

SAN JUAN COURIER

Summer 2011

Silverton, San Juan County, Colorado

Board Announces Special Fundraising Effort for Mining Heritage Museum

In a recent letter to the Society membership, the board has announced a special fund raising effort for expansion of the Mining Heritage Museum. The facility, built around the restored Caledonia boardinghouse, that was moved to the site in 2000, opened to the public in 2004 as a work in progress.

According to the letter, further progress is being hampered by a lack of space to present planned and desired exhibits and allow for continuing development and maintenance of the building. In order to get the basic initial construction underway, a goal of \$75,000.00 has been set for this special fundraiser.

The plan calls for the building of a

head frame on the surface with a tunnel leading to that. The current woodshop needs to be moved for that development to take place. The best approach to this is an addition on the building to allow for the woodshop on the main level, along with additional display space and work areas.

Announced levels of support for this special fundraiser are: Nipper, \$25.00; Trammer, \$50.00; Slusherman, \$75.00; Miner, \$100.00; and Shift Boss for any donation of \$200.00 or more.

Contributions may be mailed to the Society at Box 154, Silverton, Colorado 81433. Donations specifically for this project should be marked "mining museum".



Suffering from severe problems after years of neglect and ill-conceived repairs, the assay office building will be the subject of a two step restoration, starting with the exterior.

The Mears and Wilfley Mill

by Douglas Thayer and David Thayer

At the end of an August day spent documenting the remains of the Iowa-Tiger aerial tram in Arastra Gulch, we were about to return by the jeep road to our Land Cruiser, when our attention turned to what appeared to be a trail or road descending the opposite side of the gulch. For variety's sake we followed it, only to find that it wasn't a trail but the remains of a wooden flume. The presence of a flume at the head of the gulch was curious in that the usual use of such a flume was to supply water to a mill, and this flume did not lead to any mill in the vicinity. Later investigation told us we had stumbled onto the Mears and Wilfley scheme for reprocessing tailings from the Silver Lake mill at the mine in Silver Lake basin. A number of mills were set up to reprocess tailings in the early years of the twentieth century, and, as we were to find out, this one had some interesting and even unique features.

Probably everyone in southwest Colorado knows about Otto Mears, the "Pathfinder of the San Juans," builder and operator first of toll roads and later of narrow gauge railroads. Perhaps less well known was his operation of the Gold King, Iowa-Tiger, Silver Lake, Mayflower, and Gold Prince mines and mills. Arthur Redman Wilfley was known among mining and milling men worldwide as the inventor of the Wilfley shaking tables. In the Mears and Wilfley mill, they were teamed together in a new enterprise that excited national as well as local interest.

Early mills throughout the west used mechanical means, such as the Wilfley

table, to separate valuable minerals from valueless rock. The system was imperfect and most mills managed to extract only 50 to 60 percent of the metals. The remaining 40 to 50 percent of saleable metals were discarded with the waste tailings from the mills. Such was the case with the mill Edward and Lena Stoiber had built adjacent to their mine in the Silver Lake basin. Probably as a matter of convenience, they dumped tailings in the lake until the northern portion of the lake was choked by their accumulation. Arthur Wilfley believed that by enlarging his shaking table from 16 feet to 47 feet long, efficiency could be improved and it would be possible to extract the metals previously discarded in the tailings.

It was the plan of the Mears and Wilfley partnership to use a centrifugal pump to retrieve the tailings from Silver Lake and send them first down the creek leading from the lake. The pump at the lake was mounted on a floating barge that could be moved along the face of the tailings in the lake. Figure 1 shows the barge and the pipe carrying tailings to the creek. The tailings were then captured at the waterfall at the head of the lower portion of Arastra Gulch where a settling tank was used to concentrate the tailings. Finally, the tailings were washed down a two mile long flume and across the Animas River to the mill for reprocessing. The mill was built on the Genoa mining claim just west of the junction of the Arastra Gulch road and the Animas River (across the road from the Mayflower

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Rehabilitation of the Shenandoah-Dives (Mayflower) Mill will continue for many years

by David Singer

Structural stabilization work began last summer at the Shenandoah-Dives Mill as part of the first phase of the massive rehabilitation effort for the Mill. The first stage is funded through a Congressional Appropriation and a grant from the State Historical Fund totaling \$375,000. Most often, historic preservation projects require a painstaking process of fund raising, wading through infinite bureaucracy and years of planning and the Mill project is no exception. Whatever the source of the good fortune, it was seen as an auspicious omen for the project when a bag of gold landed at our feet, as the work got underway.

