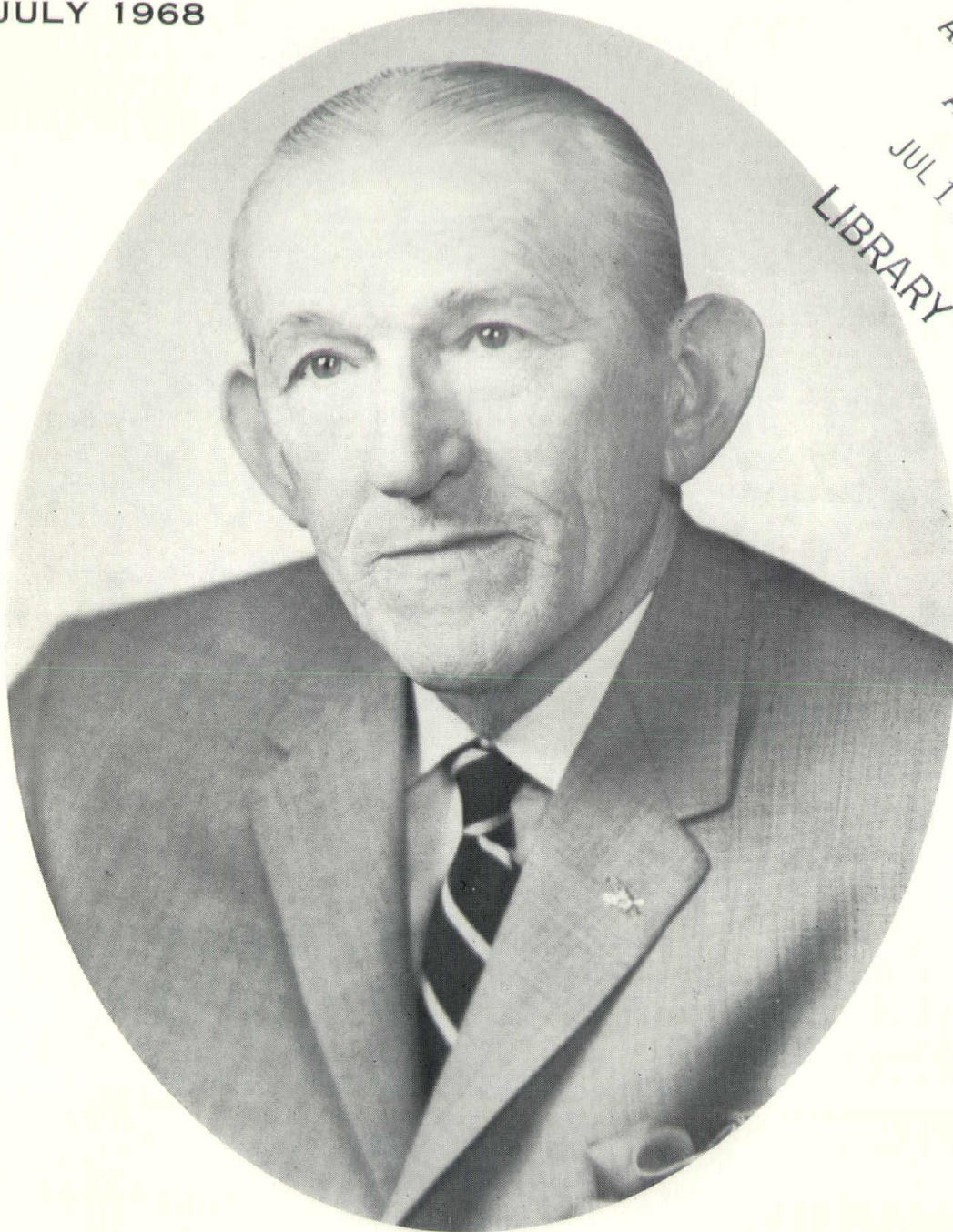


# Virginia RECORD

JULY 1968

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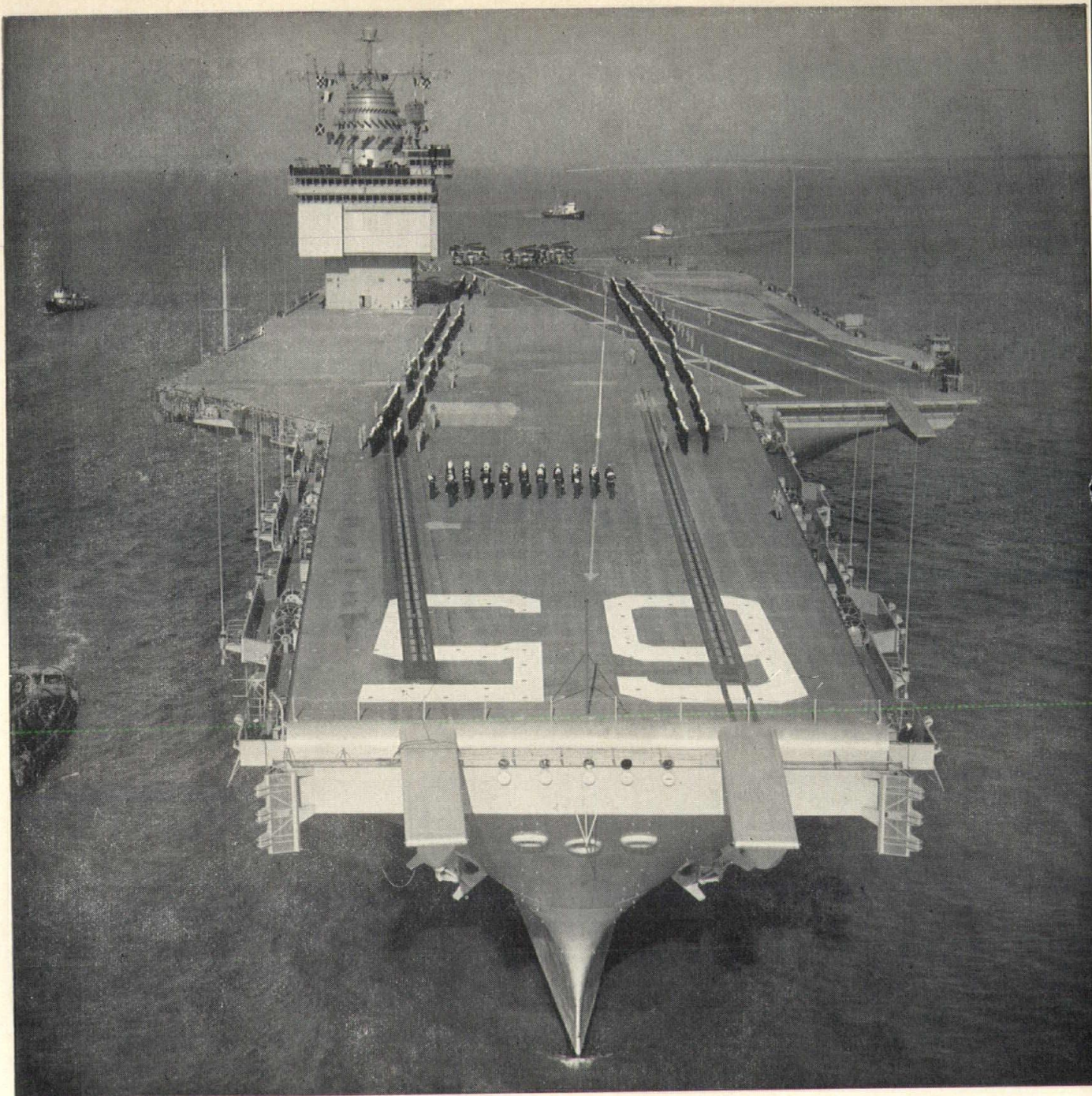
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Vol. 90—No. 7

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JULY 1968

## "For Want of a Nail, the Shoe Was Lost—"

A SINGULARITY of the "American Dream" is that with passing time it grows more immature, and is now a vision of perennial youth, glamour and vibrant health. Where older civilizations tended to develop "a tragic sense of life," the American Dream has come to emphasize only that which is pleasant. In this emphasis on the young and beautiful, forever removed from the mutations of time, sickness is viewed as an unseemly intrusion—a fact of life to be swept under the rug. Nowhere is this attitude of averting the eyes more evident than in those diseases, such as cancer, which carry the connotation of "incurable." People are inclined to speak in whispers and not only do some act as if such diseases were contagious, but the ignorant actually fear contagion.

Although automobile travel on highways is an accepted menace to life and health, far from people shying away from the subject, every one seems to feel an individual immunity to the disasters that claim his fellow citizens. Pictures of fatal accidents appear on the front-pages of newspapers and editorial columns are devoted to the records of individual menaces who are *known* to carry with them the threat of death to others. This is a spectre that every one knows all about, including the knowledge that no one can do anything about it. But few citizens avail themselves of the knowledge about the highly trained and devoted men and women working in the field of cancer, and allied diseases, simultaneously on three fronts—to alleviate the condition of all cancer patients; to prolong life wherever possible and to effect cures.

The word "cure," as generally used, implies some breakthrough which will suddenly remove malignancy from all varieties of cancer and allied diseases. While such a breakthrough might some day be made, treatment and research are directed primarily to the *control* of cancer—as diabetes, rarely really cured, is controlled—and far greater progress than is realized has been made in recent years in the control of certain varieties of cancer. There are varieties of cancer, and varieties of response to treatment, in which the arrestment of growth is of sufficient duration to be regarded as "permanent"—or where control amounts to cure.

Because of the general lack of knowledge (caused partly by the unwillingness to learn about the subject), comparatively few Virginians are aware of the advanced work and dynamic programs at the Medical College of Virginia. Today this medical complex possesses the potential, the plans and the doctors of vision to create a cancer research center comparable with the few outstanding institutions in the country. As it is at present, MCV is ahead of a number of other institutions in this country in operating separate divisions which work cooperatively in the treatment of the cancer patient, combined with both clinical research and developed immediately for patients in treatment—and basic research designed to discover new methods of treatment.

The cooperating divisions engaged in the treatment of cancer patients at MCV are medical oncology (tumor), surgical oncology, and radiotherapy with its advanced mechanisms for the use of such agents as cobalt. (Continued on page 59)

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### ON OUR COVER:

The gentleman featured on our cover this month is Julian S. Wise of Roanoke, the Founder of the Rescue Squad movement. Senator A. Willis Robertson once said of him—"Mr. Wise is one of those Americans who saw a need and did something about meeting it." For more about Mr. Wise please turn to page 22 of this issue.

YOU ALWAYS HAVE TIME  
TO DRIVE SAFELY





*A Dream Is Realized*

# The Origin of The Volunteer Rescue Squads

FEATURING THE "PARENT" SQUAD—NOW IN ITS 40TH YEAR  
THE ROANOKE LIFE SAVING AND FIRST AID CREW

*By*

ROLAND HUGHES

**R**OANOKE has been a pioneer in numerous fields but the endeavor that has reverberated around the world and brought the most benefit to mankind is the rescue squad movement.

In 1968, the 40th anniversary year of the founding of the Roanoke Life Saving and First Aid

Crew, the humanitarian project which has mushroomed far beyond the fondest dreams of its founder, the cause is still spreading.

Rescue squads patterned after the crew that Julian Stanley Wise organized in most humble surroundings in 1928 are now oper-

ating in all 50 states and a dozen or more foreign countries.

There are 13 crews in the Roanoke Valley and adjacent area alone. There are 125 rescue units in the state of Virginia with approximately 3,000 volunteers giving of their time, talents and energies to that original purpose—the saving of lives.



The photo on the facing page is of Delegates to the Virginia Association of Rescue Squads Convention in 1936. The Mascot of the Roanoke Crew, "Jackie" Miller (shown center, foreground) was later killed in service in France. Photo was taken on the steps of the Roanoke Elk's Club.

Charter members of the Roanoke Crew, organized in 1928 were: (front) Harry Avis; (kneeling) C. C. Lankford, C. F. Britts, Harry Martin; (standing) F. P. Grimes, Allen Grasty, Capt. Julian S. Wise, O. P. Britts, Herman S. Moorman and E. A. Wolfenden.



The movement has spread to Canada and Mexico, to several countries in Europe and to Japan, Australia and New Zealand among others.

Hundreds and hundreds of lives have been saved by the Roanoke crew alone and the figure mounts into the thousands when worldwide crews are considered. And when the records say a life was saved, it is not a crew member's claim but the report that the physician on the scene so attests.

Records show the Roanoke crew saved 453 lives in its first 10 years but no longer does the crew concern itself too much with old statistics.

Julian Wise, the "Skipper" as the founder is called by fellow crewmen, puts it this way: "The number of lives saved is way up in the hundreds. But we prefer to say that many persons are walking the streets of Roanoke and other communities today who owe their lives to the gallant work of these volunteers."

Formation of the Roanoke Life Saving and First Aid Crew was the realization of a dream of one man—Julian S. Wise.

It was a tragedy that Wise witnessed as a boy of nine which ultimately led to the volunteer rescue unit.

It was on a May afternoon in 1909 that the lad stood on the bank of Roanoke River watching helplessly while two men struggled in the water, trying to reach their overturned canoe. The men were crying for help but bystanders could do no more than shout crude advice and toss branches into the stream. Suddenly the men were swept to their fate.

This scene haunted the boy for years. It seemed to him a needless loss of life. Surely, he felt, there should be some way to provide quick rescue for accident victims.

Nineteen years later, Wise and nine fellow employees of the Norfolk and Western Railway formed the rescue squad under police department sponsorship.

They obtained a metal boat which was housed on the second floor of the Roanoke Fire Station No. 1. And they bought a few pieces of equipment—ropes, grappling irons, first aid supplies, etc., which Wise kept in his auto.

The men worked in the Motive Power Department of the railway and an agreement was reached with their employer whereby they could leave their jobs immediately when an emergency call was received.

It was a modest beginning. Crew members met one night a month to practice first aid, dis-

cuss plans of action for any emergency. But few citizens knew about the humane endeavor—or how to contact crew members in a hurry.

Not until a public demonstration was held at Tinker Bell Pool east of Roanoke in August 1929, did the movement gain the needed recognition and impetus to go forward.

