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# A History of Brooks in transportation and warehousing

Preston W. Doyle

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A HISTORY OF BROOKS IN  
TRANSPORTATION AND WAREHOUSING

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A Thesis  
Presented to  
the Faculty of the Department of History  
University of Richmond

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In Partial Fulfillment  
of the Requirements for the degree  
Master of Arts

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by  
Preston Watson Doyle, Jr.

February 1957

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## TABLE OF CONTENTS

<u>CHAPTER</u>	<u>PAGE</u>
INTRODUCTION . . . . .	1
IN THE BEGINNING . . . . .	4
PROGRESS IN THE INDUSTRY . . . . .	10
PROGRAM OF MAINTENANCE . . . . .	24
EMPLOYMENT, SELECTION OF DRIVERS AND SAFETY PROGRAM .	28
STORMY SEAS - SMOOTH SAILING . . . . .	33
CONTINUED GROWTH . . . . .	45
APPENDIX: . . . . .	48
A . ARTICLES OF ASSOCIATION . . . . .	49
B . CIVIL WAR DISCHARGE . . . . .	60
C . ROSTER OF EMPLOYEES . . . . .	62
D . REVENUE AND FREIGHT . . . . .	70
E . CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY . . . . .	72
BIBLIOGRAPHY . . . . .	89

## INTRODUCTION

"The wheel was the crowning achievement of pre-historic carpentry . . .<sup>1</sup>" As early as 3500 B.C., man was using the wheel as a method of accelerating communications and aiding his method of transportation. Early Sumerians, as exemplified by their paintings, were using solid wheels composed of three pieces of wood clamped together and held in that position with leather ties.<sup>2</sup>

Men began, through their inventions and the process of applying their ideas, to overcome mechanical difficulties and to speed their process of transportation.

Today the wheels of the motor trucks are meeting the increased and revolutionized needs of man. In 1955, five million trucks and trailers, of all sizes and types were meeting the diversified needs of industry, agriculture, and business.<sup>3</sup> These millions of trucks and

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1. V. Gordon Childs, Man Makes Himself (New York: The New American Library, 1952), p. 100.

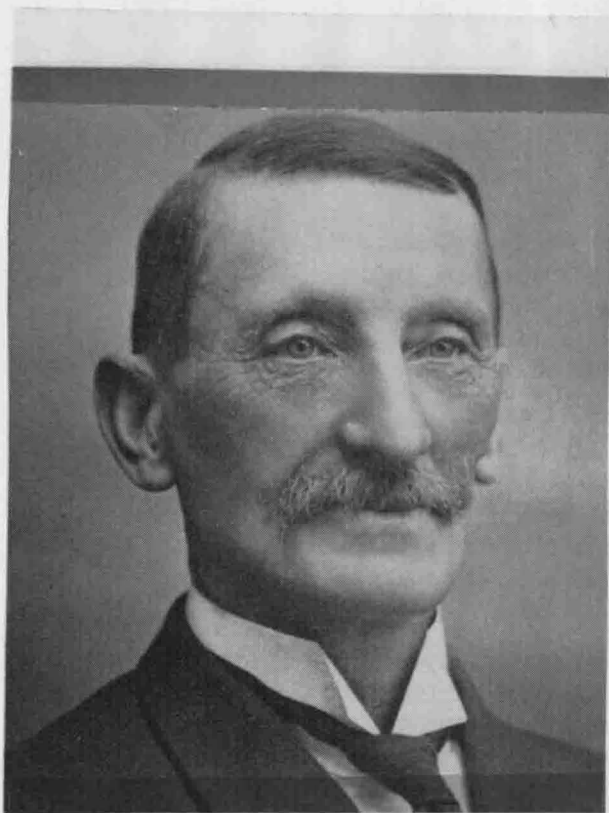
2. Ibid., pp. 101-102

3. American Trucking Trends (Washington, D. C.: American Trucking Association, Incorporated, 1956), H.P.

trailers of 1955 are evidence of the constantly growing demand for rapid truck transportation for individuals and firms.

Flexibility, versatility, and attention to service have been the keynotes in the rise of truck transportation to a position of vital importance in the economic life of our nation.

In this picture and playing a vital role are the Brooks' companies: Brooks Transportation Company, Incorporated, Brooks Warehouse Corporation, and Brooks Transfer and Storage Company, Incorporated. Since its beginning after the Civil War, Brooks has been a leader in the field of truck transportation in the South-east. With branch offices in most of the major cities along the East Coast, Brooks serves individuals and firms, not only in the State of Virginia, but in a majority of the states east of the Mississippi River.



J.W. BROOKS

FOUNDER

J. A. BROOKS

PRESIDENT 1919-1948



## IN THE BEGINNING

April of 1865 saw the War Between the States draw to a close. On the edge of Appomattox Village at the McLean house, General Robert E. Lee met with General U.S. Grant to sign the surrender papers ending the war. After the paper had been penned, corrected, and signed by General Lee, General Grant asked whether General Lee had any requests to make. Since the cavalrymen and artillerists in his army owned their own horses, he felt they should be allowed to keep them. They would be greatly needed for the spring plowing.

Grant agreed to "let all the men who claim to own a horse or mule take the animals home with them to work their little farms.<sup>1</sup>"

With his Confederate discharge and permission to return with his horse, penned on the back of the discharge, James W. Brooks started to his home. Again and again he read the words on the document he carried in the pocket of his gray Confederate uniform:

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1. Stefan Lorant, Lincoln (New York: Harper and Brothers, 1952), p. 219.

Pro Mar's Office  
Farmville, Virginia  
April 26" 1865

The bearer W Brooks has protection for  
his horse for the cultivation of his  
land

By order of  
Wm W Wariner  
Capt and Pro Mar 2

Agricultural activities were difficult after the war because of the lack of workers. Most of the slaves were moving from place to place. They were not going any place in particular, but were exercising their new freedom and were wandering aimlessly over the countryside. Without this help farming was difficult. Leaving the farm in Nelson County the Brooks family came to Richmond, ex-capitol of the Confederacy, to make their home.

Post-war Richmond was rebuilding from the ravages of war and was an area of opportunity for those with vision and working hands. With the horse which had served him so faithfully through the battles of the war, James W. Brooks began to haul for anyone who needed facilities for transport. Later he turned to the transportation of people across the Mayo Bridge (14th Street Bridge) from Richmond to Manchester (now South Richmond). During the cold days of winter these passengers covered their feet with hay in the bottom of the

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2. Original Confederate Discharge Certificate in the possession of G. Fair Brooks, Richmond, Virginia (Appendix B, Photostatic copy of Civil War Discharge).



wagon to keep the cold air out. Business was good and the future seemed bright.

On the horizon was a strange object, however. In 1887 Dr. Frank J. Sprague introduced the world's first electric street car on the Broad Street of Richmond.<sup>3</sup> Even though his conveyance still required a horse to pull the car on Broad Street hill, Mr. Brooks could see the "handwriting on the wall" for his business. Quickly selling the passenger transport operation, he returned to hauling merchandise and household goods.

The expansion of coal, iron, textile, tobacco and furniture industries in the last decade of the nineteenth century, bringing with it advances in the transportation of these goods, produced a prosperity in Virginia which she had not seen since the "cotton-slavery" era. The Brooks' business was growing along with industry. More horse drawn wagons were added to handle the increase in business. Soon the name of Brooks was recognized throughout the city for its reliable, prompt service to its customers. Some of these early customers are still users of Brooks' services in transportation. At this time the Brooks' stables were located behind the family home at Laurel and Grace Streets

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3. James Baldwin, Richmond (New York: The MacMillan Company, 1950), p. 28.

and the "parlor" served as the main office for business transactions and activities.

In 1918 J. W. Brooks and his son, Claude Melvin, died.<sup>4</sup> The two deaths in the family during the same year was a disturbing and disrupting factor. It was now necessary for the two brothers, James A. and C. Fair, to assume all of the financial responsibilities of the family. James, the oldest son, took over his father's transportation business and ran it alone until 1922, when he was joined by his brother, Charles Fair, as Secretary - Treasurer.<sup>5</sup> The two brothers inherited their father's transportation business, but more important was their inheritance of the intangibles of value from their father: integrity in business transactions which had been instilled in the boys from their beginning with the business, riding at their father's side on the wagons; sincerity and humility in personal associations; and efficiency in the supervision of business transactions. These were characteristics which were to combine with the physical superiority of their equipment to increase business transactions to proportions they had never dreamed. On a local scale the company was to parallel the national growth of the first crude and clumsy vehicles, generally weighing more than they could carry, to the fleets of modern vans in

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4. Brooks' Family Bible, in possession of C. Fair Brooks, Richmond, Virginia.

5. Records on file in the main office of Brooks Transportation Co., Richmond, Virginia.

use today. Riding at their father's side, the two brothers dreamed they would see horseless wagons, but never imagined these vehicles would spread from 700 in 1904 to 9,675,000 in 1955<sup>6</sup>. The Brooks' trucks, as well as truck transportation, was to achieve its present lofty position in the American economy simply because the truck has made fast, flexible, personalized, economical, door-to-door transportation available to every nook and corner where service is needed.

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6. American Trucking Trends (Washington, D. C. American Trucking Associations, Inc., 1955), p. 1.



BROOKS TRANSFER AND STORAGE CO., INC.

## PROGRESS IN THE INDUSTRY

### Romance In Trucking History Told By Brooks Transfer Head

When C. Fair Brooks of Brooks Transfer and Storage Co., Inc., was interviewed, he said the romance and history of the truck transportation that was the foundation of the development of the trucking industry is outstanding.

The pony express, the stage coach, the railroads the old canal boats, the river boats, the big steamships, the airplane - each form of transportation has been sung in song and story for years, and provided innumerable tales of romance and adventure. Why hasn't a great epic story of the development of truck transportation been written?

#### Growth Too Gradual

Mr. Brooks believes it is because truck transportation has grown so gradually that few realize its supreme importance to the comfort of modern life and to the conduct of modern business... 1

When Fair Brooks joined his brother, James Brooks, in 1922, the company had not grown to the place where much of the manual labor was not shared by the brothers. Often they drove, loaded goods and performed many other necessary duties, along with the regular workers.<sup>2</sup>

During most of this period, the transportation jobs consisted of hauling goods to and from the depots of the railroads and for chain stores in the area.

Then into the picture came a structure to revolutionize transportation. For years the horse and wagon supplimented the steamship and the railway, but with the advent of the gasoline engine, the "horseless wagon" made its appearance. Steadily it grew in popularity because it was stronger, faster, and more economical to operate. These factors were studied by the two Brooks brothers. It was difficult to make a decision, but together, James and Fair Brooks turned the last of the Brooks' horses out to pasture and looked to motorized equipment and the numerous headaches which came with the newly arrived equipment.

Each vehicle had to be cranked before starting and many broken arms resulted from the difficult operation on the vehicles, but with every jolting, puffing trip

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2. Information in this section is from personal interview with Mr. C. Fair Brooks. The exceptions are so noted in footnotes.

these Brooks' vehicles became more firmly entrenched in Virginia's and the east coast economic system.

Winter brought new and different problems to the truck operators. Most of the vehicles had no windshields and only a few had celluloid windshields. Even those with celluloid were exposed on the side. This made the task of driving during the winter months very undesirable and help hard to procure.

