# Bus Operators Magazine


PUBLISHED BY AND IN THE INTEREST OF THE MEMBERSHIP OF LOCAL DIVISION NO. 1177 OF NORFOLK, VA. AND LOCAL DIVISION NO. 1264 OF PORTSMOUTH, VIRGINIA

1953

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# LOCAL DIVISION NO. 1177

**AFILLIATED WITH CENTRAL LABOR UNION**
**AND STATE FEDERATION OF LABOR**

**NORFOLK, VIRGINIA**

**Office Phone, 2-3755**

## OFFICERS

H. L. JOHNSON
*President*
Phone 40921

S. K. WILLOUGHBY
*Vice-President*
Phone 634597

W. C. BARRY
*Financial Secretray and Treasurer*
Phone 48562

C. T. WHITE
*Recording Secretary*
Phone 36758

S. K. WILLOUGHBY
*Shop and Maintenance of Way Representative*
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# OFFICERS LOCAL NO. 1177

## NORFOLK, VIRGINIA

H. L. JOHNSON

*President*

### HENRY L. (SKEETER) JOHNSON

President Local 1177 and Chairman Executive Board, Norfolk, Virginia. Born in Franklin, Virginia, June 27, 1900. First job was concrete Inspector for the State highways, 1922 to 1925. Employed by Bus Company, August 16, 1925. Married by your writer in The Virginia Transit Company Y. M. C. A., April 23, 1944. Has four children. Just completed a six-year safety record without a chargeable accident, won a watch last year.

Rev. William W. Williford, Sr.

### SOLON K. WILLOUGHBY

Vice President Local 1177 and Mechanical Department Representative. Born in Windsor, N. C., October 5, 1905. Worked on the farm until eighteen years of age. Then in Dept. Store in Ahoskie, N. C. Then went into the oil business. Moved to Norfolk, Virginia. Married July 29, 1928. Employed as bus operator in Norfolk, December 1, 1931. Transferred to Cashier, 8-17-42, changed to Mechanical Dept. 9-17-43. Where he is now as a bus mechanic. Has two children. Lives at 117 Warwick Circle, and is a deacon in the Norview Baptist Church.

Rev. William W. Williford, Sr.

S. K. WILLOUGHBY

*Vice-President*

# OFFICERS LOCAL NO. 1177

## NORFOLK 10, VIRGINIA

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*Financial Secretary Treasurer*

J. W. HEDSPETH

*Executive Board*

C. T. WHITE

*Recording Secretary*

### WALLACE C. BARRY

Financial Secretary and Treasurer Local 1177, Norfolk, Virginia, Member Executive Board, Representing Transportation Department. Born in McCoy, Tenn., April 16, 1918. Employed as bus operator in Norfolk, December 19, 1940, drafted into the Navy, 4-11-44. Returned to work February 12, 1946. Married, has three children, two boys, one girls. Owns his home, and lives in it at 212 W. 16th St., and when off duty, there you will find him keeping books and writing reports.

Rev. William W. Williford, Sr.

