

from Wallace's Tri-County Ranchers



## Current E.G.C.A. Official Runs For Ventura County Assembly Seat

If happiness is working at what you like best, then Warren Mendel must certainly be very happy. He has achieved what few of us manage to do. He has taken two prime interests in his life and made them an active part of his working career.

Since he left college, Warren displayed a keen interest in the construction field. He now holds an important position as general manager of Daniel Thaxton, Inc., earthmoving contractor of Oxnard.

At the same time, the 44-year-old man has had a similar desire to serve the public through civic and governmental affairs. He currently is trying to fulfill this desire through candidacy on the Republican ticket as Assemblyman for the 37th Assembly District, which embraces all of Ventura County.

Warren has entwined these two interests even further through active participation in the Engineering and Grading Contractors Association, a management association serving the construction industry in California. One of the founders of E.G.C.A. on a statewide basis, Warren is the president of the association's Ventura-Santa Barbara Chapter and the vice-president of its State Board of Governors.

"Membership in E.G.C.A. has provided me with an opportunity to become closer to an industry for which I have much respect," Warren says. "In addition, it put me in a position, while I was Legislative Advocate in Sacramento for the association, to help convince state government of the quality of highway construction which California residents rightly deserve for their tax dollar."

Warren was born in Indiana, met his wife in Illinois while working for a construction equipment manufacturer, then ended up in San Francisco where he was discharged after four years of World War II service with the Navy.

The Mendels moved down to Belmont on the San Francisco peninsula and it was there that Warren first involved himself in civic affairs. He joined a citizens committee that was geared to solving public school problems. A special knack for handling public affairs

was obvious and caught the City Council's attention. The Council eventually asked Warren to help draft the city's first personnel ordinance. When this particular measure was adopted, he was appointed to the Personnel Board and served as its chairman.

During this time Warren operated a machinery shop which handled equipment used by the house building trade. Because of this special knowledge in construction, the city of Belmont appointed him to the chairmanship of the Planning Commission. Next move was election to the City Council and finally the post of Mayor of Belmont.

Meanwhile, E.G.C.A. affairs absorbed all the time he could muster from city and his own business. In addition to being Legislative Advocate, he engaged in labor contract negotiations and contract administration for the industry and civil defense plans formulation.

Coming to Ventura County was the result of an opportunity for Warren to become even more active in construction. In 1960 he became assistant general manager with the A. J. Diani construction company. Three years later he joined Thaxton.

The decision to re-enter politics was not a whim.

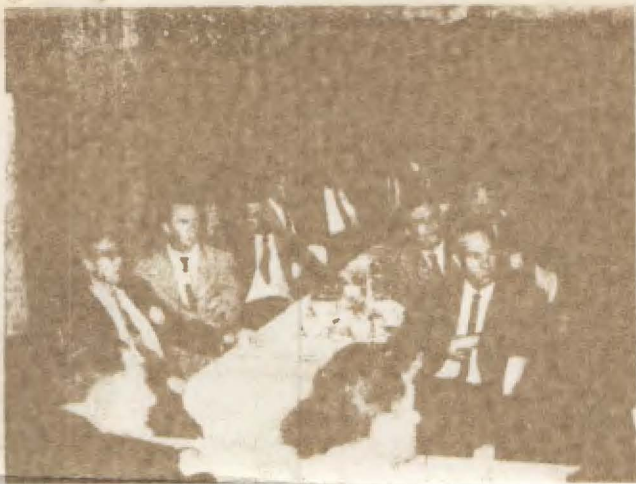
"I was impressed with Ventura County's economic potential and its businessmen ever since we decided to make this area our home," Warren explains. "I suppose it was the individual businessman's competitive spirit and his desire to stand on his own two feet that I admired most. In this same respect, I became aware that Ventura County farmers had attained their standing in the state agricultural economy without benefit of subsidy.

"I felt that as an elected representative of the 37th Assembly District, perhaps I could preserve this quality of individualism that keeps Ventura County a forerunner in state affairs."

