

# History of ambulance, rescue, and EMS services in Stanley County

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## 1900 to 1949

1907, Jan – **Parker-Little Furniture Company** added an ambulance for their undertaking business. There were now two ambulances in Albemarle. Over the years that followed, the furniture stores provided ambulance services along with hearses for their funeral departments. Over time, these stores spun off their funeral services to separate businesses that operated the ambulances. [SE, 1/31/07] [SCHS FB 3/10/23]

1927, November – **Morton Furniture Company** in Norwood started ambulance service. [AP, 11/17/27]

1928, Feb – **P. J. Huneycutt & Company** advertised their ambulance service in addition to their funeral services. [AP, 2/2/28]

1928, Mar – **Morgan Funeral Home** in Albemarle advertised their ambulance service. [SNP, 3/6/28]

1928, Nov - **Palmer Furniture Company** now had a new Packard Eight ambulance for its undertaking department. [SNP, 11/27/28]

1931, Dec – **Morton Funeral Home** now advertised as a separate business from the furniture company, including ambulance service. [SNP, 12/29/31]

1932, Nov – **Stanly Funeral Home** advertised ambulance service. [SNP, 11/8/32]

1938, Mar – Palmer Furniture Company announced that they had a new LaSalle ambulance. [SNP, 3/22/38]

1939, Sep – **Hartsell Funeral Home** opened in Albemarle on West Main Street. Services included “day or night” ambulance service. [SNP, 9/26/39]

1939, Nov – Hartsell Funeral Home recently purchased a 1940 LaSalle ambulance. [SNP, 11/21/39]

1942, Jan – New 1942 Cadillac “combination” ambulance/hearse had been put into operation at Hartsell Funeral Home. [SNP, 1/2/42]

## 1950 to 1959

1950, July – **Town of Badin** added an ambulance. From the newspaper: “brand new ambulance which was purchased recently by the Carolina Aluminum company for the exclusive use of the people of Badin. When anyone in Badin needs to go to the Stanley County hospital, the doctor can call this ambulance, and it will be at their disposal without charge. The company once operated a hospital in Badin, but when the hospital movement started in the county, a decision was reached to co-operate to the limit with the Stanly County hospital. The ambulance was purchased in order that the people of Badin may have hospital service in case of emergency in a matter of minutes.” [SNP, 7/7/50]

1950, October – Project started by Albemarle Lions Club to establish a rescue squad for the city and county. At the weekly meeting, Fire Chief Clarence Morris presented the proposal and said that a donation of \$110 had already been received toward buying equipment. Some weeks earlier, the Greensboro Fire Chief explained the purpose of a rescue squad and endorsed a “movement to establish one here.” It was estimated that \$3,000 was needed to buy a vehicle to carry the necessary equipment. [SNP, 10/20/50]

1951, Dec – Fundraising was underway to buy a rescue truck for the rescue squad. Much of the needed equipment had already been acquired, including “towels, blankets, first aid bandages and antiseptics, a respirator, grappling hooks, air packs, and numerous other items.” The project had been underway for a year, and Albemarle Fire Chief E. C. Morris had “kept the idea going forward.” He planned to form a group similar to others used in the state. [SNP, 12/14/51]

1952, Jan – Two bids were received by city council for a truck for the rescue squad, to be bought with funds raised by the Albemarle Lions Club and other civil groups<sup>1</sup>. The amounts were \$2,400 (International) and \$2,600 (Ford). [SNP, 1/25/52]

1952, Apr – New rescue truck had been received and was housed at the fire station. Bought through the local Ford dealer, it would be “outfitted and painted” as well as having cabinets and storage spaces built for the squad’s equipment. Plans were for the truck to remain at the fire station and the fire chief the leader in forming the squad organization. [SNP, 4/8/52]

1952, Jun – New rescue truck was nearly completely equipped and could answer a call if an emergency arose. Some equipment remained, including a generator, a cutting torch, and a siren. A boat had been ordered, 16-foot, and a trailer would be constructed to haul the boat. Once the equipment was completed, a “call” would be sent out for “men to make up the squad.” Also, a class on rescue work was planned.<sup>2</sup> [SNP, 6/20/52]