Before the Mayflower mine portal and its workings were abandoned high in Arastra Gulch, a tremendous amount of equipment was transferred by ore bucket from the underground crushing plant down to the mill. This included a two-ton electric motor that sat for the last 45 years, being moved from one side of the tram terminal to the other, as the timber columns and lap splices below cracked and failed under its weight. Needless to say, the motor had to be disassembled and removed for the crew to begin work on the substructure of the tram terminal. As the motor was moved, a five pound bag of gold jig concentrates, "jig cons", that had likely been high-graded and secretly stashed many years

ago, fell out of the magneto to the ground! Those jig cons will be placed on display in the new mineral specimen room in restored basement of the jail museum.

The first phase of the project focuses on the restoration of the tram terminal, ore conveyor, and trestle and custom ore bins. Improvements to drainage and grading were also scheduled around the site. To date the crew has completed all the grading and selectively exposed foundation and pier locations where tailings had accumulated against the building.

Stabilization of the substructure at the tram terminal has also been completed including repairs to the support piers, selective replacement of columns and beams, repairs to cross bracing and sistering of damaged floor joists. Repairs to the exterior walls of the terminal are 75% complete and the crew is finishing up the installation of the windows that they replicated and the restoration of the terminals entry doors. The repairs the roof and counterweight tower will begin early in this years building season..

The wood floor in the conveyor has been selectively repaired and replaced. Tours of the conveyor will some day add to the drama of our visitor's experience at the mill. This summer's work at the ore conveyor will wrap up with the

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Chairman's Report

Dear Members,

As I write today, I am looking at four inches of fresh-fallen snow and it is still coming down heavily. It is the middle of May and it is springtime in the Rockies! Also as I write, Zeke Zanon, Jerry Hoffer, Scott Fetchenhier and Steve Rich are hard at work in the Mining Heritage Center building the three story stope. You will be amazed when you see it. But, they have built themselves into a corner. Incredibly enough, we have filled up that wonderful building and we need more space! To that end, we are starting a capital campaign to put an addition on the north end of the MHC, the side towards the creek. This will allow us to expand the display area in the basement by moving our workshop upstairs and to add "clean" space to work on exhibits. Also in the works is better use of our large photo collection. Steve Rich is in the process of looking through photos to reproduce in large format to hang in the mezzanine. Most people do not realize how industrialized this area was, and this will be a good way to show it. If any of you members have an itch to volunteer, the windows at the MHC need to be painted.

Elsewhere in these pages you will read about the progress on other current projects such as the jail and the Mill, but I will report on the Mill hydro project. After we received notice of the grant funding award in October, work started immediately on the pipeline in anticipation of winter snows arriving in the high country. Knowing that this project has as tight a budget as we have ever had, the crew started replacing the old rusted, corroded and split pipe on the upper mile of the line using Driscopipe that we already owned. The existing intake box had been blocked and buffeted and broken by rock slides which restricted the full flow of water needed in the pipeline. The intake was repaired and the new hydroscreen intake was installed. A building that was used to house the railbus "Casey Jones" was moved from property in town to become the turbine and generator building and to house an interpretative display about the history of hydroelectric power and alternating current in this, its birthplace. After consulting with San Miguel Power about where to place it, the pipe was installed into the generator building. Incredibly, working sometimes seven days a week, the crew was able to accomplish all of the above in a time period of less than two months. A pressure and flow test was performed to gather the data necessary to order the appropriate turbine/generator. On January 31, the Colorado Governor's Energy Office (GEO) formally announced the "opening" of their new program to assist small hydro projects in applying for an exemption from the Federal Energy Regulatory Commission (FERC) permitting process. The Mayflower Mill project is applying to participate in this new program. This major breakthrough was the work of Kurt Johnson of Telluride Energy, LLC. Coloradans have much to thank him for. In October, I went to a conference sponsored by the National Trust for Historic Preservation at the Rockefeller Mansion called "Industrial Heritage Retooled" where I gave a presentation about the Mill and the hydro-project. It was well received. You will find an announcement in these pages regarding a Colorado Small Hydro Association workshop that we are cosponsoring which will be held in Denver this year in conjunction with the National Hydro Association's annual conference. Our metro area members who have an interest are welcome to attend.

