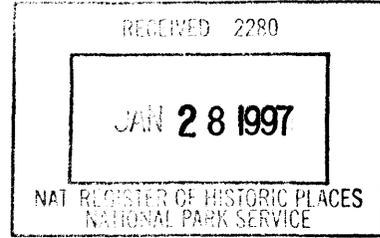


**United States Department of the Interior
National Park Service**

**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 7
other names/site number Galloping Goose Number 7; 5JF1013.3

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 [N/A] not for publication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 Hartmann State Historic Preservation Officer *January 22, 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 of the Keeper Date
Edson H. Beall *2/28/97*

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 7
Jefferson County, Colorado

Section number 7 Page 1

DESCRIPTION

Rio Grande Southern Railroad (RGS), Motor Number 7 (affectionately nicknamed Galloping Goose No. 7) is a gasoline engine powered narrow gauge railroad motor car, which was completed on October 27, 1936. Goose No. 7 was the largest and heaviest of the original Geese before rebuilding. It is an articulated design resting on three lightweight railroad trucks. The front and rear sections of the frame pivot on the center of the center truck. The Goose body and chassis were built from a 4-door 1926 Pierce-Arrow Model 33. The roof was removed, the rear wall cut vertically, and the body spread open sideways about 36 inches. The back was filled in with sheet metal and a new roof made, supported by 1" x 3" wood. The extra space increased the passenger capacity of the Goose. The wheel well holes for the original rear wheels were filled in with sheet metal. The steering wheel was removed as it was not needed, but the other controls remain. The front axle was removed and replaced with a swiveling two axle lightweight railroad truck with sixteen inch diameter wheels that carry and guide 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 frame was made from steel channel to carry the enclosed mail, express, and freight compartment. The compartment box is 26 feet long, seven feet six inches wide, and six feet ten inches high at the sides. It originally contained a four foot wide double door, approximately centered, on each side plus another four foot wide door in the back for access to the mail, express, and freight compartment.

In the spring of 1950 the doors in the sides and the back of the rear compartment were filled in and a long narrow window cut in each side. The center of the back had a door and steps installed to allow passengers to enter. A narrow tin awning was installed above each window opening and contained a rolled canvas sheet which could be lowered to cover the opening in case of rain. Seats from old Denver street cars were installed to accommodate passengers.

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 was covered with 22 gauge galvanized sheet steel nailed to the 1" x 2" strips. The rear compartment was heated by a coal stove located in the back on the left side.

The Goose is powered by a GMC 6 cylinder truck engine installed in 1989. The motor car originally was powered by a Ford V-8 engine with clutch and transmission attached. The engine powers the center swiveling two axle truck assembly that is mounted under the rear of the extended body frame and the front of the rear compartment frame. The drive shaft powers only the forward axle of the center truck which was made from a truck rear axle. The rearmost axle of the center truck is driven by roller chains and sprockets mounted outside of the wheels. The rear truck assembly is similar to the center but is not powered. The center and the rear truck have twenty four inch diameter cast wheels.

Braking is accomplished by brake shoes located between the axles on each truck which are pushed against the wheel treads. Goose No. 7 had air brakes installed when built. The car was first painted aluminum and early pictures show the rear compartment being outlined in black.

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

**National Register of Historic Places
Continuation Sheet**

Rio Grande Southern Railroad, Motor Number 7
Jefferson County, Colorado

Section number 7 Page 2

The Brinkerhoff Brothers scrap dealers from Durango dismantled the RGS track using Goose No. 7 with its rear compartment removed and replaced by a winch on an "A" frame. They also installed a second reversing transmission, and a six cylinder GMC truck engine to replace the original Ford engine. The transmission is still in Goose No. 7, although the GMC engine has been replaced with a similar GMC at the Colorado Railroad Museum. Goose No. 7 never underwent a major rebuilding. It is the only RGS Goose that exists today with its original body.

Summary of alterations:

- Spring 1950 Rear compartment was modified to carry tourists.
- ca 1952 Rear compartment removed and a winch with "A" frame was installed so it could be used in dismantling operations.
- ca 1953 A second reversing transmission was installed in the drive line rearward of the first transmission.
- ca 1955 GMC six cylinder truck engine was installed to replace the Ford V-8 engine.
- ca 1970 Rear compartment reinstalled.
- ca 1989 A similar GMC truck engine was installed.