The late City Manager W. P. Hunter and Wise set up the demonstration. Hunter invited Mayor Charles D. Fox Sr. and other members of the City Council; Maj. R. Frank Taylor, superintendent of police; Robert W. Oakey, president of the John M. Oakey Funeral Home, and several others.

A dummy figure to represent a man was stuffed with straw and rocks and dumped in the pool. Then Hunter placed a call for the crew. All members except Wise thought it was a real emergency.

Crewmen sped to the scene, loosening clothing on the way, and donned bathing suits at the pool dressing room. They made the run in 12 minutes and, diving into the pool from each end, located the "body" on the first plunge. They hauled it out—surprised at its weight.

(Please turn the page)



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After the "rescue," crew members gave a demonstration of artificial respiration on the scene and told of some of the techniques to be used in first aid, such as applying a tourniquet or how to avoid compound fracture by splinting a broken limb. Wise told the gathering about the crew's work and how members were studying to handle all types of emergencies.

City Council was so impressed that it appropriated \$300 to buy additional equipment for the crew.

And Oakey saw the need for a suitable vehicle to transport equipment speedily, since a truck bearing the metal boat arrived at the pool several minutes after the "rescue."

Oakey a few days later donated an older hearse from the undertaking establishment's motor fleet, equipped it with a tungmotor and it became the crew's first ambulance. It was a Cadillac and the crew proudly drove that vehicle for years. A rubber boat was tied to the top of this official squad car which was housed in the Oakey garage.

Today, as the parent crew celebrates its 40th anniversary, it has a \$165,000 headquarters building at 374 Day Ave., SW (dedicated in 1957), has a man on duty around the clock to receive calls and dispatch valley crews and has the most modern and most completely-equipped crew truck, ambulance, carry-all and crash truck available.

Services are still completely volunteer by all crew members. Only persons paid are the two headquarters operators who are on the city payroll.

Publicity has been an important factor, too, in the crew's growth. Hunter saw to it that a newspaperman was invited to the Tinker Bell demonstration. The feature article he wrote on the events of that day and subsequent

publicity have played an important role in establishment of other crews and in formation of the Virginia Association of Rescue Squads and later an international association.

It was an article in The Reader's Digest in February, 1945, however, entitled "Roanoke's Volunteer Lifesavers," that really gave the rescue movement international recognition.

In a boxed insert with the article, the Digest said: "This citizen emergency squad has saved 200 lives—an idea for your town."

The "idea" caught on. Requests for information about the crew and methods of organization flowed in from around the world.

A second Reader's Digest article in April, 1956, entitled, "The Rescue Squads Roll On," gave more impetus to the movement. It described some dramatic

rescues performed by crews in various localities in the United States.

Before he formed the Roanoke crew, Wise had been familiar with the heroic work of volunteer beach crews and mine crews. But these were specialized units; what he wanted was a team trained and equipped for any emergency endangering human life. This concept has been followed in the phenomenal growth of the movement.

Jesus said: "Greater love hath no man than this, that a man lay down his life for his friends."—*St. John 15:13.*

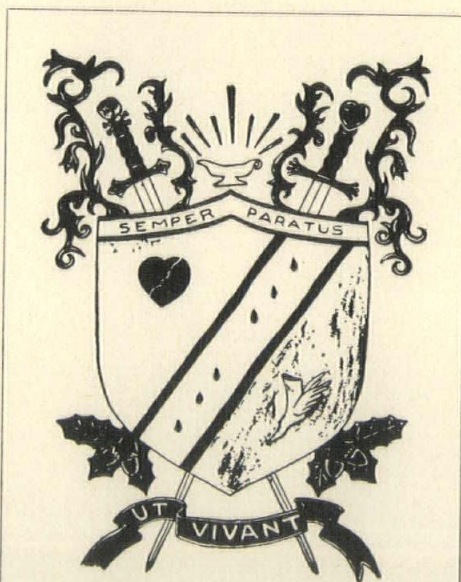
This has been the creed of the Roanoke Life Saving and First Aid Crew. Its volunteer members respond and often risk their lives for their fellow man.

They are thankful indeed that in all their years of responding to emergencies and saving hundreds of lives the Roanoke crew has never suffered a loss of life in its own ranks.

"We've had some close calls but we've been most fortunate," Wise said. "Some crews in Virginia and throughout the United States have had a few fatalities."

Wise almost drowned some years ago during a Roanoke River flood of South Jefferson Street and the Victory Stadium area. A current caught the boat he and another crewman occupied and spilled them into the water. Wise barely managed to climb into a tree near Roanoke City Mills where he doffed his heavy gear and, after regaining his breath, swam to safety. His companion was washed another direction and managed to escape. Self preservation is one of the things crewmen give hours of study.

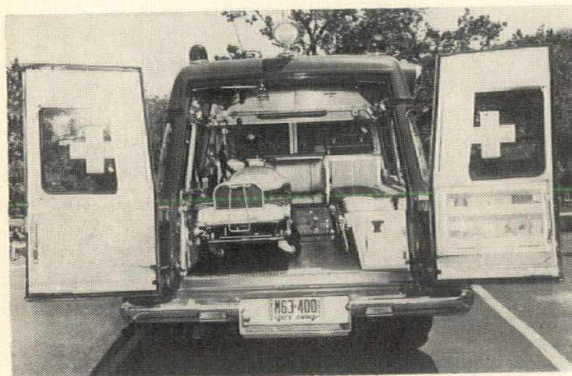
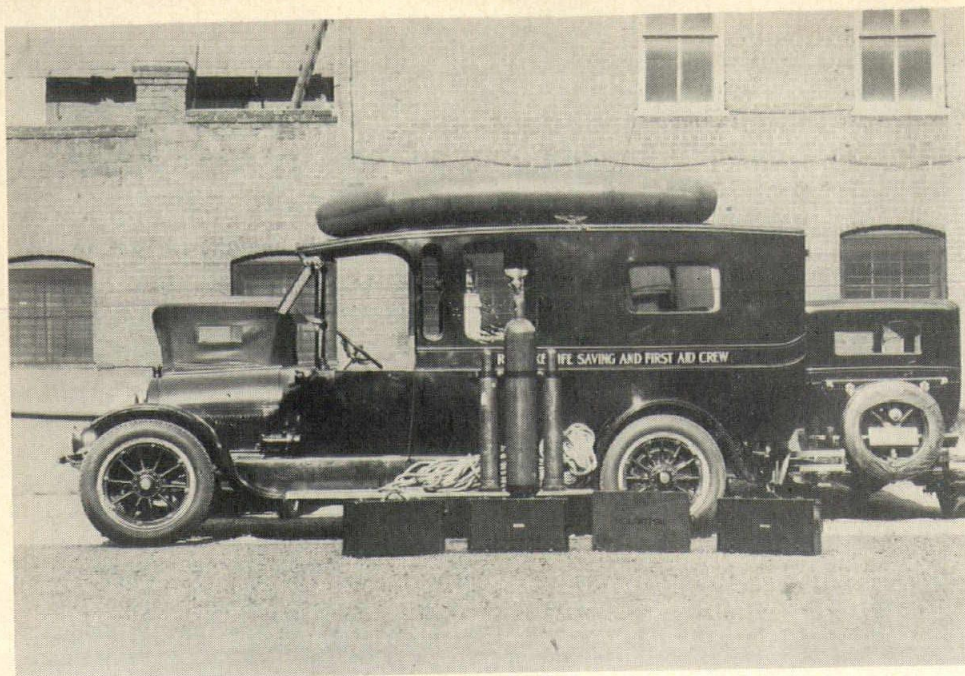
Beginning as a unit primarily interested in the recovery of drowning persons and in teaching water safety, the crew assembled



#### LEGEND OF THE COAT OF ARMS

Lamp at the top represents knowledge to speed (winged foot) to the aid of failing life (broken heart). The six drops of blood represent the six quarts of blood in the body and the six main pressure points. The two swords—Life is constantly crossed with the Sword of Death. Golden Oak leaves—the organization is as sturdy as an oak, ever spreading its protecting branches in all directions. "Ut Vivant," that they may live. This Coat of Arms was presented to the Roanoke Crew and dedicated to its originator Julian S. Wise.





#### A STUDY IN CONTRASTS

Top photo shows the Roanoke Crew's first ambulance—a hearse converted in 1929. At left and below are interior and exterior views of their newest piece of equipment, a carryall, which has oxygen piped throughout. It responds to light first aid emergencies, including heart attacks, resuscitation cases, etc.. When heavier rescue equipment is needed, the large all-purpose rescue truck responds.



a few items of equipment to aid in this specific work. Among the items was a pulmotor (now obsolete), a lungmotor (also obsolete), a boat and grappling hooks.

From the start crewmen set aside regular nights for their meetings and drills. At first they met one night a month in the N&W Motive Power Building. They studied American Red Cross first aid, assembled homemade equipment of various kinds and practiced to improve their skills.

After a time they went out and taught first aid, having first obtained instructor certificates. In due course, many firemen, policemen, ambulance drivers and others were trained in first aid.

By 1930, interest in the crew began to grow. It soon gained the confidence of the general public. Calls had jumped from three in 1928 to 56 two years later. Today, approximately 100 are received each month.

The crew was chartered by the American Red Cross in 1930 and received the backing of the Roanoke Academy of Medicine the same year. It was on its way.

With increased interest and increased activity, the crew increased its personnel to 19 members in 1931 and met twice monthly in Oakey's Chapel for study and drills. Later a permanent meeting place was provided over Oakey's garage on Kir Avenue. It was tidily furnished and served as crew headquarters or "home" for more than 10 years.

Gradually the crew sought to achieve its goal of being prepared to render service in all types of emergencies. One of these branches led to the field of oxygen tent operation and the crew offered this service in private homes as well as hospitals. These tents were installed only on instructions of physicians. Many lives have been saved by the timely use of the crew's oxygen.



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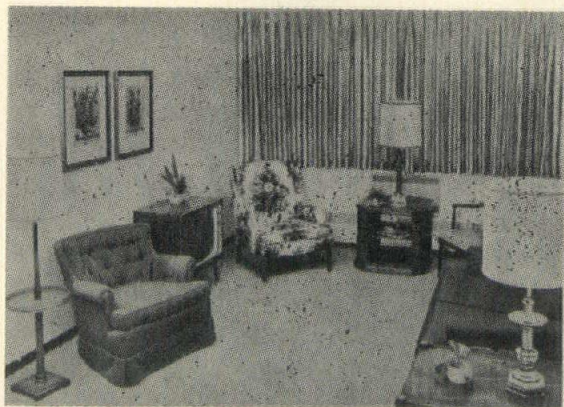
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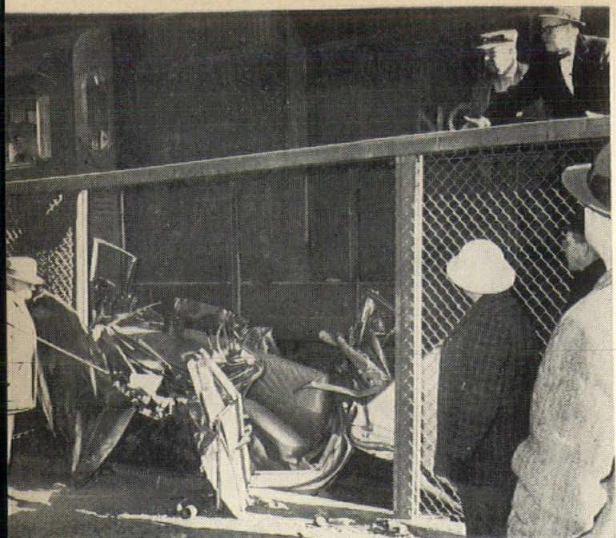
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## GENERAL INSURANCE AND SURETY BONDS





*Train and car accident in which crew participated.*

# RESPONDING TO A CALL FOR AID

—  
WITH THE  
ROANOKE CREW



*Successful rescue  
a woman from  
river.*



*Note how trained first aiders  
treat patient before moving  
to stretcher.*

*Fractures are splinted before accident victim  
is moved.*



*Police and crewmen exercise care in lifting patient.*





ents and through the use of more advanced oxygen therapy treatment.

Realizing that the old Cadillac couldn't last forever, the crew purchased a Ford panel body truck in 1932 and in the same year was given a Paige touring car.

Different members proved their ingenuity by designing or building certain items of equipment not on the market or not within reach of the crew's finances.

Jack Ferguson built the first boat trailer in 1932 to haul metal boats. Crewmen built cabinets for supplies, boxes of various types for pieces of equipment and fitted out compartments in the truck for carrying small items.

Success of the Roanoke crew movement led to an expansion program. Crewmen made trips to nearby cities and towns, telling about the operation of the rescue squad, demonstrating equipment and first aid techniques and offering to help organize such a volunteer unit in these neighboring communities.

The crew wrote its constitution and by-laws in 1933. Except for normal changes with changing conditions, the by-laws are substantially the same as first written. The crew later was incorporated under the laws of Virginia as a non-stock corporation.

In 1934 the crew felt the need for a larger equipment truck. A Reo panel truck was purchased, cabinets were built in, partitions provided and the truck gave Herculean service for 12 years. The next year an Oldsmobile sedan was purchased for the captain's use in getting to scenes of emergencies and for out-of-town calls.

The Virginia Association of Rescue Squads was formed in 1935. Wise was its first president and served four terms. He also has been president for two terms of the International Association.

Other crewmen have served as president or held other high offices in the state association. They include Andy Hodges, A. W. Reynolds and Jack Ferguson.

A new type emergency developed in 1940. Infantile paralysis began to rear its ugly head after several years of dormancy and the crew received a call for an iron lung. The patient who required emergency treatment was in a hospital in a neighboring city.

When it was found there was no iron lung available in Virginia, the crew made calls into nine states before one was found and rushed to the aid of this patient. The machine arrived too late, however, and the life was lost.

Although iron lungs had been considered a part of hospital equipment only, the Roanoke crew decided it must purchase such a machine. Roanoke citizens were asked to contribute \$1,500 with which to make such a purchase. The response was more than sufficient, in fact so overwhelming was the support given the appeal that the crew was able to buy three "lungs." Also an infant respirator, actually a baby iron lung, was purchased.

