

University of Richmond

## UR Scholarship Repository

---

Honors Theses

Student Research

---

1-1956

### C. Fair Brooks

Preston W. Doyle  
*University of Richmond*

Follow this and additional works at: <https://scholarship.richmond.edu/honors-theses>



Part of the [History Commons](#)

---

#### Recommended Citation

Doyle, Preston W., "C. Fair Brooks" (1956). *Honors Theses*. 423.  
<https://scholarship.richmond.edu/honors-theses/423>

This Thesis is brought to you for free and open access by the Student Research at UR Scholarship Repository. It has been accepted for inclusion in Honors Theses by an authorized administrator of UR Scholarship Repository. For more information, please contact [scholarshipprepository@richmond.edu](mailto:scholarshipprepository@richmond.edu).

UNIVERSITY OF RICHMOND LIBRARIES



3 3082 01029 0475

C. FAIR BROOKS

---

A Thesis

Presented to

the Faculty of the Department of History

University of Richmond

---

In Partial Fulfillment

of the Requirements for the Degree

Bachelor of Arts

---

by

Preston W. Doyle, Jr.

January 1956

LIBRARY  
UNIVERSITY OF RICHMOND  
VIRGINIA



CHARLES FAIR BROOKS

TABLE OF CONTENTS

CHAPTER	PAGE
INTRODUCTION .....	3
I. YOUTH .....	6
II. EARLY RESPONSIBILITIES .....	10
III. PROGRESS IN THE TRANSPORTATION INDUSTRY .....	14
IV. LEADER IN OUTSTANDING PERSONNEL MANAGEMENT .....	26
V. C. FAIR BROOKS TODAY .....	29
APPENDIX .....	32
BIBLIOGRAPHY .....	58

## INTRODUCTION

"The wheel was the crowning achievement of pre-historic carpentry . . ."<sup>1</sup> Since the discovery of the wheel and its part in revolutionizing transportation for the individual, it has been destined to play a leading role in transportation as an industry.

At the conclusion of the Civil War the era was marked by expansion in industry and agriculture. This expansion was possible through transportation. At the front was the railroad, but the horse and wagon method of transport was behind the scenes, playing an active role, and destined to rise to the front with the introduction of the combustion engine.

---

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

In the South, and in Richmond, Virginia, in particular, the Brooks Transportation Company and the Brooks Transfer and Storage Company has pioneered this field.

At the conclusion of the Civil War, Mr. James W. Brooks was granted permission to return to his home with the horse which he used in the cavalry during the war.

Pro Mar's Office  
Farmville, Va.  
April 26, 1865

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

By order of  
Wm W Warner  
Capt & Pro Mars 2

With this horse Mr. Brooks returned to the war torn area of Richmond and its vicinity. During this period Richmond was rebuilding and this was the place of opportunity. With the horse he began hauling for anyone who needed facilities for transport. Later his labor turned to the transportation of people across Mayo Bridge (14th Street Bridge).

In 1887 Dr. Frank J. Sprague introduced electric<sup>3</sup> street cars. These cars were very successful in operation and this form of passenger transportation soon made obsolete the line which Mr. Brooks had established.

Again he returned to his hauling business.

- 
2. Original Confederate War Discharge Certificate in the possession of C. Fair Brooks.
  3. James Baldwin, Richmond (New York: The MacMillan Company, 1950), P. 28.

Later small delivery trucks were substituted for horses and wagons in local transportation service. Gradually, as the equipment developed in carrying capacity and reliability, and as costs decreased, this method of transportation developed into the fleet of moving vans which go into every section of the United States.<sup>4</sup>

J. W. Brooks was joined in the business by his son, James A. Brooks, who became President when J. W. Brooks died in 1918.<sup>5</sup> In 1922 C. Fair Brooks joined his brother<sup>6</sup> in the business and became Secretary-Treasurer and later, in 1948,<sup>7</sup> became President of the Company. Under his able direction the company has grown and developed and it is this son of the founder, C. Fair Brooks, whose biography is presented.