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<sup>1</sup> The Badin Lions Club and the Carolina Aluminum Company also contributed. [SNP, 7/25/52]

<sup>2</sup> First aid classes were conducted starting in February 1953. From the graduates, members of the rescue squad would be chosen. [SNP, 2/20/53]

1953, Feb 27 – By this time, the **Albemarle Rescue Squad and First Aid Company** (as lettered on the rescue truck) had answered a few calls. The squad was equipped with a 1952 Ford Vanette step-van that was housed at the main fire station. The project was undertaken by the Lions Club. The truck was funded by the Lions Club and other civic groups. The project committee included Fire Chief Clarence E. Morris. [SNP, 2/27/53]

1955, Feb – **Dry Funeral Home** in Norwood advertised ambulance service. [SNP, 2/15/55]

1956, Jun – **Norwood Fire Department** had started a campaign to raise money to equip a rescue squad in town. [SNP, 6/8/56]

1958, circa – **Albemarle Rescue Squad** re-organized as **Stanly County Rescue Squad**.<sup>3</sup> [SNP, 7/15/90]

1958, Feb – NFD had a 1948 Cadillac ambulance used by **Norwood Rescue Squad**.

1959, Jan – **Lefler Funeral Home** in Albemarle and Norwood advertised ambulance service. [SNP, 1/2/59]

### **1960 to 1969**

1961, Sep- In early September 1961, Hartsell Funeral Home, Lefler Funeral Home, and Stanly Funeral Home, each in Albemarle, notified Albemarle City Council and Stanly County Commissioners they would no longer provide ambulance services for the area that effective December 1, 1961. Through their attorney, they explained that the cost of on-call ambulance service was too high and at times was disruptive to their funeral businesses.

City and county officials considered starting their own service that would be either managed by or supported financially by the local government. In early October, the officials were informed by the state attorney general that this was not one of the “powers now delegated” to local authorities. Their only recourse would be advocating for new legislation to grant them the authority to establish and maintain an ambulance service.

As the December 1, 1961, deadline approached, the funeral homes agreed they would continue providing ambulance services for an additional 60 days. [SCHS FB 3/10/23]

1961, May 25 – Norwood FD and a new rescue truck placed in service, firefighters renovated and equipped a 1952 Ford panel-van. It replaced an older ambulance-type rescue truck. The Norwood Rescue Squad was a division of NFD. The captain was C. J. Clayton. The squad was comprised of NFD members. [SNP, 4/25/61]

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<sup>3</sup> However, the squad was still cited as ARS in newspaper stories for years and decades.

1962, Feb 28 - New **Ambulance Service Company** took over service in the city and county. The owner was J. Max Fesperman, a well-known Albemarle businessman and a leader in the Stanly Rescue Squad. They had two ambulances, were available on call 24 hours a day, and were located on South Third Street, behind Smith's Service Station. They charged \$10 inside the city and 50 cents per mile one way outside the city. [SNP, 2/27/62] The funeral homes planned to end their ambulance operations on the same day, February 28. [SCHS FB 3/11/23]

1962, July – ASC ceased operations. Fesperman cited reasons for ending the business including one of the three funeral homes did not keep an agreement with his company, and a “lack of cooperation” by people using the service and paying their bills. [SNP, 7/27/62]

1962, July - Salisbury-based **C. & M. Ambulance Service** took over service for Stanly County. President William H. Mills expected to run three ambulances but was starting with a blue Pontiac used by the former service and a larger ambulance moved from Salisbury. They had been operating in Rowan County since December 1, 1961, and began service in Cabarrus County ten days later. [SNP, 7/27/62]