The campaign had been well-timed for shortly after arrival of the first machine it was needed for 10-year-old Melvin Fisher of Roanoke County. Melvin's condition was critical that rainy Sunday afternoon when crewmen forded a stream and took the lung up a muddy bank to his home in a mountainous section near Cave Spring. Melvin needed the machine for six months before he recovered sufficiently to do without it and return to school.

The small machine saw service many times in Roanoke hospitals and has been credited with saving the lives of several babies.

Poliomyelitis reached epidemic form again in 1944, moving into Virginia from North Carolina.

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Roanoke was one of the points in the state where isolation wards were set up to handle cases.

Crewmen hauled out the iron lungs and serviced them for quick use. Fortunately, many other crews throughout Virginia had followed the Roanoke unit's lead and purchased such machines.

The calls were not long in coming. The Roanoke machines were pressed into use along with those from other cities and towns. When another isolation ward for polio cases was set up in Lynchburg, the Roanoke crew saw to it that iron lungs were available.

The epidemic lasted for months and at times there were a dozen machines operating at one time in Roanoke's polio ward in addition to those in Lynchburg. Crewmen worked tirelessly to see that all machines functioned perfectly. They even joined power company workers in the installation of heavier electric service cable to provide sufficient electricity for the mass of machines in operation.

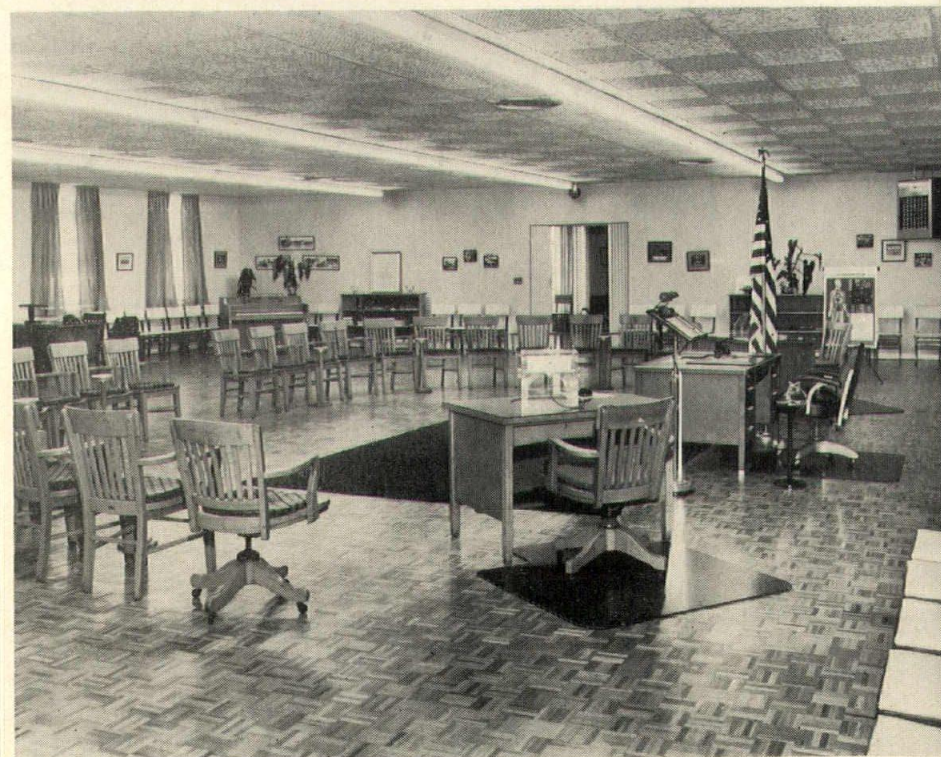
Another epidemic in 1950, centered in Wytheville and Wythe County with fewer cases in other areas, found Roanoke's volunteers doing yeoman service with their iron lungs and kindly assistance.

In hauling the machines between Roanoke and Lynchburg during the 1944 epidemic to see that the devices were at the point greatest in need, crew members hit on a new method of conveyance. Instead of using a large truck or van, they decided a boat trailer might be adapted to handle the task more efficiently. A mechanic saw to it that the switch in attachments was made. As a result, a machine could be loaded onto a trailer in a matter of minutes and taken at emergency speeds to a new location.

Although Roanoke is an inland city and had few lakes or other large bodies of water when the

# ROANOKE CREW'

\$165,000 BUILD



*(Continued on page 19)*

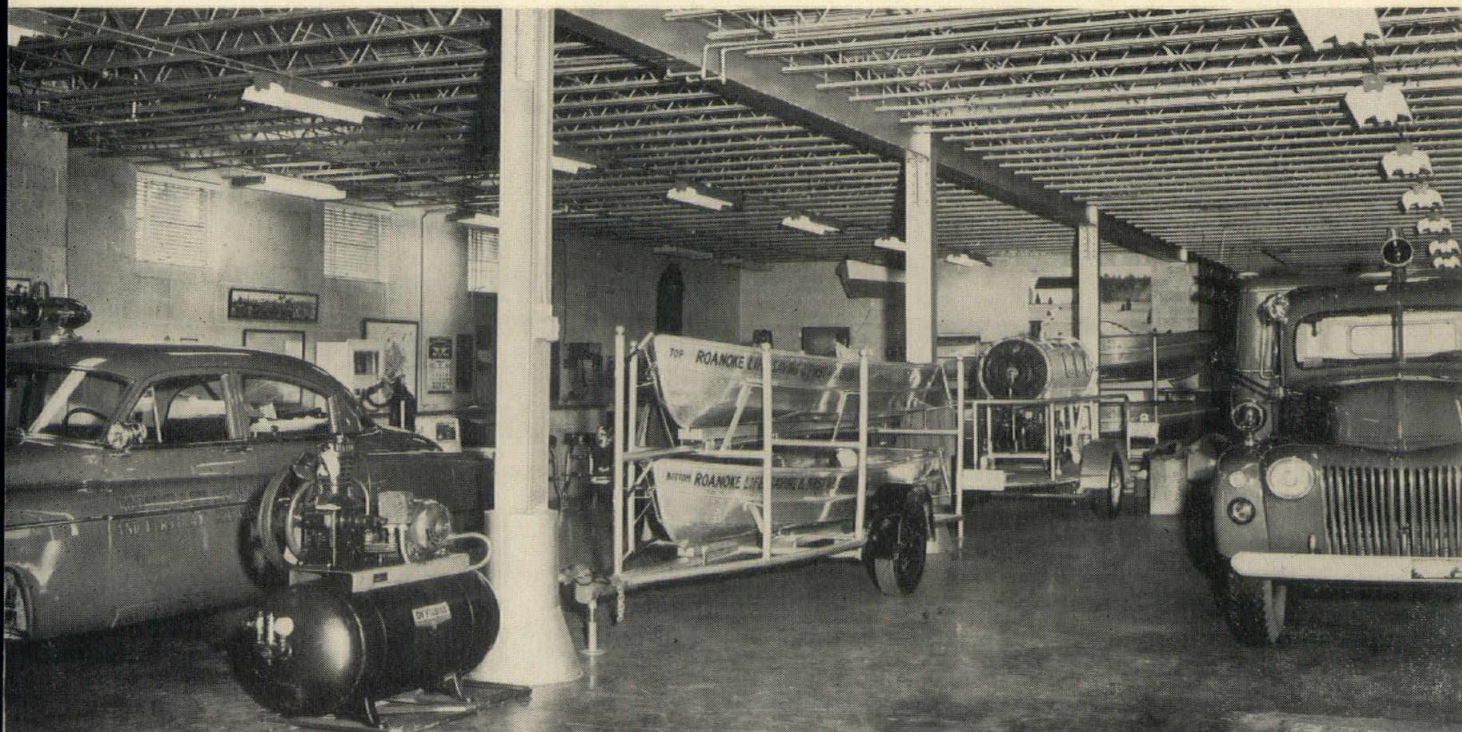


# HEADQUARTERS

## S DEDICATED



*On the facing page are two interior photos of the Crew Headquarters building. The top one is of the Assembly room at the crew hall which can seat 350. The lower one is of the reception room showing the iron lungs among the wide assortment of equipment. Note the parquet floors in both rooms. Photos on this page are of (top) the exterior of the Headquarters building; (left) the Crew's well-equipped motor fleet lined up at the rear of the building and (below) the basement of the spacious building houses motor fleet, including lung on trailer.*







A

# Rock Quarry Tragedy

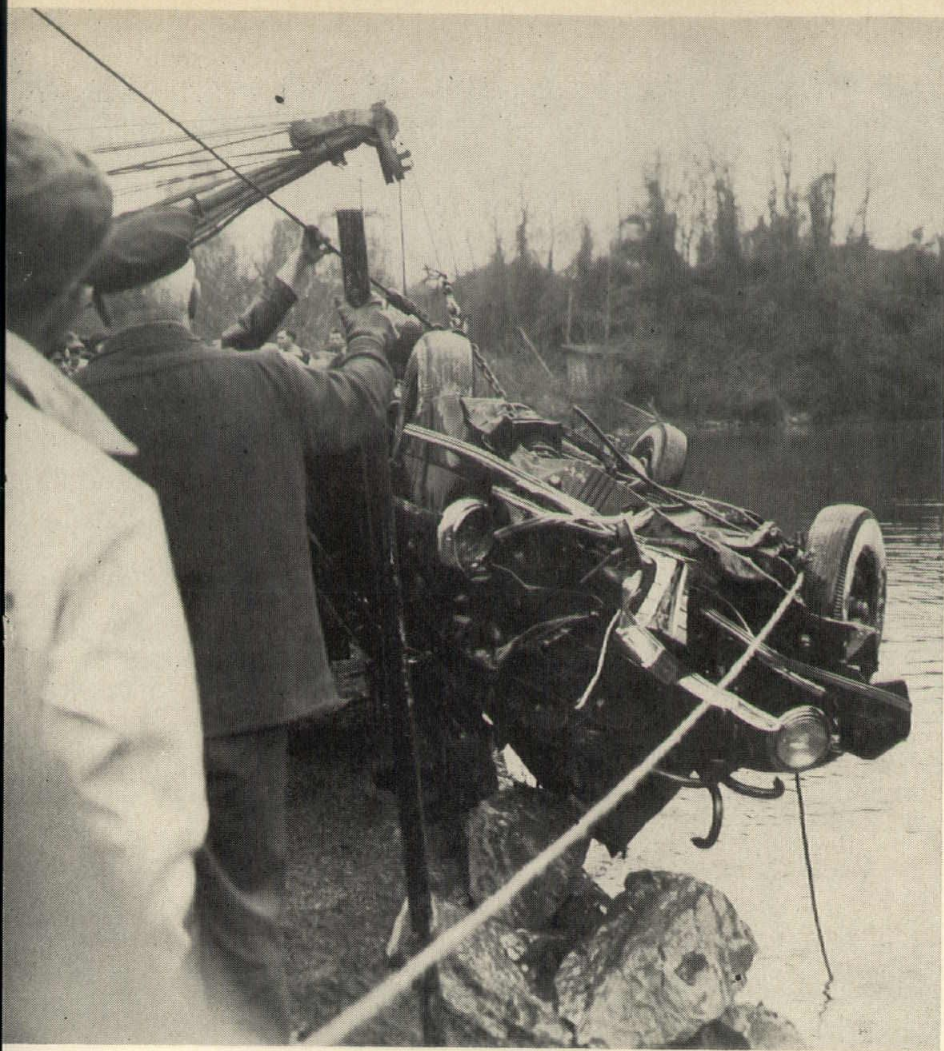


B



C





The case of a man, apparently a suicide, whose car plunged over cliff into the water of an old rock quarry. Roanoke Life Saving and First Aid Crew in boats located the car and succeeded in hooking trappling irons to two sides of the frame, making it possible for the wrecker on the far bank to haul the car toward shore, using its extension cable.

Crew members did not realize that the victim was still tangled within until the auto started to come out of the water. As the car approached the bank, the crew slowed the operation until his body could be freed.

#### Picture sequence:

A—As car appeared above surface, crewmen learned they had recovered body of victim as well as the car.

B—Captain Wise signals for wrecker to slow procedure until body of man can be freed from car.

C—Large crowd on bank and platform witness recovery of body and salvage of wreckage.

D—Smashed vehicle is hauled clear of water.

tell the Virginia Story

JULY 1968

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PAGE SEVENTEEN



# CREDIT UNIONS . . .

## WHAT THEY STAND FOR . . .

STATEMENT OF PRINCIPLES BY MEMBERS  
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*We Believe . . .* Credit unions are associations of people, owned and democratically controlled by their members. Should they cease to be such, they cease to be credit unions.

*We Believe . . .* Credit unions are essentially thrift associations. They recognize thrift as the wise use of one's resources, which includes credit. They devote themselves to the development of regular thrift programs, to provide their members a greater measure of financial security.

*We Believe . . .* Credit unions must provide maximum protection for members' shares, including adequate surety bond coverage and systematic supervision by the auditing committee of their own members. They should have adequate annual examinations as required by law.

*We Believe . . .* Credit unions provide their members thrift and loan service that is more complete, more convenient, and more thoroughly helpful than they could otherwise obtain. Where possible they should provide insurance to cover the lives of their members to the extent of their loan balances and on all or a portion of their savings—for the benefit and protection of their members' families.

*We Believe . . .* Credit unions should regard the character of the borrower as the prime security consideration regardless of the amount involved, and the rate of interest should not exceed one per cent a month on the unpaid balance, and should be the same on all loans.

*We Believe . . .* Credit unions should recognize the essential and important place banks and other financial institutions have in our economy. They appreciate the service these institutions render and believe that friendly relations with them is mutually desirable.

*We Believe . . .* Credit unions should unite with each other to increase their services to their members and fulfill their obligation to bring credit union benefits to all people who need these services.

*We Believe . . .* Credit unions should be ever alert to changing conditions and should adapt themselves to the changing needs and desires of their members, while they always maintain their basic integrity and principles.

*We Believe . . .* Credit unions should be responsible organizations in their communities and fulfill their civic obligations in a generous and exemplary manner.

*We Believe . . .* Credit unions have demonstrated that average people can operate their own financial institutions. Credit unions are increasingly recognized as instruments of human well-being, and will continue to be, so long as they maintain and cultivate the highest ideals and standards of conduct.