As a piece of railroad rolling stock, Galloping Goose Number 7 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 7 after its retirement from active service on the Rio Grande Southern in 1952:

- Post 1951 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. 7 and 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. Original freight compartment was reinstalled.
- June, 1984 Moved to the Colorado Railroad Museum for display.

Galloping Goose Number 7 is in generally good overall condition. It is currently being restored to its tourist excursion version of 1950 and 1951 by Volunteer Project Leader Bill Gould and other volunteers. The restoration is currently estimated at 60% complete and expected to take 3 more years. Goose No. 7 is currently operable and operated it within the museum railyard several weekends in 1995. The Pierce-Arrow body and the interior are the major areas of restoration remaining.

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

**National Register of Historic Places
Continuation Sheet**

Rio Grande Southern Railroad, Motor Number 7
Jefferson County, Colorado

Section number 7 Page 3

Galloping Goose Number 7 does retain almost all of its original 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.

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. 7 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. 7. In fact, two other Rio Grande Southern Geese of different designs are also located and operated in the museum railyard (smaller passenger/freight-type No. 2 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. 7.

United States Department of the Interior
National Park Service

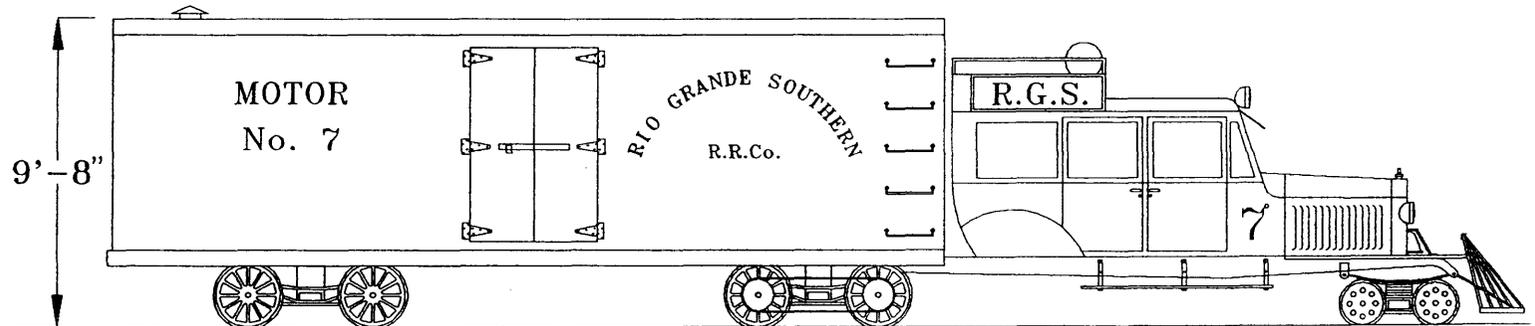
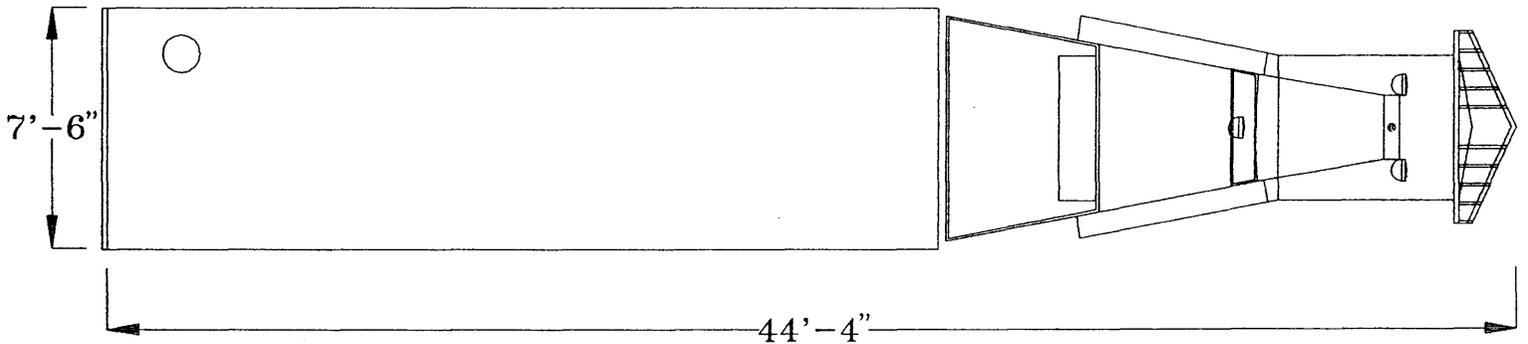
National Register of Historic Places
Continuation Sheet

