

New Sand and Gravel Barge Built for White River.

Special to the Gazette. 12-12-37
Batesville, Dec. 11.—Roy Jeffery, who has bought the Hudson Sand and Gravel Company, is constructing the largest barge on the upper White river. It is 80 feet long, 18 feet wide with four and one-half foot gunwales. Mr. Jeffery has obtained a permit to remove sand and gravel from the bed of White river, between Oil Trough and lock and dam No. 2. He will use the new barge in his operations. His equipment consists of several barges a stern wheel boat and a large boat on which his pumping equipment is installed, with a capacity of pumping 250 yards of gravel in 10 hours. He handles the product from the barges to his stock pile, on the banks of White river, here, with a large power clam-shell. He supplies gravel and sand for local building operations and ships it by the carload to other points.

New Sand and Gravel Company Organized at Batesville.

Special to the Gazette. 5-8-38
Batesville, May 7.—The Jeffery-Kays Sand and Gravel Company was organized here this week to do a general contracting and sand and gravel business. It has several boats and barges at work now in the White river between here and Oil Trough, taking sand and gravel from the river. It also has a new \$15,000 sand and gravel plant under construction five miles north of Harrisburg, which will be put into operation in a short time. The new firm is composed of Roy Jeffery and Carl Keys. Mr. Jeffery also operates a sawmill and stave mill here and is now filling an order for cottonwood lumber for Chapman-Dewey of Marked Tree, for 500,000 feet.

It will be utilized in the manufacture of baskets and crates. The logs are being cut along White river for a distance of 10 miles above Batesville, and rafted down to the mill here.

Gravel Plant Near Rogers to Be In Operation Next Week.

Special to the Gazette. 4-13-39
Rogers, April 12.—The Independent Gravel Company of Joplin will start operating its new \$12,000 plant north of here next week. Ben Reynolds, owner, announced today through his sales manager, J. E. Sizemore. The plant will supply between 12 and 15 men. E. M. will be superintendent. The plant will manufacture road rock, commercial limestone and concrete blocks.

Gravel Pit Near Lake Village To Start Shipments at Once.

Special to the Gazette. 5-28-39
Lake Village, May 27.—Daily shipments of 10 50-ton carloads of high grade gravel from Lake Village probably will begin next week, following the completion of a loading rack on a spur of the Missouri Pacific railroad here. A recently discovered gravel pit in Whiskey Chute, five miles northeast of here, contains about 400,000 tons. Employment will be furnished to approximately 40 men.

Freight Rates on Sand and Gravel To Be Reduced.

A reduction of from 20 to 35 per cent in the distance rates on sand, gravel, crushed stone, chat and chat sand in intrastate shipment was approved yesterday by the Arkansas Corporation Commission after a series of conferences with railroads operating in the state, Tom E. Wood, chief of the Rate Division, announced.

The new rates will go into effect within 10 or 15 days, Mr. Wood said.

Examples of the present and proposed rates follow:

Present rate for 10 miles, 50 cents per ton; proposed rate for 10 miles, 30 cents per ton.

Present rate for 50 miles, 74 cents per ton; proposed rate, 50 cents per ton.

Present rate for 150 miles, \$1.34 per ton; proposed rate, \$1.10 per ton.

Present rate for 250 miles, \$1.87 per ton; proposed rate, \$1.50 per ton.

Similar reductions extend throughout the scale for a distance of 500 miles, Mr. Wood said. The new rates apply only to intrastate shipments, but the Interstate Commerce Commission will be asked to declare the same rate on interstate shipments from Arkansas to Oklahoma, Missouri and Kansas.

New Sand Being Tested in Area Near El Dorado.

Special to the Gazette. 10-18-39 Gazette
El Dorado, Oct. 17.—Delta Drilling Company was drilling at around 4,660 feet today after testing a likely looking sand Monday at 4,618 to 4,648 in the C. T. Grace No. 1, in 3-17-14, near the Rainbow field east of El Dorado. The test showed some gas and considerable mud and water. This is the second sand tested, the first having been at around 3,500 feet. The well is on the Pohns Oil Company block.

