

# The Franklin Times

Published Every Tuesday & Thursday

Serving All Of Franklin County

Telephone Gy 6-3283

Ten Cents

Louisburg, N.C., Tuesday, August 12, 1969

(Eight Pages today)

100th Year - Number 51

## Ambulance Service Deal Eighteen Months Later: How Is It Working?

By Clint Fuller  
Times Managing Editor

In November, 1967, the Franklin County Board of Commissioners were informed by a Henderson attorney that funeral homes in the area—including Franklin County—would not continue to provide ambulance service after December 31 that year.

After a series of meetings of the Board, including one public meeting and private committee meetings, it was announced on January 25, 1968 that an agreement had been reached between the County and Bryant Best, local businessman on the operation of a public-private type of ambulance service.

The agreement called for the County to subsidize the Best operation \$1250 per month through June 30, 1968. Best was to supply the equipment and the County was to furnish quarters. The agreement was understood to be that Best operate one ambulance. He said at the time that he "would try it through June 30."

Eighteen months later, a look at the operation shows that the 1968 deal was apparently a good one for all concerned.

The service, as far as can be determined, is good and apparently satisfactory to the people. Since the start of formal operations on February 18, 1968, the service has answered 604 calls, 328 in 1968 and 276 thus far this year.

Best has added a second vehicle to his service and has a working agreement with the Louisburg Rescue Service, of which he is a member. He calls it a "backup" and explains that when both his vehicles are out, the Rescue Service handles any emergency calls. He adds that he has also responded to calls when the Rescue vehicles had more than they could handle. He says there are no charges exchanged between his business and the Rescue Service.

Best employed a full-time man for a while and says that qualified personnel are hard to find. He relies on part time assistance from several local friends. The two mentioned by Best are Rescue Chief David Minnich and Rescue member Tommie Collie. These two

and some others take calls when Best is out and often make the ambulance trips especially when Best is on call with the second vehicle. These people received a small fee for their time. Both Minnich and Collie as well as the others are qualified in first aid and meet the state requirements as ambulance drivers.

A telephone hookup alerts Best at his office or home and also alerts Minnich and Collie.

Best estimates the two vehicles have traveled about 35,000 miles since the start of his operation. He says collections have been reasonably good although he still has a considerable amount of uncollected accounts. Since the start 18 months ago, he says he has taken in \$9,277.00 from patients and has \$2,793.00 uncollected at present. All of this is however, not lost debts. Current accounts are also included.

He speaks of the expense of the operation. Particularly vehicle payments and upkeep and insurance are major items, he says.

Some of the calls, Best says, could be handled by private automobile and he mentions some calls out of town when through a mixup, a patient might not be able to leave the hospital. He shies away from talking about the nine babies that have been delivered on his ambulance while the mother was en route to a hospital.

Generally, Best takes it all philosophically. The middle-of-the-night calls; the trips which could have been handled without an ambulance; the long waiting always prevalent at hospitals and the pay-you-Saturday crowd, fall into a day's work.

The County Commissioners in the 1968-69 budget upped the Ambulance Service appropriations to \$16,000 a year—\$1,000 increase over the original appropriation. In the new budget approved last month, the Service receives the same subsidy.

Since 1968, the Service has made 202 trips to Durham, 96 to Raleigh, 204 in the county, 59 in town and 43 others. The Service fees are given at

\$25 for a trip to Durham; \$20 to Raleigh; \$15 in the county and \$10 in town. Extra is charged when oxygen is required.

The Franklin Ambulance Service is a going business and as far as can be determined represents a satisfactory arrangement between the County and

private business. Best, like most businessmen, pleads hard times. The taxpayer, whose money is subsidizing the operation, thinks his taxes are too high. However, the public must have some type of ambulance service and here in Franklin County the marriage of public funds and private enterprise seems to be working in the public interest.

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## Louisburg May Participate In Electric Cities Project

Town of Louisburg officials indicated this week that they will probably take a wait and see attitude on the billion dollar proposal disclosed last week which would build electric power plants for municipally owned electric services.