Rio Grande Southern Railroad, Motor Number 7
Jefferson County, Colorado

Section number 7 Page 4

Plan Sketch

Configuration before modification of freight compartment
for passenger service in 1950



RIO GRANDE SOUTHERN RAILROAD, GALLOPING GOOSE 7. Scale 1" = 6'

Rio Grande Southern Railroad, Motor Number 7
Name of Property

Jefferson County, Colorado
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.)

- 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.
- 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.)

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

1936 - 1952

Significant Dates

1950

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:

- 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 7
Jefferson County, Colorado

Section number 8 Page 5

SIGNIFICANCE

Rio Grande Southern Railroad, Motor Number 7 (Galloping Goose Number 7) 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 needs during times of mounting financial hardship. Galloping Goose Number 7 never underwent a major rebuilding. It is the only Rio Grande Southern Goose that exists today with its original body and is therefore significant at a state-wide level. The period of significance is 1936-1952, the period during which Goose No. 7 operated as part of the Rio Grande Southern Railroad. The car qualifies under Criteria Consideration G because Goose No. 7 was critically important to keeping the financially precarious railroad operating during the 1936-1952 period, and conveys the modification and use of the Geese for tourist travel during the last two years of the railroad's operation.

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.

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

**National Register of Historic Places
Continuation Sheet**

Rio Grande Southern Railroad, Motor Number 7
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, but Goose No. 2 also proved to be too small in both the passenger and rear compartments. Galloping Goose Number 3 was finished on December 2, 1931. It was larger yet and became the standard size for future Geese, except for Goose No. 6, which was a maintenance-of-way vehicle.

The Geese lived up to management's hope for reduced transportation costs. In September, 1930 operation with steam cost the RGS \$8,294.58, while in September of 1931 operations using Geese Nos. 1 and 2 cost only \$1,807.04.

Galloping Goose Number 7 was the last Goose built and was completed on October 27, 1936. It is a three truck articulated Goose like Numbers 3, 4, & 5 but weighs 16,500 pounds and is 46 feet long, including the rear steps added in 1950, making it the heaviest Goose by about 2,000 pounds and the longest by two feet. It even had an ice box to keep perishables from getting hot in the summer. No. 7 replaced Goose No. 2 in regular service because of its larger capacity for passengers and freight.

Geese Nos. 3, 4, & 5, being older, were rebuilt in the 1940s by replacing the Pierce-Arrow bodies with Wayne bus bodies, giving them more passenger capacity. The RGS never rebuilt Goose No. 7, probably due to decreasing passenger and freight traffic in the late 1940s as the railroad struggled to meet increased competition from buses and trucks.

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

**National Register of Historic Places
Continuation Sheet**

Rio Grande Southern Railroad, Motor Number 7
Jefferson County, Colorado

Section number 8 Page 7

Goose No. 7 continued to haul freight, mail, and passengers until 1950, when the RGS lost its mail contract. By this time freight business had largely been lost to trucks. However, management saw the economic possibilities of a growing tourist interest in the railroad and its distinctive Geese. The RGS promoted the tourist passenger business during 1950 and 1951 and the line hauled many tourists during the summer months. All of the large Geese, including No. 7, had their rear freight compartment modified to haul additional passengers. RGS workers filled Goose No. 7's two side door openings with sheet metal and a long, narrow, horizontal opening was cut in each side for a window. The window openings remained unglazed as the tourist excursions ran mainly in the summer. A narrow metal awning above the window opening contained a rolled canvas sheet which could be lowered across the opening in case of rain or wind. A passenger door replaced the former rear freight door and steps were attached to the frame below the door for access.

The large RGS Geese hauled many tourists in those two summers, but tourism revenues failed to keep the RGS afloat and in 1952 the railroad ceased operations and was dismantled. The Geese provided significant cost savings for the Rio Grande Southern and extended the railroad's operating life from the 1930s into the 1950s, but ultimately even the Geese could not keep the narrow gauge line solvent in the face of declining revenue and increased competition.

