seen in operation contemporaneous with Goose No. 6. In fact, two other Rio Grande Southern Geese of different designs are also located and operated in the museum railyard (passenger/freight-types Nos. 2 and 7). The current museum railyard setting is historically appropriate to convey the historical and architectural significance of Goose No. 6.

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Continuation Sheet

Rio Grande Southern Railroad, Motor Number 6  
Jefferson County, Colorado

Section number 7 Page 4



RIO GRANDE SOUTHERN RAILROAD

GALLOPING GOOSE 6

Scale: 1" = 4'

Name of Property

County/State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
[] B Property is associated with the lives of persons significant in our past.
[X] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
[] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- [] A owned by a religious institution or used for religious purposes.
[] B removed from its original location.
[] C a birthplace or grave.
[] D a cemetery.
[] E a reconstructed building, object, or structure.
[] F a commemorative property.
[X] G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographic References

Bibliography

(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- [] preliminary determination of individual listing (36 CFR 67) has been requested
[] previously listed in the National Register
[] previously determined eligible by the National Register
[] designated a National Historic Landmark
[] recorded by Historic American Buildings Survey
#
[] recorded by Historic American Engineering Record
#

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION
ENGINEERING

Periods of Significance

1934 - 1952

Significant Dates

1942

Significant Person(s)

(Complete if Criterion B is marked above).

N/A

Cultural Affiliation

N/A

Architect/Builder

Odenbaugh, Jack

White, Forest

Primary location of additional data:

- [X] State Historic Preservation Office
[] Other State Agency
[] Federal Agency
[] Local Government
[] University
[] Other

Name of repository:

Colorado Historical Society

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Rio Grande Southern Railroad, Motor Number 6  
Jefferson County, Colorado

Section number 8 Page 5

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**SIGNIFICANCE**

Rio Grande Southern Railroad (RGS), Motor Number 6 (Galloping Goose No. 6) is eligible for listing in National Register under Criterion A in the area of transportation for its association with the final two decades of operation of this important narrow gauge railroad serving the southwestern corner of Colorado. The rail car is also eligible under Criterion C for its engineering significance as an excellent example of a Colorado railroad adapting its equipment to meet its transportation needs during times of mounting financial hardship. Galloping Goose No. 6 is the only example of this type of narrow gauge rail car designed for maintenance-of-way service in Colorado and thus is significant at a state-wide level. The period of significance is 1934-1952, the period during which Goose No. 6 operated as part of the Rio Grande Southern Railroad. The car qualifies under Criteria Consideration G because Goose No. 6 was critically important to keeping the financially precarious railroad operating during the 1934-1952 period.

Otto Mears incorporated the Rio Grande Southern Railroad in November, 1889, as another of his many narrow gauge railroads in the San Juan Mountains of Colorado. Narrow gauge railroads operate on rails spaced 3 feet apart as opposed to the 4 feet 8½ inch spacing used by standard gauge railroads. Mears planned to tap the economic riches of the area—lumber, livestock, and mined ores, particularly silver. The area to be serviced stretched west and northwest of Durango to Ridgway, north of Ouray. The area was already well populated and promised a lucrative source of rail revenue.

Construction of the RGS started in 1890 from the Denver and Rio Grande Railroad (D&RG) tracks in Durango towards Dolores and from the D&RG tracks in Ridgway toward Telluride and Ophir. The 162.6 mile railroad was finished in late 1891 with the joining of the two ends south of Rico. The year 1892 was a successful and profitable year for the RGS, but financial success was not long lasting.

In the fall of 1893, Congress repealed the Sherman Silver Purchase Act and triggered a major depression in the Colorado silver mining industry. Most of the silver mines in the San Juan area shut down and Mears lost the RGS to the Denver & Rio Grande Railroad. In many ways the area never fully recovered from the depression, although the RGS was able to continue operating until 1952. Continued operation after the new economic depression of the 1930s was largely due to the savings afforded through the use of the Motors or Galloping Geese.

During the years immediately prior to World War I, the RGS hauled mainly livestock, timber, and coal, but also participated as part of the famous tourist trip known as "Around the Circle Excursions." After the war, tourist traffic declined but freight and mail traffic continued to be very important to the Ridgway, Telluride, Ophir, Rico, and Dolores areas, providing transportation into communities otherwise accessible only over rough dirt roads. The RGS suffered through continual post-war financial troubles, compounded by a major landslide in 1929 which severed the rail system, and the railroad soon found itself forced to declare bankruptcy.