1963, August - C. & M. Ambulance Service announced their intention to cease operating in Stanly, Rowan, and Cabarrus counties. The owner cited financial difficulties, and declining financial health from the beginning. The company had four offices and employed 33 people. Last spring, the company notified county officials in all three counties that they needed a monthly subsidy to continue operating. They were only collecting payments on about 50 percent of their bills. [SNP, 8/2/63] In the last week of August 1963, the company entered into a four-month contract with county and would receive \$200 per month. [SLP, 8/30/63] The subsidy continued into 1964 and was still in effect in July 1964. [SLP, 7/10/64]

1965, Apr - **Sur-Way Ambulance Service** started operation in April 1965 with two 1965 Oldsmobile Ambulettes from their base in the second block of Concord Road. There were five trained attendants on staff and others would be added. Their service was offered to local residents on "agreement plans, much like insurance." Company reps were contacting residents and "securing contract agreements." [SNP, 4/2/65]

1965, Mar - New ambulance service was announced, named Sur-Way Ambulance Service, and started by Jim Poplin, his brother William, and James Smith, all from Albemarle. The owner of C. & M. Ambulance Service, which currently served the area, said he would “bow out of the picture” if the new company’s plans materialized. He noted he had consistently lost money in Albemarle and had \$8,000 in “bad accounts” on its book. His company was only profitable in Rowan and Cabarrus counties. [SNP, 3/30/65]

1965, October – Cecil’s Rig History - On that Friday night at 10:26 p.m., a 1963 Chevy Impala lost control on the curve at Pee Dee Avenue and Tenth Street in Albemarle. It struck a utility pole and then a concrete wall, trapping two people in the car. Two others were ejected, and one of whom died at the scene, reported the next week’s newspaper. The Stanly County Rescue Squad responded, and it took 45 minutes to free a passenger in the back seat. Because this was long before George Hurst's famous tool was being used by rescue services. Cecil Smith was one of the squad members who worked the extrication. He kept thinking about the time it took to free the victim from the car. There had to be a better way, he thought.<sup>4</sup>

1966, Jan – SWAS History - In January 1966, the local newspaper reported that the company was now using newly installed two-way radios in their vehicles, to "provide better round-the-clock service and at the same time reduce operating costs." They were erecting a radio tower and once completed, their radio "will blanket the entire county." Also noted in the article is that the company has a rule that at least one trained ambulance attendant must accompany every ambulance trip. [SNP, 1/21/66] In January 1966, the local newspaper reported that the Albemarle bus station had closed. The station was operated by the ambulance company [!] and they had ceased ticket sales and the handling of the bus. The ambulance office had served as a bus station for several months. Said the owners, the operation had not proven sufficiently profitable. [SNP, 1/28/66]

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<sup>4</sup> Smith was a city policeman in Albemarle and thus answered most of the car accidents that the squad responded to. As recounted in the Stanly News and Press on April 3, 2005, "he set to work in his basement" to build a solution. And it only about ten years to perfect.

The resulting invention was a device that could pull a car door, quarter panel, or steering wheel. It could also open two doors at once—either front or rear doors—using a chain-pulled hook on one door, and a pass-through beam on the other door.

Later, he added a lift, to raise the end of a car, tractor, or other heavy object. He also designed his device to be portable. It was easily broken down into component parts.

The rescue tool became known as Cecil's Rig. It had no motors, nor hydraulics. And Smith himself used it at least twenty times to save lives. It was widely used across Stanley and surrounding counties. And in places as far away as Pennsylvania.

In a profile of the rescue squad in the Stanly News and Press on May 19, 1978, Smith said that he spent ten years perfecting his device.

"In his shop at home he began shaping and fabricating pieces of metal" to match the idea in his head. The next couple years, he said, were "filled with trial and error, hit and miss, modifications and new approaches." Along with many pieces of discarded metal, and a few of which were salvaged.

Though he tried calling his device the Rescue Pull and Lift Frame, the name Cecil’s Rig was what everyone else called it.

By May 1978, he was manufacturing units for sale through his company Rigco, Inc., which he incorporated in March 1978. And he had two distributors to handle sales, one for the Carolinas and Virginia, and another in Pennsylvania to sell the rig in twelve northeastern states.