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life savers were organized in 1928, the need for water safety has been greatly increased in the last 40 years.

Man-made lakes at state parks and dams built by companies to provide hydroelectric power have greatly expanded boating, skiing, fishing, swimming and other recreational activities in the area.

The largest of these lakes is at Smith Mountain, a 20,000-acre reservoir with 500 miles of shoreline, which is only 12 miles from Roanoke. Other lakes include: Philpot Dam, Claytor Lake, Carvin's Cove, Douthat Park and Fairystone Park.

The rescue squad long has advocated municipal swimming pools throughout the city where close inspection could be given and safety practices followed.

The crew has interested itself in oxygen therapy, assembling equipment in addition to oxygen tents with which to offer treatment under a physician's direction. It has become an outstanding feature of the crew's service, with relief being offered in such extended illnesses as asthma, emphysema and heart ailments.

As air travel progressed, the Department of the Army and the Navy in 1943 requested the Roanoke crew to equip itself and make available manpower for service in cases involving plane accidents within a hundred-mile radius of Roanoke. The crew set up a "crash trailer," equipped with such equipment as jacks, chain hoist, cutting torches, asbestos clothing, gas masks, etc., which has been used numerous times and is kept ready for use on a moment's notice.

The parent crew was a pioneer in many ways, especially in equipment. It was the first to use an inhalator, first with an oxygen tent and first with an iron lung.

City Manager Hunter served as president of the crew from 1928 to 1932, followed by R. W.

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(From page 19)

Oakey, 1932-33; Sam G. Oakey, 1933-42; Clarence M. Oakey, 1942-43; Bernard Cook, 1943-58, and Wise, 1958 to date.

Wise served as crew captain for 30 years before becoming president. He has been the sparkplug, the energetic leader, all the way.

Wise became so much a part of the rescue squad that many persons thought he was a paid administrator.

From the N&W railway job, Wise became associated with the Roanoke Fire Department as executive secretary to the chief for several years until he took a position with the Southern Oxygen Co. in 1945 where he became assistant director of the medical division and district manager. Since 1966, he has been consultant for the Southern Oxygen Division of Air Products & Chemicals, Inc., with offices in Roanoke.

"Through my association with Southern Oxygen, it has been my privilege to attend many national gatherings where I've had an opportunity to witness first hand the latest techniques in the scientific field of resuscitation," Wise said.

He is a board member of the American Heart Association, has attended anaesthesia sessions throughout the U.S. and is a member of the American Association of Inhalation Therapists and other health organizations.

This knowledge and training have given him fresh information to bring to his crew members at their weekly drill sessions on Mondays from 8 to 10 p.m.

Many honors have been heaped on Wise individually and on the Roanoke crew as a unit.

A certificate of appreciation was presented by William Flanagan, Director Roanoke Memorial Hospitals, "in recognition of outstanding contributions to the health and welfare of the community, especially for its work with polio victims."

(Continued on page 57)

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# JULIAN S. WISE

## FOUNDER

### OF THE

# RESCUE SQUAD MOVEMENT

**J**ULIAN STANLEY WISE was born in Roanoke. He is the son of Robert Samuel Wise and Marcella Himes Wise. He attended Jefferson High School, holds a degree in Safety Engineering and is the author of many articles relative to the Safety movement.

At one time he was employed in the Motive Power Department of The Norfolk and Western Railway Company. Leaving the N & W, he became associated with the Roanoke Fire Department and served as Executive Secretary to the Fire Chief. In 1945, he took a position with Southern Oxygen Company where he became Director of The Medical Division and District Manager of the Roanoke, Virginia area. Since 1966, he has been Medical Consultant for the Southern Oxygen Division of Air Products and Chemicals, Inc., with offices in Roanoke.

Mr. Wise organized the first volunteer combination Life Saving and Rescue Squad in the world, having formed and developed the famed Roanoke Life Saving and First Aid Crew in May, 1928, and

since then has been instrumental in organizing many Squads throughout the United States. He is a Life Member of both The Virginia Association of Rescue Squads and the Roanoke Life Saving Crew.

He is a charter member of the International Rescue Association and assisted in organizing this Association and served two years as President of the Association. During his term of office, *The Reader's Digest* in the February, 1945 issue carried an article about the work of Captain Wise and the Roanoke Volunteer Lifesavers. In 1956, *The Reader's Digest* printed another article on the inestimable value and tremendous growth of Captain Wise's vision throughout the world.

Mr. Wise assisted in organizing the Virginia State Association of Rescue Squads, and served as President four terms. In addition, he served as Captain of the Roanoke Life Saving Crew for thirty years and now serves as Crew President. He has been cited by many civic and Fraternal Organizations for his extreme interest in the field of Life Saving and Rescue movement. He is holder of the Charlotte Randall Memorial Trophy for saving a life unassisted and also has been presented the American Red Cross Medal of Honor, having served voluntarily hundreds of hours teaching Life Saving and First Aid.

His Fraternal Organizations include Shrine, Dokkie, Knights of Pythians, Mason, Scottish Rite No. 197 B.P.O. Elks and Moose.

He is a member of the Virginia Society of Ornithology, Honorary Member Roanoke Firemen's Protective Association, member of Kingsport, Tennessee Safety Council. He holds Honorary Membership in the following Life Saving Crews: Greensboro, North Carolina, Bristol, Virginia, Kingsport, Tennessee and Johnson City, Tennessee.

He served as Chief of Civil Defense Rescue Division, City of Roanoke. He is a member of the Board of the National Foundation (March of Dimes), is a member of the American Association



Bernard Cook and Julian Wise chat with Basal O'Conner, president of National Foundation of Infantile Paralysis, in Roanoke to compliment crew on work during polio epidemic.



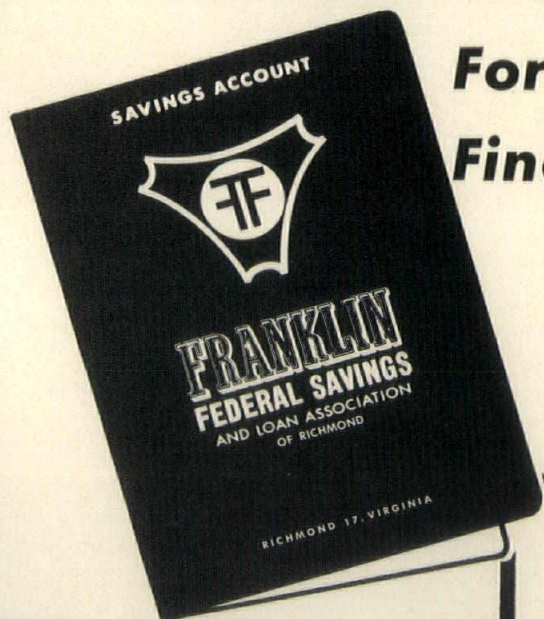
tion of Inhalation Therapists', the Virginia Crafts Guild, Board member of the Virginia Safety Association, was Examiner in First Aid and Life Saving for the American Red Cross and served as Chairman of both First Aid and Life Saving for many years. He is a member of the 1900 Club of America.

He served as State Campaign Chairman, 1960 March of Dimes and in 1959, served as local campaign chairman. He is Past President of the Roanoke Valley Heart Association and served as Roanoke City Campaign Chairman of their Fund Drive. He is also a member of The American Heart Association. He is Past President of the Roanoke Society of Safety Engineers. He served as Scout Master of Troop 14, Greene Memorial Church, is also an Eagle and Palm Scout and served as Examiner for Merit Badges on many subjects. He is also Past President of The Semper Idem Club, and held membership in the Hidden Valley Country Club.

He is married to Ruth Light, daughter of Bert Selven and Floye Mae Smith Light. Mr. and Mrs. Wise make their home at 1534 Terrace Road, South West, Roanoke, and are members of Greene Memorial Methodist Church.



*Julian Wise, rescue squad founder, holds face mask of breathing device while lecturing to class of nurses.*



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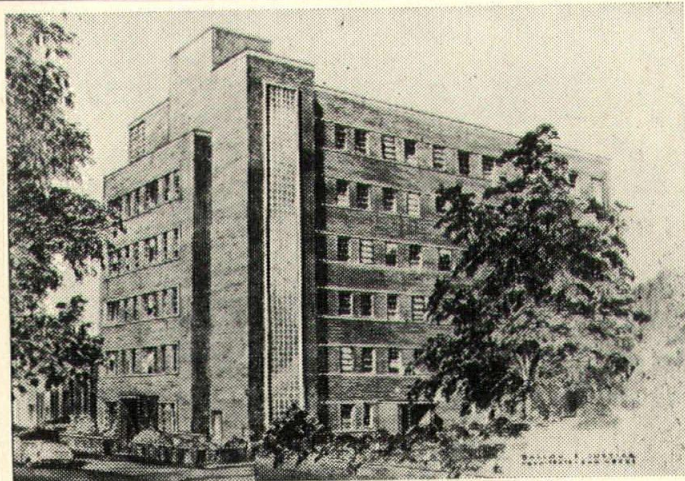
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## FEATURING THE MANCHESTER VOLUNTEER RESCUE SQUAD OF CHESTERFIELD

Manchester Volunteer Rescue Squad in Chesterfield County has consistently won Virginia's top awards for its mobile equipment applications. We consider it a fine example of the Rescue movement in our state and typical of the performance of squads throughout the state, to which all Virginians owe a large debt of gratitude.

Pictures courtesy of INTERNATIONAL TRAIL, publication of International Harvester Company.

Ambulances shown are IH 1100-B TRAVELALL models, equipped with Intern ambulance equipment.





## COOPERATION WITH OFFICIALS



*Cooperation with local law enforcement officials is a necessity. Shown here, left to right are, Tommy Gleason—Tommy Reekes and Chesterfield County Chief of Police, Edgar Gill.*

## COMMUNITY RELATIONS

*Community relations include many things, among them the training of the area's youth in accident prevention and first aid.*





## FIRST AGAIN!

Shown at left, Joe Fitzgerald, Training Officer displays latest trophy to Tommy Reekes—President and D. Dixon—Vice President.

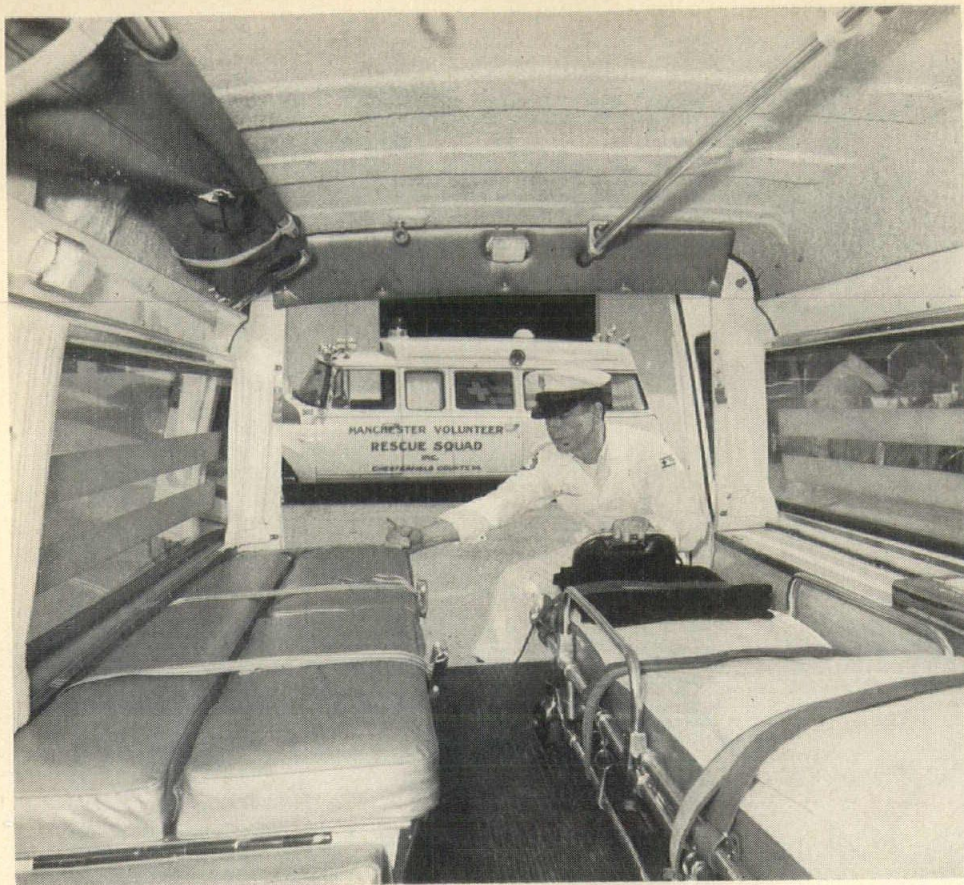


## JUST ANOTHER CALL . . .

Left to right, Luckett, Hickman and Gleason await instructions from the Dispatcher, Mrs. Ann Heath, President of the Women's Auxiliary. Photo at bottom was taken at a Field Day.







