

subdiv  
to file

Enterprise Lums Co - 17  
NAME  
ENTERPRISE LUMS CO.

OLD NAMES  
N.W. Lums Co  
ENTERPRISE LUMS CO

PRINCIPAL ORE  
MINOR MINERALS  
4/46

25 T R S  
44E 19 S

Wallawa  
Wallawa Range  
COUNTY  
AREA

ELEVATION  
6000

ROAD OR HIGHWAY

DISTANCE TO SHIPPING POINT

PRESENT LEGAL OWNER (S)  
B.F. Painter -  
Enterprise Lums Co.

OPERATOR  
Enterprise Lums Co.

Name of claims Area Pat. Unpat.

EQUIPMENT ON PROPERTY

PUBLISHED REFERENCES

More 37: 128  
Dugan's Dull 12: 46 + 14-A: 118  
Parks 14: 30  
Hodge 38: 173  
B...

MISCELLANEOUS RECORDS

Address .....  
Enterprise Oregon  
.....  
.....  
Enterprise Oregon  
.....

Name of claims Area Pat. Unpat.



# State Department of Geology and Mineral Industries

RECEIVED  
APR 17 1945

702 Woodlark Building  
Portland, Oregon

Report by: N. S. Wagner  
Date of examination: 2/21-22/45  
and 3/13/45

Wallowa County

STATE DEPT OF GEOLOGY  
& MINERAL INDS.

NAME: Enterprise Lime Company

OLD NAMES: Northwest Lime Company and Black Marble and Lime Company

OWNER and OPERATOR: R. L. Painter, Enterprise, Oregon

FOREWARD: Operating on a Small War Plants Loan this company has taken over and is reconditioning the plant of the Northwest Lime Company which burned lime from the Black Marble quarry in T. 2 S., R. 44 E., S. 18 and 20 during the early 1930's. (Refer Logani Bull. 12, page 46 for a discussion of the geology and early history of the property.)

DEVELOPMENT: Reconditioning commenced late in 1944 and one kiln was operated during the winter. The other kilns were readied and plans call for installation of a 4th kiln. Some 24 carloads of burned lime have been produced and sold so far.

Production is currently suspended because the stockpile of rock at the plant has been exhausted and because the County has restrained the company from hauling replenishments from the quarry until such a time as the spring thaws have subsided and the roads are again firm. The situation is further complicated by the fact that the Company has no adequate means for quarrying and hauling ore from the quarry to the plant. This phase of the operations was originally contracted out, but after a winter of unsatisfactory service the contractors defaulted leaving the company without means of taking over independently. Attempts to contract for quarrying and hauling elsewhere have proven fruitless and a decision by the company to operate this phase of the activity themselves has been temporarily stymied by a refusal of the W.P.B. to approve priorities to the C.D.T. for trucks. This W.P.B. action

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Development (Con't) -

stands as a complete and at this time, almost unexplainable, reversal of attitude, as heretofore much interest has been shown in expediting establishment of this enterprise because of an acute need for lime by various of the war expanded industries on the west coast.

In line with the companies' decision to manage their own quarry and trucking operations, and at the suggestion of W.P.B. investigator Bliss Moore, the Public Roads Administration has been contacted relative to improving the roads from the quarry to the plant. This road is approximately five miles long, three miles of which are country roads with the remaining two being company owned.

The problem has already been studied by Mr. Sargent of the Public Roads Administration and a report recommending the expenditure of \$14,000 for certain specified improvements has been submitted for approval. The county has agreed to contribute \$250 per mile for the three miles of county roads involved.

## DESCRIPTION OF PLANT:

The present installation includes three continuous feed vertical kilns. These are capable of producing 15 tons of burned lime each per day and require a feed of about 30 tons of quarry rock per day. The total capacity of the plant is thus 45 tons/per day of burned lime and 90 tons per day of lime rock are required for this production. The installation of the contemplated fourth kiln would boost production capacity to 60 tons per day of lime and the feed requirement of raw rock to 120 tons.

Space for an additional kiln was provided in the original design of the plant but the previous operators utilized it for a service elevator. In

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line with their original plans to install a fourth kiln the present operators have replaced this elevator with a ramp by which supplies can be delivered by truck directly to the working floor. Quite apart from the consideration of the installation of an additional kiln this ramp constitutes a material efficiency measure as the volume of fuel and supplies that would otherwise have to be manhandled through the old elevator is considerable. To date the present company has been using coal, but in the long run cord wood from local sources would be used,  $5\frac{1}{2}$  to 6 cords per kiln per 24 hour shift would be required.

A chain elevator delivers raw rock to the feed gates of the kilns. This is a rather obsolete and inefficient unit which is scheduled for eventual replacement by a conveyor belt.

Lime drawn from the kilns is crushed to 2" in a gyrotory crusher and delivered by a shaking screen into a concrete bin. The oversize <sup>( $\frac{1}{4}$ " to 2")</sup> from this screen is industrial lime. Fines from the shaking screen amount to about 1 ton for each 15 tons of burned lime and these can be delivered to any one of several concrete storage bins for further processing.

The plant is equipped to produce various processed products, including raw and hydrated products, for chemical, building and agricultural uses.