Our longtime museum manager Duane Murphy has announced his retirement after 17 summers. He said that he wanted to match my record and he did! Thank you from all of us, Duane. I will certainly miss you and even miss the lists of tasks you always had for me to do! (Someone had to do it!) The good news is that Lynn Hutson is going to take on the job—how lucky can we get? Lynn, rail and history buff extraordinaire, will be a great addition to our team. In another case of astounding luck, Judy Zimmerman will be our extra help, as we have moved Frank Lee up to the Mill.

Cemetery Workday will be June 18th at 10:00 am. As they have for nearly 20 years, Paul and Mary Beaber will organize the day and Freda Peterson will continue to handle the donations and purchase of stones for unmarked graves from her home in Oklahoma. Bring gloves and clippers and a lunch for our annual gathering in the Beaber's yard after the work is done. This is a fun day and a time to really accomplish some good work in what may be for many of us, our final resting place.

In Freda's absence, the archive has been reduced to restricted hours of being open to the public. Volunteer Casey Carroll will man the archive Tuesday and Thursday mornings, 9 to 12, this summer and by appointment and we will answer inquiries by mail and e-mail. As a volunteer organization, we were so lucky all those years having Freda and the late Allen Nossaman as our archivists, their time free of charge. What a legacy they have left us.

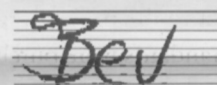
The Silverton Standard survived our second full year of ownership and its 135th year of publication with some money in the bank and a summer season about to start. Mark Esper and Katey Fetchenhier have been putting the finishing touches on the Vacation Guide that will go to press this week. This year they plan to double the press run of the guide, which proved very popular last year. Subscriptions to the

paper are \$24.00 for Silverton residents, \$48.00 for all deliveries by mail elsewhere, or you can get your paper instantly by subscribing digitally for \$26.00. Tax-deductible donations may be made to the Society to insure that "Silverton Public Newspaper" survives another century. And we have a few 2011 Calendars left, too!

As many of you who do subscribe know, Silverton suffered a large downtown fire on April 7th. The Pride of the West Saloon and Adelaide's Antiques sustained serious damage from a fire that started in the kitchen of the Pride. The Silverton Brewery also had some damage. Thanks to our courageous fire department and ladder trucks from Durango and Ouray, the buildings (and possibly the block) were saved. In early 1901, William Cole partnered with Fritz Hoffmann, to construct these buildings. Cole and Hoffmann contracted with Thomas Edwards and Ben Boyd of Silverton in April of that same year to erect the new two-story commercial storefronts on Greene Street. Construction was rapid on the Hoffmann building, and completed by early July 1901. Construction was rapid on the Cole building as well, starting in late August and completed by October that same year. A reference in the Silverton Standard newspaper notes that the cast iron storefront columns for the building, shipped from an Indiana foundry, arrived in late June. The Society has been working with the owners and the State Historical Society to get emergency grant funding for the buildings. In a town whose commercial district is three blocks long, this damage is devastating to our National Historic Landmark district. We will continue to work tirelessly on behalf of the owners to see that these buildings get rebuilt.