1966, Nov - the Albemarle city council heard a request from SWAC for a subsidy to boost their operation. The company was reportedly "on the verge of collapse" unless some help was received. They also asked the city for help enabling legislation to help the company with collecting bills. The city collected information on ambulance services in several North Carolina cities and would study the information and make recommendations to council. [SNP, 11/4/66] By November 1966, Sur-Way Ambulance Service was operating at least five ambulances, two in Albemarle and three in Davidson County. [SNP, 11/18/66]

1967, Jan - In January 1967, Albemarle City Council was expected to approve a new ordinance making it a misdemeanor to refuse to pay an ambulance service bill, if financially able to do so. Also, it would make false ambulance calls a crime. However, also at that meeting, they declined to take action on the requested subsidy. [SNP, 1/6/67]

1967, Oct – By this time, SWAS was receiving a county subsidy. That month, the amount was raised from \$400 per month to \$1,000 per month. The company operated two ambulances locally but needed to add a third to comply with the requirements of new laws that were coming into effect. [SNP, 10/17/67]

1968, Apr – Snapshot of SCRS. Squad had 32 members. The rescue truck was housed at Albemarle Fire Station 1, and the fire department furnished a driver. When a call was received, the truck responded to the scene and a “well organized telephone system” started, which alerted each squad member of the location, and they responded to the scene. Training was conducted at twice-monthly meetings. The squad also had a list of inactive members, who were former squad members and are trained, if additional help was needed. The squad captain was C. Y. “Chuck” Morehead. The squad director was Jack Snuggs. The lieutenants were J. R. Smith, Claud Coggin, and Cecil Smith. Johnny Lambeth was a sergeant who also served as secretary and treasurer.

1968 Jul - On July 1, 1968, owner Charles Whiting was given 30 days’ written notice that his county contract would be terminated at midnight on July 31, 1968. The explanation for the cancellation was "unsatisfactory service rendered." What was the nature of the service complaints? Unable to find citations. At that time, he employed three additional full-time employees and all four served as ambulance drivers and attendants. Note a letter to the editor in the Stanly News Press on July 12, 1968, "their experience [covered] everything from splinting fractures to administering artificial resuscitation and closed chest massage in the event of cardiac or delivering a baby en route to a medical facility."

1968, Aug - On August 1, 1968, **Yellowtop Cab Inc. Ambulance Service** started operation in Albemarle. The president and manager was Walter P. Lisk and his wife Gladys was secretary and served as a daytime dispatcher for the cab division. The joint operation

moved into a new metal building at the rear of the former Red Star Service Station at 164 E. Main Street. They operated a 1968 Chevy carry-all as an ambulance and had a 1969 Ford Econoline van on order. Both vehicles were/would be radio equipped. The firm signed a two-year contract with the county, to provide ambulance service and receive a \$1,500 month subsidy. [SNP, 8/2/68]

1968, Mar - By March 8, 1968, SWAS was sold to a new owner, Mr. and Mrs. Charles Whiting. The new owners planned to continue operations in the same location and with the same service and also hoped to add a third ambulance in the near future. Mr. Whiting was previously associated with C. & M. Ambulance Service in Concord from 1962 to 1967. The company was in “unstable financial condition” when they took over management. [SNP, 3/8/68]

### **1970 to 1979**

1971, Apr – Lions Club was sponsoring an auction sale to raise money for a new rescue van, reported the newspaper on April 13, 1971. The current truck was 20 years old and had “become highly unreliable” and was not large enough to “transport equipment needed on rescue calls.” [SNP, 4/13/71]

1972, early – SCRS received new rescue truck, a 1972 GMC step van. It replaced the 1953 step van and funded in part with \$3,917 raised by the Albemarle Lions Club and the rest through federal funds through the local Civil Defense program. The truck was modified by Carolina Welding Shop, which made such changes as adding exterior compartments. [SNP, 4/7/72]

1972, Apr – Snapshot of SCRS. Calls were received at Albemarle Central Fire Station, where the rescue truck was housed. Rescue calls received “two long blasts on the siren” and the truck was dispatched to the scene with a fireman driving. The fire department dispatcher then telephoned squad officers Chuck Morehead, Johnny Lambeth, and Cecil Smith. They started telephoning members who may not have heard the siren. Those who received the call details by telephone responded to the scene. If the was call located outside the city, AFD alerted the corresponding volunteer fire department so they could respond and assist.