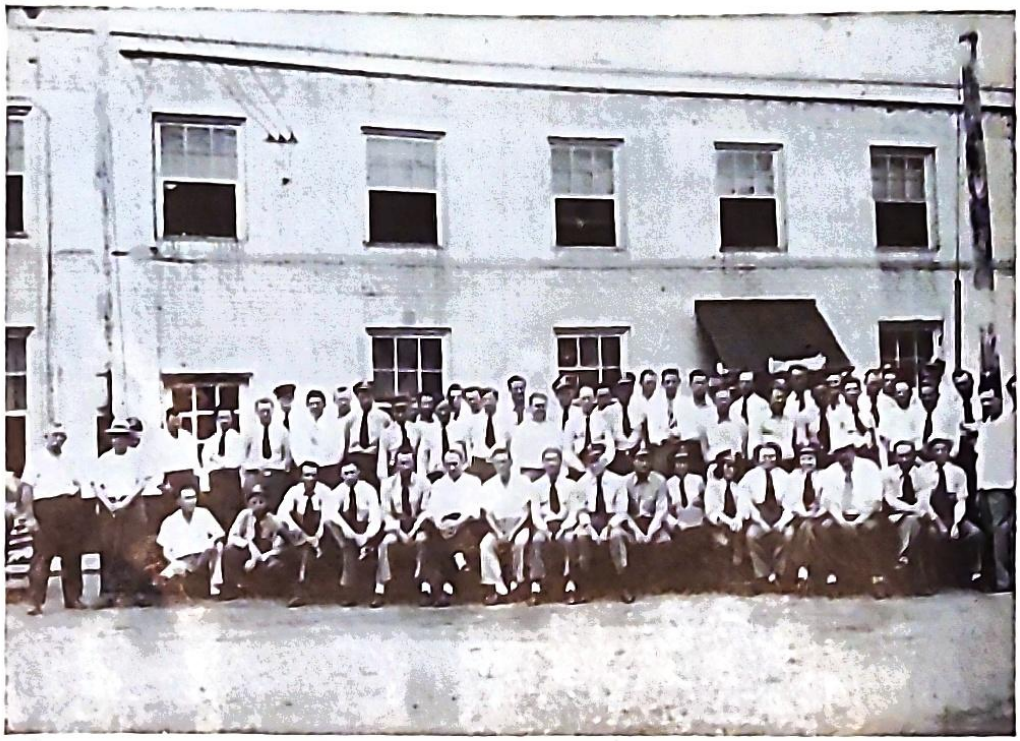
### J. W. (PENNY) HEDSPETH

Member excutive and representative for the Mechanical Dept. VTC, Norfolk, Va. Born at Conway, N. C. (Near Pennydab and Wildcat Swamp.) Worked on the farm, also in a grocery, moved to Norfolk and came to work for the Virginia Transit Co., as bus Mechanic, August 31, 1926. Married by your writer, October 22, 1940, lives at 7600 Sheryl Drive, Norfolk, Virginia.

Rev. William W. Williford, Sr.