In October, the Railroad Track Reconstruction project at the Silverton Northern Engine House progressed with track being laid to the second bay. The Historical Society had been cleaning out that bay, systematically removing mining equipment to other storage places, including the newly constructed adjacent storage building, in anticipation of Klink & Lew using the bay to work on the caboose restoration, achieving a longtime dream of using the Engine House as a place to work on rolling stock. The caboose was rolled into the second bay on a mine flat car on November 6th, helped this time by Bill Alsup with his crane, Dave Andrews in San Juan County's loader, and, in the words of Fritz Klink: "geezer power—that being five old geezers, the equivalent of one sober 18 year old". The caboose now rests safely inside the building out of the weather and Loren Lew is starting to work on it. We still have prints of the Jeff Ellingson painting of the caboose for sale—\$200 for members and \$250 for nonmembers with all the proceeds going to the Caboose Fund.

So as you can see, dear members, there is no rest for all of us committed to the preservation of the history of our little piece of paradise. We could not do it without your support. Thank you.



Now's the time to help the Society: Join Today!

San Juan County Historical Society • Post Office Box 154
Silverton, Colorado 81433

I wish to enroll as a member of the San Juan County Historical Society in the class designated below for the calendar year 2011. I understand that this membership entitles me (and my spouse, if applicable) to a vote at the annual meeting in October, 2011.

1. **Member**—\$15 per year, entitling an individual to one vote in meetings of the general membership, discounts on books, and free museum admission.
2. **Family membership**—\$25 per year entitling each couple to one vote each in meetings of the general membership, discounts on books, and free museum admission.
3. **Society Patron**—\$60 per year, entitling an individual or couple to voting privileges, a museum pass for the season, discounts on books, and a listing in the Society's publications.
4. **Lifetime Society Patron**—\$500, entitling an individual or couple to all of the above privileges for life.

Name: _____

Address: _____

SAN JUAN COURIER

George Chapman, Editor

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Douglas Thayer, Mark Esper

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**San Juan County Historical Society
Officers and Directors, 2011**

Beverly Rich, Chairman; Brian Fullmer, Vice Chairman;
Scott Fetchenhier, Secretary/Treasurer; Jerry Hoffer, George Darnall Zanon,
David Zanon, Patty Dailey, Stephen Rich, Directors

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Great Progress Made on Silverton Northern Rail Connection and Engine House Access

In May of 2010 the weather became warmer than expected and we were anxious to restart construction on the Silverton Northern track Project. George Niederauer had found the 55 pound #6 frog we needed for the stub switch along with an antique bridal iron and some old forged gauge rods at the Colorado Railroad Museum in Golden, which they generously donated to our project.

As our contractors were finishing their other springtime obligations, our volunteers cut the remaining good standard gauge ties to the 6 1/2-ft length used originally by Denver & Rio Grande for narrow gauge. When contractor Tom Necchi came back to the job, he completed the grading for the D&S/SN connecting track, then started culvert and ditch work to improve the drainage around the engine house. Loren Lew returned and leveled the locomotive pit beams in the engine house and installed rail on the beams. Lew and Necchi then continued track construction from the south end toward the D&S/SN connecting track.

We were not happy with the five foot length or quantity (spaced too far apart) of ties that came with the two 75 pound #6 complete turnouts that we had purchased. The ties were not historically correct and did not match the installed track. Since we were buying ties for the stub switch and the #10 turnout, we decided to also buy correct ties for the two #6 turnouts. Creosoted hardwood ties cut to the proper length per early D&RG standards were purchased along with a 30 foot electrical yard pole.

Pete Maisel of Silverton was again hired to coordinate the work of the D&S track crew to continue on the north end of the SN track, which included installing all four turnouts. When the D&S crew started, we had them move the #6 turnout, previously installed, eight feet farther north. This was done to get the grade break to the engine house lead in the proper place.

While waiting for the ties and the #10 switch parts to arrive, Necchi and Lew finished laying rail on the south end and Tom filled the far north end and the south end track with ballast to the height of the rail head even though the south end was not yet aligned. Cody Bradford was hired to hand muck (shovel) the excess out of the center of the track and place it on the slopes of the roadbed. He was amazing; mucking about two blocks of track in about three days.