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Rio Grande Southern Railroad, Motor Number 6  
Jefferson County, Colorado

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Victor A. Miller assumed the duties of receiver in December of 1929 and set about to operate the RGS on a profitable basis. The new RGS management looked for innovative ways to make a profit, or at least break even, while continuing to serve the area's population. The prospect of increasing revenue was slim so the choice was to cut expenses. Many cost saving measures were instituted by Miller but a major drain in company revenue was the operation of trains powered by steam locomotives. Steam locomotives were expensive to run and maintain, and they required a large operating crew. Miller, Superintendent Forest White, and Chief Mechanic Jack Odenbaugh came up with a plan for a motor car that could haul small amounts of freight, mail, and a few passengers, be operated by one man, and thus produce revenue at less expense. Passenger carrying motor cars already operated on other railroads, but those were large standard gauge, 40 to 60 passenger cars weighing about 100,000 pounds and equipped with electric transmissions. This type of car was clearly way beyond the financial capability of the RGS. Smaller motor cars also existed but these were usually just for inspection trips or VIP use rather than as revenue producers. The RGS, in fact, first used an inspection motorcar in 1913, numbered Motor Number 1, but it wrecked in 1925 and was not rebuilt.

In June, 1931, the second Galloping Goose Number 1, the first of the "real geese", was built at the Ridgway Shops by Jack Odenbaugh and his crew. It was tested and soon went to work. It quickly proved that such a vehicle could indeed save considerable money while providing an acceptable level of service, at least from the railroad's point of view. As an example of the savings from using the Geese, in September, 1930, operation with steam cost \$8,294.58, while in September of 1931 operations using Geese 1 and 2 cost only \$1,807.04.

Galloping Goose No. 6 was designed and built specifically for work service, being completed on January 13, 1934. Goose No. 6 replaced the expensive steam locomotive used in normal work train service to perform track, bridge, and building repairs. It carried two people, the driver and one passenger, plus needed tools and supplies on the stake-sided flatbed. Thus two people could do what would otherwise required a minimum of five people plus the time and planning to get a steam engine ready. Goose No. 6 significantly reduced the cost of maintaining the RGS and thereby helped extend the RGS's life until the railroad was dismantled in 1952.

Goose No. 6 was based at Ridgway but traveled the entire RGS trackage when needed. It did all the small odd jobs necessary to keep a railroad running. It was not photographed extensively like the bigger Geese, because it was just a piece of work equipment. Roadmaster Rhodes used it regularly for track inspection and supervisory chores. It was often dispatched to help other Geese that developed trouble.

After the RGS closed down Goose No. 6 became the property of the trackbed dismantler, Brinkerhoff Brothers Salvage Co. They used Geese Nos. 6 and 7 to dismantle the RGS, then later the Crested Butte branch and Marshall Pass line of the Denver and Rio Grande Western RR. Brinkerhoff Brothers kept the two Geese, believing that there would be more narrow gauge abandonments in the near future. Jack Brinkerhoff retained possession of Geese 6 and 7 when he moved to Durango and had the Geese stored in his backyard.

Bob Shank, Jr. purchased Geese Nos. 6 and 7 from Jack Brinkerhoff for his Durango Railroad Museum in 1981 and moved them to his house north of Durango. Goose No. 6 was

**United States Department of the Interior  
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Rio Grande Southern Railroad, Motor Number 6  
Jefferson County, Colorado

Section number 8 & 9 Page 7

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obtained from the Durango Railroad Museum by the Colorado Railroad Historical Foundation in 1984 and moved to the Museum in Golden.

The Colorado Railroad Museum displays Goose No. 6 and maintains it in operating condition. Its display and occasional operation at the Museum makes this historic structure available for the education of this and future generations regarding our railroad heritage.

**BIBLIOGRAPHY**

Ferrell, Mallory Hope, Silver San Juan, The Rio Grande Southern Railroad,  
Pruett Publishing Co., Boulder, Colorado, 1973.

Rhine, Stanley, Galloping Geese on the Rio Grande Southern, Tin Feathers and Gasoline Fumes,  
Colorado Railroad Museum, Golden, Colorado, 1971.  
Reprinted from the Colorado Rail Annual No. 9, Colorado Railroad Museum, Golden, 1971.

