STORIES OF WATERFORD AND ITS BUSY LIFE

TINDALL PAVING CO.

The history of many of the business interests in Waterford trace their origin back to the pioneer days of the community's life. This is not true, however, of the history of the Tindall Paving Co. The fine, large, brick business block shown in the accompanying picture is only four years old. It was erected during the winter of 1919-20, the result, it might be said, of the expansion of several lines of business which had grown to such proportions that home was necessary.

The Tindall Paving Company is an outgrowth of the L. L. Tindall Truckage Company—a business combining road building, paving, trucking and the selling of automobiles.

The history of the Tindall Paving Company can not be dissociated from the history of the founder of the company, L. L. Tindall. Mr. Tindall was born and reared on a farm in the town of Waterford. As a boy he attended the public school and the Waterford Union high school. After he had grown to manhood he became interested in the possibilities of concrete as a building material and began taking contracts and erecting silos, barn floors, barn walls and culverts of concrete. In this he met with a fair amount of success and was soon specializing in the building of culverts. During the summers of 1913 and 1914 Mr. Tindall built one hundred and forty-seven concrete culverts.

The construction of culverts lead naturally to an interest in road building. In April, 1915, L. L. Tindall and Henry Hegeman were awarded a contract for the construction of almost two miles of state highway in the town of Rochester for which they received $5,786. This piece of road was built from the Merrick farm to Stetson's hill on the Rochester-Honey Creek highway. For this work they received 49 cents per yard for grading, 43 cents per yard for surfacing and $10 per cubic yard for culverts.

A year later Mr. Tindall was given the contract for the building of the state highway on the Rochester-Burlington road and the Waterford-Caldwell road. Mr. Hegeman had withdrawn from the business. These two roads like the one of the previous year were macadam roads.

The day of the concrete road had dawned. Mr. Tindall saw its possibilities and made himself familiar with its every detail. When Racine county voted to build concrete highways he was ready to ask for his share of the work. It was in 1917 that his larger program of road construction work began. In March of that year he was the successful bidder on two big county jobs. They were the Caledonia-Franksville highway and the Yorkville road. The two contracts amounted to $27,400 and necessitated the purchasing of much valuable machinery and the employment of a number of men.

It was found necessary to erect a large warehouse in addition to the business block on Main street where machinery, trucks, etc., could be stored when not in use. This is at the rear of the present residence of Mr. Tindall on the west side.

Since taking his 1917 contracts Mr. Tindall has built a large portion of the Twelfth street road between Racine and Rochester and eight miles of the Waterford-Wind Lake road.

The fall of 1922 found Mr. Tindall looking beyond the limits of his own county and state. North Carolina was making large and important road building plans. Mr. Tindall went south, received a contract for the construction of sixteen and eight-tenths miles of paving in two projects, one in the vicinity of Durham and the other near Rougemont. He immediately assembled his forces, bought and rented what new equipment was needed, selected his men and the early winter found the work begun.

The heads of the various departments of work on the North Carolina projects are Waterford men who have been with Mr. Tindall for some time. They are: Thomas Galles (Mr. Tindall's partner) general manager; Boy Alby, foreman of cementing crew; Clarence Hansen, foreman of grading crew; Lucian C. Storms, head of the material department. About sixty men many of whom are from Waterford are now working on the North Carolina project.

In connection with the paving of roads Mr. Tindall has carried on a large business in trucking. He also handles the Chandler and Cleveland automobiles, Eldon Shoenberg, whose home has always been in Waterford, is general manager of the home business. Several men are employed in the home work.

Lee Hirth, of Shiloh Settlement, and John Hardie, of Dover, are driving the two large Tindall Trucks used in hauling gravel for the Racine County Road construction work this season.

After spending a few weeks in North Carolina with that alertness to possibilities in a new line of work which has been characteristic of Mr. Tindall since early manhood, he saw that a better type of business operating between the larger cities might prove successful. Accordingly he interested W. S. Jones at that time proprietor of the Jones drug store in Waterford. The proposition was studied carefully with the result that a handsome De Luxe auto-bus was purchased by Tindall & Jones and put in operation between Raleigh and Durham. This was a success from the beginning. Another bus was purchased and put on the road. Mr. Jones sold his business and with his family
moved to Raleigh that he might give the business his personal supervision. Two more busses have been added making four in all. Plans are being made to increase the capital stock and incorporate. Two lines are being operated at the present time—The Winston-Salem and Highpoint and the Raleigh-Durham.

During the fall of 1922 a change was made in the business management and the name of what had been known as the L. L. Tindall Truckage Company. Thomas Gulick, brother-in-law of Mr. Tindall, was taken into partnership and the name changed to the Tindall Paving Company.

Mr. Tindall is a man of pleasing personality. He is not afraid of hard work and he has staying power. He understands how to select the right man for the right place and knows how to keep them loyal to the work and to him.

"Study the question to the limit of your ability," said Mr. Tindall when asked for a rule which would lead one to success, "then when you have made up your mind that you are right put everything you have in it."

One notes in looking back along the route Mr. Tindall has travelled that he has followed that rule. His success has not been due to luck but to hard work, concentration, faith in others as well as in his own powers, and stick-to-itness.

Mr. Tindall was married to Miss Florence Gulick, of Dover, in 1912. They have four children: Mary Olive, June, Kermit and Robert. During the summer of 1922 Mr. Tindall erected a handsome modern bungalow on Jefferson street. He has ever taken an active interest in community affairs having served on the school and village board and as president of the village. He is also active in Masonic circles.

Mr. Gulick, the junior member of the firm, is a former Dover boy, born and reared on a farm. He attended the Cailey district school and the Waterford high school for several years. He owned and operated a threshing machine. Four years ago Mr. Gulick came to Waterford and began work with the Tindall Truckage Company. His natural ability coupled with faithful work made him indispensable to the best interests of the business. Accordingly in the fall of 1922 he was made a member of the firm. Mr. Gulick was married to Miss Helen Healy about three years ago. They have one son, Jack. Their home is on the east side near the Tindall business block. Mr. Gulick is general manager of the North Carolina work.

The Tindall Paving Company is one of Waterford's most important business assets.