After the switch ties arrived, the track crew replaced the ties on the north turnout per the old D&RG specs. When the #10 switch parts arrived, work began on the turnout from the Shenandoah Loop. Since the curved track was to be exactly the same as the existing track, only the straight track tangent (point) location and the frog location had to be determined. After marking these key locations on the ground, they proceeded to remove several lengths of the curved rail and old ties (which were mostly still heavy and solid after many decades in the ground), lay the new switch ties and, reusing the curved rail, build the turnout.

The crew then built the other #6 turnout as an isolated panel. This allowed them to move this panel as needed to the best location for joining the north, south and D&S connecting track. The D&S connecting track was first connected. After some curve realignments, the north and south tracks were joined in that order.

The track crew now turned their attention to constructing the #6 stub switch on the engine house lead. After a wait new gauge bars along with more spikes, tie plates, and angle bars, to replace some of the connecting bars at joints in the curves, the crew finished the straight section of the stub switch then completed the track to the locomotive stall in the east bay of the engine house.

In the mean time, volunteers had replaced the engine house floorboards around the locomotive pit, constructed and installed floor panels in the locomotive pit, and removed the floorboards across what turned out to be a railcar pit in the west bay.

Lew constructed concrete drop boxes where the culvert changes direction in front of the engine house on each side. He and Necchi excavated the railcar pit and removed a couple of rotted beams. Necchi planted the yard pole for a new electrical service.

On October 6, D&S moved the locomotive 315 into the engine house for winter storage. D&S #7 diesel with two idler flat cars moved the 315 from behind the depot to the main line, turned it on the wye at the south end of town, and parked it there. Then the string of cars on the south end of the Shenandoah Loop was pulled out and parked on the main south of the depot. The "Casey Jones" railbus, which was sitting just behind the 315, was also to be put away for the winter. Casey was maneuvered to the engine house where it was parked on temporary track made from 2x4s on the floor behind the locomotive pit. D&S #7 pulled the 315 from the wye up the Loop onto SN track to 10th Street, then backed it into the engine house.

After Lew finished reconstructing the support beams for the railcar pit, Necchi and he scrounged enough usable ties to assemble the track from the stub switch toward the west bay. When the track crew returned, they aligned and leveled the west track and continued the track onto the railcar pit. They added ballast up to the top of the rail head so we could drive work vehicles to the engine house doors. The track crew installed a missing guard rail on the stub switch and tuned up other details of the track work, such as raising and tamping low spots, leveling, and adjusting the curves.

Before we could dig a trench for the new electrical service, the old SRR #5 baggage car, which has no trucks, had to be moved. It was in bad shape and had been beaten by ice from the engine house roof for 30 years. Bill Alsup brought in his crane, rigged a bifilar suspension with spreader bars and moved the car without incident.



Fritz Klinke Photo

With the help of board members Steve Rich and Zeke Zaroni, the caboose is lifted for movement on to wheels so that it can be rolled into the engine house where it will undergo the long awaited restoration.

Once Lew completed the track in the railcar bay, we were ready to move the 16 foot long SN caboose from behind the engine house into the building. Again Alsup volunteered his crane for this move. The caboose was picked up, swung over the chain link fence, and set down on a 12 foot long mine flat car positioned on the SN main line. This strange assemblage was moved on the SN track into the railcar bay of the engine house.

With the weather turning bad. Necchi trenched and installed the conduit for new electrical service as a snow storm was starting. After this snowfall, which fortunately mostly melted off, and before the next snowfall, Tom was able to clean up the private property we used for a laydown yard. The Society museum crew was able to do some additional inside and outside cleanup of trash and small artifacts. To finish this project, the electrical service needs to be installed, along with additional cleanup of some areas surrounding the engine house.