### "CHECK 'EM OUT"

*Tommy Gleason goes over equipment. This takes place at least once a day for each piece of equipment in the Squad.*

### ROLL 'EM!!

*Emergency call requiring all available units, draws a speedy response from squad members.*





"THERE GOES  
MY DADDY"

*Squad wife and children watch as family provider prepares to take part in still another call.*



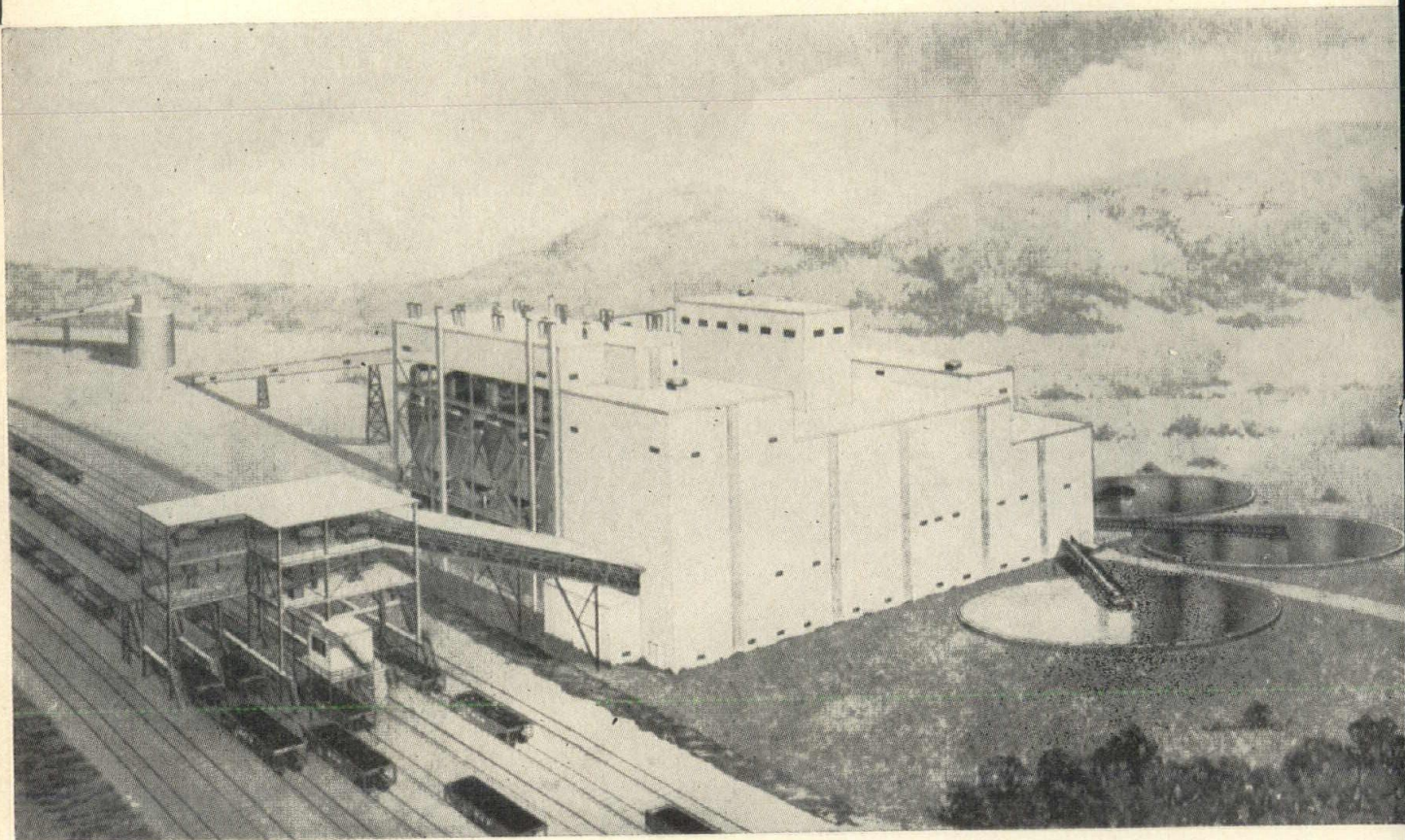
"SOMETIMES  
THEY JUST  
DON'T PAY  
ATTENTION"

*This photo, taken at the new Chesterfield Reservoir is fortunately a posed one, but the scene of a water call victim is an all too frequent one merely because of neglect of simple safety procedures.*





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213 E. Windsor Avenue  
Alexandria, Virginia 22310

Alleghany Dist. Rescue Squad  
P.O. Box 21  
Elliston, Virginia 24087

Altavista Life Saving & First Aid Crew,  
Inc.  
P.O. Box 1  
Altavista, Virginia 24517

Amherst Life Saving Crew  
P.O. Box 232  
Amherst, Virginia 24521

Appomattox County Rescue Squad  
Appomattox,  
Virginia 24522

Ashland Rescue Squad, Inc.  
P.O. Box 545  
Ashland, Virginia 23005

Bedford Life Saving & First Aid Crew,  
Inc.  
P.O. Box 161  
Bedford, Virginia 24523

Bensley Volunteer Rescue Squad  
P.O. Box 3411  
Richmond, Virginia 23234

Bent Mountain First Aid & Rescue  
Squad  
Bent Mountain, Virginia 24059

Big Island Emergency Crew, Inc.  
P.O. Box 85  
Big Island, Virginia 24526

Blacksburg Volunteer Fire Dept. &  
First Aid Crew  
P.O. Box 161  
Blacksburg, Virginia 24060

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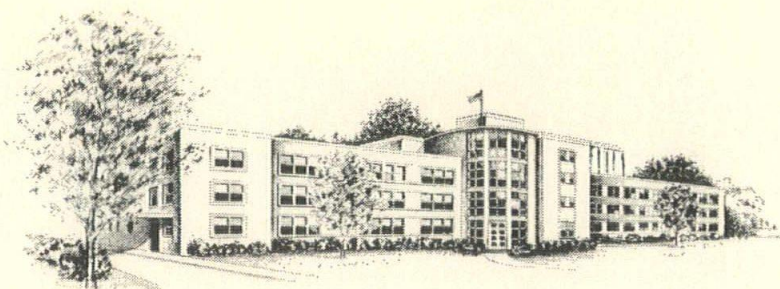
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Virginia 24065

Bowling Green Rescue Squad  
Bowling Green,  
Virginia 22427

Bristol Life Saving Crew, Inc.  
P.O. Box 302  
Bristol, Virginia 24201

Buchanan Rescue Squad  
Buchanan,  
Virginia 24066

Buckroe Beach FD. Rescue Squad, Inc.  
P.O. Box 4045  
Hampton, Virginia 23364

Buena Vista Rescue Squad, Inc.  
P.O. Box 668  
Buena Vista, Virginia 24416

Callao Volunteer Rescue Squad, Inc.  
Callao,  
Virginia 22435

Campbell County Rescue Squad  
Wards Road—U.S. 29 South  
Lynchburg, Virginia 24502

Cave Spring First Aid & Rescue  
P.O. Box 1668  
Roanoke, Virginia 24008

Central Rescue Squad  
Gasburg,  
Virginia 23857

Charlottesville-Albemarle Rescue  
Squad, Inc.  
P.O. Box 160  
Charlottesville, Virginia 22901

Christiansburg First Aid & Rescue  
Squad, Inc.  
P.O. Box 272  
Christiansburg, Virginia 24073

Churchville First Aid Crew  
Churchville,  
Virginia 24421

Citizen Rescue Squad  
Melfa,  
Virginia 23410

Clearbrook First Aid & Rescue Squad,  
Inc.  
Rte. #5, Box #8  
Roanoke, Virginia 24014

Clifton Forge Rescue Squad  
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Clifton Forge, Virginia 24422

Colonial Beach Rescue Squad  
Dennison Street  
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(Turn to Page 37)



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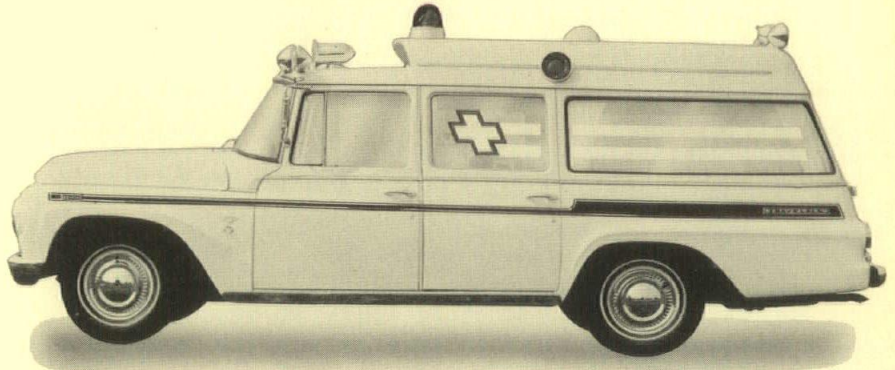
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STANDARD



PANEL



# RECOMMENDED BASIC EQUIPMENT SPECIFICATIONS

	SEC Item No.	800 Series Panel	2000 Series STANDARD	1000 Series DELUXE	5000 Series INTERNE
<b>BODY MODIFICATIONS:</b>					
a) Panel Body. Sliding side windows installed in rear quarter panels.....	09	X			
b) The Travelall body is modified to take full advantage of the 140" WB chassis, adding 21" of body space. Finished with rocker panels, and interior rear door trim panels. (REQUIRES ITEM #11).....	09				X
<b>RAISED REAR DOORS:</b> 43" height in lieu of standard 37" door height (requires Item 11).....	10			X	X
<b>HIGH HEADROOM:</b> 51¾" — Fiberglass reinforced; high strength. Impact, sound and heat resistant. <b>WHITE OUTSIDE WITH DECORATIVE TRIM UNLESS OTHERWISE SPECIFIED.</b> Includes fiberglass wiring cover covers inside. (MANDATORY REQUIREMENT ON INTERNE — order w/#9).....	11			X	X
<b>PARTITIONS:</b>					
a) With 12" x 58" safety glass sliding window: Partition between driver-patient compartment. Heavy-duty ¾" plywood covered with white laminated plastic. Includes built-in overhead cabinet.....	12		X	X	X
b) Walk-thru type: Includes sliding door for access to patient compartment. Window behind driver. Covered with white grained plastic — stain and mar-resistant. Use bucket seats.....	12	X			
<b>CABINETS:</b> All cabinets of ¾" plywood and covered with white heavy-duty laminated plastic to match interior partitions.					
<b>Medicine cabinets (2):</b> Installed on partition in patient compartment with grab bars mounted on top. 7½" x 7½" x 58" oxygen tank storage space underneath cabinets with access from driver's compartment (See Items 26A, B, C Optional).....					
<b>Cabinets in Deluxe Conversion:</b> 5" deep x 17" x 17" inside. Include platform for mounting (2) portable "D" oxygen tanks or resuscitator centered between the cabinets.....	13A			X	
<b>Cabinets in Interne Conversion:</b> 8" deep x 17" x 24" H. inside. Space between for Item #5028 — permanent attendant seat or space for mounting (2) portable oxygen tanks.....	13A				X
<b>L. H. Utility Cabinet (1):</b> Installed on left side patient compartment. 64" x 8" x 15½" outside. (Covers wheel housing and auxiliary heater).....	13B		X	X	X
<b>R. H. Utility Cabinet (1):</b> Same as Item 13B above. (Omit in Deluxe and Interne Conversions if extra wide squad bench is used).....	13C		X	X	X
<b>Extra Width Squad Bench Bed:</b> Storage compartment installed right side. Heavy-duty vinyl upholstering w/foam cushion. 64" L x 18" W x 15½" H outside. Includes side rail and head rest (or squad seat) that fold down when not in use. (Not available with R. H. Utility Cabinet — Item 13C).....	13D			X	X
<b>Tool Compartment:</b> Under left hand front floor section of patient compartment w/spring loaded hinged door. Access from side door.....	13F		X	X	X
<b>GRAB HANDLES AND RAILS:</b> Six (6) chrome plated grab handles. (1) mounted at each side door, (4) at rear doors.....	14A			X	X
When overhead stretchers are used, mounting space permits use of only two grab handles. See Optional Equipment listing, Item 14B.					
<b>OVERHEAD GRAB RAILS</b> — See Optional Equipment listing — Item 14C.					
<b>SHADES AND DRAPES:</b>					
<b>Shades:</b> a) On sliding glass window partition.					
b) Second door windows, patient compartment.					
<b>Drapes:</b> c) Each quarter panel window, patient compartment.					
d) Rear door windows, patient compartment.					
e) Insert panel windows, Interne only.....	15			X	X
<b>INTERIOR LIGHTING GROUP:</b> .....	16	X		X	X
a) Panel lights with manual controls mounted on each side of driver-patient partition					
b) Side Panel lights mounted on each side and above rear door in patient compartment. Automatic control with rear door opening. Manual switch in driver compartment and patient compartment (furnished with Deluxe and Interne only).					
c) Blue night lite above medicine cabinets (Deluxe and Interne).....					
d) Step light mounted in recessed step-well automatically controlled with door opening (furnished with Deluxe and Interne only).					
e) Squad bench interior light (furnished with Interne only)					
<b>EXTERIOR LIGHT GROUP</b> (also see Item 66 Option).....	17			X	X
Two 6" chrome plated #6570 (or equal) with red sealed beam lens mounted front on roof. Two on rear corners of roof. One 6" red lens recessed into each side of fiberglass roof at center.					
<b>FLASHER:</b> Motor driven. REQUIRED for flashing lights.....	18			X	X
<b>EMERGENCY ELECTRICAL CONTROL PANEL:</b> Individual fused switches, mounted on aircraft type instrument panel, control each circuit. Ruby signal lights are included. Separate master switch controls emergency electrical system. REQUIRED with all ambulance units.....	19			X	X
<b>SPOTLIGHTS:</b> 360° swivel. Interior control. Two mounted right and left upper front corners. One on left for Panel and Standard series.....	20	X	X	X	X
<b>REAR DECK LOADING LIGHT:</b> 6" chrome flood lite, adjustable mount. Mounted on roof over rear doors. Manual switch on dash can be wired to back-up lights if specified.....	21	X	X	X	X
<b>BACK UP LIGHTS:</b> #482, pair, installed.....	22	X			
<b>SIREN AND WARNING LIGHTS:</b> Federal WLRG. Chrome plated with sealed beam flashing lights at front and rear. Audible and visible signals combined in one popular unit.....	23	X	X		
For Deluxe and Interne Conversions, see Optional Equipment section — Item #23A.					
<b>POWER ROOF VENTILATOR:</b> Mounted in roof over patient compartment. 125 CFM. Switch mounted on instrument panel in driver compartment. Model 300S.....	24			X	X
<b>PATIENT FAN:</b> 675 CFM w/rheostat switch mounted on partition.....	25	X		X	X
<b>OXYGEN SYSTEM:</b> Hospital type, piped oxygen system includes piping from tank storage space with pre-set regulator and two quick Schrader connectors. Flow meter not included. See Optional Equipment — Items #26A, B, C.....	26			X	X
<b>HEATER:</b> Hi-capacity hot water type installed with grille in rear left side of patient compartment Utility Cabinet. Includes air vent and two-position switch.....	27		X	X	X