Roads during this time presented more problems. The crossroads of Lakeside was as far north as was possible on the toll-road in that direction. There were four gates, one per mile, and toll was collected at each gate.<sup>3</sup>

The first big operation in transportation was for the A. & P. Company and the trips were to and from Petersburg, Virginia. Gradually this route extended from Petersburg to Norfolk, Virginia, and to Williamsburg, Virginia. It was an important advancement in transportation to have merchandise picked up and delivered the same day. Another advantage of motor transportation was its ability to collect traffic at a particular source and deliver it at its destination with a minimum of handling.

New York developed as the second branch office because manufactured goods were flowing from the North to

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3. Records on file in main office, Brooks Transportation Company, Inc.

Virginia and the South. Along this route the covered bridges loomed up as obstacles in the path of the tall trucks. It was usually necessary to go around and through the streams.

As trade and contracts for transporting merchandise developed, the transportation company developed and terminals were added in Washington, D. C., Baltimore, Maryland, and Philadelphia, Pennsylvania.<sup>4</sup>

During these early days of the company's development, there was a great deal of red tape in the form of reports, registrations, and records. All liquor had to be registered in each state through which it passed; all gas mileage had to be recorded for each state; ton-mile taxes had to be paid; and bonds had to be provided for each state.<sup>5</sup>

Until the year 1928, the firm was known as the Brooks Transfer Company. At that time the firm was expanded into the Brooks Transfer and Storage Company. With this step came the purchase of a warehouse on Linden Street, Richmond, Virginia, for storage. Next to come into the business was the old Pepsi Cola plant on Broad Street, Richmond, Virginia, which was to later be the main office for the Brooks Transfer and Storage

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4. Ibid.  
5. Ibid.



6

Company, Incorporated.

In 1931 the Brooks Transportation Company, Incorporated was formed. This branch started with two trucks which operated between Richmond and New York. During these depression years the two trucks passed each other every night. One left New York and the other left Richmond, arriving at the other terminal the next morning. This quick service allowed merchants in Richmond to receive goods overnight from New York and additional trucks were quickly added to serve this rapid growing need. Tobacco firms began to give business to the company for transportation of cigarettes and other tobacco products. In addition, many other accounts were acquired during this period. Among them were the duPont Corporation, Celanese Corporation, the Binberg Corporation and numerous general freight accounts.<sup>7</sup>

It was on 28 December 1934, after due notice to all of the directors of the corporation, that there was held in the office of the corporation at 122 1/2 West Broad Street, Richmond, Virginia, a meeting of the Board of Directors. With all of the directors present, it was deemed advisable to amend the articles of association to increase the maximum

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6. Ibid.

7. Ibid.

authorized capital stock of the corporation from  
\$10,000.00 to \$100,000.00.<sup>8</sup> Through service was the  
company growing and through growth were they able to  
better serve.

In 1937 the present main office for the Brooks  
Transportation Company, Incorporated, was purchased. The  
location of this huge structure was on North Boulevard,  
Richmond, Virginia, (1301 North Boulevard as the streets  
of Richmond, Virginia, are at present numbered). This was  
a location which was away from the traffic and congestion  
of the city and was a location which was large enough to  
afford a great deal of expansion, if the future volume in  
business continued to grow as it had in the past. This was  
one of the main determining factors in the consideration  
of this site for the location of the main office, shops,  
garages and operational sections for the transportation  
division of the organization.

Because of the great deal of money involved in the  
transaction of acquiring such a large tract of land and  
such large and adequate buildings required a great deal  
of forethought, speculation, and almost an adventurous

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8. Certificate for Amendment To The Articles of  
Association of Brooks Transportation Company, Incorporated,  
on file in the main office of Brooks Transportation Co.,  
Inc.

spirit. There was a great deal of opinion voiced in favor of expanding the facilities of the company to such a degree, and there were equally as many who voiced a more cautious opinion. After a great deal of consideration and a great deal of speculation on the events of the future and the future role of transportation in the industrial development, not only in this vicinity, but on the East Coast as a whole, James and Fair Brooks agreed on the old saying: "Nothing ventured; nothing gained." This building which they purchased was constructed for the Richmond Iron Works and later sold to the American Locomotive Company, which used it for the storage of shells during World War I. Next it went to Brooks.

During World War II, the bulk of the company business was for the government. Daily trucks loaded and unloaded at Bellwood, the army supply depot near Richmond, at Fort Lee and other camps and bases in the area. Large allotments of explosives were hauled by the company for delivery to secret bases along the Atlantic Coast. Hundreds of trucks, often with sealed cargo and under guard, rushed vital munitions to dockside from the factory. All over the nation trucks were playing the same role in the war effort as Brooks. During this war period

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9. Personal interview with R. T. Mann, Secretary-Treasurer, Brooks Transportation Co., Inc.

trucks hauled up to seventy-five per cent of both in-bound and outbound freight at plants where military weapons and equipment were produced.<sup>10</sup>

During this period of prosperity Mr. Fair Brooks had to handle the reins of the companies alone. His brother, James A. Brooks, died in 1948.<sup>11</sup>

J. A. Brooks, 69 Transportation Executive, Dies  
James Alexander Brooks, 69 president of the Brooks Transportation Company, died early today at his home on Ridge Road, Henrico County ... 12

Brooks leadership continued, however, with C. Fair Brooks as president of the companies. This leadership had brought the company through the years from one horse and wagon to a fleet of modern vans and three companies; Brooks Warehouse Corporation, Brooks Transfer and Storage Company, Incorporated, and Brooks Transportation Company, Incorporated, which are "...leading firms in motor transportation in this vicinity, and provide every transportation service needed by the householder, or any business firm desiring rapid transportation."<sup>13</sup>

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10. The Highway Transportation Story (Washington, D. C.: National Highway Users Conference, 1954), p. 10.  
11. Brooks' Family Bible, *op. cit.*  
12. Richmond News Leader, 19 April 1954, p. 8.  
13. Richmond News Leader, 20 August 1935, p. 4.

Prior to 1936, trucking companies were moving merchandise and assessing rates at their own discretion, which produced a cut-throat business. The Federal Government, recognizing the growth of this industry and the need for the regulation of interstate commerce, passed the Motor Carrier Act. This act placed all carriers engaged in interstate commerce under the Interstate Commerce Commission. After investigating the applications of each carrier, the Commission issued a certificate, setting forth the rights and commodities allowed and restrictions, if the application was restricted. Under the certificate issued to Brooks, the transportation branch operates from New York to the Carolinas. It operates its own terminals in Richmond, Virginia, New York, New York, Jersey City, New Jersey, Philadelphia, Pennsylvania, Baltimore, Maryland, Washington, D. C., Roanoke, Virginia, Lynchburg, Virginia, Greensboro, North Carolina, and Charlotte, North Carolina.<sup>14</sup> In the other sections of the country which it serves, the company has contracts with other large transportation concerns whereby tractors and trailers are interchanged and hauled to their destinations. In each terminal the

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<sup>14</sup>. Certificate of Public Convenience and Necessity, MC No. 80382, Brooks Transportation Company, Incorporated Richmond, Virginia, issued by the Interstate Commerce Commission, Division 5, 25 May 1942.



RICHMOND TERMINAL

company maintains its own gas station and offices. Those gas stations are kept so that the company can continually check on the consumption of each truck to insure its operation at par. Each department is supervised by special personnel qualified in specific fields of work. Included in these departments are such sub-departments as correspondence, billing, shipping, and other major lines. Under the heads of these departments, work the remainder of the office staff. Constant touch is kept between the terminals by use of the teletype machine. Also, road supervisors are kept on the road constantly to check on the trucks to insure prompt and swift transportation according to plan. In case of a breakdown, a crew of mechanics is kept ready. All sections function to provide smooth and efficient truck transportation.

The warehouse corporation maintains three warehouses for the storage of household goods. These warehouses are usually filled to capacity. As soon as one space is emptied another lot fills it. In these warehouses the corporation maintains a complete staff of men for every division of the warehouse work. The storing of lots of furniture is done by a special group of men especially trained for this type of work. The storing is constantly supervised by a checker or the warehouse manager to be sure that

nothing is damaged and that the goods are stored correctly. Every item is listed and put on record showing the condition in which it is received. All rugs, upholstered chairs, and other storage of this type are wrapped carefully and placed in moth proof chambers. Silverware and other valuables are stored in a fireproof vault.

In the crating division of the warehouse corporation a competent staff of carpenters and craters is always employed to handle this type of work. An example of the confidence in this section is shown by the contract from the government in 1942. The corporation was given the job of crating a large number of desks, chairs and other office equipment for shipment to Iceland.<sup>16</sup>

The Transfer and Storage Company today operates the "largest fleet of moving vans in the South."<sup>17</sup> Their vans are all modern, waterproof, dustproof, and padded. A number of these moving vans have historical scenes of Virginia painted on the sides by Otto Mueller.<sup>18</sup> Whenever they are seen they usually attract a great deal of attention. In Peterboro, New Hampshire, for example, an entire school was dismissed by the principal so that the pupils might see the painting of historical Williamsburg, Virginia, on the

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16. Records on file in the main office, Brooks Warehouse Corporation.

17. Lecture given by R.T. Mann, Industrial Development Class, Brooks Transportation Co., Inc., September, 1952.

18. Personal interview with R.T. Mann, 4 September 1956.



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 van. The transfer trucks have been seen in practically every state east of the Mississippi River in which interstate rights are held. Recently when the United States Patent Office moved from Washington, D.C. to Richmond, Virginia, a large percentage of the work was turned over to the company.<sup>20</sup> The organization also had a large part in the decentralization movements from Washington, D.C. In connection with this the company again shared in the important job of moving the United States Antiaircraft Command to Richmond.<sup>21</sup> Thus it is that the name Brooks has become synonymous with moving in Richmond and its vicinity.

To insure the company's customers the best and most modern services, the companies belong to several nationwide associations. These associations are: Allied Van Lines, The American Trucking Associations, Inc. (ATA), the National Furniture Warehouseman's Association, and the Virginia Highway Users' Association, Inc., an affiliate of the American Trucking Associations, Incorporated.<sup>22</sup>

The concern today employs in all three of its branches nearly eight hundred men and women.<sup>23</sup> This is quite an advancement over the staff of one man, who formerly super-

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19. Ibid.

20. Records on file in main office, Brooks Transportation Company, Inc.

21. Ibid.

22. Ibid.

23. Ibid., See Appendix C.

vised the business in its first days. During 1942 the company handled over 406,000,000 lbs. of freight and did over two and a half million dollars worth of work. In 1954 the payroll was \$3,400,000.<sup>24</sup>00.

In 1953 a "Certificate of Business Merit" was awarded the Brooks' companies by the Department of Commerce of New York City. The award was presented to C. Fair Brooks, Jr., Vice President, by Deputy Mayor Charles Horowitz. The certificate recognizes continuous, dependable service between North and South, providing a truck for every need.<sup>25</sup>

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24. Records on file in office of C. Fair Brooks.