- 
4. See Appendix A: Articles of Association and Appendix B: Charter from State Corporation Commission.
  5. Family Bible in possession of C. Fair Brooks.
  6. Records on file in main office of the Brooks Transportation Company, Inc., Richmond, Virginia.
  7. Ibid.

## YOUTH

Born at Richmond, Virginia, 9 November 1889,<sup>8</sup> of a family which was pioneering the transportation industry in Virginia, Charles Fair Brooks was reared in the traditions of this outstanding Virginia family.

His father, J. W. Brooks, had begun hauling with the horse granted him at the conclusion of the Civil War<sup>9</sup> and his business had progressed gradually since the first stages of its existence.

The stables for the horses and wagons were located at Laurel and Grace Streets behind the family home. As a boy C. Fair Brooks enjoyed riding in the wagon beside his father who drove these first wagons himself.

---

8. Brooks Family Bible, op. cit.

9. Confederate Discharge, op. cit.



As a youth Fair Brooks enjoyed the out-of-doors. Many a good time he had as a youngster, riding some of his father's horses, although this was usually on holidays, and tramping through the woods with his gun hunting.<sup>10</sup>

In the evenings, before going to bed, he often listened to his mother's stories of her uncle's experiences in the Revolutionary War. These stories have been cherished through the years and the Revolutionary Certificate of Discharge for his great-uncle<sup>11</sup> is displayed with pride in his office.

His formal education began in Miss Turpin's private school at 1028 West Grace Street in Richmond. When the family moved from the corner of Laurel and Grace Streets to Park Avenue and Sheppard Street, he changed schools and attended the Sidney School at Elm and Cary Streets. His education was continued at the Richmond Academy where he studied for two years. Methods of "progressive education had not penetrated the curricula in these schools and discipline was sternly administered with the "3 R's," Latin, higher mathematics, and the classics of American and English literature.

- 
10. Information for this section is from personal interview with Mr. C. Fair Brooks. The exceptions are so stated in footnotes.
  11. Revolutionary Discharge for William Walker is in the possession of C. Fair Brooks.

During the afternoons, after school, his main interest was basketball, until the summer season. Then baseball in the out-of-doors quickly took its place. Neither of these two sports was able to dampen his enthusiasm for horses, especially trotting horses. Good trotters were able to demand hours of his time. From a small boy he had grown up with the care and training of horses and his equestrian knowledge had developed through years of experience. The crowning touch in his success with horses was a deep love for the animals themselves.

In the years 1908, 1909-10, Fair Brooks entered  
12  
the Richmond College, then located at Ryland and Grace Streets. In order to finance his college education, he worked after school cleaning and pressing for the College Pressing Club. During the summer months he worked at the Jefferson Hotel: carrying baggage, running errands, and doing the numerous odd jobs which arose. He remembers the pennies, and a few nickel tips, if the customers bothered to tip at all. There was little time for recreation after finishing the long day at the hotel, but he was never too tired to ride, although it was necessary to go to bed early. His day

---

12. Record of college work in the office of the Registrar, University of Richmond, Virginia.

started at 6:00 o'clock, and being on his feet all day made the time seem twice as long until 6:00 o'clock that night.

It was during this period of his life that he joined the Westminster Presbyterian Church.

### EARLY RESPONSIBILITIES

When Fair Brooks left college, he began to work with his father and brother in the transfer business.<sup>13</sup> Here he remained until 1917.

He remembers that he earned his first fifty cents hauling drunks to the police station.<sup>14</sup>

The year 1917 was marked as a year of decision and change. He met, loved and married Madeline Agnes Heppert and on 4 June 1917 they started their married life by making a honeymoon trip through the Northeast.<sup>15</sup>

---

13. Information from C. Fair Brooks in personal interview.

14. Ibid.

15. Family Bible, op. cit.

In the Richmond Times-Dispatch the account of the wedding was carried in the Society Column:

A pretty wedding took place Monday at noon at the residence of Mr. and Mrs. Joseph Heppert, 906 West Clay Street, when their daughter, Madeline Agnes, became the bride of Charles Fair Brooks, son of Mr. and Mrs. J. W. Brooks, the Reverend Father Dominic of St. Mary's Catholic Church officiating. The bride wore a turquoise suit, black picture hat and corsage of orchids. Only the immediate families were present. Mr. and Mrs. Brooks left for a northern tour. 16

In this year he also accepted the job of managing a lumber company in Nelson County, Virginia.<sup>17</sup>

The company had government contracts to provide lumber for the construction of wooden piers at Newport News, Virginia. The six inch lumber was sixty and seventy five feet in length.