An auxiliary facet of this project was creating an interpretative sign, Silverton's Railroads, that briefly presents the history of the four railroads that once served Silverton. Three maps and an annotated 1912 photograph of Silverton help orient the viewer. Three copies of the 2x3 foot sign are being fabricated and will be placed at the D&S depot, the corner of 12th and Blair (where the D&S trains stop), and at the visitor center on the south edge of town.

(Editor's note: The directional terms: north, south, east, and west, are used in their Silverton context. Since the town is platted on a bias, the term south often actually means southwest and this carries on around the compass.)

Mayflower Mill Tours

Tours will resume this summer, after being closed because of the restoration work last year.

Look for our opening in July.

The Mears and Wilfley Mill

Continued from Page 1

Mill). It was claimed that it had a capacity of 500 tons of tailings per day, although our research shows that it averaged only about 290 tons.

The Mears and Wilfley mill operated summers from 1914 through 1918. The first year (during which metal extraction was solely by the oversized Wilfley tables) failed to recover enough metals to pay operating expenses. Wilfley was forced to concede that his shaking tables were unable to separate enough of the metals to be economic. The second year, he experimented with the then new flotation process in conjunction with the tables, and the final four years the mill paid expenses and returned about half the cost of the mill, barge, and flume to the investors. The lease on the Silver Lake expired in 1918, which turned out to be lucky because with the end of World War I the bottom fell out of the metals market.

The story thus far would seem to suggest that the Mears and Wilfley mill was yet another of the failed dreams that have permeated every mining district, including the San Juans. While the

scheme for "mining" the Silver Lake tailings was a financial failure, Wilfley was also experimenting with the design of centrifugal pumps. At least five different pumps were tried at the lake and during this time Wilfley filed and received several patents on pump designs. After the Mears and Wilfley mill closed for good, Arthur and his sons further developed the designs of centrifugal pumps leading to establishment of the A. R. Wilfley & Sons pump company which continues today to produce some of the finest centrifugal pumps available. If you visit the Mayflower mill, you will see numerous Wilfley pumps throughout the mill.

We started this report with a walk along the Mears and Wilfley flume. Our pursuit of the story of the mill has lead not only to a detailed survey of the facility at the lake, the flume and the mill site, but also to archive materials at University of Wyoming, University of Colorado at Boulder, the Colorado Historical Society, the State of Colorado archives, the US Patent Office, and, of course, the archives of the San Juan County Historical Society. It's been quite a search, and we've had a good time doing it.

Silverton Standard Completes Two Years as Society Property

By Mark Esper

It has now been two years since the San Juan County Historical Society acquired the *Silverton Standard & the Miner*, and the historic little newspaper continues to perform well amid a difficult time for most newspapers. We managed to make it through 2010 with a modest profit.

The 2010 summer vacation guide, *Destination: Silverton*, was a big success and it will be even bigger and better this year. Another special project that has been successful is our calendar, featuring historic photos of Silverton and San Juan County for each month. Make sure to order one if you haven't already.

In early July we will have completed our 136th year of continuous operations in Silverton. That's a lot of ink and newsprint! The *Standard* was honored with eight awards from the Colorado Press Association at the group's convention in Denver this February. And we hope to earn more awards for 2011.

Katey Fetchenhier has done an outstanding job as our new advertising director and in managing our subscription list. Speaking of subscriptions, are you signed up? You won't want to miss our popular "Caboose" page, which each week delves deep into Silverton history with historic photos and old news stories.

The biggest growth in our subscription base has been with our e-mail edition. You can get the entire paper delivered to your computer screen every Thursday morning as a PDF for only \$26

a year. This is a win-win for subscribers and the newspaper alike. Subscribers get instant delivery and the newspaper saves on printing and postage costs. We have also benefited from continued donations and grants, most notably from the Merson Foundation established by Tom and Jean Merson of Los Alamos, N.M., and from the Ballantine Foundation, established by the publisher of *The Durango Herald*. The *Herald*, which actually prints the *Standard* each week, has been very supportive, even helping us with advertising sales.