25. Personal interview with C. Fair Brooks, Jr.,  
3 December 1956.

## PROGRAM OF MAINTENANCE

Today the Brooks company operates 735 pieces of equipment, with hundreds on the road at every hour. Faulty equipment is not tolerated. To be certain that all of the equipment is in the best condition, a large repair shop at the main terminal in Richmond is maintained. The shop, over a city block in length, has all of the modern facilities and supplies needed by any garage. A staff of mechanics is always on hand to inspect and repair trucks. Another feature of the maintenance shop is the paint section.<sup>2</sup>

The first of each month a service card, on which is kept a record of repairs and mechanics' hours, is made for each trailer, tractor, and motorized equipment. In operation is a 5,000 mile inspection program. Since most units run approximately 5,000 miles per month, the operation is simplified. After each driver has completed a trip, he is required to fill in a "Trip Card." While the trip card is being reviewed, the tractor is filled with gas and water.

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1. Personal interview with G. C. Fernoyhough, Vice-President in charge of Operations, December 1956.

and, if an excess amount of water is needed, it is reported to the shop at once for attention. After gassing the tractor, the trailer is then backed to the dock or in one of the parking places available for trailers and the tractor goes to the grease rack where it is greased and checked for oil. Mileage records on each tractor are maintained, and by referring to this record, it is easily determined whether or not the tractor has traveled as much as 2,000 miles since the last oil change. If such is the case, both oil and filter will be changed and the entire chassis lubricated.<sup>2</sup>

After completing the inspection at the grease rack, the tractor is then sent to the service line where it either has a 5,000 mile inspection or a trip check. Again the mileage is used as a gauge as to which check is necessary for the vehicle.

In addition to these regular features of the maintenance shop, there is a tire department, which, in addition to keeping records on the pressure of the tires in use, will inspect tires for mismatching, unusual wear, and other forms of difficulty which might arise during a trip. This method of handling tires is very economical.<sup>3</sup>

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2. Interview with W. A. Strauss, December 1956.

3. Interview with R. T. Mann, December 1956.



PARTS DEPARTMENT

Such a program of preventive maintenance has developed greater operational efficiency, producing more economical and dependable service. All of the sections have been geared to the motto of the President, C. Fair Brooks: "Daily Fast Freight."

EMPLOYMENT, SELECTION OF DRIVERS  
AND SAFETY PROGRAM

Each driver applicant for employment is required to make an application, which covers the history regarding his family and past employment, as well as education, military status, past experience, three character references and his criminal record and past convictions arising from the operation of a motor vehicle, if any. Each item is closely checked with past employers, Police Department,<sup>1</sup> Division of Motor Vehicles and his character references.

Each prospective employee upon his selection for employment is informed of the company procedure, as well as conduct on company property and equipment and presented with a booklet containing the company rules, as agreed to by the local Union through a meeting with a representative committee of the employees and the company.

The driver is informed of the necessary Interstate Commerce Commission regulations covering the operation of each piece of equipment and the importance and responsibility for keeping a proper log as required by the Commission.

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1. Interview with W. A. Strauss, Vice President and Manager of Moving and Storage; Lecture (mimeographed) by W. A. Strauss. Information in this section is from these two sources; other sources are so stated in footnotes.

This booklet contains a synopsis of Interstate Commerce Commission regulations.

In an effort to familiarize him with the equipment and procedure, the driver is taken on a tour of the company premises. He is then taken on a driving test by a person designated by the Safety Department and graded on his apparent ability to properly drive the equipment. The driver is also informed that he will be carried on a probationary basis for at least ninety days to give the company a chance to evaluate his ability to properly handle and drive the unit, conform to company policy, and his conduct in general.

All accidents or damage to company equipment are carried on an employee's record card, which outlines the type of accident and chargeability. Safe driving bonus awards are predicated on such records. Accidents are typed red, blue and silver. A red star accident is one which is definitely charged to a driver, such as backing, rear end collisions, intersection trouble and others where there is contributory negligence on the part of the driver. A blue star denotes that there was no negligence on the part of the driver, but necessarily has to be used against him to promote defensive driving. The silver star is an accident where the driver is legally parked or stopped in his proper lane for a



traffic light, or for any damage while his unit is unattended by him, but parked or stopped properly by the driver.

Drivers are paid a bonus accumulated at the rate of \$25.00 per year as a safe driving award. A driver having a chargeable accident loses all of his bonus, a driver having a blue star accident loses a half year, a five year man having a non-chargeable accident loses one full year. The safe driving pins and cards are not predicated on the basis of the bonus awards, but the driver has to discount the years in which he has chargeable accidents.

A driver record card is carried on each driver and shows all pertinent information such as the most recent address, Social Security number, current chauffeur's license, as well as a record of company rule infractions or any information that might arise from emergencies while with the company.<sup>2</sup>

All drivers are required to report accidents, or damage to the equipment, or claims of accidents, or damage arising from the operation of their equipment. A driver failing to make a report of such incidents is subject to immediate dismissal.

Every driver is impressed with the fact that he is "Brooks Transportation" after he leaves the yard, until he

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2. Interview with G.H. Kirks, Freight Supervisor, Brooks Transportation Co., Inc., November, 1956.

reaches his destination, and the general public forms their opinion of the company by the manner in which he handles his equipment and conducts himself during the time he has charge of his equipment.



TELETYPE OPERATIONS

## STORMY SEAS - SMOOTH SAILING

By 1940, the United States had emerged from the depression years and the lingering after-effects into a period of increasing production. In Europe the monster of war was raging from country to country, causing an increased production in the United States and an increase in the field<sup>1</sup> of truck transportation.

Outside the gates of Brooks Transportation Company at 1301 North Boulevard, Richmond, Virginia, trouble, in the form of strike disturbances, battered trucks with police<sup>2</sup> escort, and picket lines marked the days ahead.

The Union of International Brotherhood of Teamsters and Chauffeurs had placed certain restrictions on motor vehicle carrier companies with whom they had contractual relations. One such restriction was that Brooks should not interchange

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1. The Highway Users Transportation Story (Washington, D.C.: National Highway Users Conference, 1954), p. 4.  
2. Interview with C. Fair Brooks, Jr., 5 May 1956.

freight with another carrier, if the latter company was engaged in a labor dispute. Under law, Brooks was required to transport freight for any person or firm desiring transportation. Between the "devil and the deep blue seas" was a situation which would produce trouble in either direction.<sup>3</sup>

Since Brooks had complied with the order of the union for over two years and had refused to transport freight for companies on the union's "unfair list," the State Corporation Commission fined Brooks Transportation Company \$50.00 for "not having complied with the law."<sup>4</sup>

H. Lester Hooker, Chairman, stated that the commission "had no desire to punish this company at this time severely . . . but we wish to remind Mr. Brooks that, unless the law is complied with in the future, another rule shall be issued, and if the evidence should show that the law has been violated, as it does show in this case, such penalty at that time will be much more severe."<sup>5</sup> It was necessary for Brooks to comply with the ruling of the State Corporation Commission, even though it meant a general strike by the union. It was on 10 August 1940, in anticipation of the hearing on the rule, Brooks attempted to deliver a shipment of freight to the

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3. Interview with C. Fair Brooks, 5 May 1956.

4. News item in the Richmond Times Dispatch, 14 August 1940.

5. Ibid.

Hampton Roads Transportation Company, a company on the union's "unfair list" and in the process of a union strike. The Brooks' driver refused to cross the picket line and was dismissed for his failure to carry out his assigned responsibilities to his employer.<sup>6</sup> A strike was immediately called against Brooks Transportation Company by the union and all union drivers were forced to picket the main office.<sup>7</sup>

During the 1939 General Assembly an effort was made to change the law to allow motor truck carriers to decline shipment of goods to and from companies on the unions' "unfair list."<sup>8</sup> This effort was defeated by the Assembly, however.

On Tuesday, 13 August 1940, Brooks Transportation Company, Incorporated, and seven other Virginia transportation companies, explained to the general public, through the news-papers, the dilemma facing the trucking companies. The full-page advertisements in local newspapers read:

The LAW says:

We are common carriers of freight, which means we are required by law to transport freight over the routes we serve for any person or firm or their agents desiring such transportation. We must accept freight and transport

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6. Interview with C. Fair Brooks, 7 May 1956.

7. News item in the Richmond News Leader, 13 August 1940.

8. Editorial in The Daily Progress, Charlottesville, Virginia, 16 August 1940 and interview with Judge E. W. Williams, Executive Secretary, Virginia Highway Users Association, 9 April 1956.

freight without discrimination between shippers and their agents regardless of the fact that the shippers or his agents may be on strike. A failure to carry out this legal duty places us in danger of losing our franchise and having our authority to operate rescinded by the State and Federal governments.

The UNION Says:

We must not accept freight from anyone who is "unfair." The union is the sole judge of who is "fair" or "unfair." A number of truck lines have been put on this so-called "unfair list," and we are told we cannot interchange freight with them in any way - regardless of the law and our duty to the public. If we refuse to break the law and accept freight in spite of the Union's orders, we are put on strike ourselves.

We MUST obey the law as explained above and, therefore, we ask the understanding and tolerance of our shippers and of the public generally for the inconvenience caused them by this unfortunate situation, and trust they will understand that it is through no fault of our companies in any way that this is the case. 9

On 20 August 1940, violence was reported. One of Brooks' trucks was wrecked, two bullet holes through its cab glass, and another was reported missing between Roanoke and Richmond, Virginia. <sup>10</sup> On the front page of the Richmond News Leader appeared the headlines: "TRUCK STRIKE VIOLENCE GROWS" and a

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9. Advertisement in the Richmond News Leader, 13 August 1940.

10. News item in the Richmond News Leader, 21 August 1940.

picture of a police escorted convoy of Brooks' trucks arriving with broken windows and dents from the rocks of strikers and pickets.<sup>11</sup>

In the face of these reports, Governor James H. Price, of Virginia, initiated efforts to resolve the existing difficulties. Aided by Dr. John R. Steelman, head of the United States Conciliation Service, Thomas B. Morton, Commissioner of Labor, and John T. Daly, Federal Conciliator, conferences were held with labor and management forces.<sup>12</sup> The Truck Drivers' and Helpers' Local, No. 592, was represented by W. Dan Anderson and other union lawyers.<sup>13</sup>

Finally a temporary agreement was reached. Picket lines were removed at 6:30 o'clock on 23 August 1940.<sup>14</sup> Under the agreement, union men were to accept freight indiscriminately. Also, the agreement provided:

1. All companies now having contracts with the union begin negotiations at once on their new contracts. (The present contracts end Saturday at midnight.)

2. The regular process of the law be followed in the adjustment of all grievances and disputes which have been presented during negotiations of the past week.

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11. News item in the Richmond News Leader, 22 August 1940.  
 12. News item in the Richmond News Leader, 19 August 1940.  
 13. Interview with John Grigsby, Legal Staff, Brooks Transportation Company, Incorporated, 12 January 1956.  
 14. Interview with R. T. Mann, 6 May 1956.



3. All members of the union now out on strike are to be returned to work immediately, and are to be reinstated to their former position in each of the respective companies where they have been employed with the same status as that which they enjoyed prior to the strike. 15

The strike was settled for Brooks Transportation Company, but it continued for weeks with numerous other companies in Virginia.<sup>16</sup>

Peace reigned over the union-company scene for six years, but was interrupted by trouble from the outside. In 1946 efforts were made to unionize the Richmond Dry Goods Company of Richmond, Virginia, and on 6 April 1946, a strike followed. The Richmond Times Dispatch reported: "ninety-five percent of the city's freight is now at a standstill."<sup>17</sup>

Again the union insisted that Brooks Transportation Company, and other trucking companies, refuse to cross the picket lines of the Richmond Dry Goods Company. Again a complaint was filed, this time by the Richmond Dry Goods Company, with the State Corporation Commission.<sup>18</sup> In a

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15. News item in the Richmond News Leader, 24 August 1940.