Richardson, Robert W., Narrow Gauge News, Colorado Rail Annual No. 21,  
Colorado Railroad Museum, Golden, Colorado, 1994.

Photographic collection of the Colorado Railroad Museum, Golden, Colorado.

Rio Grande Southern Railroad, Motor Number 6  
**Name of Property**

Jefferson County, Colorado  
**County/State**

## 10. Geographical Data

**Acreage of Property** less than one

### UTM References

(Place additional UTM references on a continuation sheet.)

1. 13 483450 4402200  
Zone Easting Northing

3. Zone Easting Northing

2. Zone Easting Northing

4. Zone Easting Northing

[ ] See continuation sheet

### Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

### Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

## 11. Form Prepared By

name/title A. Lewis Dahm / volunteer

organization Colorado Railroad Museum

date 7/1/1996

street & number PO Box 10

telephone 303-279-4591

city or town Golden

state CO

zip code 80402-0010

### Additional Documentation

Submit the following items with the completed form:

### Continuation Sheets

### Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

### Photographs

Representative **black and white photographs** of the property.

### Additional Items

(Check with the SHPO or FPO for any additional items)

### Property Owner

(Complete this item at the request of SHPO or FPO.)

name Colorado Railroad Historical Foundation

street & number 17155 W. 44th Ave. (PO Box 10)

telephone 303-279-4591

city or town Golden

state CO

zip code 80402-0010

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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Continuation Sheet**

Rio Grande Southern Railroad, Motor Number 6  
Jefferson County, Colorado

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**GEOGRAPHICAL DATA**

**Verbal Boundary Description**

The nominated property includes the Rio Grande Southern Railroad, Motor Number 6 plus the rails, ties and land directly beneath it within the boundaries of the outdoor railyard at the Colorado Railroad Museum near Golden, Colorado.

**Boundary Justification**

The Colorado Railroad Museum occasionally operates Rio Grande Southern Railroad, Motor Number 6 as part of its museum interpretive program. Although the vehicle never leaves the grounds of the museum, it is parked at various location in the museum railyard throughout the year. Therefore, the nomination boundaries include the rails, ties and land beneath the vehicle wherever it is parked within the Colorado Railroad Museum's outdoor railyard.

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Continuation Sheet**

Rio Grande Southern Railroad  
Motor Number 6  
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**PHOTOGRAPH LOG**

The following information pertains to photographs numbers 1-8 except as noted:

Name of Property: Rio Grande Southern Railroad, Motor Number 6  
Location: Jefferson County, Colo.  
Photographer: Lewis Dahm  
Date of Photographs: February, 1996  
Negatives: Colorado Railroad Museum, Golden, Colorado

<u>Photo No.</u>	<u>Information</u>
1	Exterior view of the front end and left side of Goose No. 6 as it is currently displayed at the Colorado Railroad Museum, view looking southwest.
2	Exterior view of the front end and right side of Goose No. 6 as it is currently displayed at the Colorado Railroad Museum, view looking northwest.
3	Exterior view of the left side of Goose No. 6 as it is currently displayed at the Colorado Railroad Museum, view looking south.
4	Exterior view of the back end and left side of Goose No. 6 as it is currently displayed at the Colorado Railroad Museum, view looking southeast.
5	Copy of an historic 1935 photo of Goose No. 6 in service on the RGS at Rico, Colorado. Goose No. 6 is painted in a dark color and still has its original Buick body. Photo taken 7-8-1935, by Don Rodgers, Colorado Railroad Museum Collection.
6	Copy of an historic 1951 photo of Goose No. 6 in service on the RGS at Rico, Colorado. It is now painted aluminum and had the new Pierce-Arrow Body installed. Photo taken 8-9-1951, by Robert W. Richardson, Colorado Railroad Museum Collection.
7	Copy of an historic 1952 photo of Goose No. 6 at Dolores, Colorado. At this date and with a gondola car behind it was probably being used by the dismantlers. Photo taken 9-5-1952, by Robert W. Richardson, Colorado Railroad Museum Collection.
8	Copy of an historic 1952 photo of Goose No. 6 in use by the dismantlers of the RGS at Hesperus, Colorado. Notice they have removed the driver door and are towing a flatcar. Photo taken 8-9-1951, by Robert W. Richardson, Colorado Railroad Museum Collection.