This job called for a man with many varied aptitudes. On one occasion it was necessary to put forty two stitches in a horse, from his hip to his knee, which had been kicked through a barbed wire fence.

---

16. Society Column in the Richmond Virginia Times Dispatch, 6 June 1917.

17. Information in this section is from personal interview with C. Fair Brooks. Other sources stated in footnotes.

To add to the difficulties, this was "Virginia's worst and coldest winter." These conditions necessitated the moving of all lumber via sleds, pulled by horses, to the railroads.

At the conclusion of World War I, the government contracts terminated and his position as manager of the lumber company ended along with it.

Returning to Richmond, Virginia, he found work very scarce during these post-war years. To earn an income he operated a taxi from the Broad Street Railroad Station on West Broad Street.

In 1918 his father, J. W. Brooks, and brother, <sup>18</sup> Claude Melvin Brooks, died. Claude Melvin died of flu during the flu epidemic of World War I. He died at Oswego, New York, on 28 September 1918. The two deaths within the family during the same year was a disturbing and disrupting factor. It was now necessary for the boys to take over the financial responsibilities of the family. Jimmy Brooks, the oldest son, took over <sup>19</sup> his father's transportation business and headed the company alone until 1922, when he was joined in the

---

18. Family Bible, op. cit.

19. Ibid

business by his youngest brother, Charles Fair  
Brooks, as Secretary-Treasurer.<sup>20</sup> The heirs of  
J. W. Brooks inherited their father's business,  
but more important was their inheritance of the  
intangibles from their father; integrity in  
business transactions, sincerity and humility  
in personal associations, and efficiency in  
business supervision. These were the character-  
istics which were to increase business transactions  
to proportions they had never dreamed and endear  
them to their employees.

---

20. Records in Main Office files, Brooks Transportation  
Company, Inc.

PROGRESS IN THE TRANSPORTATION  
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...21

---

21. Richmond News Leader, 20 August 1935, p.4.



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 Fair himself. Often he drove, loaded goods and performed many other necessary duties along with the regular workers.<sup>22</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 supplemented 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 a difficult decision to make but together, James and Fair Brooks turned the last of the Brooks' horses out to pasture and turned 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.

---

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

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 secure.

Roads during this time presented more problems. Lakeside was as far north as was possible on that toll-road. There were four gates, one per mile, and toll was collected at each gate.<sup>23</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.

New York developed as the second branch office because manufactured goods were flowing from the North to the South at a greatly increased rate.

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,

---

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

24

Maryland, and Philadelphia, Pennsylvania.

During these early days of the company's development, there was a great deal of red tape in the form of reports, registrations, records and the like. 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.

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 which was to later be the main office for the Brooks Transfer and Storage Company, Incorporated.

In 1937 the present main office for the Brooks Transportation Company, Incorporated, was purchased.

---

24. Ibid.

25. Ibid.

26. Ibid.

27. Ibid.

28. Ibid.

29. Ibid.

The location of this huge structure was on North Boulevard, Richmond, Virginia, (1301 North Boulevard as the streets of Richmond, Virginia, are presently 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 piece of land and such large and adequate buildings, it required a great deal of forethought, speculation, and almost an adventurous 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 to this problem and a great deal of speculation on 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, Jimmy Brooks and his brother, Fair, agreed on the old saying; "Nothing ventured; nothing gained."

---

30. Personal interview with C. Fair Brooks.

31. Ibid.

This building 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 to house the expanding<sup>32</sup> facilities.