The Mendels have two children. Marcia, who is 19, is now attending Ventura College and Mark, 13, is a student at Anacapa Junior High School in Ventura.

1956





PURPOSE OF EGCA is described by Warren Mendel, state manager. Listening from the head table are (from left) Jack Devine, program chairman; L. M. "Jack" Prince,

William Stecker, president; Mendel, Henry Holmes, Earl Elliott, chapter manager; William McKnight, and Jack Hanafin, General Petroleum Corp.

## Los Angeles Chapter

# Mendel Cites EGCA's Successes

Appointment of a six-man program committee and a talk by State Manager, Warren Mendel, on the purpose, operation, and accomplishments of the Association highlighted the Los Angeles Chapter's October 22 dinner meeting at the Hollywood Knickerbocker Hotel.

After reviewing old and new business, President William Stecker introduced program chairman Jack Devine, who explained to some 60 members present that, in addition to providing relaxation and entertainment and presenting interesting speakers and activities, the committee's primary purpose will be to assist the president in his many tasks.

Devine also commended the labor committee on its effort in behalf of the Association, and called for an increase in membership. Special guests were introduced and Manager Mendel was then called upon to report.

Mendel spoke of the Association in general, commenting that it and 12,500 other associations throughout the country are an essential part of the democratic process, affording stronger representation by combining individual interests into organized, united efforts.

Another benefit provided by an association, he said, is the help it can give in settling such problems as

the establishment of correct bidding and profit margins and exchange of bidding information among its members.

The state manager further pointed out that the Association brings its influence to bear on state-wide labor problems; contracts negotiated in one part of the state can adversely affect contractors in other parts, so the Association works to effect contracts binding members of labor crafts and unions throughout the state.

Among the Association's more recent accomplishments, he noted the forthcoming state-wide meeting of heavy construction industry mem-

bers, the first such meeting of its kind and doubtless beneficial to the contractors. He also mentioned gathering and compilation of more extensive and complete statistics by the Association for use of its members, and, the lifting, through Association efforts, of an ordinance restricting truck movements over streets in Belmont.

In the latter instance, the Association was instrumental in getting the ordinance ruled illegal in a memorandum decision from a lower court, which judgment, if not reversed on appeal would eliminate such ordinances throughout the state.

D. W. Asher announced plans for reciprocal agreements between Locals 3 and 12 of the Operating Engineers concerning exchange of operators in different parts of the state.

Plans were discussed for a December social combining Yuletide celebrations with the installation of 1960 officers, and members of the program committee were announced. In addition to program chairman Devine, they were Neil Boles, American Bitumuls' and Asphalt Co.; L. G. "Pat" Ault, Ball and Black Supply Co.; Jack M. Oechsel, Industrial Asphalt; Walter M. McGinnis, Southwest Portland Cement Co.; and Earl T. Elliott, chapter manager.

## Installation Scheduled

The annual installation banquet for the Los Angeles Chapter will be held December 11 at the Chapman Park Hotel, and will get underway with a cocktail hour starting at 6:30 p.m.

Highlights of the evening will be the installation of new officers for 1960, and the awarding of special recognition to those members who have made the greatest contributions for the advancement of EGCA in 1959.

A personality, well-known to the construction industry, will be the principal speaker.



# EGCA Goals Described by Dunn to CPWDA

The purpose, scope and functions of EGCA were described by Gordon Dunn, EGCA Valley division manager and legislative representative, at the November 20 meeting of the San Joaquin Division of the County Public Works Directors Association. At the meeting, held at Paolas' in Bakersfield, Dunn told of the organization and structure of the EGCA, its objectives, and concluded with a brief characterization of the Association's membership.

He also discussed much of the recent legislation in Sacramento which affects the contractors and the counties in their relationships, and entered a lively discussion on subdivision bonds and force account.

Vernon Smith, Kern County Public Works Director and president of the San Joaquin Division, gave an informative report on recent meetings of the association. Of particular interest to EGCA members were his comments on the efforts his organization is making toward implementing the one permit idea for overweight, width and height loads. EGCA and this group are proceeding along relatively similar lines

and it was suggested that the efforts of both be coordinated for faster and more positive action.