16. Interview with C. Fair Brooks, 6 May 1956.

17. News item in the Richmond Times Dispatch, 10 April 1946.

18. Case No. 8512, State Corporation Commission, 11 September 1946, Richmond Dry Goods Co., Incorporated - Complainant, Vs. Brooks Transportation Company, Incorporated, and Richmond-Harrisonburg Freight Lines, Incorporated - Respondents.

report of the Commission on 11 September 1946 the ruling was:

... the Commission ... finds that the respondents herein have failed or refused to pick up and transport intrastate freight tendered by the complainant herein and to deliver intrastate freight consigned to the said complainant; that the defenses asserted by way of answer to the complaint of Richmond Dry Goods Company, Incorporated, heretofore filed herein and constituting the basis for this proceeding, to the effect that by virtue of the terms and conditions of Section 7(g) of a certain agreement or contract made and entered into under date of August 31, 1943, by and between Richmond-Harrisonburg Freight Line, Incorporated and the International Brotherhood of Teamsters, Chauffers, Warehousemen and Helpers of America, Local No. 592 of Richmond, Virginia, in the case of Richmond-Harrisonburg Freight Line, Incorporated, and by virtue of terms and conditions of Section 7 (i) of a certain contract or agreement made and entered into under date of September 1, 1945, by and between Brooks Transportation Company and Teamsters, Chauffers, Warehousemen, and Helpers of America, Local No. 592, in the case of Brooks Transportation Company, Incorporated, the said respondents are unable to pick up and/or transport the intrastate freight of the complainant, are insufficient in law inasmuch as the terms and conditions of the aforesaid sections of the aforesaid agreements or contracts contravene the laws of the State of Virginia relating to Common Carriers by Motor Vehicle and therefore are illegal and void; that the failure of the respondents to pick up and deliver intrastate freight tendered by the complainant and to transport and deliver intrastate freight

consigned to the complainant constitutes unjust discrimination against such complainant and, as a consequence thereof, said respondents have violated the requirements of Section 4097y (13) (d), Title 36 of Michie's Code, 1942; accordingly,

IT IS ADJUDGED, ORDERED AND DECREED that Richmond-Harrisonburg Freight Line, Incorporated and Brooks Transportation Company, Incorporated, be and they hereby are, directed to forthwith cease and desist from the practices complained of herein and that the said respondents be, and they hereby are, directed to provide service to the general public of the Commonwealth of Virginia without discrimination, preference or advantage to anyone, all in accordance with and pursuant to requirements of the laws of the Commonwealth of Virginia; . . . 19

After receiving the ruling of the State Corporation Commission, the union leaders and the management of Brooks Transportation Company met to discuss the provisions of a new contract and to settle their differences which had arisen during the strike.

Both sides made concessions. The union demanded overtime after eight hours and a guaranteed forty-eight hours pay per week. Brooks agreed to guarantee forty-eight hours per week, but all overtime was to be cut out. This guarantee

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19. Ibid.

20. Interview with John Grigsby, 12 January 1956.

21. Records on file in the office of John Grigsby, 8 North 8th Street, Richmond, Virginia.

applied only to the regular employees.

Since this small period marked by strikes, there have been incidents of disagreement and requests by labor, but all have been resolved through labor-management meetings and conferences, leaving generally a feeling of good-will between the executive division of the Brooks' companies and the unions with which they work.

In the field of personnel management, Brooks companies have established a most credible record. In 1953 there were over seven hundred employees in the organization. In Virginia alone there were one hundred seven, who had served with the company five years and more, one hundred twelve, ten years and more, and fifty six, fifteen years and over.<sup>22</sup> This large organization of employees requires a payroll of \$3,400,00.00,<sup>23</sup> making it one of the largest staffs employed in the truck transportation business in the South.

The Richmond News Leader remarked in a news story of the President, C. Fair Brooks:

Everybody from top to bottom, calls the president by his chosen name, Fair. Some of them get formal to the extent of "Mr. Fair."<sup>24</sup>

The members of the Brooks force respect their boss as a man who has rolled up his sleeves to fight in the lusty days past of the trucking industry and a man who can represent them with dignity today as the industry has matured.

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22. Records on file, Brooks Transportation Co., Inc.; See Appendix C.

23. Records on file, Brooks Transportation Co., Inc.

24. Richmond News Leader, 19 April 1955.

Working with an understanding of the general drives that motivate human beings to action and the individual differences that set them apart, has won a high degree of loyalty to the firm. To aid the employees Brooks has instituted a retirement program which will enable the employees, who have worked with the company for a period of five years or more, to retire at the age of sixty-five. This retirement fund is maintained partly by the employees and partly<sup>25</sup> by the company.

Through the Metropolitan Life Insurance Company, Brooks has all of its employees insured. The union employees do not derive benefit from this plan, however, because all union personnel is cared for in cases of illness, accident, and death through the Union Welfare Fund. Brooks pays directly to the unions a proportionate share for the care of his<sup>26</sup> union employees.

It is seldom that any project has the cooperation of all of the members of a company, especially one with over seven hundred employees. However, there was one hundred per cent participation of all the employees in the project - "a gift for the boss,"<sup>27</sup> An article in January, 1955, in the Richmond News Leader stated:

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25. Interview with G. E. Malone, Assistant Secretary and Treasurer, Brooks Transportation Co., Inc., 11 May 1956.  
 26. Interview with R. E. Mann, 1 April 1956.  
 27. Interview with R. E. Mann, 11 May 1956.

A portrait of C. Fair Brooks, president of Brooks Transportation Company, Brooks Transfer and Storage Company and Brooks Warehouse Corporation, was presented to him by employees of the companies today to mark the seventy-fifth anniversary of the founding of the enterprise from which the three firms grew.

It was presented by Vice-President R. Dan Jones in brief ceremonies at the main terminal and offices of the companies at 1301 North Boulevard. 28

This presentation of the portrait not only marked the seventy-fifth anniversary of the founding of the company, but was a "token of the admiration, esteem, and appreciation of the employees for their employer."<sup>29</sup>

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28. Richmond News Leader, 12 January 1955, p. 12.

29. Interview with R. Dan Jones, Vice President, Brooks Transportation Co., Inc., 3 March 1956.



C. FAIR BROOKS  
PRESIDENT



C. FAIR BROOKS, JR.  
VICE - PRESIDENT

## CONTINUED GROWTH

One of the most recent introductions into the Brocks' trucks was the two-way radio. On top of the water tank, used for a fire-prevention sprinkler system, located at the rear of the main terminal building, has been installed the radio antenna. A pair of telephone wires have also been installed from the base station unit to the dispatch office and tied to the remote control unit for the dispatching of vehicles. This system gives good coverage to trucks in Petersburg, Hopewell, and Ashland, Virginia. The base station has an output of sixty watts, while the mobile units have an output of forty watts. The twenty units which were installed were designed to promote better customer relations, better supervision of drivers, and an increased operating efficiency. All persons concerned with local delivery are fully aware of each other's activities, which steps up the operating efficiency.

Already, after a short time in operation, the radio system has united local delivery personnel into a compact working unit, has prevented driver isolation, has made it easier to receive answers and decisions, and has cut down



aimless driving and waiting. Also, mechanical breakdowns are taken care of much faster, and because the dispatcher is in constant touch with the drivers, parked or enroute, it is much easier for him to combine pickups and deliveries, effecting maximum efficiency in operation.<sup>1</sup>

Within a year's span, the company has purchased fifty diesels at a cost of over one-half million dollars. Modern equipment for better service continues to keep Brooks one of the leaders in the trucking industry.<sup>2</sup>

"A truck for every need" is more than a slogan. It is a statement which quickly emphasizes the degree to which modern industry, business and consumers have become dependent upon the motor truck to meet the daily transportation requirements of a complex and ever expanding economy. Three out of every four tons of freight carried in the United States are moved by truck.<sup>3</sup> To keep pace with this growth, tractor and trailer designs are continually being improved, which means better service to the customers and more efficient operations. Terminal operations are being mechanized as are accounting departments. Thus operations are being speeded up and availability of equipment greatly increased.

1. Personal interview with R.T. Mann, 18 December 1956.

2. Personal interview with C. Fair Brooks, 18 December, 1956.

3. Common Sense in Highway Taxation (Washington, D.C.: American Trucking Associations, Inc., 1954), p. 1 (A statement submitted to the Committee in Interstate and Foreign Commerce, U.S. House of Representatives.).

Such developments are not only resulting in reduced costs but, also, the improved service makes truck transportation more attractive to the shippers.

Keeping pace with the expanding economy, the developments in equipment and techniques, and the demand for daily, fast freight is Brooks in transportation and warehousing.

**THE APPENDIX**

APPENDIX A  
ARTICLES OF ASSOCIATION  
of

BROOKS TRANSPORTATION COMPANY, INCORPORATED

This is to certify that we do hereby associate ourselves to establish a corporation under and by virtue of Chapter 150 of the Code of Virginia for the year 1919 and the Acts of Assembly amendatory thereof and supplemental thereto for the purpose of purchasing, leasing, constructing, maintaining and operating a system of transportation by motor driven vehicles and for that purpose we do execute these articles of association under the corporate name hereinafter mentioned and do present the same for filing and recording.

-A-

The name of the corporation is to be BROOKS TRANSPORTATION COMPANY, INCORPORATED.

-B-

The place in this State in which the principal office of the corporation will be located is Richmond, Virginia.