In 1931 the Brooks Transportation Company, In-<sup>33</sup>corporated was formed. This branch started with two trucks which operated between Richmond and New York. Gradually business grew and the facilities expanded to meet the growing needs. Tobacco firms began to give business to the company for the transportation<sup>34</sup> of cigarettes and other tobacco products. In addition, many other accounts were acquired at this time from duPont Corporation, Cellanese Corporation, The Bemberg<sup>35</sup> Corporation and much general freight.

During World War II, the bulk of 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 vicinity. Large allotments of explosives were handled by the company for

---

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

33. Ibid.

34. Ibid.

35. Ibid.

delivery to secret bases along the Atlantic Coast.<sup>36</sup>

During this period of prosperity Mr. Fair Brooks had to handle the reins of the huge companies alone.

His brother, James A. Brooks, died in 1948.<sup>37</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...<sup>38</sup>

The Brooks leadership continued, however, with C. Fair Brooks as president. 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>39</sup>

Much of the success of the company is because of its superior equipment and maintenance. The company

---

36. Records on file in office of Secretary-Treasurer, Brooks Transportation Company, Inc.

37. Brooks Family Bible, op. cit.

38. Richmond News Leader, 19 April 1954, p. 8.

39. Richmond News Leader, 20 August 1935, p. 4.

today operated 735 pieces of equipment, with hundreds  
40  
on the road every hour. Fair Brooks will not tolerate  
faulty equipment. To be certain that their equipment  
is always in the best shape, the company maintains a  
huge repair shop at the main terminal in Richmond. The  
shop, over a city block long, has all the modern equip-  
ment and supplies that any garage needs. A staff of  
mechanics is always on hand to inspect and repair trucks.  
Here the trucks are checked and repaired after every trip.  
At the end of a certain period every truck is completely  
overhauled and all defects repaired. Every truck is  
also washed, greased, and oiled at the same plant.  
A large paint shop, supervised by the best painters  
available, is another feature of the shop. After a  
truck has made the rounds in this shop it is certain to  
be in the best shape possible for giving good performance.

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. 41

---

40.\* Personal interview with R. T. Mann, Secretary-Treasurer  
of Brooks Transportation Company, Inc.

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

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 company maintains its own gas station and offices. These gas stations are kept so that the company can continually check on the consumption of each truck to be sure that it operates at par. Only the most orderly offices are tolerated at these terminals. Each department is supervised by a special man familiar with his line of work. Included in these departments are such sub-departments as correspondence, billing, shipping, and other major lines. Under the heads of these departments the remainder of the office staff works. Constant touch is kept between terminals by use of the teletype machine. Road supervisors are usually kept on the road constantly to check on the trucks and see that they are moving swiftly according to plan. A crew of mechanics is always kept ready in case of the breakdown of trucks. All of this aids the company to run smoothly without delay.

The Warehouse Corporation maintains three warehouses for the storage of household and other goods. These warehouses are usually filled. 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 the goods are stored in proper fashion. 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 their 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 line of work. An example of the confidence placed in their hands took place in the summer of 1942. The corporation was given the job of crating a large number of desks, chairs, and other office equipment by the government for shipment to  
42  
Iceland.

The Transfer and Storage Company today operates the  
43  
"largest fleet of moving vans in the South." Their vans

- 
42. Records on file in main office, Brooks Warehouse Corporation.
43. Lecture given by R. T. Mann, Industrial Development Class, Brooks Transportation Company, Inc., September 1952.

are all modern waterproof, dustproof padded vans. A number of these moving vans have historical scenes of Virginia painted on the sides by Otto Meuller.<sup>44</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,<sup>45</sup> on the 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<sup>46</sup> of the work was turned over to the company. The organization also had a big part in other decentralization movements from Washington, D. C. In this connection, the company again shared in the important job of moving the United States Antiaircraft Command to Richmond,<sup>47</sup> Virginia. 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 nation-wide

---

44. Personal interview with R. T. Mann, op. cit.

45. Ibid.

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

47. Ibid.

associations. These associations are United Van Lines, The American Trucking Associations, Inc., (ATA) the National Furniture Warehouseman's Association, and the Virginia Highway User's Association, Inc., an affiliate of ATA.<sup>48</sup>