The historical society took a big chance — and took on a lot of responsibility — by assuming ownership of the *Silverton Standard* in May 2009. And so far it has paid off. Community ownership has been restored and the *Standard* continues to thrive as the oldest continuously operated newspaper on the Western Slope of Colorado.

Please give us a call or write to us to subscribe or to order our calendar. The calendar is \$10.95 plus \$3 shipping, and subscriptions are \$24 a year for San Juan County residents and \$48 a year for out-of-county subscribers. Or, as previously mentioned, you can order the e-mail edition for \$26 a year.

And remember, donations to "Silverton Public Newspaper" are tax deductible.

Contact the *Silverton Standard* at P.O. Box 8, Silverton, CO 81433. Stop by at our office in the old Miners Union Hospital or give us a call at (970) 387-5477.

Restoration of Jail/Museum Nearing Completion

Imagine riding the train into Silverton in 1903. You're a burly miner, arriving from the metropolis of Denver to the remote high country of the San Juan. You step off the train wander up to "Notorious" Blair Street, ready to join in the revelry. On the horizon, at the edge of town, you see an imposing three story brick and stone structure, one of the largest buildings in the heart of the Rockies, and you realize you better walk the line; it's the new state-of-the-art prison known as the San Juan County Jail. This was the scene for thousands of fortune seekers who came to Silverton. Today, this is the home of the San Juan County Historical Society!

This building was the third jail erected by the County and was constructed as an iconic statement of the presence of law and order to the miners and would-be carousers arriving into the wilderness of the San Juan Mountains. Assembled of finely crafted brick and cut sandstone masonry, this three-story frontier jailhouse boasted a high style Italianate design. Today, almost all of the building's historic fabric remains intact. The original construction drawings for the building are held in the San Juan County Clerk's vault. The original tool-proof cells and related hardware were custom made at a foundry in St. Louis, Missouri and remain absolutely intact. These were the confines for Andy Johnson, a 38-year old male, found guilty of burglary, the first prisoner to be incarcerated. The jailors wife prepared his meals for five months and 26 days in her kitchen in the residential quarters on the first floor.

Today the San Juan County Historical Society holds the keys to Mr. Johnson's story and welcomes thousands of visitors, in search of Colorado history, to the jail/museum each year. Before adaptive reuse of the building as a museum began in 1965, the jail served the people of San Juan County in several capacities among which was a home to retired elderly miners who were wards of the county. By the end of World War II, the building sat dormant and in 1965, the Society entered into a 99-year lease with the county and the jail has served as its home and museum ever since. The museum is seated within the boundaries of Silverton's National Historic Landmark District, contributing a clear and remarkable significance to the district's Landmark designation.

Over the past three years, Silverton Restoration Consulting, authored several grants to get the project off the ground and completed a Historic Structures Assessment (H.S.A.) of the building with funding from the State Historical Fund. To date we have completed the first two phases of construction in partnership with the SHF, San Juan County and the Department of Local Affairs. John Richardson, the project foreman working with a crew of locals craftsmen including Darren Richardson, John Girodo, Scott Craig, Nick Houston, Cody Bradford, and a few others, have carefully implemented the treatment recommendations from the H.S.A. including the restoration of the exterior masonry walls and foundation, restored all the windows and exterior doors, reconstructed the missing north porch

Mill Rehab

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restoration of the exterior walls, windows, roof, and flashing.

Structural repairs to the custom ore bins were also completed last year, including the installation of new roof covers over the ball bins. The ore remaining in the bins has been contoured and a drainage system has been installed. Work inside the tunnel passage has started up again this spring including the restoration of the damaged east wall and its windows, flashing, and siding. The ore chutes have been cleaned and new steel posts have been installed to carry the load of the conveyor above.