Goose No. 7 became the property of Brinkerhoff Brothers that dismantled the RGS. They removed its rear compartment as a complete unit and set it aside. In its place Brinkerhoff installed a wooden bed to haul tools on the front part and a gasoline powered winch and "A" frame at the back. The winch was used to pull the sections of rail onto a railroad flatcar being pulled behind the Goose. Brinkerhoff also installed an additional reversing transmission to increase the speed of the Goose as it backed the flat car to the end of track. They also used Geese Nos. 6 and 7 for dismantling other narrow gauge railroad lines, such as the Crested Butte branch and the Marshall Pass line of the Denver and Rio Grande Western RR. Brinkerhoff Brothers kept the two geese, believing that there would be more abandonments in the near future. Jack Brinkerhoff retained possession of Geese Nos. 6 and 7 when he moved to Durango and then stored the units 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. 7 was obtained from the Durango Railroad Museum by the Colorado Railroad Historical Foundation in 1984 and moved to the Colorado Railroad Museum in Golden.

The Colorado Railroad Museum displays Goose No. 7 on display and maintains it in operating condition. Public access to this important historical structure provides educational opportunities for future generations to learn about and appreciate Colorado's railroad heritage.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 9 & 10 Page 8

Rio Grande Southern Railroad, Motor Number 7
Jefferson County, Colorado

BIBLIOGRAPHY

American Railroad Association, Locomotive Cyclopedia of American Practice, Ninth Edition-1930
Simmons-Boardman Publishing Co., New York, N.Y., 1930.

Reprinted 1985 by Newton K. Gregg, Novato California.

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.

GEOGRAPHICAL DATA

Verbal Boundary Description

The nominated property includes the Rio Grande Southern Railroad, Motor Number 7 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 7 as part of its museum interpretive program. Although the vehicle never leaves the grounds of the museum, it is parked at various locations 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.

Rio Grande Southern Railroad, Motor Number 7
Name of Property

Jefferson County, Colorado
County/State

10. Geographical Data

Acreeage of Property less than one

UTM References

(Place additional UTM references on a continuation sheet.)

1. 13 483460 4402210
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 7
Jefferson County, Colorado

Section number Additional Documentation Page 9

PHOTOGRAPH LOG

The following information pertains to photographs numbers 1-11 except as noted:

Name of Property: Rio Grande Southern Railroad, Motor No. 7
Location: Jefferson County, Colorado
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. 7 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. 7 as it is currently displayed at the Colorado Railroad Museum, view looking northwest.
3	Exterior view of the left side of Goose No. 7 as it is currently displayed at the Colorado Railroad Museum, view looking south.
4	Exterior view of the left side and back end of Goose No. 7 as it is currently displayed at the Colorado Railroad Museum, view looking southeast.
5	Exterior view of the right side and back end of Goose No. 7 as it is currently displayed at the Colorado Railroad Museum, view looking northeast.
6	Interior view of the rear compartment of Goose No. 7 as it is currently displayed at the Colorado Railroad Museum, view looking from the rear door forward. This is after its conversion to carry passengers.
7	Copy of a 1936 photo of Goose No. 7 on what must be its test run, as it does not have its pilot or cow catcher installed yet, near Telluride, Colorado. Photo taken ca 1936, Walker Art Studio, Colorado Railroad Museum Collection.
8	Copy of an historic photo of Goose No. 7 taken after being placed in service on the RGS. Photograph not dated, photographer unknown, Colorado Railroad Museum Collection.
9	Copy of a 1951 photo of Goose No. 7 hauling tourists at Ridgway, Colorado. Photo taken 9-1-1951 by Jack Pfeiffer, Mike Horner Collection.

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

**National Register of Historic Places
Continuation Sheet**

Rio Grande Southern Railroad
Motor Number 7
Jefferson County, Colorado

Section number Additional Documentation Page 10

<u>Photo No.</u>	<u>Information</u>
10	Copy of a 1951 or 1952 photo of Geese Nos. 3 and 5 followed by Goose No. 7 on an excursion on the Ames Trestle below Ophir, Colorado. Photo taken 1951 or 1952, photographer unknown, Colorado Railroad Museum Collection.
11	Copy of a 1955 photo of Goose No. 7 dismantling the Crested Butte Branch of the Denver and Rio Grande Western RR. Photo taken 1955, photographer unknown, Colorado Railroad Museum Collection.