The concern today employs in all three of its branches over 500 men and women.<sup>49</sup> This is quite an advancement over the staff of one man who formerly supervised the business in its first days. During 1942 it handled over 406,000,000 lbs. of freight and did over two and a half million dollars worth of work.<sup>50</sup> In 1954 the payroll was \$3,400,000.<sup>51</sup>

Brooks companies look forward to many more years of useful service. Much of this was mentioned during the Zain ad-writing campaign when writers expressed in highly favorable terms just how well this firm has carefully and quickly rendered service throughout all these years. Many of the writers have had this firm move many precious articles for them and write from experience.<sup>52</sup>

---

48. Ibid.

49. Ibid.

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

51. Ibid.

52. Richmond News Leader, 19 April 1954, p. 8.

LEADER IN OUTSTANDING PERSONNEL MANAGEMENT

During the ceremony at the main office of the Brooks Transportation Company, Incorporated, marking the seventy-fifth anniversary of the founding of the firm, Mr. Dan Jones, Vice-President of the companies, presented Mr. C. Fair Brooks with his portrait, "as a token of the high esteem of your employees."<sup>53</sup>

The Richmond News Leader stated:

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

---

53. Personal interview with R. Dan Jones, Vice-President, Brooks Transportation Company, Inc.

main terminal and offices of the companies at 1301 North Boulevard.<sup>54</sup>

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 and appreciation of the employees for their employer, Fair Brooks.

The maintenance of "outstanding employer - employee relationships has been one of the outstanding features<sup>55</sup> in the Brooks firm through the years." This has been such an outstanding relationship that the Richmond News Leader remarked in a news story:

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

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.<sup>56</sup>

The entire force of over 500 employees have seen the principles of good organization in personnel management pay dividends in cooperation and efficiency. The motto

---

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

55. Personal interview with R. T. Mann, op. cit.

56. Richmond News Leader, 19 April 1955, p. 9.

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

for the company is to "get the right man on the right  
58  
job."

The Brooks organization has a remarkable resemblance to a large, oversized family. All of the employees function in an atmosphere of friendliness and executives cooperate with the employees to such an extent that the firm has acquired an outstanding number of their personnel who have remained with the company through the years. Records of the company indicate that of the three hundred thirty three employees in the Richmond office of the Brooks Transportation Company, Incorporated (year - 1953), one hundred sixty seven have been with the firm for a five year period or more; one hundred and twelve have been in the organization for ten years or more; fifty six have served with the  
59  
company for fifteen years or more.

Certainly the helpful and cooperative attitude of the president has done much to weld the personnel of the firm into an extremely loyal organization.

---

58. Personal interview with R. T. Mann, op. cit.

59. Records on file in the main office, Brooks Transportation Company, Inc. (see Appendix C, Roster of Employees).

C. FAIR BROOKS TODAY

"I'll never retire," said Brooks...

The deep guttural complaint of trucks warming up in the yard below seemed strangely out of place in the green-toned office of C. (for Charles) Fair Brooks.

His office, as president of Virginia's largest truck line, looked invitingly homelike to a visitor. Brooks was playing the host.

It all went to show that the trucking business today is big business...and the head of the company such as Brooks Transportation Company is a far cry from the "one horse" operation of a scant half century ago...He learned the transportation business from the horse's mouth, you might say. 60

His main interest is his children, Katherine Marguerite Brooks Hock, who was born 15 January

---

60. Richmond Times Dispatch, 19 April 1954, p. 8.

61  
1920, and Charles Fair Brooks, Jr., who was born 31  
62  
October 1924, but especially his six grandchildren.

The job of running the enterprise is one he shares  
with his son, who came into the business after college.<sup>63</sup>  
The son is now Vice-President and Assistant to the  
64  
President.