INDIANA COMPANY BUILDING SAND, CLAY PLANT AT PIGGOTT

Special to the Gazette. 8-25-40
Piggott, Aug. 24 (AP).—The Hardy Sand Company of Evansville, Ind., which has been exploring and experimenting on the sand and clay deposits in the vicinity of Piggott for several months, is completing the installation of a crushing and drying plant here, which will be in full operation within two weeks. The plant is located on the Cotton Belt tracks, about three blocks from the depot. It is one of the first plants of its kind to be installed in this section and promises to develop a big production.

The firm was attracted to this section of Clay county by the sand and clay deposits on land belonging to A. H. Ballard. It now has several thousand acres under lease. The deposits lie over several square miles adjacent to Piggott, and are worked from open pits. The raw material is trucked from the pits to the mill here.

Product Being Used Throughout Nation.

The clay and sand being produced are of distinctive grades, and are utilized by foundries all over the United States for metal molding purposes, to which they well are adapted. The sand is a coarse red sand, of an extremely compact nature. Pressing one's hand down in a pile of it leaves a perfect matrix. It is a natural product and needs no blending for molding purposes.

The clay is a dark gray clay and is in stratas. It is different from other clays in North Arkansas in that it is not sticky, but breaks off sheer, like a piece of soft rock. When rubbed on the hands, it leaves them smooth like talc. For molding purposes the clay is blended with other sands and clays. Experiments are being made by the firm's chemist to see if the clay can be used successfully for oil filtering and refinery purposes. The clay is classified as a grade of fire clay.

The plant being installed consists of a Raymond hammer mill and air cleaner, a Stedman pulverizer, a J. C. Steel preliminary crusher, and a rotary kiln 45 feet in length and six and a half feet in diameter.

In preparing the clay for market, operations pass it through the preliminary crusher, breaking the larger chunks into smaller sizes. Next it goes into the rotary kiln, which is fired with wood, where it is dried thoroughly. From the kiln it passes through the pulverizer, and from this machine goes into the Raymond mill and air cleaner, where it is finished. It then is sacked and is ready for shipment.

Preparing the sand for market, operators send it through the same process except it does not pass through the Raymond mill. It is shipped loose in box cars.

The plant will have a capacity of 200 tons of finished product in eight hours. Roy Willis, who has been with the concern for several years, is manager of the plant here. The company has six plants in various sections of the country.

Sand Plant at Piggott Asks Tax Exemption.

Special to the Gazette. 12-11-40
The Hardy Sand Company of Piggott, which recently completed a \$10,000 plant employing 15 men, filed an application with the state Agricultural and Industrial Commission yesterday for tax exemption under provisions of a 1938 constitutional amendment.

E. Smith Reed, commission industrial engineer, said the Hardy company was the fifth firm to apply for property tax exemption since the amendment was adopted to encourage the development of Arkansas industry.

Mr. Reed said the company produces blended foundry sands for use in molding metal forms.

He disclosed that his department is attempting to locate additional sources of raw material for a large manufacturing company that is considering the erection of a veneer factory in eastern Arkansas. Mr. Reed said the company requires 5,000,000 feet of timber annually, adding that he had been able to catalogue about three-fourths of that requirement.

YOUR SOAP GLASS PROBABLY MADE OF STATE'S OWN SAND

Gazette 12-29-40

By TOM SHIRAS.

Guion, Dec. 28.—When the average person thinks about sand, he associates it with mortar, bricks and stone, and when he thinks of it in its natural state, he thinks of it as sand banks or sandbars. The Silica Products Company, one of the largest producers of glass and molding sand in the South, which operates plants at Guion, Izard county, and at Everton, Boone county, produces its sand from solid white ledges, and it passes through a highly technical process before it goes on the market.

Few people realize how closely sand is associated with our daily lives. Sunlight comes streaming into our homes through glass. Artificial light always shines through some kind of a glass shade or globe, yet few associate this glass with sand. Every time a housewife picks up a glass, or a glass bowl or other glassware she is picking up a certain amount of what was once sand, for glass contains about 71 per cent sand, and if you happen to be in Arkansas, or any of the adjacent states, it is probable that the sand in the window glass you look through and the glassware you handle was produced at Guion or Everton.