# RECOMMENDED BASIC EQUIPMENT SPECIFICATIONS (cont'd)

	SEC Item No.	800 Series Panel	2000 Series STANDARD	1000 Series DELUXE	5000 Series INTERNE
ATTENDANT SEAT: Foam cushion and heavy-duty upholstery.....	28				
a) Standard or Deluxe Conversion: Folding floor type. Omit if wide squad bench is used (Item #13D).	28A		X	X	
b) Interne Conversion: Centered between medicine cabinets. Faces rear.	28B				X
REAR VIEW MIRRORS: Chrome plated "West Coast, Jr." type. Adjustable, mounted at each side on Deluxe and Interne. Only one mounted on driver side on Panel or Standard Conversion.....	29	X	X	X	X
WINDOW DESIGN: 3" parallel stripes etched on each quarter window. Decal cross on side door and rear door windows.....	30			X	X
SAFETY REFLECTORS: "Scotch Lite" red reflectors mounted on inside of all doors on exposed edges.....	31		X	X	X
BUMPER STEP:					
a) Built-in, low, recessed chrome plated bumper with black step — non-skid and illuminated. (For other bumpers, see Optional Equipment — Item #32A).....	32		X	X	X
b) Standard model w/welded-in step in rear bumper. Painted black.....	32B	X			
SPECIAL FLOOR EXTENSION: Required in patient compartment in back of partition and medicine cabinets. Finished to match interior flooring. Required with partition.....	33			X	X
STEP-WELL: Right side, second door — carpeted, illuminated and trimmed.....	34		X	X	X
REAR DOOR MEDICINE CABINET: Recessed in lower right rear panel door. 16" x 11½" x 3" all steel with clear plexiglass door for convenience.....	35		X	X	X
AMBULANCE COTS:					
Model #409 — Light, welded, rigid aluminum construction. Inset wheel mounting, head and foot pull handles, multi-position back rest. 3" Nu-Foam mattress.....	36A	X	X		
Model #54L — Two-position elevating type — from 7½" to 31". Adjustable back rests and 5" rubber casters. Covered 3" Nu-Foam mattress.....	36B			X	
Model #30 ALL-LEVEL COT. Quickly adjustable to any of eight levels. 3" Foam mattress and 5" wheels. Minimum height 12" may be reduced to 9½" by specifying 4" wheels.....	36C				X
COT FASTENER: #1 Ferno Universal-type. Installed in side wall of LH utility cabinet. Chrome plated steel w/manganese fittings. Use #3 Model if installed on wheel housing.....	37	X	X	X	X

## OPTIONAL EQUIPMENT

INTERNE OVERHEAD LINEN CABINET: 53" W x 10" D x 8" H inside. Built on rigid steel base with outside finish to match partition. Not available with air conditioning.....	13G				X
GRAB HANDLES: Two for use w/overhead stretchers in lieu of recommended Item #14A.....	14B			X	X
OVERHEAD GRAB RAIL: Polished aluminum, mounted from roof just left of center — full cot length.....	14C			X	X
EMERGENCY MASTER SWITCH: Controls total electrical system. Works automatically in collision or roll-over. Use manually for fire, electrical repairs, during battery recharging or during storage. Disconnect switch on dash, reset under hood on switch cover plate.....	19A			X	X
OPEN DOOR WARNING LIGHT: Bright red light on dash alerts driver to open doors in patient compartment.....	22			X	X
SIRENS AND EMERGENCY SIGNAL LIGHTS: (Installed)					
Federal #28 Heavy-Duty Siren. Enamel finish for underhood mount.....	23A	X	X		
Federal #67. Chrome plated w/forward Solaray light. A good combination of visible and audible warning.....	23B			X	X
Federal #C5GB. Chrome plated w/grille in place of forward light. Equipped with brake.....	23C			X	X
Model PA-15. 75 watt Electronic siren and PA system. Gives excellent voice amplification and adjust- able siren. Complete w/amplifier — CP-25 chrome plated speaker and microphone.....	23D			X	X
Model CP-25 extra speaker for Item #23D.....				X	X
Model 17 Beacon Light. Two-lamp style produces 80 flashes per minute. Lighter weight, it uses less current and runs cooler than other multiple lamp models.....	23E		X	X	X
Model 174 Beacon Light. Four-lamp single color, 95° rotation. Unit then reverses thru 95° — a dis- tinctive flash frequency.....	23F			X	X
Model 175. Four-lamp model, alternate red and white w/tilted white beams.....	23G		X	X	X
Model 176. Four-lamp model w/clear or red dome. Full rotation. Specify full color of red, blue, amber, or combination w/two clear lamps. Unless otherwise specified, will furnish red dome, white lamps.....	23H			X	X
OTHER SIRENS AND BEACONS ON REQUEST					
GRAVITY VENT: Mounted toward rear of roof.....	24A	X			
FLOW METER FOR OXYGEN SYSTEM: Provides uniform flow of oxygen.....	26A			X	X
HINGED FRONT SEAT OR R. H. BUCKET SEAT: Hinged to fold forward for access to oxygen tank....	26B			X	X
SECURITY STRAP FOR OXYGEN BOTTLE: Hinged, steel strap secures type "M" 122 cu. ft. bottle in storage space behind driver.....	26C			X	X
BACK UP ALERT: A new safety feature. Rear outside buzzer gives alarm signal when reverse gear is used.....	29B	X	X	X	X
FULL WRAP-AROUND BUMPER STEP: Diamond plate — painted black with 48" step.....	32A			X	X
STRETCHER: Emergency, folding type. Rubber bottom #11 Ferno w/wheels and legs that fold out of the way when not in use. Items #47 and #48 should be specified with this stretcher.....	38	X	X	X	X
MODEL 15 ADJUSTO-STRETCHER: Adjusts quickly from 6' to less than 4' length for mounting on parti- tion behind driver's seat.....	38A	X	X	X	X
OVERHEAD STRETCHER ARRANGEMENT: Two end-folding type #12E Deluxe cots w/holding straps. Removable suspension hooks fit eye bolts installed in reinforced roof (REQUIRES Item 14B — Grab Handles in lieu of Item 14A).....	41			X	X
D. H. Stretcher, like above, except one only mounted L. H. side.....	41A			X	X



## OPTIONAL EQUIPMENT

**STAIR CHAIR:** Essential for emergency vehicles. For stairs, hallways — other close-up quarters. Model #40S Ferno, mounted, folded on second door, left side. Complete w/side arms, foot rest, carrying handles

**ADULT FRACTURE BOARD W/MOUNTING STRAPS:** (Installed)

**OXYGEN BOTTLE HOLDER:** Fits 54-L or #30 Cot

**IV HOLDER:** Fits 54-L or #30 Cot

**WHEEL CUPS:** (Pair) Restrain cot movement while driving. Recommended w/No. 11 Cot

**POST CUPS:** (Pair) When used w/wheel cups, hold cot legs firmly in place

**BATTERY CHARGER:** 12 volt. Built-in, w/plug-in receptacle recessed in left side of body, forward

**4-TON RESCUE KIT:** Speedy hydraulic power pump and ram plus versatile attachments to extricate victim from jammed wreckage. Complete with metal case. May be mounted between front bucket

seats. Weight, 45 lbs.

**FIREMAN'S AXE:** W/bracket. 2 3/4 lb. head, 24" handle

**WRECKING BAR:** 24" w/bracket. Best grade hardened steel

**24-UNIT FIRST AID KIT:**

**FIRE EXTINGUISHER:** 2 1/2 lb. dry chemical

**SAFETY BELTS:** Retractable type, for squad bench or attendant seat

**COT RETAINING STRAPS:** 84" long. Fits all cots

**HEAVY-DUTY AIR CONDITIONER SYSTEM:** Installed under roof in overhead cabinet space. Cools both compartments. Warranty and service by IH

**VINYL LINOLEUM FLOOR:** Best commercial quality, off-white color to complement interior. This is laid w/1/8" sub-flooring, over the regular Travelall floor, trimmed and sealed

**LETTERING:**

Enamel — 4" or 5" block letters

Gold Leaf — 4" or 5" block lettering

Scotchlite

**AUTOMATIC SHOCK ABSORBERS:** Rear shocks designed and calibrated to adjust for all load and road conditions, relieve sway, and assure improved handling and patient comfort

**EXPORT OXYGEN SET:** Two bottles mounted, w/gauge and face masks

**RESUSCITATOR/INHALATOR, HANDY:** With 10' hose, adult mask, child mask, endotracheal adapter, instruction cards; quick-connects to ambulance oxygen system (Item #26)

**ASPIRATOR:** Vacuum type. Operates from engine vacuum to clear patient before administering oxygen. Large, unbreakable lucite tank mounted on medicine cabinet, with 5' of suction line and 3 plastic suction catheters

**FIREBALL WARNING LIGHTS** for greater safety. Four red domes 4 1/2" high with concentrated beam lights revolving 360° can be furnished in place of #6570 flashing lights in Item 17 (Exterior Light Group)

**SIDE RECESSED FLOOD LIGHTS:** Built-in, either side of raised roof. Excellent for roadside accidents illumination. Max., two each side, near front and rear for broad light beam. Switch each side separately

**DUAL CUP "D" OR "E" OXYGEN BOTTLE HOLDER:** Floor mount

**MOUNTING BRACKETS:** for 2 D or E bottles — located between medicine cabinets on partition (Deluxe model only)

**115 VOLT D.C. MOBILE POWER SUPPLY:** 1200 watts, 110-115 v D.C. power requirements for flood-lights, any appliance or hand tools with universal type motor. L-N Power Transformer installed under attendant seat, Interne only

Requires Leece-Neve 100 amp. Alternator on V-8 Engine. Order Alternator, factory installed

Outside WP Single Receptacle on R or L Insert Panel

Outside WP Double Receptacle on R or L Insert Panel

Outside WP Single Receptacle on Rear of Body

**COT LIGHT:** Compact, adjustable spotlight mounted directly over patient's head for treatment or examination

**INTER-COM SYSTEM:** Instant communication between driver and patient compartment

**PATIENT GRAB BAR AND CARRYALL:** 16" x 6" grab bar enclosure mounted top of left hand utility cabinet near patient

SEC Item No.	800 Series Panel	2000 Series STANDARD	1000 Series DELUXE	5000 Series INTERNE
42	.....	X	X	X
43	.....	.....	X	X
45	.....	.....	X	X
46	.....	.....	X	X
47	X	X	X	X
48	X	X	X	X
49	.....	X	X	X
50	X	.....	X	X
51	X	.....	X	X
52	X	.....	X	X
53	.....	.....	X	X
54	X	.....	X	X
55	.....	X	X	X
56	X	X	X	X
58	.....	.....	X	X
59	.....	X	X	X
60A	X	X	X	X
60B	X	X	X	X
60C	X	X	X	X
61	X	X	X	X
63	X	.....	.....	.....
64	.....	.....	X	X
65	.....	.....	X	X
66FB	.....	.....	X	X
66SR	.....	.....	X	X
67	.....	.....	X	X
67MB	.....	.....	X	.....
68	.....	.....	.....	X
68S	.....	.....	.....	X
68D	.....	.....	.....	X
68R	.....	.....	.....	X
69	.....	.....	X	X
70	.....	.....	.....	X
71	.....	.....	X	X

## DIMENSIONS

	Panel	Standard	Deluxe	Interne
Overall Length	202"	202"	202"	223"
Chassis Wheelbase	119"	119"	119"	140"
Headroom — standard roof	44 3/4"	44 3/4"	.....	.....
raised roof	.....	.....	51 3/4"	51 3/4"
Floor Length — partition to rear door	91"	.....	94"	110"
medicine cabinet to rear door	.....	.....	88"	101"
floor length — no partition	.....	96"	.....	.....
Floor Width — between wheel housings	49 1/2"	49 1/2"	49 1/2"	49 1/2"
Rear Door Width — panel doors	49 1/2"	49 1/2"	49 1/2"	49 1/2"
Rear Door Height — standard panel door	37"	37"	37"	37"
raised door	.....	.....	43"	43"



Specifications subject to change without notice.