Today golf and flowers have replaced the vigorous  
sports of his youth. This hobby of flowers is so well  
known that the Richmond News Leader wrote under the  
heading "Hobby Is Flowers:"

"It will be time soon to  
plant around the terminal," said  
Brooks. His only real hobby is  
flowers-specifically the hundreds  
of flowers he plants every year  
at the truck terminal..."<sup>65</sup>

At present, in addition to being the president of  
the Brooks Transportation Company, Incorporated, the  
Brooks Transfer and Storage Company, Incorporated, and  
the Brooks Warehouse Corporation, C. Fair Brooks is a  
66  
director of the Virginia Highway Users Association,

---

61. Brooks' Family Bible, op. cit.

62. Ibid.

63. Personal interview with C. Fair Brooks, Jr.

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

65. Richmond News Leader, 19 April 1954, op. cit.

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



on the Board of Directors of the Virginia Mutual  
Insurance Company and a Past President of the Middle  
Atlantic Motor Carriers Conference. He purchased part  
of the A. W. Bennett Company, which operates a funeral  
home, at the death of A. W. Bennett in 1936, and is  
Secretary and Treasurer of the Company today.

In 1934 Fair Brooks, with C. L. Eubank, organized  
the Eubank-White Truck Corporation. He now serves as  
Vice-President of the Corporation.

In addition Fair Brooks is a Rotarian, Shriner,  
thirty second degree Mason and past member of the board  
of directors of the American Red Cross.

The president of the pioneering transportation  
firm leads an active life and states:

"I don't mind telling you,"  
he said. "I'll never retire. I  
intend to spend my last day right  
here" main office, Brooks Transporta-  
tion Company, Incorporated. 73

- 
67. Records on file at Virginia Mutual Insurance Company, Richmond, Virginia.
  68. Records on file in the office of C. Fair Brooks.
  69. Records on file at A. W. Bennett Company, Richmond, Virginia.
  70. Records on file in the office of C. Fair Brooks.
  71. Records on file at Eubank-White Truck Corporation, Richmond, Virginia
  72. Ibid.
  73. Richmond News Leader, 19 April 1954, p. 8.

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 hereto 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

-2-

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,

-3-

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,

-4-

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

-5-

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 of 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

-6-

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, Virginia  
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

-7-

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.

C O P Y



C O M M O N W E A L T H O F V I R G I N I A

---

Department of The State Corporation Commission

---

CITY OF RICHMOND, 15th. day of Dec., 1931.

The accompanying Articles of Association, together with the charter fee required by law, having been presented to the STATE CORPORATION COMMISSION by J. A. Brooks, Augusta M. Brooks, C. Fair Brooks, Thos. O. Moss and D. F. Tucker,

And the State Corporation Commission, having examined said articles now declares that the said applicants have complied with the requirements of law and have entitled themselves to a charter and it is therefore ordered that they and their associates and successors be, and they are hereby, made and created a body politic and corporate, under and by the name of

Brooks Transportation Company, Incorporated,  
upon the terms and conditions, and for the purposes set forth in said articles, with all the powers and privileges conferred and subject to all the conditions and restrictions imposed by law.

And said Articles of Association, with this order, are hereby ordered to be admitted to record.

(SEAL)

/S/ H. Lester Hooker  
Chairman.

Attest:

N. W. Atkinson  
Clerk of the Commission

---

---

COMMONWEALTH OF VIRGINIA:

Office of The State Corporation Commission.

In the CITY OF RICHMOND, the 15th. day of December 1931

The foregoing charter of Brooks Transportation Company, Incorporated.

---

was this day received and duly admitted to record in this office.

STATE CORPORATION COMMISSION,  
By

/S/ H. Lester Hooker  
Chairman

Attest:

/S/ N. W. Atkinson  
Clerk of the Commission.

C O P Y

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 1224 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 E 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".

-2-

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,

-3-

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

C O M M O N W E A L T H O F V I R G I N I A

---

Department of the State Corporation Commission

---

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

---

H. W. Atkinson  

---

Clerk of the Commission

---

---

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

C O P Y

C O M M O N W E A L T H O F V I R G I N I A

(Va. Seal)

Department of the  
STATE CORPORATION COMMISSION

I, N. W. Atkinson, Clerk of the State Corporation Commission, do hereby certify that the foregoing is a true copy of the Articles of Association of

BROOKS TRANSPORTATION COMPANY, INCORPORATED,  
on file and admitted to record in the Clerk's Office of the State Corporation Commission on the 15th day of December, 1931;

and of an amendment thereto, on file and admitted to record in the Clerk's Office of the State Corporation Commission on the 11th. day of February, 1935.