## EGCA SUPPORT

Dunn, speaking on behalf of the contractors, stated that he could as-

sure Smith that every effort would be made to accomplish this, pointing out that EGCA was successful in obtaining the permissive legislation through Sacramento necessary for the program.

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## COLE, SMITH, CLAYPOOL WIN SHEPHERD PROMOTIONS

Three promotions were announced recently by Shepherd Machinery Co., Los Angeles.

John S. Cole, who has been with Shepherd since 1952, has been named industrial sales manager, replacing Loyd Somers who has left the company to manage his own business.

Ray T. Smith, new manager of industrial field sales, joined Shepherd in 1950. Since that time he has held several positions including agriculture parts manager, branch manager, farm sales manager and assistant industrial sales manager.

Chuck G. Claypool, with the Shepherd organization since 1953, has been named assistant to the general sales manager. Along with his new duties, he will continue his administration of Shepherd's sales promotion program.

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## Peninsula Contractors Face New Trucking Ban

With operations already impeded as a result of restrictive ordinances limiting hauling routes, Peninsula area heavy truckers face further bans as the City of Woodside makes ready to close truck traffic from its streets, forcing dirt haulers to add at least 20 miles more to their trips.

Coming on the heels of restrictive ordinances now in force in Belmont, San Carlos and Redwood City, the Woodside ban closes the only convenient route available to contractors by limiting hauls to three tons and under.

Haulers claim that the trucking restrictions in the Peninsula area could seriously delay industrial growth, raise cost of developments and soften the position of dirt haulers and developers. The truckers want to meet with city officials to design routes that would be safe and satisfactory for all concerned.

Admittedly, the restrictions established by Belmont and the other cities were reactions to trucking abuses, stated Warren Mendel, EGCA manager, and there should be adequate restrictions.

He asked that all parties concerned be invited to air the problem toward establishment of a plan equitable to all. He cautioned that if solutions are not forthcoming locally it might be necessary to obtain alleviating measures through state law which could possibly prove completely lax as effective control.

The plan advanced by the state manager would place controls at the quarry sites. Permits would be granted haulers only after satisfactory truck routes were made with the county or city jurisdictions involved.

## East Bay Hosts Board at Meeting of Northern Chapters

The East Bay Chapter entertained the EGCA Board of Governors at a special joint program September 5 and 6 at the Castlewood Country Club in Pleasanton. Bert Redgwick, chapter president, presided at the affair which was shared by the other northern chapters—Peninsula and North Bay.

This was the second such general membership meeting of the northern chapters which was designed last year by the respective presidents to weld the northern membership into a close knit team for the improvement and betterment of the heavy construction industry.

"Safety" was the theme for the program, and featured talks by Guy Root of the California Highway Patrol; and J. H. Russell, district engineer, construction division, California Division of Industrial Safety. Moderator was Wallace Benson of Argonaut Insurance Co.

The weekend events started with a golf contest Friday afternoon and followed by a tour of the atomic energy plant at Pleasanton.



# Trucking Ban Faces Court Test

The legality of trucking ordinances now dogging Peninsula Chapter contractors is expected to face a court test soon at the instigation of the City of Belmont, and EGCA members already are demonstrating a strong interest in the outcome which could have tremendous effect on the industry — both for contractors and suppliers.

During recent months the Peninsula area cities one by one have been voting restrictive ordinances banning trucks from city streets or restricting loads to a low of three tons. These restrictions have been imposing needless long mileage hauls of sometimes up to 20 miles

and even isolating a contractor from the performance of a contract in certain areas.

As a result of this impending court test by Belmont, EGCA is making contacts for support of legal counsel and the accumulation of such case evidence as engineering data and aerial photographs to substantiate claims that municipal trucking ordinances are restrictive to the construction industry.

Contributions are being made payable to the "Trucking Ordinance Fund," and mailed to EGCA, 735 Industrial Way, San Carlos, reports Ken McMillan, northern chapter's manager.

