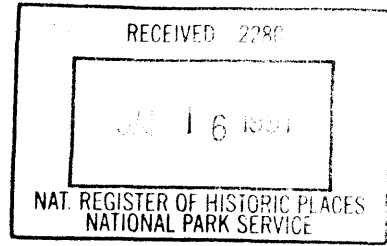


40

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 2  
other names/site number Galloping Goose Number 2; 5JF1013.1

### 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 [N/A] not for publication  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 [ ].)

[Signature] State Historic Preservation Officer January 14, 1997 Date  
Signature of certifying official/Title  
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] Signature of the Keeper 2.14.97 Date  
Edson H. Beall  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name of Property

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.)

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

**National Register of Historic Places  
Continuation Sheet**

Rio Grande Southern Railroad, Motor Number 2  
Jefferson County, Colorado

Section number 7 Page 1

**DESCRIPTION**

Rio Grande Southern Railroad (RGS), Motor No. 2 (affectionately nicknamed Galloping Goose Number 2) is a gasoline engine powered narrow gauge railroad motor car. It was completed on August 12, 1931. The original Goose body and chassis were built from a 1927 Buick "Master Six" 4 door sedan. The Buick body was cut off behind the rear door post, then extended with sheet metal about 18 inches rearward to form an enlarged passenger compartment. The steering wheel was removed as it was not needed, but the other controls remained. The couch from the RGS office must have become the back seat as it is shown being requisitioned for Goose No. 2 on the statement covering construction. 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 the pilot (cow catcher) is attached to the frame. There were two small pivoted scrapers attached to the rear of the pilot to keep small objects on the track from derailing the lightweight front truck. During the winter season a small snow plow was attached to the front of the pilot.

The rear of the frame was lengthened using junked truck frame parts to carry the enclosed mail, express, and freight compartment. The compartment box is sixteen feet long, seven feet wide, and six foot ten inches high at the sides. It has a four foot wide double door, approximately centered, on each side for access to the mail, express, and freight compartment. The roof is bowed upward in the center to shed moisture. The compartment was fabricated from 2" x 2" wood framing, with 1" x 2" wood strips running crossways. This is covered with 22 gauge galvanized sheet steel nailed to the 1" x 2" strips.

The heating of the freight compartment of Goose No. 2 was noted as being considered in September 1931, soon after completion. Goose No. 2's stove is located in a four foot wide by two foot seven inch area added onto the rear of the compartment in the center. Examination shows that it was added on after the compartment box was built, but probably not too long thereafter, as the earliest photographs found show the addition.

The Goose was originally powered by the engine, clutch and transmission that came with the Buick sedan. These powered the rear swiveling two axle truck assembly mounted under the rear frame and compartment. The drive shaft powers only the forward axle which was made from a modified Ford truck rear axle. The rearmost axle is driven by roller chains and sprockets mounted outside of the wheels. 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. 2 never received air brakes.

The original paint scheme of Goose No. 2 is still an item of much discussion. Examination of the paint layers on the rear compartment exterior shows a shade of green on the bottom layer. It is now a light green, probably a faded Pullman dark green paint. Over that is black paint, and then the aluminum paint that was used after 1935.

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

**National Register of Historic Places  
Continuation Sheet**

Rio Grande Southern Railroad, Motor Number 2  
Jefferson County, Colorado

Section number 7 Page 2

The body on Goose No. 2 was replaced around 1939 with the body from the San Christobal Railroad Goose No. 1 which was built by the RGS for the San Christobal in 1934. This is a Pierce-Arrow Model 80 body and is longer with larger side windows than that of the Buick body. The rear freight compartment was shortened eight inches to allow for the longer body and avoid altering the frame and drive shafts. This is its current configuration as displayed.

Summary of alterations:

September, 1931	Install stove in rear compartment for heating.
ca. 1932	Heavy screen installed around stove to protect mail bags.
ca. 1933	Repainted Black.
June, 1934	Interstate Commerce Commission required sander was installed.
ca. 1935	Repainted Aluminum.
ca. 1935	Original engine replaced or rebuilt for the first time.
ca. 1939	Original Buick chassis was replaced with the Pierce-Arrow Model 80 body from the San Christobal Railroad Goose No. 1 that was built by the RGS but was returned by the San Cristobal to the RGS in 1939.
1963-64	Engine rebuilt at the Colorado Railroad Museum by J. Olsen.