For processed lime, the shaker fines (raw burned lime) are reduced to minus 200 mesh and for this there is a 20 ton ball mill and sacker. For hydrated lime there is a 6 tube Krietzler Hydrater of 15 ton capacity complete with a barrel screen and Raymond air separator. The capacity of this processing equipment greatly exceeds the normal accumulation rate of fines and thus provides the management with considerable latitude in adjusting their production to conform with market demands for various types of products.

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ECONOMICS: Although the above mentioned processing equipment is complete and essentially available for service on short notice it has not been employed during current operations as attention has been devoted to production of industrial lime. Such fines as have accumulated have been sold for use in production of insulating board and for agricultural sprays.

Production to date is as follows:

Pacific carbide - - - - -	15 cars	
Electro Met (Union carbide) - -	3 "	
Oregon Steel - - - - -	2 "	
Firtex Insulating Board Co. - -	3 "	(fines)
Forseen Inc. - - - - -	1 car	

TOTAL 24 cars

The trucking problem between the quarry and plant, while temporarily aggravating, is not serious to the point of rendering operations of a lime plant here prohibitive as the roads are in usable and generally satisfactory shape during the summer and much of the winter and the distance and grade involved is not excessive.

Experience however has shown that small capacity trucks are more desirable than large ones. Especially designed 10 ton trailers were at first employed by the previous operators, but abandoned in favor of 5 ton trucks. Eighteen ton trucks were first used by the contractors during current operations, but these were replaced by 10 ton trucks. The present management favors use of a fleet of 5 ton trucks as being the most efficient.

The former company had considered and even surveyed a high line conveyor system. While such might prove practicable eventually, trucking would appear most expedient until such a time as the feasibility of an operation was demonstrated here and increased tonnage requirements were indicated.

As far as feasibility of the plant here is concerned many factors must be considered. Assuming a market on the west coast, Mr. Painter is confident

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an operation here could compete successfully with other already established plants. A spur from the Union Pacific branch line to Joseph comes to the plant and according to Mr. Painter shipping rates to Portland are \$3.00/ton either bulk or sacked. An abundant growth of local timber exists as a potential fuel supply. The quality of lime produced is good and reportedly possessed of especially excellent slacking and working properties from the building trade standpoint. Though no records of widespread systematic sampling of the Black Marble formation are at hand, said formation is generally known to be extensive as far as available tonnage goes and seemingly uniform in composition.

While the present demand is predominately for industrial lime, Mr. Painter believes that post war building trade demands alone will be sufficient to maintain capacity production for several years after the duration. Since Mr. Painter has been intimately connected with the lime industry in the Northwest for many years, his judgement concerning market trends, limitations and prices, etc., is doubtless sound.

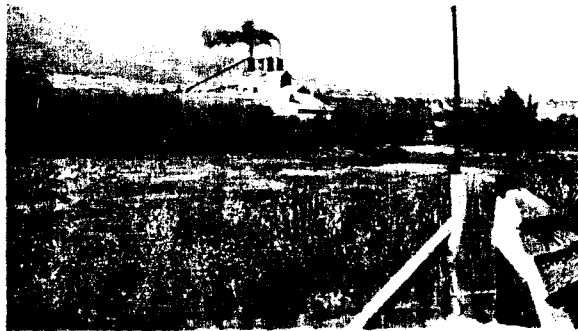
One point is certain and that is, if advantage is not taken of the present abnormal market demands to get the operation established on a sound basis there is little likelihood of being able to do so at a later date. The R.F.C. reportedly didn't favor attempts to revive the plant some 5 years ago on the grounds that the other existing plants could adequately supply the then existent market and a like attitude could conceivably exist in the future.

Submitted by: N. S. Wagner

Informants: Mr. Painter, owner  
Mr. McCrary, plant sup't.

Plant of the Enterprise Lime Company, Wallowa County

Pictures taken Sept. 17, 1946





ENTERPRISE LIME COMPANY

Wallowa County

Pacific Carbide and Alloys Company of Portland has just revealed its purchase of the Black Marble limestone quarry located near Enterprise, Oregon, from the Reconstruction Finance Corporation. Included in the sale are three shaft-type lime kilns and other facilities located on rail at Enterprise. The limestone deposit, comprising some 240 acres, is 5-1/2 miles southwest of Enterprise.

Sept 1949

# State Department of Geology and Mineral Industries FW

702 Woodlark Building  
Portland, Oregon

Report by: N. S. Wagner  
Date of examination: Sept. 17, 1946

Name Enterprise Lime Company

Foreword This report is supplement No. 1 to the report made on this company by N. S. Wagner, March, 1945.

Production The development program of this company as outlined in the above mentioned report has been fulfilled and the plant is now operating to to capacity with steady production. Between July 1945 and June 1946 two kilns were used. The third kiln was burned in as of June 19th of this year.

Since the commencement of operations 12,000 tons of raw limerock ~~has~~ <sup>have</sup> been processed, and about 10,000 tons of raw quarry fines have been disposed of as crushed aggregate.

Of the processed lime, the bulk thereof is consumed by industrial users in the Portland area. Only a small percentage of the output goes for agricultural uses, and essentially none to the Building Trades.

Plant The only significant addition to the plant since the previous report consists of the construction of chutes for the loading of cars.

Quarry Quarrying and crushing of raw rock is being handled by the Stenstrom Brothers on a contract basis.

Informant R. L. Painter, owner-operator.

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SEP 20 1946

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