-C-

The purposes for which the corporation is formed and the powers which, in addition to those possessed by corporations generally, it shall have, are as follows:

1. To own and operate motor vehicles for the transportation of tangible personal property of every kind and character which may be included in freight or express service, over, upon and along such of the highways and public roads in the State of Virginia, and over, upon and along such of the streets of various towns and cities in Virginia,

as it may be authorized to operate over, upon and along by certificates of public convenience and necessity issued from time to time in accordance with law by that department of government of the Commonwealth of Virginia having power to grant permission to operate motor driven vehicles over the public highways of Virginia for the transportation of property for compensation; and,

2. To own and operate motor vehicles for the transportation of tangible property of every kind and character which may be included in freight or express service, over, upon and along such of the highways and public roads and over, upon and along such of the streets of various cities and towns of States of the Union other than Virginia as it may be authorized to operate over and upon by the laws of such States or by Acts of the Congress of the United States; and,

3. To engage in both intrastate and interstate commerce when lawfully authorized so to do and generally to operate over such routes within and without the State of Virginia as it may be authorized to operate over by certificates of public convenience and necessity or by other proper evidences of lawful authority issued from time to time in accordance with law; to charge and receive compensation for such transportation at such rates as it shall be lawfully authorized to charge and receive; and,

4. To purchase, lease and/or otherwise acquire all such buses, automobiles, trucks and other motor driven vehicles, equipment, tools, material, supplies and parts as may be useful or necessary in the operation and conduct of the business of the corporation; to employ all servants and agents who may be desired or needed in the conduct of the

business of the corporation; to contract and be contracted with for the purchase, lease or hire of all such rights, leases, licenses, franchises, certificates or permits and such vehicles, equipment, parts and materials as the said corporation may find useful for its purposes; to erect, purchase, lease and maintain such grounds and buildings as the corporation may need for garages, shops, storage rooms, offices, depots, waiting rooms and terminal facilities or other purposes as the corporation may desire; and,

5. To acquire by purchase or otherwise and bonds of securities or shares of the capital stock of other corporations or associations, whether foreign or domestic and to sell, assign or pledge any such bonds, securities or stock; and,

6. To acquire by purchase or otherwise the good-will, business, property rights, franchises and assets of every kind or any person, firm, partnership or corporation operating or authorized to operate motor vehicles for the transportation of property over the improved highways of Virginia or any other State of the Union and to operate the same as a going concern or otherwise; and,

7. This corporation shall have power to purchase, receive and have shares of the capital stock of other corporations or other evidence of interest in them and by its duly authorized agent or agents to vote such stock at any meeting of the stockholders of such other corporations or any of them and to take any other such action as a stockholder in such corporations or any of them that a private or natural person may lawfully take; and,

8. Acting through its Board of Directors, this corporation shall have power to make ordinances, regulations and by-laws not inconsistent

with the Constitution or laws of the United States or of the Commonwealth of Virginia or with these articles of association fixing and altering the number of its directors and the division of the same, if desirable, into classes, fixing their powers and duties, the duration of the terms of the several officers and directors of the corporation for the certification and transfer of its capital stock for the calling and holding of meeting of stockholders and directors and generally for the government of all under its authority and for the management of its estates and the due and orderly regulation and conduct of its affairs.

9. This corporation shall have and exercise and enjoy any and all rights, powers, privileges and immunities which are given to similar corporations by the laws of the Commonwealth of Virginia or by the laws of any other State or States in which this corporation may do business, as now existing or as hereafter enacted and to do any and all acts that may be reasonably necessary, proper or convenient for the execution of the powers, rights, privileges and purposes of this corporation.

10. The corporation in its by-laws or by resolution of its stockholders or directors, shall have the right to prescribe reasonable rules and regulations subject to which the right to inspect the books and accounts of the corporation may be exercised by the stockholders conformable to the laws of the state of Virginia.

11. It is hereby expressly provided that the objects, purposes and powers specified and contained in this article C of these articles of association shall be in no wise limited or restricted by reference

to or inference from the terms of any other article or part thereof included in these articles of association and that the enumeration herein or specific objects, purposes and powers shall be construed to be in furtherance of and not to limit or restrict in any manner the general powers of this corporation which are bestowed hereby as well as those powers which are now or may hereafter be conferred by law.

-D-

The duration of the period for the existence of this corporation shall be unlimited.

-E-

The capital stock of this corporation shall be not less than Five Thousand (\$5,000.00) Dollars and not more than Ten Thousand (\$10,000.00) Dollars to be divided into shares of par value of One Hundred (\$100.00) Dollars each.

-F-

The names and residences of the officers and directors of the corporation, unless changed by the stockholders for the first year or until their successors are elected and qualified to manage the affairs of the corporation are as follows:

J. A. Brooks, President, Richmond, Va.

Augusta M. Brooks, Vice-President, Richmond, Virginia

C. Fair Brooks, Secretary-Treasurer, Richmond, Virginia

D I R E C T O R S

J. A. Brooks, Richmond, Virginia

Augusta M. Brooks, Richmond, Virginia



C. Fair Brooks, Richmond, Virginia

Thomas O. Moss, Richmond, Virginia

D. F. Tucker, Richmond, Virginia

J. A. Brooks (SEAL)

Augusta M. Brooks (SEAL)

C. Fair Brooks (SEAL)

Thomas O. Moss (SEAL)

D. F. Tucker (SEAL)

STATE OF VIRGINIA,

CITY OF RICHMOND, To-wit:

I, Frances Porter Wright, a Notary Public of and for the City aforesaid State of Virginia, do certify that J. A. Brooks, Augusta M. Brooks, C. Fair Brooks, Thomas O. Moss and D. F. Tucker, whose names are signed to the writing above, bearing date upon the 30th. day of November, 1931, have acknowledged the same before me in my City aforesaid.

Given under my hand this 30th. day of November, 1931,

My Commission expires upon the 31st. day of May, 1933.

Frances Porter Wright  
Notary Public.

COMMONWEALTH OF VIRGINIA

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Department of the State Corporation Commission

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City of Richmond, 11th day of February, 1935

The accompanying certificate for an amendment to the charter of the Brooks Transportation Company, Incorporated, signed in accordance with law, by ----- J. A. Brooks ----- its President under the seal of said corporation, attested by ----- C. Fair Brooks, ----- its Secretary, and duly acknowledged by them, having been presented to the State Corporation Commission, and the fee, if any, required by law having been paid, the State Corporation Commission having examined said application, now declares that the Brooks Transportation Company, Incorporated, has complied with the requirements of law, and is entitled to the amendment or alteration of its charter set forth in said application. Therefore, it is ordered that the charter of the Brooks Transportation Company, Incorporated, a corporation created by the State Corporation Commission, be and the same is amended and altered in the manner and for the purposes set forth in said application, pursuant to the provisions of law.

The said application, with this order, is hereby ordered to be admitted to Record  
 (SEAL)  
 Attest:

Thos. W. Ozlin  
 \_\_\_\_\_  
 Chairman

H. W. Atkinson  
 \_\_\_\_\_  
 Clerk of the Commission

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-2-

COMMONWEALTH OF VIRGINIA,  
Office of the State Corporation Commission.

In the CITY OF RICHMOND, THE 11th day of February, 1935

The foregoing amendment to the charter of Brooks Transportation Company,  
Incorporated was this day received and duly admitted to record in this  
office according to law.

STATE CORPORATION COMMISSION,

By: Thos. W. Ozlin

Chairman

Attest:

N. W. Atkinson

Clerk of the Commission

COPY

## C E R T I F I C A T E F O R A M E N D M E N T

TO THE ARTICLES OF ASSOCIATION OF BROOKS TRANSPORTATION COMPANY,  
INCORPORATED.

WHEREAS, Brooks Transportation Company, Incorporated, a corporation created under and by virtue of the laws of the Commonwealth of Virginia, desires to have its articles of association amended as hereinafter set out; now, therefore, to that end, I, J. A. Brooks, President of said corporation, under the seal of the corporation attested by the Secretary thereof, do hereby certify as follows:

FIRST: That on the 28th day of December, 1934, after due notice to all the directors of the corporation, there was held in the office of the corporation at 122 1/2 W. Broad Street, Richmond, Virginia, a meeting of the Board of Directors of the corporation, at which meeting all of the directors were present, and unanimously passed the following resolution declaring that such amendment is advisable;

WHEREAS, in the best judgment of this Board of Directors, it is deemed advisable to so amend the articles of association of Brooks Transportation Company, Incorporated as to increase the maximum authorized capital stock of the corporation from \$10,000.00 to \$100,000.00:

BE IT RESOLVED: That Article II of the articles of Association of Brooks Transportation Company, Incorporated, be amended so as to read as follows:

-E-

"The capital stock of this corporation shall be not less than \$5,000.00 and not more than \$100,000.00 to be divided into shares of the par value of \$100.00 each".

And the said Board of Directors thereupon passed a further resolution ordering a meeting of the stockholders to be called for on the 11th. day of January, 1935, to be held in the office of the corporation at 1224 W. Broad Street, Richmond, Virginia, at 10 o'clock A.M. to take action upon the foregoing resolution proposing to amend the articles of association of the corporation.

SECOND: That on the 11th. day of January, 1935, there was held in the principal office of Brooks Transportation Company, Incorporated, at 1224 West Broad Street, Richmond, Virginia, at 10 o'clock A.M., a meeting of the stockholders of the corporation, after ten days notice to all the stockholders, by mailing the same as required by law, such notice stating the time and place and object of the meeting; that at said meeting there were represented by proxy 100 shares out of a total of 100 shares of each class of stock issued and outstanding having voting powers. That the foregoing resolution, adopted by the Board of Directors and proposing to amend the articles of association of the corporation in the manner hereinbefore set out, was in terms laid before the stockholders meeting and was adopted by a vote of 100 shares, that number being all of the shares of this corporation having voting powers.

THIRD: That the proceedings of said meeting were duly entered on the minutes of the proceedings of the stockholders.

Therefore, this certificate is now signed by J. A. Brooks President of Brooks Transportation Company, Incorporated, aforesaid, with its corporate seal hereto affixed, attested by C. Fair Brooks, its Secretary this 8th day of February, 1925.

J. A. Brooks  
President of Brooks Transportation Company,  
Incorporated

(CORPORATED SEAL)

Attest:

C. Fair Brooks

Secretary

City of Richmond, to-wit:

I, Elizabeth Layne, a Notary Public in and for the City aforesaid in the Commonwealth of Virginia, and whose commission of authority expires on the 27th day of March, 1936, do hereby certify that J. A. Brooks, President and C. Fair Brooks, Secretary, whose names are signed to the foregoing writing bearing date on the 8th day of February 1935, have each personally appeared before me in my City aforesaid and acknowledged the same.

Given under my hand this 8th day of February, 1935.

Elizabeth Layne  
Notary Public

Head Quarters 2nd Div. 9th A.C.  
 Burnsville Junction Pa  
 April 13th 1861

certify that W. Brooks 3rd Va Cav.  
 has been recruited not to take up arms  
 against the United States Govt until  
 regularly exchanged

W. Brooks  
 Major 7th Va. Inf.  
 2nd Div. 9th A.C.

Pro Murr's office  
Farmville Va  
April 26<sup>th</sup> 1865

The beaver W Brooks  
has protection for his  
horse for the cultivation  
of his land

By order of  
Wm B Warner  
Capt of Beavers



APPENDIX C

ROSTER OF EMPLOYEES AS OF DECEMBER, 1953  
BROOKS TRANSPORTATION CO., INC.