As a piece of railroad rolling stock, Galloping Goose Number 2 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 Number 2 after its retirement from active service on the Rio Grande Southern:

July 3, 1953	The Galloping Goose Number 2 was purchased by Robert W. Richardson from the dismantler of the RGS and moved to the Narrow Gauge Motel and Museum in Alamosa, Colorado.
Summer of 1958	Robert W. Richardson moved Galloping Goose Number 2 and other equipment from Alamosa to the site of the new Colorado Railroad Museum, which was later sold to the Colorado Railroad Historical Foundation.

Galloping Goose Number 2 is in generally good overall condition. The Goose is normally maintained in operating condition, but is temporarily not operational in order to have the original engine rebuilt due to low oil pressure and a knock. The rebuild is being done by a person who has done many antique car engine rebuilds. The Museum does have another identical engine for spare parts.

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

**National Register of Historic Places  
Continuation Sheet**

Rio Grande Southern Railroad, Motor Number 2  
Jefferson County, Colorado

Section number 7 Page 3

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Galloping Goose Number 2 retains 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. 2. The change of the car body in ca. 1939 represents part of the engineering evolution of this piece of railroad equipment.

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 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.

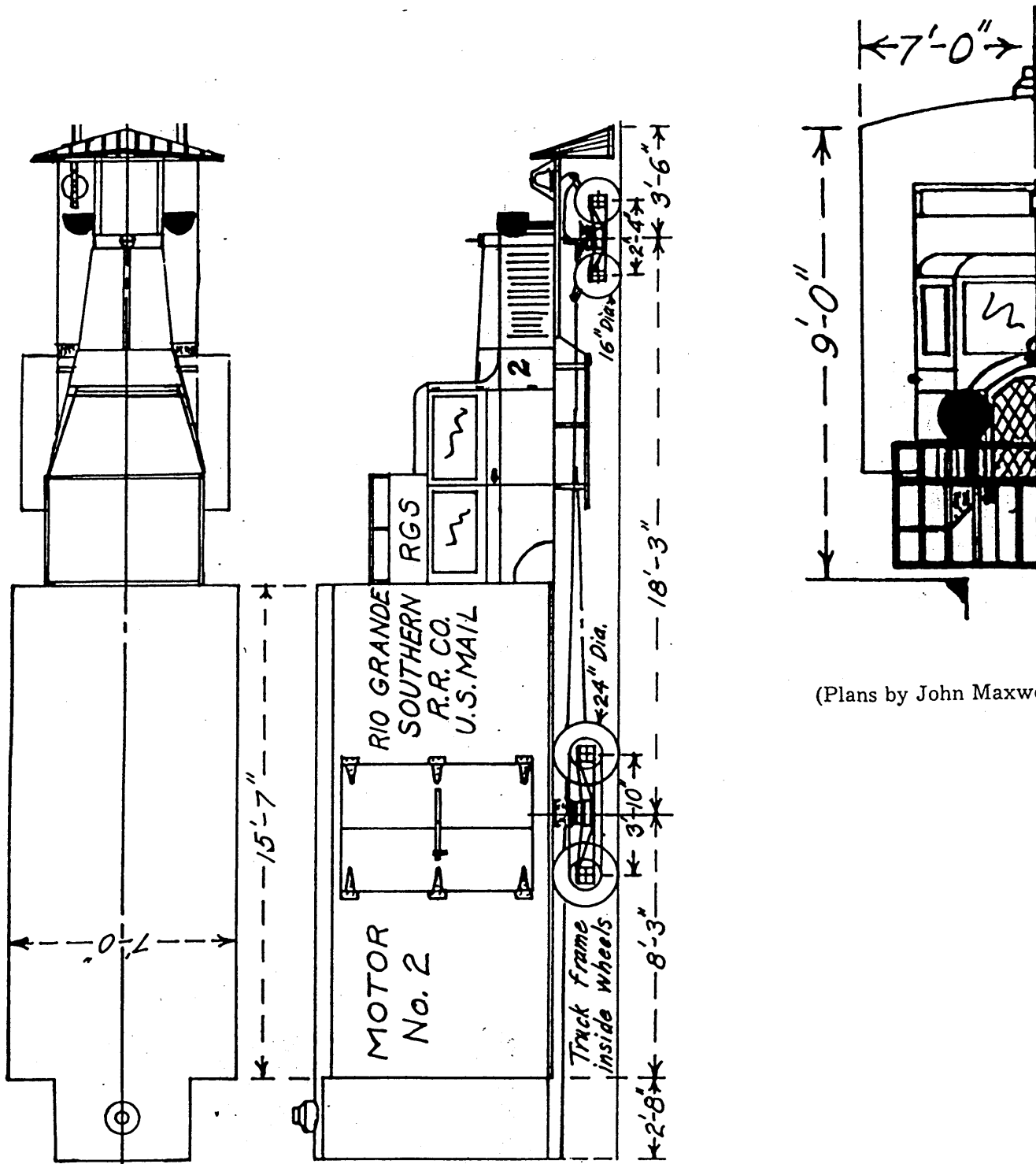
Goose No. 2 has been relocated from its original operating setting on the Rio Grande Southern Railroad in southwest Colorado to the Colorado Railroad Museum near Golden. The museum occupies an approximately 12 acre site which includes an extensive narrow gauge railyard, an outdoor locomotive and railroad 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. 2. In fact, two other Rio Grande Southern Geese of different designs are also located and operated in the museum railyard (modified full passenger-type No. 7 and maintenance-of-way/truck-type No. 6). The current museum railyard setting is historically appropriate to convey the historical and architectural significance of Goose No. 2.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 7 Page 4