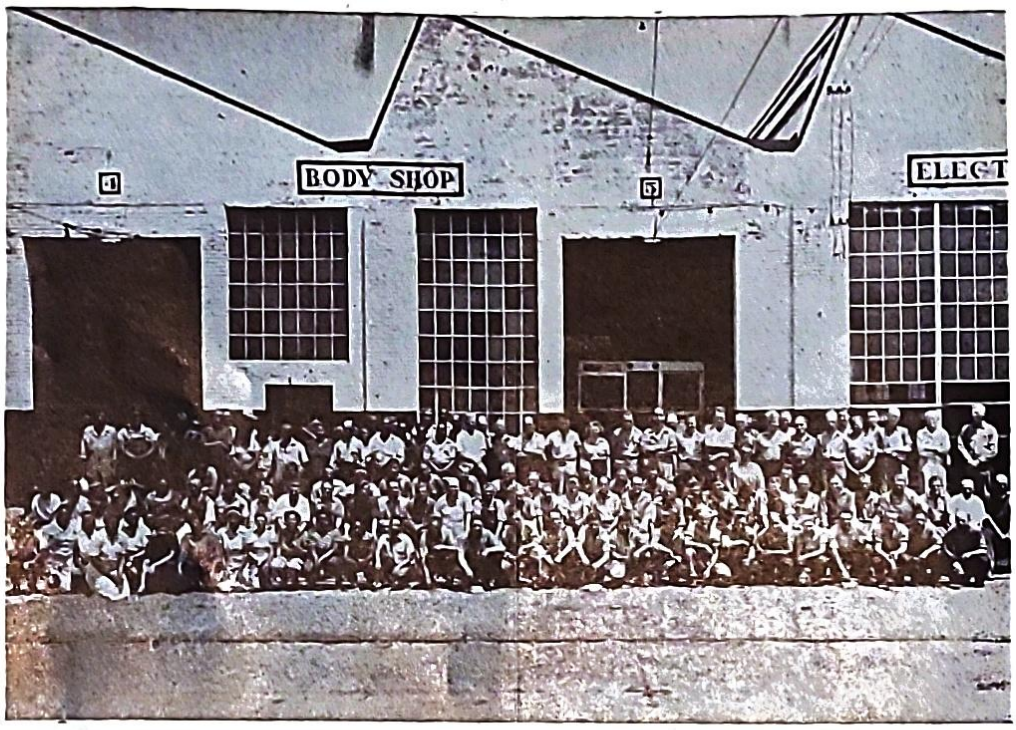
### CARLTON T. (SHORTY) WHITE

Recording Secretary Local 1177, and member executive board, representing Transportation Department. Born in Halifax County, Va. October 19, 1932. First job was usher in Danville, Va. theater, then bus driver in Danville. Left Danville and came to Norfolk as bus operator for Transit Co., March 16, 1941. Married April 1, 1932. Has two children.



OPERATORS

Local No. 1177 Norfolk, Virginia




SHOPMEN AND CLEANERS

Local No. 1264 • Portsmouth, Va.

GRACE AILEEN WOOD

### MISS GRACE AILEEN WOOD

Norfolk's Virginia Transit Company's Oldest Girl Bus Operator. Born in Franklin County, North Carolina, February 23, 1920. Worked on her father's farm, driving and plowing with the mule, and working the tractor. She was the tom boy of the family. Graduate of The Edward Bess High School in Franklin County, played on the soft ball team, and can still dance a jig. She loved farm work, but the old steers were too slow, that's the reason her father bought a tractor for her to work. Came to Norfolk on a visit and saw the Transit Company buses, and got so excited about the buses applied for and was employed as a bus operator, January 11, 1943. In 1949 won the outstanding girl operators award. And has just won a watch for five year safety record of no chargeable accidents. Miss Wood has completed ten years service as a girl bus oeprator for the Virginia Transit Company. Has no boy friend and doesn't want to get married.

Rev. William W. Williford, Sr.

### WILLIAM HARVEY BOOTH

Norfolk oldest bus operator. Born at Drum Hill, Gates County, N. C., November 7, 1889, moved to Portsmouth, Virginia. Worked in Seaboard RR shops, Jamestown Exposition, and the Norfolk and Portsmouth Ferries. Tired of the water, he secured a job as motorman on the Pine Beach Line (now the Naval Base Line), December 29, 1909. Married March 25, 1914. (While courting his wife who lived in Portsmouth, the neighbor boys ran Harvey all the way to the Norfolk Ferry, throwing oyster shells and brick bats at him.) Has one child and two grandchildren. Lives 162 Balview Avenue, Ocean View, Norfolk, Va.

Rev. William W. Williford, Sr.

WILLIAM HARVEY BOOTH

# Out of the Dim and Distant Past Into the Present Day

By Rev. William Wright Williford, Secretary Virginia Transit Company, Y. M. C. A., Norfolk, Virginia

REV. W. W. WILLIFORD, SR.

In the year 1620 one of the English settlers sailed his boat from out of the Jamestown colony to what is now Main and Granby Streets, Norfolk, Virginia, and built a log cabin for his family; and lived on game, fish and oysters and crabs, using the salt water from the river to cook and season the food. Soon other families settled close by and men began to walk up and down the ridge of what is now Main Street. As the years went by, the place was called Norfolk, ships began to put into the harbor and business grew. Then the Town started down the cow path now known as Church Street. Original Norfolk was Main St., surrounded by water from both ends up to the cow path. What we now call Church Street was the only way out of town by land.