RICHMOND

Name	Serving with Brooks	Name	Serving with Brooks
W.J.Anthony . . . . .	6 months	J.W.Bellbaum . . . . .	3 years
James A.Archer . . . . .	2 years	Lottie M.Belvin (Mrs.) . . . . .	3 years
Jeanette T.Ashby . . . . .	5 years	J.R.Belvin . . . . .	1 month
Katherine J.Ashby . . . . .	9 months	Julius V.Benner . . . . .	6 months
W.B.Ashworth . . . . .	5 years	I.G.Bennett . . . . .	25 years
C.H.Atkins . . . . .	14 years	Alexander Bentley . . . . .	10 years
W.W.Atkins . . . . .	25 years	Bernice A.Berger . . . . .	9 months
H.J.Ayers . . . . .	19 years	E.M.Berry . . . . .	2 years
William E.Baber . . . . .	6 months	Robert S.Bigger . . . . .	2 years
Linnie F.Bailey (Mrs.) . . . . .	3 years	T.B.Bigger . . . . .	3 years
M.P.Bailey . . . . .	3 years	F.H.Birdsong . . . . .	8 months
F.O.Baird . . . . .	20 years	E.L.Boardman . . . . .	4 years
E.A.Baldwin . . . . .	17 years	Melvin Booker . . . . .	28 years
R.M.Baldwin, Jr. . . . .	16 years	Thomas Booker . . . . .	19 years
Kemper Banks . . . . .	2 years	Alec Booker . . . . .	37 years
E.N.Barnette . . . . .	10 years	Howard E.Boyd . . . . .	1 year
Lucian R.Battle . . . . .	1 year	Robert Broadhus . . . . .	1 year
William Battle . . . . .	2 years	C. Fair Brooks . . . . .	31 years
O.L.Baughan . . . . .	15 years	C. Fair Brooks, Jr. . . . .	7 years
U.S.Beale . . . . .	4 years	James P.Brooks . . . . .	1 year
H.R.Beasley . . . . .	9 months	R.B.Brooks . . . . .	8 years
T.D.Beasley . . . . .	1 year	William M.Brooks . . . . .	9 years

-2-

Name	Serving with Brooks	Name	Serving with Brooks
A.C.Brown . . . . .	5 years	J.W.Combs . . . . .	14 years
J.H.Brown . . . . .	11 years	Shady V.Combs . . . . .	23 years
William A.Brown . . . . .	21 years	Thomas O.Crenshaw . . . . .	5 years
Robert L.Bryant . . . . .	3 years	M.L.Creps . . . . .	20 years
Herbert A.Burrell . . . . .	6 months	Lafayette A.Cridlin(Mrs.) .	13 years
A.L.Butcher . . . . .	6 years	R.S.Cridlin . . . . .	13 years
Marvin Byrd . . . . .	3 years	Louise Crump . . . . .	1 year
Bernice K.Caldwell (Mrs.) .	5 years	J.R.Gundiff . . . . .	1 year
W.M.Campen . . . . .	7 years	Michael D'Abate . . . . .	8 years
Ann L.Caravati . . . . .	2 years	B.F.Dalton . . . . .	11 years
Carroll O.Carter . . . . .	4 months	Genevieve M.Dalton(Mrs.) .	3 years
D.E.Cashwell . . . . .	3 months	J.L.Dalton . . . . .	11 years
W.B.Chancellor . . . . .	20 years	J.B.Daniel . . . . .	14 years
W.F.Chapin . . . . .	3 years	I.F.Davenport . . . . .	8 years
W.E.Chesson, Jr. . . . .	6 years	Alvin C.Davis . . . . .	12 years
L.R.Chester . . . . .	5 years	McKinley Davis . . . . .	12 years
J.R.Childs . . . . .	1 year	C.D.Dickerson . . . . .	17 years
Leroy Christian . . . . .	3 years	H.A.Dickerson . . . . .	3 years
Robert Clarke . . . . .	7 years	H.B.Dickerson . . . . .	5 years
H.L.Clements . . . . .	6 months	Wm.H.Dickerson . . . . .	21 years
R.S.Clemmons . . . . .	15 years	B.L.Dillard, Jr. . . . .	21 years
Mary G.Coats . . . . .	19 years	Connie M.Doggett (Mrs.) .	1 year
C.A.Coburn . . . . .	1 year	Banks Douglas . . . . .	2 years
Charles P.Cole . . . . .	14 years	H.D.Downs . . . . .	1 year

-3-

Name	Serving with Brooks	Name	Serving with Brooks
Minnie M. Doyle (Mrs.)	17 years	Charles B. Hairston	2 years
P. W. Duke	9 months	Freddie L. Hall, Sr.	2 years
W. A. Dyson	15 years	John Hall	1 year
L. E. Edenton	9 months	Randolph B. Hall	11 years
James Edmondson	11 years	Allen Hamilton	1 month
Lois E. Edwards (Mrs.)	10 years	R. P. Hannah	19 years
Robert H. Edwards	2 years	J. W. Harden	6 years
Charles T. Farish	5 years	C. T. Harper	17 years
G. C. Ferneyhough	20 years	Eugene F. Harris	11 years
Roger Fields	2 years	N. L. Harris	3 years
Roger Fields, Jr.	6 months	T. C. Harris	24 years
Angeline M. Finnerty (Mrs.)	5 years	W. B. Harris	7 years
J. A. Flinn	3 years	W. F. Harris	11 years
E. A. Flippen	21 years	J. A. Harrison	7 years
V. Allen Fones	13 years	Robert A. Haskins	7 years
Ralph H. Freeman	4 years	G. W. Hatcher	7 years
J. W. Fugett	1 year	H. M. Hawkins	3 years
K. L. Gammon	2 years	Evelyn V. Haycox	2 years
J. E. Gillispie	14 years	James A. Hayes, Jr.	3 months
T. D. Glenn	17 years	Edna S. Hemp (Mrs.)	2 years
P. J. Gonnella	10 years	J. C. Henderson	1 year
E. Graham	1 year	S. L. Henderson	6 years
C. W. Griffin	1 year	Oliver P. Henry	1 year
G. L. Hagen	3 years	Eugene H. Henshaw	4 years

-4-

Name	Serving with Brooks	Name	Serving with Brooks
Edith M.Hensley . . . . .	3 years	William I.Johnson,III . . . . .	1 year
Alvin Herring . . . . .	10 years	W.Y.Johnson, Jr. . . . .	7 years
H.B.Hester . . . . .	21 years	Donald Jonathan . . . . .	6 months
Norma G.Hester . . . . .	10 years	Albert Jones . . . . .	10 years
J.R.Hewitt . . . . .	6 years	A.L.Jones . . . . .	2 years
Edgar Hillard . . . . .	12 years	D.M.Jones . . . . .	1 year
Theodore Hines . . . . .	2 years	R.Dan Jones . . . . .	21 years
Charles E.Hock . . . . .	3 years	W.B.Jones . . . . .	13 years
Charles Hodges . . . . .	9 months	W.M.Kain . . . . .	5 years
F.T.Hohmann . . . . .	12 years	William Kelly . . . . .	1 year
Lucius Holmes . . . . .	16 years	W.B.Kingston . . . . .	3 years
Paul Hoover . . . . .	24 years	L.P.Kirkland . . . . .	4 years
W.P.Houston . . . . .	3 years	G.H.Kirks . . . . .	8 years
Herbert Howell . . . . .	5 years	R.L.Knight . . . . .	4 months
B.L.Howerton . . . . .	19 years	T.C.Koepppe . . . . .	21 years
Carroll B.Jackson . . . . .	3 years	James E.Kuaterer . . . . .	4 months
Charles Jackson . . . . .	2 years	B.A.Lafoon . . . . .	15 years
James Jackson . . . . .	13 years	L.G.Lane . . . . .	17 years
Lynwood Jackson . . . . .	19 years	Eston M.Lanthrip . . . . .	4 months
R.J.James . . . . .	9 years	G.C.Lawrence . . . . .	8 years
P.F.Jenkins . . . . .	19 years	B.O.Leber . . . . .	2 years
E.F.Jeter . . . . .	3 years	W.M.Light . . . . .	17 years
Edward J. Johnson . . . . .	3 years	F.E.Lloyd . . . . .	5 years
Clarence Johnson . . . . .	2 years	E.M.Loftin . . . . .	3 years

-5-

Name	Serving with Brooks	Name	Serving with Brooks
Elvester Long . . . . .	2 years	L.F.Montague . . . . .	19 years
J.K.Lorraine . . . . .	18 years	Dorothy P.Morton (Mrs.) .	5 years
W.A.Loving . . . . .	10 years	E.A.Murray . . . . .	11 years
E.W.Lowry . . . . .	10 years	W.F.Nash . . . . .	9 years
L.R.Lucord . . . . .	8 years	LeRoy Newland . . . . .	19 years
J.E.Maddox . . . . .	8 years	M.J.Newland . . . . .	2 years
G.Edward Malone . . . . .	20 years	Stuart A.Nicely . . . . .	9 months
R.T.Mann . . . . .	21 years	O.L.Nicholas . . . . .	10 years
Joseph R.Martin . . . . .	2 years	S.H.Nicholas . . . . .	8 years
H.A.Mason . . . . .	6 years	R.G.Noland . . . . .	12 years
E.F.Massie . . . . .	18 years	J.W.Nowell . . . . .	3 years
M.T.Massie . . . . .	14 years	H.L.Nunnally . . . . .	3 years
Mary M.Mathewson (Mrs.) . .	3 years	J.E.Oaks . . . . .	1 year
W.C.Matthews . . . . .	2 years	O.J.Oaks . . . . .	7 years
Lyman H.McCauley . . . . .	1 year	J.E.Odom . . . . .	6 months
Dorothy B.McDonald . . . . .	2 years	E.G.Osbourne . . . . .	12 years
Jesse McDonald . . . . .	7 years	R.L.Owen . . . . .	6 months
J.H.McDowell . . . . .	1 year	M.S.Pappas . . . . .	2 years
E.M.McGhee . . . . .	9 months	C.Parker . . . . .	12 years
Lewis Meade . . . . .	10 years	E.L.Payne, Jr. . . . .	6 months
O.R.Meredith . . . . .	2 years	Howard T.Payne, Jr. . . . .	4 months
L.C.Merkel . . . . .	9 years	Helen Y.Pearman (Mrs.) . .	13 years
W.S.Michaux . . . . .	3 years	N.S.Pemberton . . . . .	1 year
James A.Mitchell . . . . .	9 months	Ronald G.Pfaff . . . . .	3 months

-6-

Name	Serving with Brooks	Name	Serving with Brooks
A.C.Pleasants . . . . .	1 year	E.C.Royal . . . . .	4 years
Elijah Pleasants . . . . .	4 years	T.J.Runley . . . . .	18 years
Herman E.Pleasants . . . . .	9 years	D.L.Ryan . . . . .	2 years
Joseph Pleasants . . . . .	3 years	Herbert C.Salyers . . . . .	3 months
William L.Pollard . . . . .	5 months	Pietro Santi . . . . .	31 years
L.L.Potter . . . . .	2 years	M.H.Scott . . . . .	6 years
Beulah M.Price (Mrs.) . . . . .	9 years	C.W.Seal . . . . .	21 years
C.M.Price . . . . .	6 years	Delbert B.Sharpe . . . . .	3 years
Joe Price . . . . .	24 years	I.R.Shorter . . . . .	4 years
Harold Pride . . . . .	2 years	B.F.Shrader . . . . .	11 years
E.M.Purcell . . . . .	19 years	Ralph Simmons . . . . .	1 year
E.C.Quisenberry . . . . .	6 months	K.W.Skinner . . . . .	17 years
J.W.Ragland . . . . .	10 years	T.H.Slater . . . . .	4 years
John Reed . . . . .	1 year	Herbert Smith . . . . .	8 years
C.C.Rice . . . . .	3 years	Sylvester Smith . . . . .	10 years
Annie Richard . . . . .	10 years	T.J.Smith . . . . .	4 years
C.D.Rigsby . . . . .	12 years	T.V.Smith . . . . .	1 year
E.A.Rigsby . . . . .	11 years	E.F.Snead . . . . .	2 years
G.B.Rigsby . . . . .	4 years	Charles C.Snipes . . . . .	3 years
O.K.Roberts . . . . .	3 years	C.G.Speas . . . . .	11 years
J.R.Robertson . . . . .	20 years	R.L.Spencer . . . . .	17 years
Robert Robertson . . . . .	5 years	H.F.Stamey . . . . .	2 years
John T.Robinson . . . . .	10 years	J.T.Staton . . . . .	6 years
Glenn Ross . . . . .	3 months	D.H.Steger . . . . .	8 years