1972, Oct – Cecil’s Rig History - Used by Stanly Rescue Squad for the first time. It was added as a permanent piece of equipment. [Salisbury Post, 11/12/76]

1973? – **Ambulance Service of Stanly County** started operating. Formerly Yellow Top Ambulance Service. Headquarters at 715 Arlington Avenue.

1973, June – ASOSC received new ambulance, a 1973 Chevy/Superior, built by the Superior Coach Company of Greensboro. The company now had three ambulances and eight people, plus owner/manager Jimmy Cook. [SNP, 6/26/73]

1974 – **West Stanly Rescue Squad** started organizing. [SNP, 11/12/74]

1974, May 17 – Cecil's Rig History - Cecil Smith demonstrated his device at a Locust Lions Club meeting. He described Cecil's Rig as "the biggest breakthrough in rescue work in 25 years." By that time, the device was being manufactured by Westa, Inc., [2] a metal and machine shop in Locust. [SNP, 5/17/74] [2] That company apparently ceased operating in August 1977, after the death of owner and manager Jack Sasser, 45, on August 26, 1977. The company's equipment was liquidated at auction in February 1978. [Charlotte News, 8/27/77; SNP, 2/21/78]

1975, May – WSRS started operating. [SNP, 5/9/75]

1976, Jan – WSRS ambulance wrecked in a collision with a car at Highway 601 near Old Charlotte Road. It was transporting a patient from a construction site injury in Midland. The patient, three squad members, and the driver of the car were all transported to the hospital. The patient and one squad member were admitted. The damaged ambulance was less than a year old and had only 8,000 miles. [SNP, 1/2/76]

1976, Jan – WSRS received a loaned ambulance from ASOSC, to operate while the West Stanly ambulance was repaired. [SNP, 1/9/76]

1976, Nov 12 – Cecil's Rig History - Cecil Smith received a patent on his device, which "was technical known as a rescue pull and lift frame." He applied for the patent on October 12, 1973, and received the patent exactly three years later. By that time, Smith was working as a lineman with the City of Albemarle's electrical. Noted the newspaper story, there were six [other?] rescue squads in North Carolina using Cecil's Rig, and one was recently used in Anson County to free the occupant of a small airplane. [Salisbury Post, 11/12/76]

1977, August – Norwood Rescue receives new ambulance. Modulance built by the Modular Ambulance Corporation in Grand Prairie, TX. Delivery price \$23,702.42, plus \$3,177.33 of radio equipment and \$1,937.52 for a "Cecil's Rig." It will replace an outdate 1952 Ford panel truck, which would be repurposed to tow a trailer built by firefighters to carry their extrication equipment. [SNP, 8/5/78]

1977, Sep 06 – Cecil's Rig History - Stanly County Rescue Squad shown using their Cecil's Rig to "tear apart the mangled and upside-down vehicle" to free two victims in a fatal vehicle accident. [SNP, 9/6/77]

1978, April – Snapshot of WSRS. The squad had two “fully-equipped, state-certified ambulances” and 21 active members, of which 17 are certified EMTs. In January, they purchased land for their first squad building. Currently, meetings are held at the Locust Fish House on the first and third Thursday of each month. From January 15 to February 15, they answered 15 calls. Their newest ambulance also has a radio that can communicate with hospitals, fire, police, and most other squads in the state. It’s the only one of its kind being used in Stanly County. A second radio was being purchased for their older ambulance. [SNP, 4/25/78]

1978, May - Cecil’s Rig History – By this time, Smith was manufacturing units for sale through his company Rigco, Inc., which he incorporated in March 1978. And he had two distributors to handle sales, one for the Carolinas and Virginia, and another located in Pennsylvania to sell the rig in twelve northeastern states.

