

a cabin. During summer months his youngest son Marshall would carry up supplies from his San Bernardino ranch to the cabin.

Later, Dr. J. N. Baylis, owner of Pincrest, encouraged Kirk R. Phillips of San Bernardino to purchase a truck and haul supplies to his resort. Soon Phillip's business grew so fast he made my brother and I an offer to help finance the business. We joined the firm in 1913. Mr. Phillips died the next winter and we took over the entire operation.

## MOUNTAIN AUTO LINE

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When the White Company was able to build a truck that could be depended on, we purchased several and began operating on a daily schedule. We began carrying passengers as a favor; hikers and breakdowns wanted to ride on the top of our freight loads, so this lead to us adding a cross seat behind the driver that could be bolted on and taken off when we did not have passengers. Soon our "passengers" were demanding something better so next came 6-cylinder White touring cars, on which we stretched out the frame and built ten and twelve passenger bodies thereon, with side doors for each seat.

By 1915 we extended our line to Lake Arrowhead and Big Bear Lakes and often hauled as many as 400 passengers a week to the resorts and camping grounds. A large percentage of these people had never been in the real mountains before. I remember hearing a conversation between two teen-age girls on their way to Radford, between Mentone and the mouth of Mill Creek Canyon, where the water began to spread out over a wide river bed, covered with all sizes of rocks. One said to the other, "I wonder how much these rocks grow each year!"

In 1920 we sold our rights and 18 White trucks and busses to O. R. Fuller, owner of the White Bus Line. The following year Motor Transit Company took over the franchise, calling it the "Mountain Auto Line."

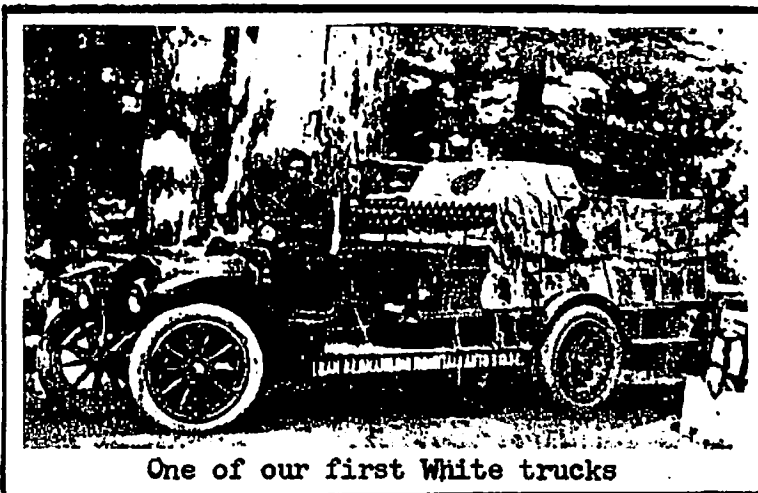
I then went to Pomona to work for the Motor Transit Line as a Traffic Manager of a new bus line operating from Bakersfield to San Diego and later became General Superintendent with an office at 5th and Los Angeles Streets in Los Angeles.

In 1937 I moved back to San Bernardino and purchased the Mountain Auto Lines back again and operated it until 1955, when I sold the passenger business to Jack Roesch, of Roesch Lines and the freight service to a private operator.

(Editor's Note: Here Max Green's story ends. He did not relate the history of the Line after he purchased it again in 1937, of its trials and tribulations during the WWII years and later purchasing and testing other types of busses on the mountain runs. By the time he sold the business to Jack Roesch both passenger and freight declined. During his years of retirement he worked on behalf of the local Chamber of Commerce, where he had been a member since 1915, and one of his proudest achievements was being appointed head of the committee to "save the Arrowhead," by planting grass and shrubs to help restore its natural contours.

Roesch Lines relinquished their mountain franchise several years ago and there is no longer regularly scheduled bus service to local mountain resorts. However, chartered busses roll over the trails once traversed by the Mountain Auto Line, bringing children to Boy and Girl Scout camps in that area.

But Max H. Green and his brother Perry blazed those trails and helped develop the equipment that could "make it up the grade.")



One of our first White trucks