There are many other things besides glass that enter into our daily lives that are made of sand. Our pure white silica goes into certain fancy toilet soaps. Its quality resulted from the fine silica in the formula. Your washerwoman would be astounded if you told her that she handled a little bit of sand every day while she did the daily wash. It is used in the manufacture of laundry soap and helps keep your clothes bright and clean.

Used Widely in Soap-Making.

It also enters into the manufacture of soap chips and other cleansers. Certain types of glue also contain sand, as it improves their quality. The merchants who use floor sweep to keep the floor of his store clean uses a lot of sand, and the farmer scatters thousands upon thousands of tons of it annually. It is used as a filler for fertilizers. Huge iron castings and smaller ones are cast in moulds made from moulding sand.

It would seem an easy operation to produce sand. Just run a steam shovel or drag line up to a sand bank or sandbar and load it on a car in large quantities. But the production of silica sand especially is a far more technical process than this.

Silica sand produced by the Silica Products Company at Guion is mined from the St. Peter sandstone ledges, a pure white sand formation in the upper White river country. After the solid sandstone is shot down it passes through an intricate milling process before it is ready for market.

In opening up a commercial deposit of sandstone, the face of the deposit is worked as an open quarry. When this face is pushed back to where the overburden becomes too thick to move economically, mining is started.

Guion Sand Mined Underground.
The mining of sandstone at Guion is done from immense tunnels, that have been pushed back under the mountain for more than a quarter of mile. The faces from which the rough stone is mined are from 35 to 40 feet wide and about 16 feet high. The roofs of the tunnels are supported by huge sandstone pillars, which are left standing as the work progresses.

Mining operations on sand are much the same as are used in zinc and lead mining. Holes are drilled in the big faces with air drills, loaded with dynamite and fired, each round bringing down a big tonnage of raw stone. Some of the chunks are so large they have to be shot again before they can be loaded.

The shattered sandstone from the faces goes from the tunnels in big mine cars to the big mill, where it first is passed through a huge crusher, which breaks it down into small pieces. From this crusher it passes into a large rotary dryer, where the moisture is all removed and from the dryer through rotary sizing screens. From these screens it passes through heavy steel rolls that pulverize it.

While there are enormous deposits of St. Peter sandstone in north Arkansas, only a small part of it is commercial sand. Sand is porous and absorbs both mineral

and vegetable matter. Iron and manganese are injurious to its quality, and deposits are hard to find without these impurities. Because it is a low priced product, a commercial deposit to be operated successfully has to be on a railroad.

The sand quarry and mill here first was operated in 1906, shortly after the completion of the White River Division of the Missouri Pacific. It was a failure. Several other concerns followed with no success, and the business became to be looked on as a Jonah.

Perfected By Late D. D. Dunkin.

In 1921 D. D. Dunkin and associates of Joplin, Mo., took over the property and it since has been in steady operation. Mr. Dunkin, a mining engineer with a technical mind trained to mining and milling practices, worked out all of the knotty problems which had defeated his predecessors. Sizing and grading the sand was one of the most difficult problems he had to overcome. He developed and patented the grader and sizer now used in the plant.

Mr. Dunkin died in 1932, and Mrs. Mertie Dunkin, his wife, took over the management of the company and since has served successfully in that capacity.

Sand and Gravel Business At Harrison Expanded.

Special to the Gazette. 5-30-41

Harrison, March 29.—A large sand and gravel business has been developed here by Hugh Taylor, who is operating a sand gravel pit in Crooked creek, just below the old Jersey mill site. Mr. Taylor is supplying sand and gravel for the overpass structure over the Missouri and Arkansas railway tracks on Highway 62, east of Bellefonte, and for several new structures being erected in Harrison, including the Coca-Cola plant building.

900 Men At Work On Norfolk Dam

Special to the Gazette. 6-22-41

Mountain Home, June 21.—Nine hundred men are on the pay roll of the Utah Construction Company and Morrison-Knudsen Inc., contractors, who are building the Norfolk dam. Work never stops, one shift following the other, three shifts each 24 hours.

Contractors Sign With A. F. of L.