-7-

Name	Serving with Brooks	Name	Serving with Brooks
Hugh Stockdell . . . . .	1 year	S.E.Van Cleef . . . . .	3 years
James T.Stovall . . . . .	.2 months	J.C.Vaughn . . . . .	14 years
Edward Swoope . . . . .	5 years	W.A.Walker, Jr. . . . .	6 years
George M.Tate . . . . .	2 years	W.W.Walsh, Jr. . . . .	17 years
W.H.Tate . . . . .	10 years	Allen Washington . . . . .	3 years
C.E.Taylor . . . . .	6 years	George Washington . . . . .	4 years
H.H.Taylor . . . . .	6 years	L.A.Washington . . . . .	3 months
J.R.Taylor . . . . .	7 years	Sam Washington . . . . .	14 years
Patrick Taylor . . . . .	12 years	Patricia M.Weatherford . . . . .	1 year
Percy Taylor . . . . .	2 years	B.T.Wheat . . . . .	3 years
Joseph Temple . . . . .	1 year	C.M.Wheat . . . . .	2 years
W.T.Terry . . . . .	7 years	Clifton Whitaker . . . . .	1 year
J.R.Thornton . . . . .	1 year	M.W.Whitaker . . . . .	2 years
Daniel Thorpe . . . . .	1 year	Walter A.Wiley . . . . .	3 years
M.L.Thorpe . . . . .	3 years	E.W.Wilkinson . . . . .	20 years
R.O.Tiller . . . . .	19 years	A.J.Williams . . . . .	2 months
Joyce A.Tillman . . . . .	2 years	B.L.Williams . . . . .	14 years
W.L.Tinnell . . . . .	3 years	Callie E.Williams . . . . .	2 years
W.S.Todd (Mrs.) . . . . .	6 months	Edna E.Williams . . . . .	3 years
Ted S.Tower . . . . .	16 years	Robert Williams . . . . .	9 months
Irvin G.Tucker . . . . .	18 years	Walter Williams . . . . .	31 years
H.Tunstall . . . . .	3 years	Ruby N.Wiltshire (Mrs.) . . . . .	5 years
Norman C.Underwood . . . . .	4 months	W.P.Wingfield . . . . .	8 years
Elizabeth B.Upp (Mrs.) . . . . .	12 years	G.A.Wise, Jr. . . . .	1 year

Name	Serving with Brooks
E.W.Wood . . . . .	.12 years
Nedra K.Wood (Mrs.) . . . . .	2 years
J.S.Word . . . . .	1 month
S.R.Worsham . . . . .	9 years
Fred Wyatt . . . . .	2 years

Terminal	No. Employees
Lynchburg	40
Roanoke	44
Washington	29
Baltimore	139
Philadelphia	53
New York	62
Jersey City	72

BROOKS TRANSFER & STORAGE CO., INC. - BROOKS WAREHOUSE CORP.

No. Employees

35



APPENDIX D

REVENUE OF BROOKS

TRANSPORTATION COMPANY, INCORPORATED

OVER A 14 YEAR PERIOD

<u>YEAR</u>	<u>REVENUE</u>
1941	\$2,054,094.01
1942	2,598,267.64
1943	2,924,861.56
1944	2,771,399.51
1945	2,733,726.57
1946	2,286,049.96
1947	3,062,168.85
1948	3,820,331.13
1949	3,616,314.42
1950	4,307,940.22
1951	5,099,514.37
1952	5,520,839.87
1953	5,945,340.79
1954	5,946,375.02

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2. Records on file, Brooks Transportation Co., Inc.

APPENDIX D  
FREIGHT TRANSPORTED BY  
BROOKS TRANSPORTATION COMPANY, INCORPORATED  
OVER A 14 YEAR PERIOD

<u>YEAR</u>	<u>LBS.</u>
1941	328,707,027
1942	406,324,305
1943	467,985,832
1944	438,536,722
1945	423,400,240
1946	328,511,637
1947	382,240,503
1948	439,714,974
1949	464,066,019
1950	568,112,963
1951	640,868,514
1952	633,006,789
1953	640,910,374
1954	647,626,435

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1. Records on file, Brooks Transportation Co., Inc.

## CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC NO. 80382 \*

BROOKS TRANSPORTATION COMPANY, INCORPORATED,  
RICHMOND, VIRGINIA.

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 5,  
held at its office in Washington, D. C., on the 25th  
day of May, A. D., 1942

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so findings:

IT IS ORDERED, That the said carrier be, and it is hereby granted this Certificate of Public Convenience and Necessity, as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as prescribed below:

REGULAR ROUTES:

General Commodities, except those of unusual value, and except dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17, M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading.

Between Richmond, Va., and New York, N. Y.  
as follows:

From Richmond over U. S. Highway 1, via  
Baltimore, Md. to New York (also from

Baltimore over U.S. Highway 40 to junction U. S. Highway 13, thence over U. S. Highway 13 to Philadelphia, Pa., thence over U. S. Highway 1 to New York), (also from Baltimore over U. S. Highway 40 to junction U. S. Highway 130, thence over U. S. Highway 130 to junction U. S. Highway 1, thence over U. S. Highway 1 to New York), and return over these routes to Richmond.

Service is authorized to and from all intermediate points and the off-route points of Quantico, Occoquan, Lorton, Fort Belvoir, Petersburg, Hopewell, Amthill, Camp Lee, The United States Reformatory (near Petersburg), and the Richmond Deep Water Terminal, Va., Dover, Round Brook, Milltown, South River, Matawan, Little Silver, and Red Bank, N. J., Pottstown, Pa., Peekskill, N. Y., those within 30 miles of Columbus Circle, New York, N. Y., those within 25 miles of Philadelphia, Pa., and those within 5 miles of Washington, D. C.

Between Richmond, Va., and Roanoke, Va.:

From Richmond over U. S. Highway 60 to junction Virginia Highway 45, thence over Virginia Highway 45 to Farmville, Va., thence over U. S. Highway 460 to Roanoke, and return over the same route.

Service is authorized to and from all intermediate points; and the off-route points of Altavista, Amelia, Big Island, Buckingham, Burkeville, Crowe, Hugh, and Lexington, Va.

Between Washington, D. C., and Front Royal, Va. as follows:

From Washington over U. S. Highway 211 via Falls Church, Va., to Gainesville, Va., thence over Virginia Highway 55 to Front Royal.

From Washington to Falls Church as specified above, thence over Virginia Highway 7 to Berryville, Va., thence over Virginia Highway 12 to White Post, Va., thence over Virginia Highway 277 to junction U. S. Highway 522, thence over U. S. Highway 522 to Front Royal; and

Return over these routes to Washington.

Service is authorized to and from all intermediate points on the above-specified routes.

Between Washington, D. C., and Staunton, Va.  
as follows:

From Washington over U. S. Highway 211 to junction Alternate U. S. Highway 211, thence over Alternate U. S. Highway 211 to Warrenton, Va., (also from Washington over U. S. Highway 211 to Centerville, Va., thence over Virginia Highway 28 to junction Virginia Highway 295, thence over Virginia Highway 295 to junction U. S. Highway 211, thence over U. S. Highway 211 to junction Alternate U. S. Highway 211, thence over Alternate U. S. Highway 211 to Warrenton), thence over U. S. Highway 15 to junction U. S. Highway 250, thence over U. S. Highway 250 to Staunton;

From Washington over U. S. Highway 211 to junction U. S. Highway 50, thence over U. S. Highway 50 to Winchester, Va., and thence over U. S. Highway 11 to Staunton; and

Return over these routes to Washington.

Service is authorized to and from all intermediate points on the above-specified routes

Between Lynchburg, Va., and Greensboro, N. C.:

From Lynchburg, Va., over U. S. Highway 29 to Greensboro, and return over the same route.

Service is authorized to and from all intermediate points.

Between Richmond, Va., and Winston-Salem, N. C.,  
as follows:

From Richmond over U. S. Highway 360 to Halifax, Va., thence over U. S. Highway 501 to South Boston, Va., thence over U. S. Highway 58 to Danville, Va., (also from Halifax over U. S. Highway 360 to Danville), thence over U. S. Highway 29 to Reidsville, N. C., and thence over U. S. Highway 158 to Winston-Salem, and return over these routes.

Service is authorized to and from all intermediate points.

IRREGULAR ROUTES:

General Commodities, with exceptions as specified above

Between Danville, Va., on the one hand, and on the other, Anderson and Greenville, S. C., and points and places in North Carolina.

Textile, Textile Machinery, tire changes, and chemicals, used in the manufacture of textiles,

Between Washington, D. C., and those points and places on the above-specified regular routes (including off-route points) between Richmond, Va. and New York, N. Y.; Richmond, Va., and Roanoke, Va.; Washington, D. C., and Front Royal, Va.; and Washington, D. C., and Staunton, Va.; which are south of Washington on the one hand, and, on the other, points and places in that part of Maryland bounded by a line beginning at the Maryland-Pennsylvania State Line and extending along U. S. Highway 1 to the District of Columbia-Maryland Line; thence along the District of Columbia-Maryland Line to junction U.S. Highway 240, thence along U.S. Highway 240 to Frederick, Md., thence along U. S. Highway 40 to Hagerstown, Md., thence along U.S. Highway 11 to the Maryland-Pennsylvania State Line, and thence along the Maryland-Pennsylvania State Line to the point of beginning; those in Pennsylvania east and south of a line beginning at the Maryland-Pennsylvania State Line and extending along U. S. Highway 11 to Harrisburg, Pa., thence along U. S. Highway 22 to Easton, Pa.; and those in New Jersey bounded by a line beginning at Phillipsburg, N. J., and extending along the Delaware River to Trenton, N. J., thence along U. S. Highway 1 to junction New Jersey Highway 828, thence along New Jersey Highway 828 to junction New Jersey Highway 28, and thence along New Jersey Highway 28 to the point of beginning, including points and places on the indicated portions of the highways specified.

Floor Coverings

From Lancaster, Pa., to those points and places including the off-route points which are south of Washington, D. C., (other than Richmond, Va.), on the above-specified regular routes between Richmond, Va., and New York, N. Y.; Richmond, Va., and Roanoke, Va.;

Washington, D. C., and Front Royal, Va.; and Washington, D. C., and Staunton, Va.; with no transportation for compensation except as otherwise authorized on return.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

AND IT IS FURTHER ORDERED, That this certificate shall supersede the certificates issued to the above-named carrier under Dockets Nos. MC-80382, Sub 2, and MC-80382, Sub 4, on November 25, 1940 and January 21, 1942, respectively, which are hereby cancelled.

By the Commission, Division 5.

/s/ W. P. Bartel,

Secretary.

(SEAL).

\*This certificate also embraces the operating rights previously granted the above-named carrier under Docket Nos. MC-80382, Sub 1, MC-80382 Sub 2, and MC-80382, Sub 4; the consolidation noted on the order previously issued in this proceeding; and this certificate does not include that portion of the operating rights claimed by applicant and set forth in the IM-1111 order of the Commission, entered in this proceeding August 25, 1939; it having been determined that applicant's rights with respect to said portion can best be ascertained by formal hearing.