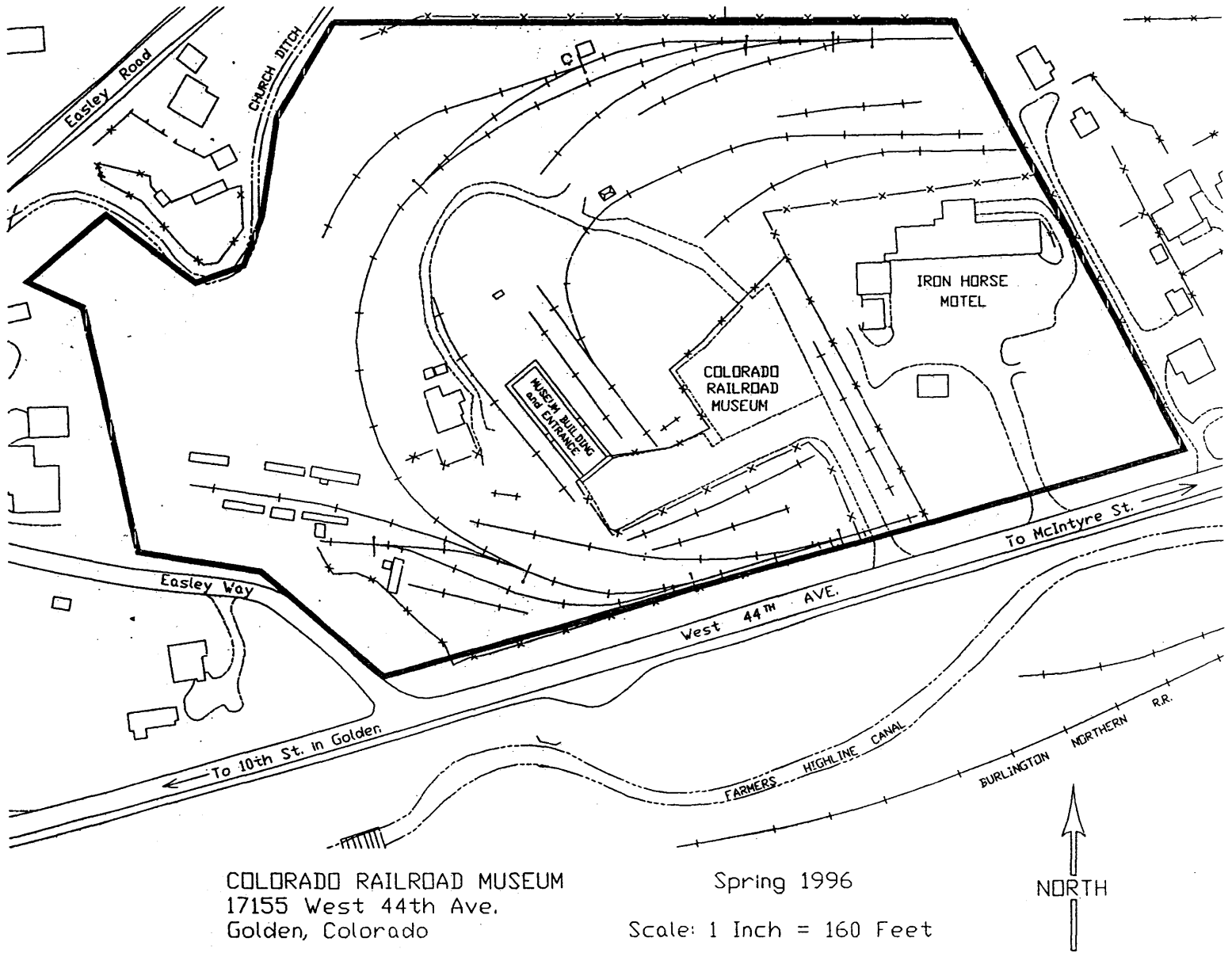
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Rio Grande Southern Railroad  
Motor Number 6  
Jefferson County, Colorado

Section number Additional Documentation Page 10

SKETCH MAP



COLORADO RAILROAD MUSEUM  
17155 West 44th Ave.  
Golden, Colorado

Spring 1996

Scale: 1 Inch = 160 Feet



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Rio Grande Southern Railroad  
Motor Number 6  
Jefferson County, Colorado

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USGS TOPOGRAPHIC MAP  
Golden, Colo.  
7.5 Minute Quad