Time went by and the town grew north, years drifted along, wars came, then peace. Ships came in from all over the world. Some smart man thought it would be a good idea to build a means of transportation for people to ride from the South to the North of the town. So built a two wheel covered contraption pulled by one horse and charged five cents for the ride, from downtown Main St. to uptown, now Church St. and Brambleton Ave. Time went by and the transportation man built several four wheel covered wagon and did a thriving business, until a financer from the North came to Norfolk and went into the horse car business. The electric cars started operating in Richmond Virginia in 1882. Norfolk went wild over the idea of having electric cars in operation in Norfolk. So on October the 17th, 1894, the first electric car started from the car barn on Church St. (Opposite what is now 20th St.) Motormen from Philadelphia were sent to Norfolk to instruct the horse car drivers how to operate the electric cars. At 2 P. M., October 17th, 1894, the sidewalks of Church, Main and Granby Streets were lined with people as if waiting for the passing of a circus parade. The first car came along, and as a political stunt, a very prominent congressman of that time was at the controller under the guidance of a Philadelphia motorman and made the first round trip. People were afraid to step on the iron rails. Your writer was standing at the South East Corner of what is now Church St. and Brambleton Ave. and saw the first electric car pass. A Chinaman who operated a laundry close by came out on the sidewalk and saw the electric car passing and said—No pushee, no shovee, but, go like hellee.

In 1902 there were two electric car companies in Berkley, also one company, operating from Norfolk to Berkley via Campostello bridge. Two companies in Portsmouth, The Old Ocean View Line out of Henry and Wide Sts. down Henry to Maltby Ave., through what is now Fairmount Park on to Ocean View. The Norfolk Railway and Light Co., The Norfolk and Atlantic Terminal Co., The Bay Shore Company. The Norfolk Railway and Light Co. took over the operation of the Berkley Lines, the Norfolk Berkley Line and the Portsmouth Lines. In November, 1906, The Norfolk Railway and Light Company purchased the Bay Shore and the Norfolk and Atlantic Terminal Co. and merged under the name of the Norfolk and Portsmouth Traction Company. Later becoming the Virginia Railway and Power Company. In 1925 Stone and Webster took over all the operation and the name was changed to the Virginia Electric and Power Company. December 28, 1944, The V. E. & P. Co. sold the Transportation Division to The Virginia Transit Company, our present name.

During the years many types of electric cars came and went. The Town grew into a city. Automobiles came into existence. Then big passenger buses. Then arrived the farewell, good bye day for electric cars, and on July 10, 1948, your writer stood by and saw the last electric car pass. It was like saying good bye to an old friend for the last time. Today the best buses and the best transportation, with the best operators are traveling the streets of Norfolk, Virginia. Giving the best service of anywhere in the world. And as your writer types this off, he is completing FIFTY years of service with our Transportation Company. And still likes it.

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"I suppose you carry a memento of some sort in that locket?" said one woman to another.

"Yes, a lock of my husband's hair."

"But your husband is alive."

"Sure, but his hair is gone."

# What Is Brotherhood?

By Peter E. Terzick
Editor, The Carpenter

What is brotherhood? It is everything or everything is nothing. It is the catalyst that separates a human being from the beasts of the jungle. It is the leavening of love and the scaffolding upon which society rests. It is the glowing light which has beckoned mankind along the tortuous path of progress from the law of the fang to the Bill of Rights. It is the cornerstone of democracy and the fountain head of human dignity. It is the strength of the past and the hope of the future.

What is brotherhood? It is the biggest thing in the world and at the same time the smallest. It is a thousand union men walking a picket line for weeks or months to redress an injustice done to a single member. But also it is a housewife baking a cake for an ailing neighbor. It is battered and beaten GIs with bone-weary arms and frozen feet carrying wounded comrades out of the frigid wastes of Korea. But also it is a vigorous young carpenter giving a lift to a tired old-timer working by his side. It is a hundred and fifty million people placing their homes, their savings and even their lives at the disposal of the nation to protect the principles of liberty and equality. But no less it is still Bill Smith mowing the lawn of the old couple up the street. It is a dozen or a hundred or a thousand people working together to maintain a church or a lodge or a union. It is the fifty-cent contribution or the hour of committee work given by the least of them.