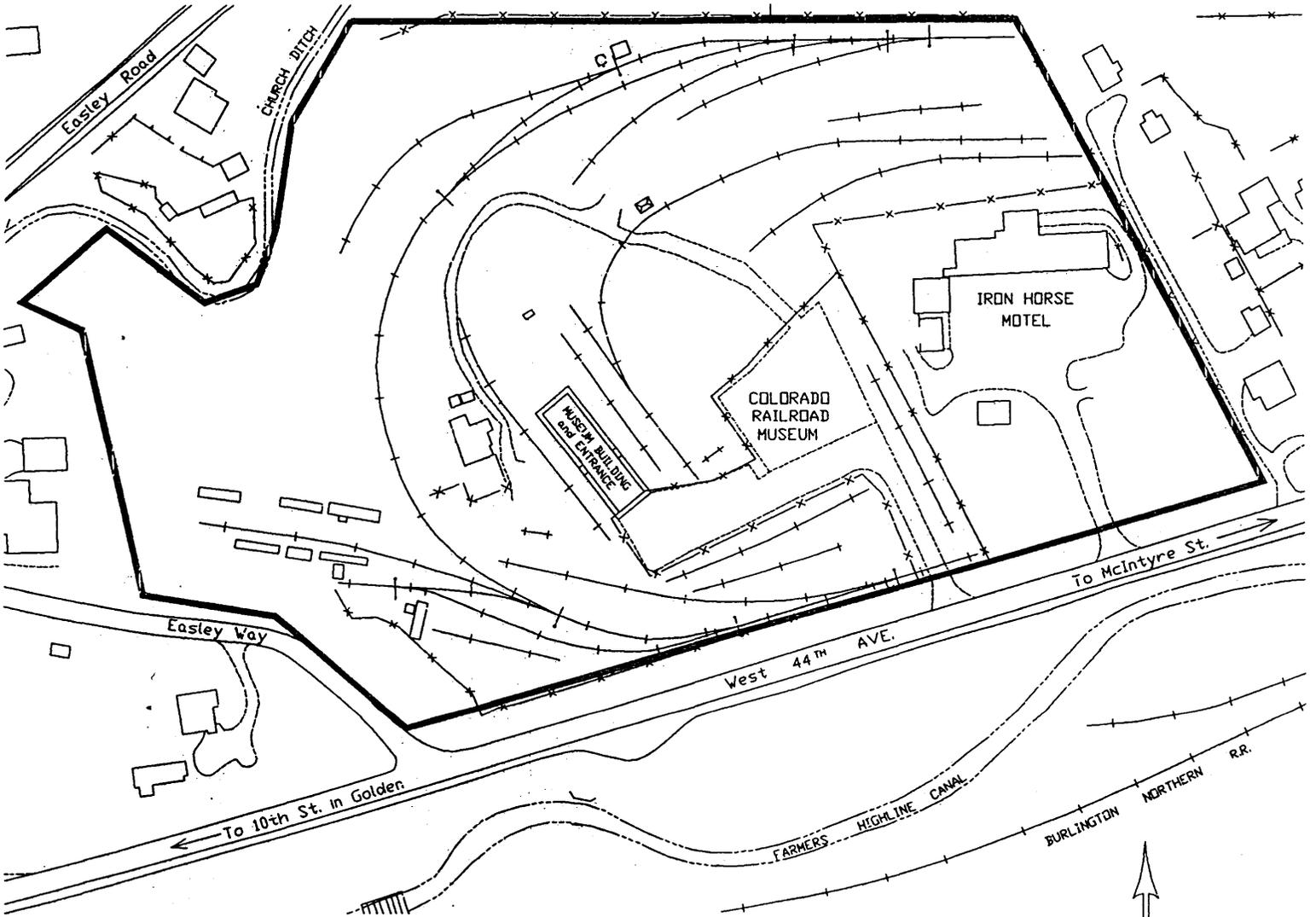
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Rio Grande Southern Railroad
Motor Number 7
Jefferson County, Colorado

Section number Additional Documentation Page 11

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

National Register of Historic Places
Continuation Sheet

Rio Grande Southern Railroad
Motor Number 7
Jefferson County, Colorado

Section number Additional Documentation Page 12

USGS TOPOGRAPHIC MAP
Golden, Colo.
7.5 Minute Quad