The proposal, expected to spark a real controversy between the electric

co-ops, the private companies and the city-owned services, came out of a meeting in Southern Pines. The meeting of Electric Cities, an organization of some 70 North Carolina cities and 36 rural electric co-ops, heard the results of a one-year study and proposals to build three power generating plants in the state for use of the co-ops and the cities.

Louisburg Mayor V. A. Peoples said Monday that he is awaiting information on the proposals. He said Louisburg has participated in meetings of the organization in recent years. Town Administrator E. S. Ford said he expects to get additional information on the proposals. He says Louisburg, while not contributing financially to the organization, does receive the group's mailings.

The Electric Cities organization is apparently an off-shoot of the old MOES (Municipal Owned Electric Systems) which met first, according to Ford in 1965 to protect the municipalities' interest in the territory dispute between the co-ops and the private companies. Louisburg was represented at this meeting held in Greensboro.

The group met in 1968 in Fayetteville to prepare for a battle with Carolina Power and Light Company which never materialized. At the time, CP & L had expressed intentions of passing the ten percent surtax on to its customers. Ford and Peoples say that this latest proposal was not discussed at the Fayetteville meeting.

During the time Louisburg participated financially in the organization, the fee was 25 cents per meter, according to Ford.

The proposal, which must be approved by the cities and the co-ops, would build three power generating plants in the state in three different locations. One would take care of the western section as far east as High Point. The second would serve an area which would include central cities such as Fayetteville, Smithfield, Rocky Mount and Louisburg. The third would cover the eastern part of the state from Enfield to the coast.

It was disclosed by the study that a savings of \$100 million could be realized by the cities and co-ops between 1975 and 1985. The area the new power plants would serve includes two million people and has been dubbed EPIC.

The cost, according to reports, would not require expenditures by any of the cities or co-ops involved. Organization President, J. Garner Bagnall of Statesville said all of the money would come by revenue bonds issued simultaneously by the cities and market loans by the cooperatives. The bonds would be secured by contracts from the cities to purchase power from the organization.

Mayor Peoples indicated that Louisburg will definitely be interested in the venture if the action will lower rates as has been predicted.

## County Fair Dates Set

George T. (Jolly) Bunn, manager of the Franklin County Fair announced today that this year's fair will be staged September 29 through October 4.

He reported that work is now underway readying the fairgrounds and building on East River Road for the

annual event.

Bunn also urged all interested in exhibits to call 496-3292 as soon as possible.

Premium catalogs are being prepared for distribution as usual and Bunn says this year's fair is expected to be the best seen here in years.

## Benson: More Road Work, More Money For Franklin

Franklin County is slated for more road work and more road funds according to Clifton L. Benson, Vice Chairman of the State Highway Commission and Commissioner for the four county group of Wake, Durham, Orange and Franklin. Benson, a Raleigh businessman was quoted in today's News and Observer in an article by Rod Cockshutt as being "Concerned about the long drought that the people in Franklin County have experienced. I think things will start shaping up for them now."

Benson, who was Vice Chairman of the Commission under former Governor Terry Sanford, said in the article that the uncompleted Raleigh Beltline is a "major priority project" and he emphasized that the proposed Research Triangle Expressway is another.

At the same time, the Cockshutt article reports that "more road work and more money for Franklin County" is a priority project in Benson's district.

The Franklin Times, in a series of front page editorials and pictures in 1968, publicized the need for road improvements in Franklin County. The series brought some action by Dan Moore administration and Fifth Division Commissioner J. B. Brane of Durham but only part of the promised improvements have been made.

It's been reliably reported that Benson is interested in improvements to NC-56 east of Louisburg to the Nash line; improvements to NC-56 west of Louisburg to Franklinton and the already announced project of NC-39, US-401 project from Louisburg to the Vance County line. Bids have been awarded for resurfacing NC-561 from Centerville to Louisburg, however, work has not begun on the project.