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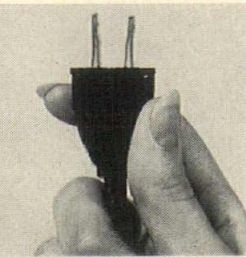
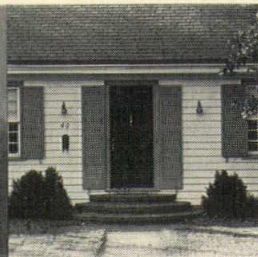
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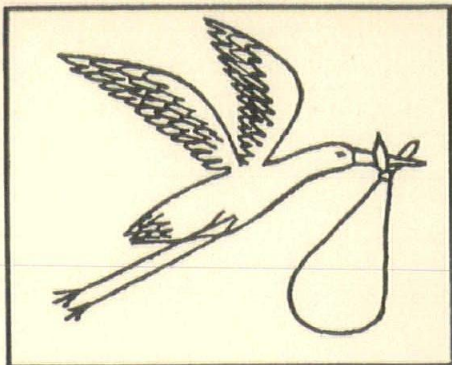
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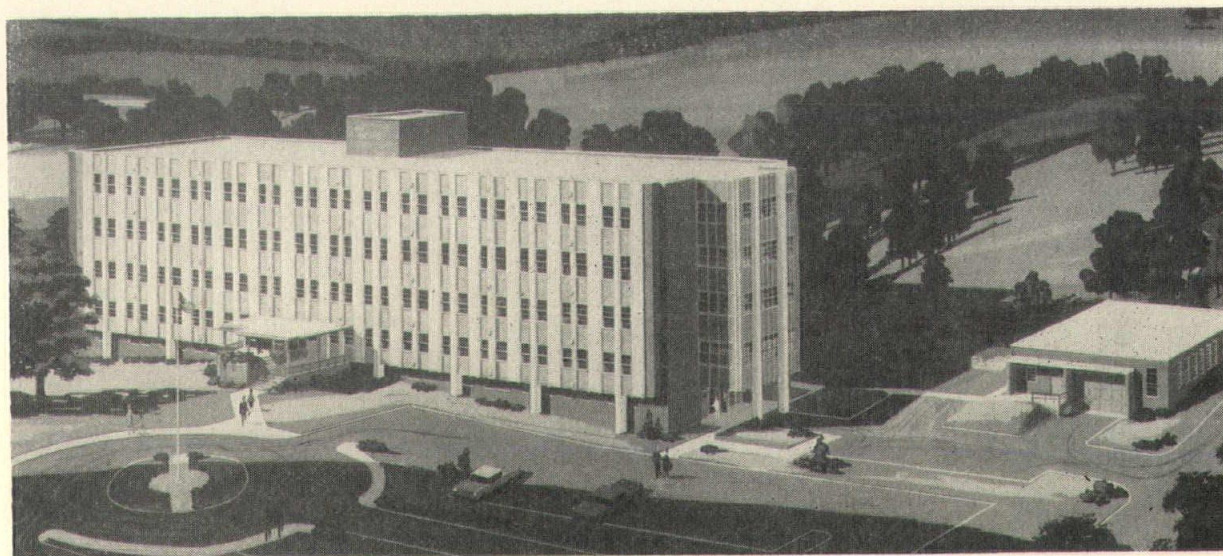
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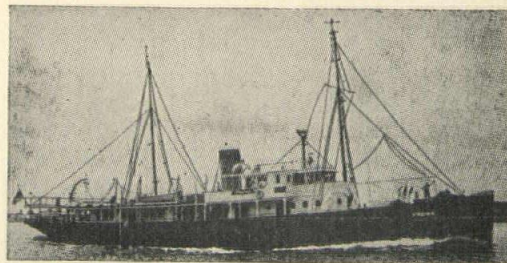
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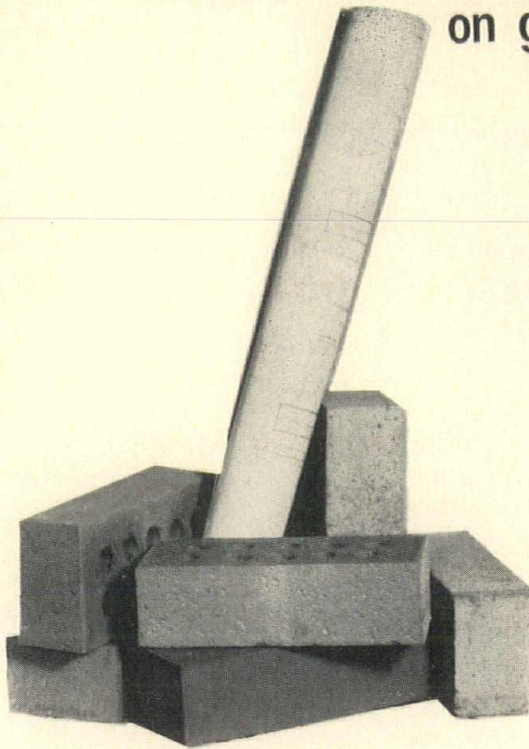
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Aid Crew, Inc.  
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Dublin, Virginia 24084

Richlands Rescue Squad, Inc.  
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Richlands, Virginia 24641

Richmond County Rescue Squad  
Warsaw,  
Virginia 22572

Roanoke County Rescue & First Aid  
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Roanoke, Virginia 24019

Roanoke Life Saving & First Aid Crew,  
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Roanoke, Virginia 24001

Salem Rescue Squad, Inc.  
P.O. Box 291  
Salem, Virginia 24153

Saltville Rescue Squad, Inc.  
P.O. Drawer D  
Saltville, Virginia 24370

Scott County Life Saving Crew  
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Gate City, Virginia 24251

South River Dist. First Aid Crew  
Fairfield,  
Virginia 24435

Southside Rescue Squad  
102 West Main Street  
South Hill, Virginia 23970

Southside Va. Emergency Crew, Inc.  
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Staunton Rescue Squad, Inc.  
P.O. Box 143  
Staunton, Virginia 24401

Sterling Park Rescue Squad  
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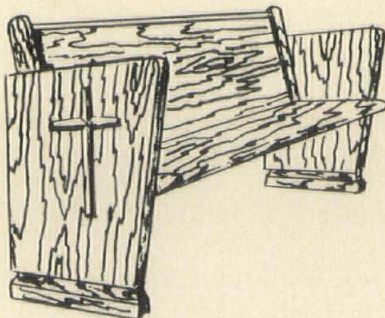
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# Travelers' Guide

## EXCITING NEW PROGRAM AT COLONIAL WILLIAMSBURG

FOUR MAJOR exhibition buildings and three craft shops opened to the public here on July 1. They mark the implementation of an exciting new program for summertime visitors to Colonial Williamsburg.

Open starting July 1 will be the eighteenth-century home of statesman Peyton Randolph; the house, silversmith shop and brass foundry of James Geddy; the tavern of the popular Colonial host, Henry Wetherburn; the Wren Building of the College of William and Mary; and the McKenzie Apothecary Shop.

To accommodate this expanded program, Colonial Williamsburg will institute a new type of combination ticket that will allow visitors a wide selection among the available buildings. During the months of July and August, the basic ticket will include the Governor's Palace, Capitol and Wren Building, plus a choice of one building from each of the following four pairings: The Peyton Randolph or George Wythe Houses; the Brush-Everard House or the Public Gaol; the James Geddy House and Shop or the Magazine; and the Raleigh or Wetherburn Taverns.

The Wren Building is a National Historic Landmark and has been

open to the public each summer since 1963. It will receive more significant interpretation through the cooperative efforts of the College of William and Mary and Colonial Williamsburg. During the past year several rooms have been restored to reflect the educational offerings of The College in the eighteenth century. The Wren Building was built in 1695-99 and has survived three fires during its nearly 275 years. It is the oldest academic building still in use in this country.

Mr. Wetherburn's Tavern was built about 1740-45 and enlarged several years later. Numerous balls were held in the tavern, probably in the large tavern room in the west addition. Private clubs and business companies also held regular meetings in the tavern. Wetherburn's will be furnished according to an inventory taken in 1760 upon the death of its popular tavernkeeper.

Built about 1715, the Peyton Randolph House faces Market Square and is both historically and architecturally

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PAGE FORTY-FIVE



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## Travelers' Guide

(Continued)

One of the outstanding eighteenth-century homes in Virginia. The interior in particular is very distinguished. The house was owned by Randolph from 1737 until his death in 1775. One of Virginia's most noted patriots, Randolph was Speaker of the House of Burgesses and became president of the First Continental Congress. A frequent caller at this Williamsburg house was George Washington, and Thomas Jefferson, Rochambeau, Lafayette and other outstanding figures of the American Revolution also were visitors here. The house will be furnished to reflect the period of Randolph's habitation.

On the corner of Duke of Gloucester Street and Palace Green, the eighteenth-century home of successful silversmith and goldsmith James Geddy will be furnished to reflect his occupancy in the 1760's. The Geddy silversmith shop will adjoin and be a part of the house tour and visitors may watch skilled artisans at work hammering silver into many different forms. In the yard in another building, a brass foundry and pewter shop will be in operation.

The James Craig Shop, currently housing the silversmith, pewterer, locksmith and other activities, thereafter will specialize in the work of locksmith, engraver and jeweler.

(Please turn the page)

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## Travelers' Guide

(Continued)

A second apothecary shop will open on Palace Green just a few steps from the home of the Colonial governors. It will reflect the business of Dr. Kenneth McKenzie who operated a shop here about 1750. Its opening on July 1 will supplement in important ways the familiar exhibits in the Pasteur-Galt Apothecary Shop on Duke of Gloucester Street near the Capitol.

With this wide variety of additional buildings, Williamsburg offers its greatest new program since the formal opening in 1934 of the Governor's Palace and Capitol.

### EXTRA HELP FOR MOTORISTS FROM STATE DEPARTMENT OF HIGHWAYS

MOTORISTS whose cars become disabled will find extra help on several heavily traveled sections of Virginia's interstate highway system during peak travel hours of the upcoming holiday weekends.

It will come in the form of a new Safety-Service Patrol initiated by the State Department of Highways for holiday travelers.

Highway Commissioner Douglas Fugate, in announcing the program, said that it is intended primarily to assist motorists who become stranded on the limited access highways.

"The main purpose will be to help motorists obtain whatever assistance they need so that they may resume their travels as promptly and as safely as possible," he added.

Routes to be patrolled will be all Interstate 95 in use by traffic, all Interstate 495, Interstate 66 between I-495 and US Route 29-211 at Gainesville, Interstate 81 between Dixie Caverns and US Route 220 at Doverdale, and the Interstate 581 near Roanoke.

For the Memorial Day weekend, patrols were on duty from 4:30 p.m.

tell the Virginia Story

Wednesday, May 29, to 7 p.m. Thursday, May 30 and from noon Sunday, June 2 to 7 a.m. Monday, June 3, 4 1/2 hours in all.

Thirteen patrol units will be in operation, each consisting of a driver and a Department pickup truck bearing a sign identifying it as part of the Safety-Service program.

The trucks will carry flares, traffic cones, flags, fire extinguishers and other equipment. They will also be equipped with two-way radio contact with a base station, which in turn will have telephone communication with State Police and with the service stations in each area.

The operator's assignment will be to stop and learn the needs of stranded motorists. In some instances, the operator may be able to furnish minor services. Generally, however, he will relay the public's service requests to his base station, which will notify the nearest available service station able to provide the necessary assistance.

Disabled cars will not be left until radio confirmation is received that a service vehicle is being sent.

The two-way radios will also be used, when needed, to have the base sta-

tions alert State Police, wreckers or ambulances.

Altogether, nearly 190 miles of interstate roads will be covered by the patrols. About 100 Highway Department employees will be engaged in the program, working on shifts as necessary.

Tentative plans are to continue this program through the summer at least. Complete logs will be kept for later analysis to determine the effectiveness of the program.

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The above photo, scene of the "Fat Nancy" wreck, was taken July 12, 1888 by J. T. Wampler of Charlottesville, Virginia. It was furnished through the courtesy of Mrs. R. L. Rogers, Orange, Virginia.

# THE WRECK AT "FAT NANCY'S"

By G. WATSON JAMES, JR.

IN A CHAT I had with Earl Wood, a native son of Orange County, the conversation turned to oddities in Virginia and particularly to his home county. He queried: "Did you ever hear of the wreck at 'Fat Nancy's'?" As I hadn't, I was like a hound dog scenting a rabbit. He then gave me some details of the tragic disaster which he had learned from his forebears and from elderly county residents.

"Fat Nancy," a rotund colored resident, lived beside a small stream some two miles from Orange Courthouse. The stream was spanned by a wooden trestle on the Virginia Midland Railroad (now the Southern Railroad).

To tell the Virginia Story

One night some eighty years ago, death swooped down where "Fat Nancy" lived and the night was made hideous with shrieks, groans, crashing timbers and hissing steam.

So much for a "lead," but there was much spade work to be done to write the story of the disaster which has been associated with "Fat Nancy" since it happened, so very long ago. Happily, cooperation-plus was extended the author and the search finally ended at a microfilm machine in the Virginia State Library in Richmond, into which were threaded certain editions of *The Richmond Times-Dispatch* and *The State*, the latter an afternoon newspaper then published in Richmond.

JULY 1968

*The State's* July 12, 1888 edition read:

**TERRIBLE ACCIDENT ON VIRGINIA MIDLAND. FIVE KILLED, FORTY WOUNDED. MEAGER PARTICULARS.**

(by Associated Press to *The State*)  
ALEXANDRIA, VA. July 12—

A terrible accident occurred on the Virginia Midland Railroad early this morning. The through Southern train that left here at 11:25 last night went a distance of fifteen feet through the trestle which lies between Orange Courthouse and Barboursville, killing five persons outright and wounding upwards of forty, some severely. Among the killed is Cornelius

PAGE FIFTY-ONE



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Cox of the Engineer department of the road. The names of the others are not yet received. The train hands were all more or less hurt, but none seriously.

A later report, also from Alexandria, July 12, printed underneath the above, was a special from the United Press, and reported the train "running at full speed" . . . "Shock terrific" . . . stated three killed instead of five, and "The wounded are Mail Agent, scalded about the body; engineer fearfully scalded and may die; fireman scalded; conductor scalded and otherwise hurt." further: "Every assistance is being rendered to the wounded passengers by the county people and physicians have arrived from Orange Courthouse and Gordonsville."

These first "flashes" were contradictory and only a part of the whole story which was printed in full detail by *The Richmond Times-Dispatch* of July 13, 1888.

After recapitulating certain facts stated in previous news items, it disclosed that the train was No. 52 south-bound and that it broke through what was known as Browning Trestle, which was about 350 feet long and forty even feet high.

It described the arrival in Charlottesville of a special train bearing thirteen of the most seriously wounded and told how the curious so packed the area that police could scarcely keep a clear passageway. Doctors L. E. Lannagan, C. P. Wertenbaker and J. J. Gordon were at the depot to render aid, with A. D. Payne standing by with hacks and wagon waiting "to bear the wounded from the train."

But for a more vivid description we turn to the *Dispatch's* local correspondent, who could only get as far as Gordonsville by train and thence by buggy ten miles across country to the disaster scene. He wrote:

"There a scene awaited (him) no pen or tongue can describe. The train was carried down with it about 190 feet of trestle. The trestle broke in the middle and the engine had gotten three-fourths over before it went down.

"The train consisted of an engine and seven coaches as follows: mail, baggage, smoker, ladies' car and three sleepers. The engine went down first and fell clear. The mail car went down next and the smoker crashed down upon it; the baggage car was thrown over the south side of the track on its side, and the ladies' car fell on the north side bottom upwards. The first sleeper fell with one end on the baggage car

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and the other resting on the trestle. Two sleepers did not leave the track at all and no one was injured in them . . ."

One senses the tension under which the newsman must have labored, so much so that he had only recorded in one sentence, near the end of his article, that:

"General Longstreet was on the train but escaped injury."

Incidentally, the presence of the noted Confederate general on that ill-fated train is accounted for, as historical records that he had attended a reunion of the Blue and Grey at Gettysburg that July, 1888.

Another wearer of the Grey attending the same reunion was not so fortunate. He was L. G. Cortes, who was returning to his home in New Orleans.