What is brotherhood? It is the wisdom of Lincoln and the warmth of Gandhi. It is the humility of Jesus, the humbleness of Mohammed and the humanitarianism of Confucius. It is Catholic and Protestant and Jew living together in peacefulness and harmony. It is Italian and Danish and Bulgarian and Pole working side by side on the job and sitting shoulder to shoulder in the union hall searching for ways to advance the common good. It is the Ten Commandments and the Sermon on the Mount. It is the Bible, the Talmud and the Korean. It is the essence of all wisdom of all ages distilled into a single word. But equally it is the understanding of neighbors and friends who sorrow at your misfortunes and rejoice at your triumphs. You cannot see brotherhood; neither can you hear it or taste it. But you can feel it a hundred times a day. It is the pat on the back when things look gloomy. It is the smile of encouragement when the way seems hard. It is the helping hand when the burden becomes unbearable.

What is brotherhood? It is pioneer Americans of faiths and creeds and colors banding together to raise a barn for a neighbor. It is men in leather breeches and homespun shirts taking wagons apart and carrying them over the mountains, piece by piece, to get wagon trains into California and Oregon. It is working men risking their jobs, their homes and their futures to build unions capable of eliminating exploitation and poverty and industrial slavery. It is men and women working for a common cause that is bigger than any individual.

What is brotherhood? It is the hope of mankind for immortality. Man comes into the world from when he knows not. He struggles a while and departs again into whence he knows not. But like the tiny crustaceans which create the magnificent coral reefs, he makes a tiny contribution to the universal plan. The coral comes into the world, lives a while and then dies, to add its tiny skeleton to the skeleton of millions of generations which went before. In the end, a beautiful coral island rises out of the sea.

## Others Are Not Fat

Approximately one-half of the adult citizens of the United States are either on diets, are talking about going on a diet, or should be on one. A great many of our citizens are too fat for their own physical well-being. But in other parts of the world there are few fat people. There are few of them because in most of the nations of the world, there is not nearly enough food to go around. Recall the recent photos of the poor people of India, falling dead in the streets of starvation and the pitiful pictures of the little children of Greece, their small bellies distended below their sharply defined little ribs, for lack of food.

It is the old people and the little children who suffer most. Now there is something we can do to help these unfortunate peoples of the world who ask for little, only sufficient food to keep them alive. We can send them food through CARE, which has been vigorously supported in its humane work by the AFL's Labor League for Human Rights.

A 66-year-old invalid metal worker of Yugoslavia received a CARE package recently and you can't imagine how very much it meant to him and his sick wife. He fondled the tins of food and said it was "the most wonderful surprise he'd ever had."

If you would like to be a party to a surprise like that, send your contribution to the AFL Representative, CARE, 20 Broad St., New York 5, N. Y.

### Retail Food Prices At All-Time High; Barn Door Wider

Washington (LPA)—Retail food prices went up more than 1 per cent between Oct. 29 and Nov. 15 to hit an all-time high of 201.2, or 14 per cent above pre-Korea. Permission for thousands of firms to apply for higher price ceilings was given by the Office of Price Stabilization, under the Capehart amendment. Wages and salaries received in October were $330 million under September.

### Unions Long Ago

Labor unions, and the troubles they cause, are generally thought of as something new. Far from it. The close association of workers and concerted work stoppage are as old as ancient Egypt. They date back to at least 12 centuries before Christ Jesus.

The latest evidence of that has just been released by William F. Edgerton. University of Chicago Efyptologist. It comes from a newly translated papyrus written in the 29th year of the reign of Rameses III—around 1170 B. C.

Writing in the Journal of Near Eastern Studies, professional journal or archaeologists and paleographers, Edgerton tells of what might have been organized labor's first strike.