Rio Grande Southern Railroad, Motor Number 2  
Jefferson County, Colorado



(Plans by John Maxwell)

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.
[] 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.)

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION
ENGINEERING

Periods of Significance

1931 - 1943

Significant Dates

1939

Significant Person(s)

(Complete if Criterion B is marked above).

N/A

Cultural Affiliation

N/A

Architect/Builder

Odenbaugh, Jack

White, Forest

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

#

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 2  
Jefferson County, Colorado

Section number 8 Page 5

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**SIGNIFICANCE**

Rio Grande Southern Railroad, Motor Number 2 (Galloping Goose Number 2) 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. 2 is the only example of this type of narrow gauge rail car designed for combination passenger and freight service which maintains this as-used configuration in Colorado and thus is significant at a state-wide level. The period of significance is 1931-1943, the period during which Goose No. 2 operated regularly as part of the Rio Grande Southern Railroad.

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 rail tourist route 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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Continuation Sheet

Rio Grande Southern Railroad, Motor Number 2  
Jefferson County, Colorado

Section number 8 Page 6

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 well 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, approved, and placed in service. 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. However, it soon became obvious that Goose No. 1 was too small. Number 1 weighed 5,300 pounds and was about 20 feet long. It did not have enough passenger space and did not have an enclosed compartment for mail, freight and express. The freight bed was later enclosed, but the new compartment also proved to be too small to meet freight demands. Goose No. 1 was scrapped in 1933.

Galloping Goose Number 2 was designed and built in two months, being completed on August 12, 1931. It weighed 10,300 pounds and was almost 30 feet long. It went into service very quickly and was a large improvement over Goose No. 1. Goose No. 2 only cost the RGS \$1,740.24 in parts and labor to build. As an example of the savings the railroad derived from using the Geese, in September, 1930, operation with steam locomotives cost \$8,294.58, while in September of 1931 operations using Geese Nos. 1 and 2 cost only \$1,807.04.

Despite its impressive cost savings, Goose No. 2 also proved to be too small in both the passenger and freight compartment. Galloping Goose Number 3 was finished on December 2, 1931. It was larger yet and became the standard size for the other Geese. Galloping Goose Number 7 was the last Goose constructed and was completed in October, 1936. The later Geese continued to haul freight, mail, and passengers until 1950, when the RGS lost its mail contract. By this time the freight business had also largely been lost to trucks. However, management saw the economic possibilities of a growing tourist interest in the railroad. The RGS promoted the tourist passenger business during 1950 and 1951 and the line hauled many tourists during the summer months. The tourism revenues failed to keep the RGS afloat and in 1952 the railroad ceased operations and was dismantled.