# Chapter Seeks Vandal Controls

Methods for combatting vandalism to construction equipment on project sites, and announcement of rules for the membership drive that will conclude January 15 highlighted the past meeting of the North Bay Chapter with Mario Ghilotti, president, presiding.

In presenting its program, the chapter selected a panel of speakers representative of major manufacturers in the area. Included on the panel were Dean Arnhold, of

Caterpillar Tractor Company; Everett Bainbridge, sales manager, West Coast Engine and Equipment Company, Allis-Chalmers dealer; and Ed Westerbach, International Harvester.

Vandalism has been increasing in the northern area to the extent that concern has been expressed also from the East Bay Chapter and Jack Large of the C. J. Wood Company, Palo Alto.

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## Extra copies of '59 Directory Available

Extra copies of the 1959 EGCA Directory still can be purchased from chapter managers at the nominal charge of 75 cents per copy.

The BIG EGCA book contains a complete list of the contractor and affiliate members of the ten chapters serving the entire state from border to border. In addition, the Directory features an exclusive listing of construction equipment owned by individual contractors. The equipment is classified by type for each chapter area and is an 80 per cent accurate record of construction machinery owned by EGCA members.

For your extra copies, contact your nearest chapter office, or the EGCA headquarters in Los Angeles, DUNKIRK 5-8194; or San Carlos, LYTELL 1-5371.

A big feature of the Directory is its wide selection of advertisements announcing the various equipment and services available to the industry through EGCA.

## Peninsula Board Asks Help to Control Abusive Trucking Bans

Reports on trucking ordinances in Belmont and Redwood City, and on the EGCA labor and materials bond highlighted the April meeting of the Peninsula Chapter board of directors, with Angelo Bragato, president, presiding.

C. J. Wood told the board that the two cities are still enforcing trucking ordinances which place an unfair burden on construction firms working in those areas. Wood reported that the situation is so serious that he recommends statewide assistance from EGCA in Sacramento to remove Section 713 of the Vehicle Code which allows cities to govern truck traffic through cities.

President Bragato appointed Wood as chairman of a truck routes and ordinances committee to direct the fight to open up much needed truck routes through each city.

### LABOR BOND

The report on the labor and materials bond was made by Pat Re-

gan. He announced that the bond has been put into effect in Santa Clara County and many cities in the San Jose area. The bond has yet to be accepted in San Mateo County, he concluded.

Bragato also announced that \$1,225 has been pledged by contractors and affiliates to a fund to help Howard Marks in his suit with the City of Belmont over the Ralston Avenue trucking ban.

Contributing to the fund were Douglass & Woodhouse, A. J. Reisch Paving Co., Holms Septic Tank Service, Fisk-Firenze & McLean, Inc., J. O. Archibald Co., R. Bressani, San Mateo Feed & Fuel Co., Blomquist Oil Service, Inc., Arthur Haskins, Inc., Los Gatos Sand & Gravel Co., Inc., McCammon-Wunderlich Co., Union Oil Co. of California, Bragato Paving Co., Guerin & Olmsted, McCarthy and Spiesman, and McDonald & Dorsa Transportation Co., (Santa Clara Asphalt Co.).

Pledges also have been received from Piombo Construction, Freeman Paving Co., and Miles and Sons Trucking.

Other business included acceptance of membership from Joe Wynne, discussions on methods for servicing delinquent memberships, a report on the Board of Governors' action objecting to the increasing size of state highway contracts, and on membership by Art Perhem.

## Bill Requires Maintenance of Truck Routes

Prompted by the mounting incidences wherein California cities are imposing restrictive trucking bans against the construction industry, EGCA early this month introduced a bill in Sacramento to establish controls over such legislature by municipalities.

The bill in effect will prohibit cities and counties from excluding the passage of vehicles through their jurisdictions, but will permit them to choose routings. Presentation of the bill was handled by Warren Mendel, state manager, and Gordon Dunn, Valley division manager.

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