Rameses III had ordered a vast necropolis built in the Valley of the Kings, near Luxor. He wanted it to be ready in his lifetime—an ambitious monument and, at the same time, a temple that he hoped would assure him immortality.

To be sure the necropolis would be finished in good time, Rameses III gave the ambitious construction program top priority. He employed an army of the highest-skilled artisans to be found. He ordered all transport facilities concentrated on getting construction materials to the Valley of the Kings. In his concentration on building progress, he forgot that workers must have a place to live and something to eat.

According to the 3,121-year-old record, housing was inadequate. The price of grain soared to five times what it had been before.

Workers complained, among themselves, of the hardships they had to endure. Finally, to a man, they quit work. While they had no formal association

of workers, or union, they anticipated modern methods. They chose negotiators to plead their case with representatives of Rameses III.

In quitting work, the artisans risked death. Disobedience to the orders of a Pharoah was nothing less than treason, and Rameses III had the unquestioned power to doom to summary execution all men who refused to work at his command.

Rameses III didn't send his troops into the Valley of the Kings to make it run red with the blood of necropolis strikers. He had practical reasons for skipping the usual ruthlessness of a Pharoah. If he ordered the artisans and laborers executed, where could he find replacements? If he punished them severely, could he count on them in the future for the fast, fine work that he wanted? He knew he couldn't.

So instead of troops he sent negotiators to deal with the strikers. They agreed to send adequate supplies of food and drink to the necropolis site, plus clothing and ointments demanded by workers. The strike ended.

Four times more in the course of a year, workers quit to enforce demands for food and other necessities. Each time, Rameses III sent negotiators to bargain for their return to the slow-moving construction job.

Before the discovery of the 1170 B. C. papyrus, historians had placed the earliest recorded labor negotiations in the reign of King Solomon, about 1000 B. C. When Solomon planned a fine temple in Jerusalem, he not capable of building it. He found that his own people were bargaine dfor the services of Phoenicians to do the job.

About 700 B. C., workers organized into craft societies had

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# Portsmouth, Virginia

## Local No. 1264

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*Vice-President*
B. F. TURNER, JR.

*Recording Secretary*
C. W. GARRENTON

*Financial Secretary-Treasurer*
S. H. COMER

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## NEGOTIATING COMMITTEE

C. J. WILKINS

C. W. GARRENTON

W. E. HARMON

# OFFICERS LOCAL NO. 1364

## PORTSMOUTH, VIRGINIA

C. L. WILKINS
President

S. F. TYNES, JR.
Vice President

S. S. JONES
Financial Secretary-Treasurer

OPERATORS

Local No. 1264 Portsmouth, Virginia

**UNIONS LONG AGO**
(Continued from page 20)

legal status in Rome. Solon, the Greek lawmaker, also provided for craft associations. And records found in the ruins of Pompeii show that "craft unions" were active there, too—and involved in politics. Fishermen and goldworkers couldn't agree about who should be backed for a government job.

One of the first "written" labor agreements that historians have found was recorded in 459 A. D. on a gray marble slab. It lists work terms for building tradesmen employed by the Roman ruler of Sardis, in Asia Minor.

Craft associations or guilds developed slowly through the centuries, entering a period of real growth in the 12th century, and beginning to shape up as employee bargaining groups in the 1700's.

In this country, New York bakers quit work in 1741 to protest bread prices set by the local government. While that was a concerted action by a craft group, labor considers a walkout by Philadelphia printers in 1786 to be the first authentic American strike.

The actual forerunners of American unions, as we know them today, were formed by carpenters, shoemakers, and printers about 1791.

So far from being anything new, unionism is deep-rooted in history.—By Ed Townsend, in the Christian Science Monitor.

**Natural Mistake**

Claims Adjuster—"Why didn't you report the robbery at once? Didn't you suspect something when you came home and discovered all of the bureau drawers pulled out, with the contents scattered all over?"

Claimant — "Why, no. I thought that my husband had been looking for a clean shirt."

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