IN TESTIMONY WHEREOF: I hereunto set my hand and  
affix the Official Seal of the  
State Corporation Commission,  
at Richmond, this 15th. day of  
April A.D. 1940

(SEAL-ST. CORPORATION COM)

N. W. Atkinson  
Clerk of the Commission



APPENDIX B

C O M M O N W E A L T H O F V I R G I N I A

---

Department of the State Corporation Commission

---

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:

H. W. Atkinson  
Clerk of the Commission

Thos. W. Ozlin

---

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

C O P Y

C O M M O N W E A L T H O F V I R G I N I A

(Va. Seal)

Department of the  
STATE CORPORATION COMMISSION

I, N. W. Atkinson, Clerk of the State Corporation Commission, do hereby certify that the foregoing is a true copy of the Articles of Association of

BROOKS TRANSPORTATION COMPANY, INCORPORATED,  
on file and admitted to record in the Clerk's Office of the State Corporation Commission on the 15th day of December, 1931;

and of an amendment hereto, on file and admitted to record in the Clerk's office of the State Corporation Commission on the 11th. day of February, 1935.

IN TESTIMONY WHEREOF: I hereunto set my hand and  
affix the Official Seal of the  
State Corporation Commission,  
at Richmond, this 15th. day of  
April A.D. 1940

(SEAL-ST.CORPORATION COM)

N. W. Atkinson  
Clerk of the Commission

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 Broaddus	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. Cundiff	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 M. 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. G. 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. Koepe	21 years
Carroll B. Jackson	3 years	James E. Kusterer	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

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
B. 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	C. 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. Mathews	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. M. 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



Name	Serving with Brooks	Name	Serving with Brooks
A. C. Pleasants .....	1 year	E. C. Royal .....	4 years
Elijah Pleasants .....	4 years	T. J. Rumley .....	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. VanCleaf	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	Name	Serving with Brooks
Hugh Stockdell	1 year	S. E. VanCleaf	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

-8-

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

BIBLIOGRAPHY

BOOKS

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

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

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

UNPUBLISHED

Mann, R. T., "Brooks Transportation." Lecture given for the Industrial Development Class, Brooks Transportation Company, Incorporated, September, 1952.

NEWSPAPERS

Richmond News Leader, August 1935-January 1955.

Richmond Times Dispatch, 6 June 1917.

INTERVIEWS

Brooks, C. Fair. Personal interviews, Richmond, Virginia.

Brooks, C. Fair, Jr. Personal interview, Richmond, Virginia.

Jones, R. Dan, Vice-President, Brooks Transportation Co., Inc. Personal interview, Richmond, Virginia

Mann, R. T., Secretary-Treasurer, Brooks Transportation Co., Inc. Personal interview, Richmond, Virginia

COMPANY RECORDS

Office records on file at A. W. Bennett Company, Richmond, Virginia.

Office records on file in the office of C. Fair Brooks.

Office records on file at the Eubank-White Truck Corporation, Richmond, Virginia

Office records on file at Virginia Mutual Insurance Company, Richmond, Virginia

Office records on file at Brooks Transportation Company, Inc., Richmond, Virginia.

Office records on file at Brooks Warehouse Corporation, Richmond, Virginia

Office records on file in the office of R. T. Mann, Secretary-Treasurer, Brooks Transportation Company, Inc., Richmond, Virginia.

MISCELLANEOUS

Revolutionary War Discharge for William Walker. In the possession of C. Fair Brooks, Richmond, Virginia.

Confederate War Discharge Certificate for J. W. Brooks. In the possession of C. Fair Brooks, Richmond, Virginia.

Record of college work in the office of the Registrar, University of Richmond, Virginia.