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Continuation Sheet

Rio Grande Southern Railroad, Motor Number 2  
Jefferson County, Colorado

Section number 8 Page 7

Goose No. 2 spent its first five years operating on various parts of the RGS as did the other Geese. The completion of Goose No. 7 in 1936 initiated a change in the pattern of use for Goose No. 2. Being the smallest of the Geese, it was taken out of general service and was used as a spare for when one of the others needed repairs. This was fairly often as all the Geese lead rough lives.

In 1934 Forest White had tried to sell Goose No. 2 to the San Christobal Railroad (SCRR) when they asked the RGS to build them a Goose. They turned down the offer and had the RGS build them a new Goose similar to the larger RGS Geese. The SCRR No. 1 was completed in November of 1934, but the SCRR was short-lived and No. 1 returned to the RGS by 1939. The passenger body of SCRR No. 1 was used for the new passenger body of RGS Goose No. 2 when it was rebuilt in about 1939.

It is interesting that the RGS bothered to rebuild Goose 2 in 1939, as one of the monthly milage reports for the Geese at this time showed No. 2 with only 162 miles while the others were logging monthly totals of one to two thousand miles. An inspection report for Goose No. 2 dated May, 1943, reported its status as, "Durango Colo, Feb 27, 43, Not Needed." Goose No. 2 was being used less and less and by 1950 photos show it stored at Ridgway in derelict condition. One front axle and the driven rear axle had been removed and replaced with idler axles of the wrong diameter. Thus the tradition continued to make do with what was available.

In the summer of 1953 Bob Richardson purchased Goose No. 2 from the dismantler of the RGS at Ridgway and moved it to his Narrow Gauge Motel in Alamosa, Colorado. In the summer of 1958 Richardson moved Goose No. 2 to its current site at the Colorado Railroad Museum.

The Colorado Railroad Museum has Goose No. 2 on display and maintains it in operating condition. Its display and occasional operation makes this historic structure available for the education of this and future generations regarding Colorado's railroad heritage.

## BIBLIOGRAPHY

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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.

Rio Grande Southern Railroad, Motor Number 2  
**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 483440 4402190  
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.

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

**National Register of Historic Places  
Continuation Sheet**

Rio Grande Southern Railroad, Motor Number 2  
Jefferson County, Colorado

Section number 10 Page 8

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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.

**PHOTOGRAPH LOG**

The following information pertains to photographs numbers 1-9 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. 2 as it is currently displayed at the Colorado Railroad Museum, view looking northeast.
2	Exterior view of the front end and right side of Goose No. 2 as it is currently displayed at the Colorado Railroad Museum, view looking southeast.
3	Exterior view of the right side of Goose No. 2 as it is currently displayed at the Colorado Railroad Museum, view looking south.
4	Exterior view of the left side of Goose No. 2 as it is currently displayed at the Colorado Railroad Museum, view looking northwest.

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Continuation Sheet

Rio Grande Southern Railroad  
Motor Number 2  
Jefferson County, Colorado

Section number Additional Documentation Page 9

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<u>Photo No.</u>	<u>Information</u>
5	Exterior view of the rear end and right side of Goose 2 as it is currently displayed at the Colorado Railroad Museum. This view clearly shows the small added compartment on the back for the heating stove, view looking southwest.
6	Copy of an historic photo of Goose No. 2 in service on the RGS. The date it was taken is unknown, but it is early as Goose No. 2 is painted in a dark color and still has its original Buick body. Photograph taken by Fred R. Scott, Colorado Railroad Museum Collection.
7	Copy of an historic photo of Goose No. 2 in service on the RGS. The date it was taken is unknown, but No. 2 had been painted aluminum and had the new Pierce-Arrow Body installed. Notice that the side window sizes change. That would place the date between 1939 and 1942. Photographer unknown, Colorado Railroad Museum Collection.
8	Copy of an historic photo of Goose No. 2 out of service and being stored behind the Roundhouse in Ridgway, Colorado. The date it was taken is unknown, but it is after 1942 as the passengers door is stenciled for the Defense Supply Corporation. Photographer unknown, Colorado Railroad Museum Collection.
9	Copy of an historic 1951 photo of Goose No. 2 out of service and in very poor, obviously abandoned condition at Ridgway, Colorado. This is about one year prior to Bob Richardson's purchase of it. Photo taken 8-9-1951, by Robert W. Richardson, Colorado Railroad Museum Collection.