In addition to Cortes and Civil Engineer C. G. Cox of Alexandria, Va., the dead list included:

"Charles Frances, passenger, Baltimore (supposed)

"Edward Smith, newsboy, Washington, D. C.

"R. N. Terrence, passenger, Blacksburg, S. C.

"H. T. Whittington, mailer, Greensboro, N. C.

"An Italian—name and address unknown."

It was further recorded by the *Daily Patch's* correspondent that:

"J. S. Moore, with a force of ten hands, had been working at this place

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p to ten o'clock last night. The south end of the trestle which had just been up in did not give away."

That the wreck at "Fat Nancy's," as well as "Fat Nancy" herself, is still much alive in Orange County's history came to light when the author mentioned "Fat Nancy" to a lady acquaintance. A few days later, coincidentally, the lady said she had been visited by a friend, a native of Orange, now of California, and that she had asked her friend how "Fat Nancy" was—a nickname for a sister of her visitor whose weight, incidentally, was just the reverse of the legendary "Fat Nancy." Her curiosity aroused as to the "Fat Nancy" wreck, she wrote to James W. Green, well-known editor of *The Orange Review*, for details. Editor Green, in addition to giving the location of the disaster, noted that the box was one of the victims, and that there was a monument to him on the site of the wreck. He further stated: "The trestle was replaced by a heavy earthen fill. About twenty-five years later, location of the rail line was moved eastward a short distance to decrease the grade. The spot is now on the property of E. W. Scott, but the wreck of 'Fat Nancy's' trestle remains in local history, something like the wreck which killed Casey Jones. The trestle then bridged Two-Mile Run, by which the stream is still known. The site is but a short distance from 'Montpelier,' home of James and Polly Madison. . . ."

We do not know if that wreck of July, 1888 is officially designated in the history of the Southern Railway as occurring at Browning Trestle, but we do surmise that as far as local history is concerned, it will always be designated "The Wreck at 'Fat Nancy's'."



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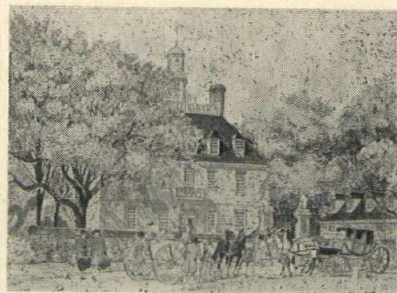
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## ORIGIN OF SQUADS

(Continued from page 21)

A crew member Herbert W. Popper, now deceased, designed and presented the crew its official coat of arms.

The phrases, "Semper Paratus"—"Always Prepared"—and "Ut Vivant"—"That They May Live," are significant parts of the coat of arms, along with meaningful symbols such as the lamp of knowledge, winged foot, broken heart, six drops of blood, two words and leaves of the golden oak.

Wise is holder of the Charlotte Randall Memorial Trophy for saving a life unassisted and also has received the American Red Cross Medal of Honor for his hundreds of hours volunteered in teaching life saving and first aid.

He also was signally honored by the Roanoke Chamber of Commerce in 1951. This certificate reads: "With sincere appreciation this scroll is presented to Julian Stanley Wise in recognition of his service to humanity in the founding of the Life Saving Rescue Squads movement of America. Presented during the joint meeting of the International Rescue and First Aid Association and the Virginia Association of Rescue Squads by the Roanoke Chamber of Commerce."

It was signed by G. L. Furr, president, and B. F. Moomaw, executive director.

And at the state convention in Roanoke in 1966, Wise was presented a gold key to the City of Roanoke by Mayor Benton O. Billard "for outstanding service in the field of life saving."

He also has received a letter of recognition from William H. Stuart, U.S. Surgeon General, "for outstanding and continuous service in the life saving field;" a certificate of merit from the Roanoke Valley Safety Council "for outstanding service to humanity through the foundation of life

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saving crews"; received president's medal from the Roanoke Valley Heart Association "in appreciation of distinguished service and leadership in advancing the heart program"; and was presented "Man of the Week Certificate" in recognition of "outstanding achievement in civic leadership" from the Shenandoah Life Stations.

Wise has been eulogized in editorials in The Roanoke Times, The Roanoke World-News, The Danville Register and other newspapers.

The Danville paper, after quoting a tribute paid to Wise by U.S. Senator A. Willis Robertson, said: "It would be difficult, without some pondering, to name a Virginian in this century who has done more for his fellowman than Julian Wise. When great Virginians are mentioned, Julian Wise must be included."

Senator Robertson, in a speech at a state convention of the rescue

squads at Natural Bridge, has said: "Mr. Wise is one of those Americans who saw a need and did something about meeting it."

Through the years, the Roanoke crew has used five different methods of artificial respiration switching as newer techniques were developed.

The crew membership is a ever changing group. Several former members have helped organize new crews when transferred to other communities.

The 10 life saving crews within the Roanoke Valley answered more than 9,000 calls for emergency aid in 1967. In getting to the scenes of auto accidents, fire drownings and other emergencies, rescue crews drove emergency vehicles nearly 146,000 miles. Many more uncounted miles were put on personal cars.

Valley units used oxygen 60 times last year while transporting patients to hospitals. The Williamson Road and Hollins units each made two birth deliveries with members of the Hollins crew delivering a set of twins.

Crew members say there is always a one-of-a-kind emergency that occurs most every year. The Vinton crew, for example, was summoned when a person accidentally drank a quantity of hot grease which was mistaken for coffee.

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## "FOR WANT OF A NAIL..."

(Continued from page 5)

During the past two years, MCV brought in two brilliant new men—Dr. William Regelson in medical oncology and Dr. Walter Lawrence in surgical oncology (that is, cancer specialization in medicine and cancer specialist in surgery)—who gave a fresh thrust to concentration on a unified operation which, along with research, has already drastically improved the facilities for the care and treatment of cancer patients. These three divisions operate within a framework including Urology, Gynecology, and Hematology. Within this framework, while there have always been specialized areas in which men have been devoted to cancer, at MCV this has been extended with increased emphasis, and each division has its own interests in basic research.

These positive elements, however, present only the *potential* for a center of treatment and research which could take a position among the major institutions devoted to cancer. And even this potential is largely dependent upon the vision of a very few men who conceived, out of the present disorganized conditions, the possibilities of a Cancer Institute as a self-contained, integral unit of the Medical College of Virginia Hospital. Although this planned Cancer Research Institute for the State of Virginia represents an advance into new fields in our area, such centers are operating in other parts of the country: the Jimmy Fund of the Children's Hospital in Boston is associated with Harvard; the Michigan Cancer Foundation in Detroit is associated with Wayne University and the Papanicolaou Cancer Center is associated with the University of Miami; Health Research Incorporated is linked to Roswell Park Memorial Institute, a cancer research center supported by New York State at Buffalo. In addition, there are the more heavily endowed and famous centers for cancer treatment and research, such as Sloan-Kettering, The M.D. Anderson Hospital, Fels Institute and the Philadelphia Cancer Research Institute.

The plan of a major research center at MCV does not envision—certainly not at first—competition with the large cancer research institutes. What is needed at present is an improvement in

facilities, new equipment, and a core of key men with ambition and original ideas who could be drawn by the appeal of working in a new, growing center where, free of the restrictive bureaucratic cliques burdening some of the great centers, they would be encouraged in productive initiative. But, there's the rub. Without the facilities and the equipment—the operation of an integral unit, no matter how small—MCV cannot attract these necessary key men. At the bottom of the whole envisioned structure is the need of money for equipment.

The Federal government, the old stand-by for all causes, would appear to be the logical source for this revenue. But, on the "to him who hath, it shall be given" principle, the Federal government bestows its grants to the big existing centers of proven productivity. Currently the government turns down three out of four applications for subsidies. And, while this policy might work a hardship on a center which is trying to get started, it is fundamentally reasonable for the government to make available money for cancer research where the disbursers feel it will do the

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most good. Of course, if the government had adopted this sensible policy in all of its hand-out programs, it could afford to be a little more generous in programs which affect the nation vitally as the health of its citizens. But as financial allotments for cancer treatment and research get no votes, a center for Virginia must be given its status by Virginians—and then, when the now proposed institute at MCV becomes a going concern, Federal money will help it grow.

As of now, a Cancer Research Institute at the Medical College of Virginia Hospital is more than a dream by virtue of the nucleus of young, forward-thinking, deeply involved doctors, the cooperative structure of divisions, and a record of recent improvement—both in the concept of the treatment of patients and in the use made of the inadequate facilities. It was only a year ago in April that the dynamic Dr. Regelson was brought in from Roswell Park Memorial Institute to head the division of medical oncology, which included the operation of the then gaseous Tumor Clinic.

The primitive, depressing physical condition of this clinic—in the capital of Virginia in 1967—threw private patients into profound agitation, and the endless wait among apathetic, dying people caused the friends and relatives who accompanied the patients to stay away after a single experience. One companion, emerging pale and shaking hours later, said, "I'd rather give up and die than go through that twice a week." While today far from ideal, the clinic has shed its atmosphere of charnel house and conditions of waiting, for the clinic patients as well as the private patients, have been made comfortable and even cheerful. This improvement reflects a recognition of the vital importance of mental attitude in cancer patients.

In the case of bed-patients, the situation is still disorganized, with can-

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tients scattered all over the hospital, under nurses who not only have not specialized in tumor patients but, in some cases, are actually queasy about them. In the proposed cancer research center, cancer patients would have beds in a separate wing, served by nurses who by specialization became familiar with the needs of cancer patients. The doctors in the center, while still failing themselves of the interests in cancer research among men in other professions, would all—like Dr. Regelson in medicine and Dr. Lawrence in surgery—be devoted exclusively to the care and treatment of cancer patients, along with their clinical and basic research. This would only be doing for cancer what has long been done for obstetrics and pediatrics, and increasingly for mental disturbance.

The concentration of doctors and nurses in a single area of therapy, which embraced continual research, would obviously bring morale and cohesiveness to the staff—and this would most certainly be reflected in the morale of the patients, as well as in their care. This correlation between the patients' morale and benefits from treatment is a part of the new emphasis which tends to remove the cancer patient from attitudes of the Dark Ages. In Dr. Regelson's division of medical oncology, as a specialist within a specialty, he is an extremely research-oriented chemo-therapist in which capacity various chemicals are used in conjunction with radiotherapy and surgical therapy. Dr. Regelson's research is primarily concerned with "most response"—the body's resistance to invasion, of which immunology is a part. Dr. Lawrence is at present connecting his basic research directly in immunologic treatment of cancer. For research along another line, they want Dr. Jorge Ferrer, an Argentinian who has made a major breakthrough in the isolation of a cancer virus, and

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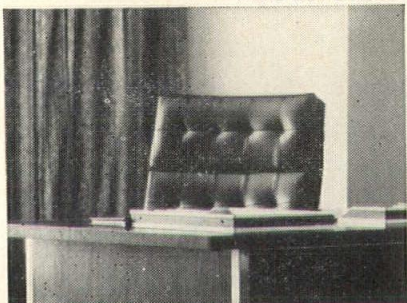
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Ferrer wanted to come to MCV. The oncologists could scrape up his salary and squeeze out space, *but* for want of \$65,000 to support the technical and laboratory construction necessary to bring him here, Dr. Ferrer is not coming. This serves as one example, only one, where the lack of a pittance as figured in Federal and state expenditures—halted an immediate advance toward the development of a research program which could gain support of the Federal government.

Because such single lacks could be multiplied indefinitely, the plan to realize MCV's potential has now grown into the Medical College of Virginia Cancer Research Fund, whose objective is to gain statewide support in the creation of a Cancer Research Institute in association with the Medical College of Virginia Foundation. Such an objective is entirely new for MCV, and places it among the advanced institutions in recognizing the need to establish a self-contained unit, or center, for

the improvement of patient treatment and care facilities for cancer and allied diseases, in conjunction with the promotion of clinical research and basic research. In some areas such centers have been helped into being by industries' contributions laying a foundation for the Fund.

The dedication of the men currently involved can be illustrated by the multiple roles into which Dr. Regelson has grown. Before coming to Richmond, Dr. Regelson had received wide national recognition for his research relating to the treatment of cancer, and other doctors—who worked with cancer patients without themselves being exclusively specialists—felt that MCV and the State of Virginia were more fortunate in obtaining a creative researcher of his stature and energy. Head of the Tumor Clinic, and in the care of private patients, Dr. Regelson is deeply involved in the treatment of cancer patients, and showed himself to be that rarity—the combination of de-

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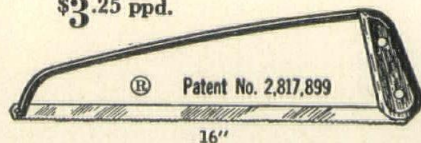
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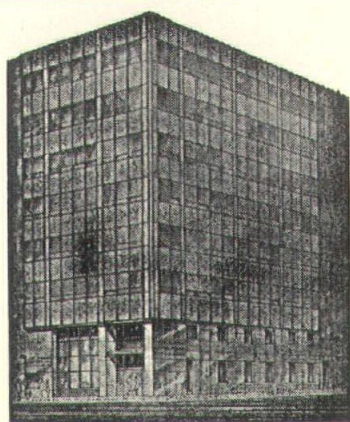
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**WASHINGTON**

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(MIDDLE NAME)

(LAST NAME)

SELECTIVE SERVICE NO.

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Feb. 22, 1732

(DATE OF BIRTH)

Westmoreland Co., Va.

(PLACE OF BIRTH)

COLOR EYES

Blue

COLOR HAIR

Brown

HEIGHT

6'3"

WEIGHT

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17

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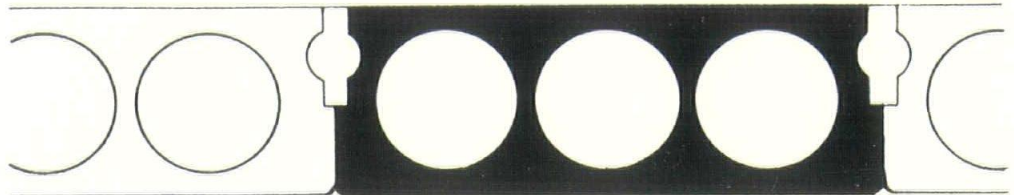
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