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

NO. MC 80382 SUB 5

BROOKS TRANSPORTATION COMPANY,  
INCORPORATED,  
RICHMOND, VIRGINIA

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 5,  
held at its office in Washington, D. C., on the 11th day  
of May, A. D., 1942

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce, as a motor carrier, and the Commission so finding:

IT IS ORDERED, That the said carrier be, and it is hereby granted this Certificate of Public Convenience and Necessity, as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce, shall be as specified below:

General Commodities, except those of unusual value, and except dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 H.C.C. 467, commodities in bulk, and those requiring special equipment, over irregular routes,

Service is authorized to and from the Richmond General Depot, approximately five miles south of Richmond, Va., as an off-route point in connection with said carrier's previously authorized regular route operations.

AND IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority here-



NO. MC 80382 SUB 5

in granted, and that failure to do so shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

By the Commission, Division 5.

/s/ W. P. BARTEL,

Secretary.

(SPAL).

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

NO. MC 80382 SUB 11

BROOKS TRANSPORTATION COMPANY,  
INCORPORATED,  
RICHMOND, VIRGINIA.

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 5,  
held at its office in Washington, D. C., on the 22nd day  
of February, A. D., 1945

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier, and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity, as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

General Commodities, except those of unusual value, and except dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 H.C.C. 467, commodities in bulk, and those requiring special equipment, over regular routes,

Between Charlottesville, Va., and Lynchburg, Va.:

From Charlottesville over U. S. Highway 29  
to Lynchburg, and return over the same route.

Service is not authorized to or from intermediate points.

Between Staunton, Va., and Roanoke, Va.:

From Staunton, Va., over U. S. Highway 11,  
to Roanoke, and return over the same route.

NO. MC 80382 SUB 11

Service is aughorized to and from the intermediate point  
of Lexington, Va.

AND IT IS FURTHER ORDERED, and is made a condition of this  
certificate that the holder thereof shall render reasonably continuous  
and adequate service to the public in pursuance of the authority here-  
in granted, and that failure so to do shall constitute sufficient  
grounds for suspension, change, or revocation of this certificate.

By the Commission, Division 5.

/s/ W. P. BARTEL,

SECRETARY.

(SEAL).

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

NO. MC 80382 SUB 14

BROOKS TRANSPORTATION COMPANY,  
INCORPORATED,  
RICHMOND, VIRGINIA.

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 5,  
held at its office in Washington, D. C., on the 17th day  
of December, A. D., 1947,

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce, as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce, as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce, shall be as specified below:

General Commodities, except those of unusual value, and except dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17, H.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, over alternate regular route for operating convenience only,

Between Charlottesville, Va., and Culpeper, Va.,

From Charlottesville, Va., over U. S. Highway 29 to Culpeper, and return over the same route.

Service is not authorized to or from intermediate points.

NO. MC 80382 SUB 14

AND IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

By the Commission, Division 5.

/s/ W. P. BARTEL

SECRETARY.

(SEAL).

**CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY**

**NO. MC 80382 SUB 18**

**BROOKS TRANSPORTATION COMPANY,  
INCORPORATED,  
RICHMOND, VIRGINIA.**

**At a Session of the INTERSTATE COMMERCE COMMISSION, Division 5,  
held at its office in Washington, D. C., on the 20th day  
of March, A. D., 1952,**

**AFTER DUE INVESTIGATION, It appearing that the above-named  
carrier has complied with all applicable provisions of the Inter-  
state Commerce Act, and the requirements, rules, and regulations  
prescribed thereunder, and, therefore, is entitled to receive  
authority from this Commission to engage in transportation in  
interstate or foreign commerce as a motor carrier; and the  
Commission so findings;**

**IT IS ORDERED, That the said carrier be, and it is hereby,  
granted this Certificate of Public Convenience and Necessity, as  
evidence of the authority of the holder to engage in transportation  
in interstate or foreign commerce as a common carrier by motor  
vehicle; subject, however, to such terms, conditions, and limitations  
as are now, or may hereafter be, attached to the exercise of the  
privileges herein granted to the said carrier.**

**IT IS FURTHER ORDERED, That the transportation service to be  
performed by the said carrier in interstate or foreign commerce,  
shall be as specified below:**

**General Commodities, except those of unusual value, and  
except dangerous explosives, household goods as defined  
in Practices of Motor Common Carriers of Household Goods,  
17, M.C.C. 467; commodities in bulk, and those requiring  
special equipment, over alternate routes for operating  
convenience only, in connection with carrier's present  
regular-route operations between Richmond, Va., and  
Washington, D. C.**

**Between junction U. S. Highway 1 and Virginia Highway  
350 near Woodbridge, Va., and junction Virginia High-  
way 350 and U. S. Highway 1 near the Virginia-District  
of Columbia line;**

**From junction U. S. Highway 1 and Virginia Highway  
350, over Virginia Highway 350 to junction U. S.  
Highway 1, and return over the same route.**

**Between junction Alternate U. S. Highway 1 and U. S.**

Highway 1, north of Fredericksburg, Va., and junction Alternate U. S. Highway 1 and U. S. Highway 1, south of Fredericksburg, Va.:

From junction U. S. Highway 1 and Alternate U. S. Highway 1, over Alternate U. S. Highway 1 to junction U. S. Highway 1, and return over the same route.

Service is not authorized to or from intermediate points.

AND IT IS FURTHER ORDERED, and is made a condition of this certificate, that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

By the Commission, Division 5.

/s/ W. P. BARTEL

Secretary.

(SEAL).

**CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY**

**NO. MC 80382 SUB 19**

**BROOKS TRANSPORTATION COMPANY, INCORPORATED,  
RICHMOND, VIRGINIA.**

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 5,  
held at its office in Washington, D. C., on the 11th day  
of December, A. D. 1953

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so findings:

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

**IRREGULAR ROUTES:**

General Commodities, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment.

Serving the plant site of the Kyanite Mining Corporation near Pamplin, Virginia, as an off-route point in connection with carrier's authorized regular route operations between Richmond and Roanoke, Va.

AND IT IS FURTHER ORDERED, and is made a condition of this certificate, that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute



sufficient grounds for suspension, change, or revocation of this certificate.

By the Commission, division 5.

/s/ GEORGE W. LAIRD  
SECRETARY.

(SEAL).

**CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY**

NO. MC 80382 SUB 20

**BROOKS TRANSPORTATION COMPANY,  
INCORPORATED,  
RICHMOND, VIRGINIA.**

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 5, held at its office in Washington, D. C., on the 14th day of April, A. D., 1953,

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding:

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity, as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

General Commodities, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment, over alternate routes for operating convenience only,

Between Richmond, Va., on the one hand, and on the other, junction U. S. Highways 13 and 40;

From Richmond over U. S. Highway 301 via junction new Washington-Annapolis Highway, to junction U. S. Highway 50 (also from junction U. S. Highway 301 and new Washington-Annapolis Highway over the new Washington-Annapolis Highway to junction U. S. Highway 50), thence over U. S. Highway 50 via the Chesapeake Bay Bridge to Queenstown, Md., thence over Maryland Highway 18 to junction U. S. Highway 213, thence over U. S. Highway 213 to junction Maryland Highway 300, thence over Maryland Highway 300 to the Maryland-Delaware State line, thence over Delaware

Highway 300 to junction U. S. Highway 13, and thence over U. S. Highway 13 to junction U. S. Highway 40, and return over the same route.

Between junction U. S. Highways 50 and 301, on the one hand, and, on the other, Baltimore, Md., with service at the junction of U. S. Highways 50 and 301 for the purpose of joinder only:

From junction U. S. Highways 50 and 301, over U. S. Highway 301 to Baltimore, and return over the same route.

Between junction U. S. Highway 1 and Virginia Highway 207, on the one hand, and on the other, junction Virginia Highway 207, and U. S. Highway 301 at Bowling Green, Va., with service at the last-described junction for purpose of joinder only:

From junction U. S. Highway 1 and Virginia Highway 207 over Virginia Highway 207 to junction U. S. Highway 301, and return over the same route.

Between Washington, D. C., on the one hand, and on the other, junction U. S. Highways 50 and 301, with service at the last-described junction for purpose of joinder only:

From Washington, D. C., over U. S. Highway 50, to junction U. S. Highway 301, and return over the same route.

AND IT IS FURTHER ORDERED, and is made a condition of this Certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

By the Commission, Division 5

/s/ GEORGE W. LAIRD  
ACTING SECRETARY.

(SEAL).

## BIBLIOGRAPHY

### A. BOOKS

Baldwin, James. Richmond. New York: The MacMillan Company, 1950.

Brooks Family Bible. In possession of C. Fair Brooks, Richmond, Virginia.

Childs, V. Gordon. Man Makes Himself. New York: The New American Library, 1952.

Lorant, Stefan. Lincoln. New York: Harper and Brothers, 1952.

### B. BOOKLETS

Common Sense in Highway Taxation. Washington, D. C.: The American Trucking Associations, Inc., 1954.

The Highway Transportation Story. Washington, D. C.: The National Highway Users Conference, 1954.

### C. PERIODICALS

American Trucking Trends. Washington, D. C.: The American Trucking Associations, Inc., 1955; 1956.

### D. UNPUBLISHED MATERIALS

Mann, R.T. Lecture (mimeographed) given for the Industrial Development class, Brooks Transportation Co., Inc., September, 1952.

Strauss, W.A. Lecture (mimeographed) prepared for Brooks Transfer and Storage Co., Inc.

## E. OFFICE RECORDS

- Brooks Transportation Co., Inc., Office Records. On file in Main Office, 1301 North Boulevard, Richmond, Virginia.
- Brooks Warehouse Corporation, Office Records. On file in Main Office, 1224 West Broad Street, Richmond, Virginia.
- Grigsby, John. Office Records. On file in office, 8 North 8th Street, Richmond, Virginia.

## F. NEWSPAPERS

- Daily Progress, Charlottesville, Virginia, 16 August 1940.
- Richmond Times Dispatch, 14 August 1940.
- The Richmond News Leader, 20 August 1935 - 19 April 1955.

## G. PERSONAL INTERVIEWS

- Brooks, C. Fair, President, Brooks' companies.
- Brooks, C. Fair, Jr., Vice-President, Brooks' companies.
- Ferneyhough, G.C., Vice-President in charge of Operations, Brooks Transportation Co., Inc.
- Grigsby, John, Legal Staff, Brooks' companies.
- Jones, R. Dan, Vice-President, Brooks Transportation Co., Inc.
- Kirks, G.H., Freight Supervisor, Brooks Transportation Co., Inc.
- Malone, G.E., Assistant Secretary-Treasurer, Brooks Transportation Co., Inc.
- Hann, R.T., Secretary-Treasurer, Brooks Transportation Co., Inc.
- Strauss, W.A., Vice-President and Manager of Brooks Transfer and Storage Co., Inc.
- Williams, Judge E.W., Executive Secretary, Virginia Highway Users Association.

## H. MISCELLANEOUS

Case No. 8512, State Corporation Commission, 11 September 1946, Richmond Dry Goods Co., Inc. - Complainant, Vs. Brooks Transportation Co., Inc., and Richmond-Harrisonburg Freight Lines, Inc., Respondents.

Certificate of Public Convenience and Necessity.

Confederate Discharge Certificate for J.W. Brooks. In possession of C. Fair Brooks, Richmond, Va.