Planning is now underway for Phase II of the restoration. A grant request to the State Historical Fund for the stabilization and rehabilitation of the exterior of the Assay Office Building has been prepared. The Assay building's foundation and roof are failing, leaving the structure exposed to attack from the elements. Distortion of the building's frame caused by the failure of the foundation has resulted in severe impact to windows, doors, siding, trim, and flashing. Inappropriate repairs made during the building's history have compounded these issues. The scope of work at the Assay Office building includes the replacement of foundation, repairs to the timber frame substructure and the base of the building, full replacement of the roof and its associated structure, repair and/or replacement of siding, windows, doors, exit stairs, and flashing. Grading and drainage will be established around the building, along with the installation of a leach field and septic system. Interior restoration will be done in future phases.

and chimney mass and replaced the character defining standing seam roof. The building's foundation has been waterproofed and tuck-pointed and a new de-humidification system has been installed at the basement level to insure the long-term preservation of the interpretive displays and artifacts.

We are now planning for the final phase of the project focusing on the rehabilitation of the architectural fabric and infra-structure of the interiors. Work will include the repair and refinishing of all interior wood trim and flooring, repair of wall plaster, and repairs to doors, hardware and jail cells. Work will also include a snow melt system for the north roof, a hardwired fire detection system, and emergency exit from the third floor. The museum is the primary source of revenue for the Society with which many restoration projects' grant funding has been leveraged over the past 46 years. A vital scope of work included in the final phase of the project is a critical evaluation and modernization of the museum's interpretive exhibits, in order to provide the visiting public a state-of-the-art heritage education experience.

A grant request has been submitted to the SHF and the Gates Family Foundation totaling just over \$175,000. This will bring the grand total for the restoration of the building to \$676,000. For the Society, this is part-and-parcel to our on-going mission to serve the community, infusing these dollars directly into the local economy in the form of paychecks, permits, material purchases, equipment rentals and lunch and lodging for our crew and subcontractors.

The rehabilitation of the mill is a huge undertaking for our small organization. We will finish Phase I this summer, and hope to begin Phase II next Spring.

David Singer is the owner and Principle Investigator for Silverton Restoration Consulting. Singer's assessment and documentation of the Shenandoah-Dives Mill won the prestigious Stephen Hart award from the Colorado Historical Society in 2009 and he is now managing the implementation of the recommendations from that report.

Society Promotes Small Hydro

The 2011 Colorado Small Hydro Workshop, sponsored by the Colorado Governor's Energy Office and the San Juan County Historical Society with support from History Colorado's State Historical Fund, will take place on Wednesday, June 15, 2011 at Lindsay Auditorium at the University of Denver.

The workshop will include panels on small hydro in Colorado, new low-head technologies to agricultural applications, methods of financing hydro projects in Colorado, innovative utility policies to support small hydro, a review of Colorado's FERC permitting pilot program, as well as a recent projects roundtable.

The workshop is being held in conjunction with the National Hydropower Association's Regional Meeting, which is taking place the previous day. Both events are free and registration is open to any interested members of the public. Registration is available on-line at <http://hydro.org/news-and-media/events/details/nha-southwest-regional-meeting-2/>

"Government surveys have identified substantial, currently-untapped prospective small hydro project sites in Colorado. These projects have the potential to make a significant contribution to Colorado's renewable energy mix to help meet Colorado's recently increased renewable energy standards and create jobs for Coloradans," said Francisco Flores of the Colorado Governor's Energy Office.

"We're finally getting back to using hydropower, a nonpolluting energy source which was commonplace in the Rocky Mountains a hundred years ago," said Beverly Rich, Chairman of the San Juan County Historical Society. (See Rich's column on page 2 for additional information about the development of a small hydro project by the society.)

Small hydro takes advantage of existing facilities, including already-constructed dams, irrigation canals and pipelines, to generate clean energy with minimal environmental impact. The Colorado Small Hydro Association (COSHA) is a nonprofit organization dedicated to accelerating the development of small hydropower in Colorado. Additional information is available at www.smallhydro.co.

The National Hydropower Association (NHA) is a nonprofit national association dedicated to promoting the growth of clean, affordable hydropower, America's leading renewable resource.

Quilt Raffle
Drawing October 16, 2011
Tickets Available
at the Museum
\$1.00