The project has been turned into a card job. The contractors have signed with the A. F. of L. Common labor rates have been raised from 30 to 35 cents an hour. Seventy-five per cent of the labor being used is from Baxter and adjoining counties. Dozens of trucks and cars bringing men from different communities drive to the work area each shift, work their shift and return home. The pay roll gradually is increasing, and the peak probably will be around 1,200 men, when operators start pouring concrete.

Modern living quarters for the key men which consist of a big group of modern cottages in the work area, will be completed in a few days. A big recreation hall with pool tables and bowling alleys has just been finished. Big warehouses, a mess hall and a commissary also have been completed.

The construction bridge across North Fork river has been completed, and large gangs are doing excavation work on both sides of the stream. The bluff on the east side has been cleared of timber and stripped of dirt to solid rock. Concrete foundations for the big cable-way towers are being poured. These large cableways will be used to transport material across the construction axis.

Huge Gravel Plant Started.

Work has been started on an immense gravel screening plant, which will have a capacity of 500 tons an hour. This material will be used in the concrete aggregate.

Most of the gravel used in the construction of the dam will be obtained from gravel bars on the White river, from Buffalo to Heron, on the White River Division of the Missouri Pacific in Baxter

county. The railroad runs along the river between these two points, and short side tracks will be built from the main line to the gravel bars. Thousands of cars of gravel will be used in construction.

The Norfolk dam will be the biggest concrete job in the history of Arkansas, and one of the five largest concrete dams in the United States.

Bernard Williams, project manager, said he expected to start pouring concrete September 15. The daily pour will be approximately 2,400 yards, with a grand total of 1,496,000 yards.

New Gravel Plant at De Queen To Be in Operation Soon.

Special to the Gazette. 11-27-41

De Queen, Nov. 26.—Work was started here yesterday on a gravel plant which will have a daily capacity of 75 cars of building gravel. The plant is expected to be in operation by December 10. C. L. Null, manager, said. The plant is being built by the Red River Gravel Company, a Texas concern. The washery will be located on the Kansas City Southern railroad about two miles north of town. A 4,000-foot railroad siding will be built.

The company has bought 200 acres of gravel deposit land in the Avon community, which has furnished gravel for highway construction in this section for several years.

Hull said the plant would employ 30 men and that the company already had contracts to supply a large quantity of gravel.

Large Sand, Gravel Plant Reopened

Special to the Gazette. 1-18-42

Ashdown, Jan. 17.—The Producers Sand and Gravel Company, whose plant three miles north of Wilton has been closed for the past three years, has been reorganized by Francis Jones and other stockholders of this company of Shreveport, La., and rebuilding of this plant and the three-mile railroad to the site was begun this week.

The new plant will be electrically operated and will have a daily capacity of 50 car loads. It is believed the new plant will employ about 50 men. It will furnish gravel and sand to the Lone Star ordnance plant at Texarkana.

This plant, when completed, together with the gravel plant now in operation five miles northwest of Wilton, will deliver to the Kansas City Southern Railway at Wilton a daily total of 75 to 100 cars for shipment to the Texarkana area.

New Gravel Pit To Handle 25 Cars Daily.

Gazette 2-15-42

De Queen, Feb. 14.—The Red River Gravel Company of San Antonio, Tex., operator of a large pit and washer three miles north of De Queen, has moved in machinery to open a second pit on Rolling Fork river, three miles northwest of here. The new pit will have a crusher for handling the oversize gravel taken from the river bed and will have a daily capacity of 25 carloads, which will be hauled to De Queen for shipment.

The pit north of town is producing about 40 carloads of washed gravel daily and equipment is being added to increase its capacity. The company this week opened a downtown office in De Queen with Milton Pfeifer in charge. Contracts are being filled for defense plants.

Lafayette County Gravel Used On Defense Projects.

Special to the Gazette. 2-19-42

Stamps, Feb. 18.—Engineers are finding Lafayette county gravel especially suitable for government defense purposes. Approximately 2,000 carloads have been shipped the past two months. Loading racks have been constructed at Stamps and Lewisville on the L. and A. and Cotton Belt railroads.

The gravel shipped from Stamps is being used as railroad ballast at the shell loading plant at Minden, La. The gravel from Lewisville is being shipped to Texarkana for the ordnance plant. I. R. Packard, government engineer, is in charge of loading in Stamps.