## Hosiery Workers Vote Out TUWA

Employees of the Durham Hosiery Company plant at Franklinton voted 57 to 32 against the Textile Workers Union of America in elections held at the plant last Thursday. The vote means the removal of the TWUA as representative of Durham Hosiery workers.

The Union had contended that its contract while the plant was located in Durham continued to be valid when the plant moved to Franklinton. The company challenged this claim and asked the National Labor Relations Board to call or an election.

Following hearings and confer-

ences, the election was ordered by the NLRB for last Thursday.

According to reliable reports, Durham Hosiery was the last hosiery operation in the state unionized. With the defeat of the TWUA, the hosiery industry in North Carolina is void of any unions, according to the report.

There were five challenged votes in Thursday's elections but under the NLRB rules since they could not effect the outcome of the election, they were discarded. One claim was reported that the Union imported former Company employees from Durham to vote in the elections. These

were apparently the votes challenged by the company.

It is anticipated that the TWUA will file unfair labor practices charges against the Company asking that the elections be set aside. A spokesman said this is usually routine in such matters.

An October 1967 election held here at the Sportswear plant is still being challenged in the courts and to the NLRB by the Amalgamated Clothing Workers of America. The Union was defeated in that election 121-39.

## Bunn Couple Gets Apollo 11 Letter

Shown at left is a special cancelled envelope from the USS Hornet, the Apollo 11 recovery ship. The letter addressed to Mr. and Mrs. N. J. Vollmer of Rt. 4, Louisburg, was sent by their son-in-law, LCDR Paul D. Rae, USN of the Communications Department aboard the Hornet. Rae is married to the former Helen Vollmer of Bunn and they live in Los Alamitos,

California while he serves on the carrier.

Rae wrote the Vollmers "We are on our way back after a busy and exciting day on the 24th of July". He said the Astronauts were then on board the Hornet and that "We are now in the process of defueling the capsule and preparing to off-land the quarantine facilities from the ship in Pearl Harbor."

He also noted that he has "a few mementos that may have some historical significance" which, he said he will send to Bunn when he gets back to Long Beach, California. He added that only 250,000 envelopes such as the one shown here, were sent and that this one "comes straight from the Hornet."

Saturday night around 9:30 P.M. Kirby Holt, w/m/24, was struck by a car driven by Cornelius D. Wilson, w/m/60. Duke suffered leg injuries. Three occupants of the second car, identified as Iona A. Wright, c/f/37; Walter Wright, c/m/37 and Floyd Rodwell, c/m/15, were treated for bruises and cuts. The Louisburg Rescue Service transported the injured to Franklin Memorial Hospital.

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Holt was taken by the Louisburg Rescue Service to the local hospital where he was admitted although his injuries were not believed serious. He has been charged by Trooper C. G. Todd with failing to yield the right of way. Todd ruled the accident unavoidable.

Saturday afternoon, a car reportedly driven by Dorothy Walker, c/f, ran off NC-561 and almost through the 561 Sinclair Station. The building was heavily damaged and the Rt. 2, Louisburg woman was charged with careless and reckless driving and driving under the influence. A passenger, identified as Palmer Yarborough, owner of the car escaped injury. The vehicle was slightly damaged and was driven away from the scene.

Last Friday a car, the owner of which was not identified, jumped the Main Street curbing and rammed into Pleasants Drug store but no major damage was done.

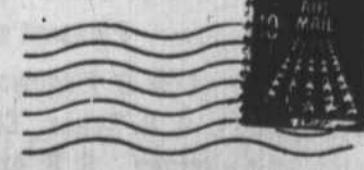
About 12:30 A.M. Monday Louisburg police officers Lewis Evans and Larry Gilliam picked up two young convicts on Bickett Blvd. The duo reportedly escaped from a Vance County prison unit sometime Sunday. The pair were unidentified.

Monday a man identified only as Eugene Wardrick showed up at the emergency room at Franklin Memorial Hospital seeking treatment for a snake

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Mr. & Mrs. N. J. Vollmer  
#RR 4  
Louisburg, North Carolina

U. S. NAVY  
RECOVERY  
FORCE

PACIFIC