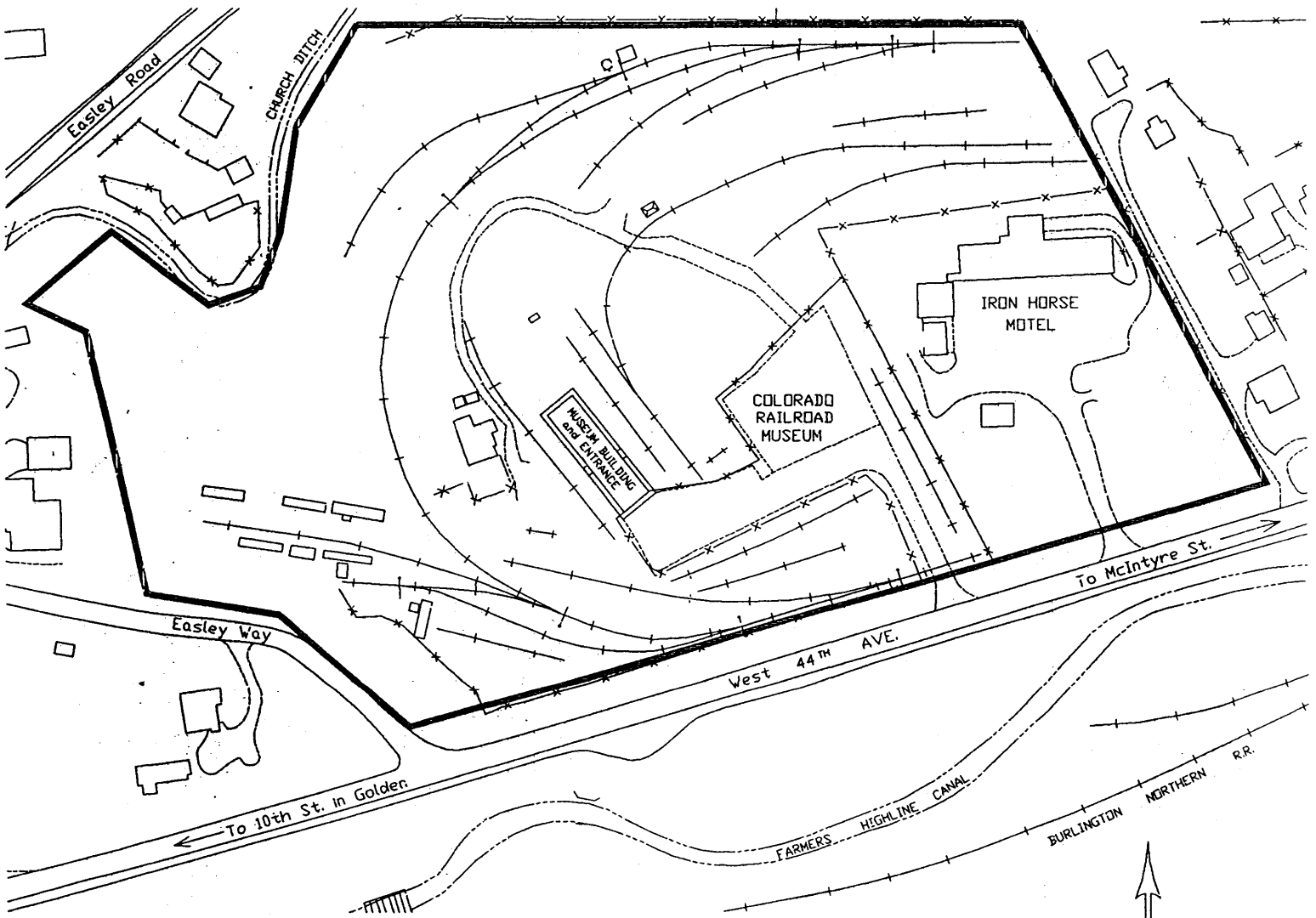
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Rio Grande Southern Railroad  
Motor Number 2  
Jefferson County, Colorado

Section number Additional Documentation Page 10

SKETCH MAP



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

Spring 1996

Scale: 1 Inch = 160 Feet



United States Department of the Interior  
National Park Service

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Rio Grande Southern Railroad  
Motor Number 2  
Jefferson County, Colorado

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USGS TOPOGRAPHIC MAP  
Golden, Colo.  
7.5 Minute Quad