1978, Nov – **Rescue Unit of Stanly County, Inc.** chartered with the state. Formation date November 15, 1978. [NCSOS]

1979, May – WSRS placed new ambulance in service, a 1974 Ford/\_\_\_\_\_ modular unit. [SNP, 5/9/75]

1979, Jan 13 – Cecil’s Rig History - Iredell County Rescue Squad was planning a fundraiser in March, to raise money to purchase of a Cecil’s Rig for their North Iredell station. [Statesville Record & Landmark, 1/13/79]

### **1980 to 1989**

1980, Dec – Two new ambulances delivered to ASOSC. Each cost about \$28,000 and would have about \$3,000 of equipment added. Built by Modular Ambulance Corporation and purchased through Superior Coach Company in Greensboro. Cab and chassis were built by Ford. [SNP, 12/9/80]

1980, Dec – Norwood City Council voted Monday night to supply equipment to bring the NRS ambulance up to state standards. Though the squad did not want to become a franchised EMS transportation provider, a contract might be worked out between the squad and county for transportation in “life or death” situations. [SNP, 12/5/80]

1981 – SCRS acquired a third rescue truck. [SNP, 7/15/90]

1982 – SCRS donated their 1952 rescue truck to the Albemarle Parks & Recreation Department.<sup>5</sup> [SNP, 7/15/90]

1982, October – Satellite station for ASOSC opened on Highway 52 near Norwood. [SNP, 10/29/82]

1983, January – New headquarters for ASOSC almost completed on Bethany Church Road. [SNP, 1/4/83]

1985, Feb – New ambulance delivered for ASOSC, a 1985 Ford E-350ZL/Wheeled Coach. Cost about \$34,000. Replaced a 1979 unit with 112,000 miles. It was planned to be in service the following week. [SNP, 2/22/85]

1986, Dec 05 – Cecil's Rig History - Cecil Smith and Chuck Morehead, organizer of Stanly County Rescue Squad, gave a presentation about Cecil's Rig to the Albemarle Optimist Club. [SNP, 12/5/86]

1987, Jan – Albemarle city council approved leasing a city-owned house on Arlington Avenue to ARS, to be renovated and used as the squad's headquarters. They were presently housed at the fire station. [SNP, 1/9/87] The squad had previously requested to build a building in the Old Charlotte Road-Coble Avenue area, a residential area, but was denied by council. [SNP, 12/30/86]

1988, Jan – Stanly County EMS Advisory Council planned to propose to county commissions on Monday that the county take over EMS operations and replace the two county-franchised providers, ASOSC and WSRS. Snapshot. Between ASOSC and WSRS, the two had 17 employees involved in the delivery of EMS services. The proposal called for those employees to become county employees. [SNP, 1/15/88]

1988, Jan – Snapshot. ASOSC operated out of two stations, Highway 52 north of Norwood and Highway 52 north near Bethany VFD. The buildings were both owned by the county and leased to ASOSC. Also, some of the company's equipment was titled to the county. They had three ambulances. The owner/operator was Alton Simmons. [SNP, 1/15/88]

1988, Aug – Announcement that Barry Britt, a paramedic with Guilford County EMS, would start September 1 in the county EM department as Emergency Medical Service Coordinator. Duties include coordinating ambulance operations, the county's paramedic project, rescue squads, and first responders. [SNP, 8/12/88]

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<sup>5</sup> The city traded the van in 1989 to the local Chevy dealership, which sold to the van to another car dealer. In 1990, the van was purchased by a private owner, who restored the truck for use as a mobile oil changing service. [SNP, 7/15/90]

1989, Jan 10 – **Stanly County EMS** took over EMS operations from ASOSC on January 10, 1989. [<https://www.stanlycountync.gov/186/History>]

1989, Feb 1 – SCEMS took over primary EMS coverage from WSRS. [<https://www.stanlycountync.gov/186/History>]

1989, Feb – New \$45,000 ambulance delivered by this time for SCEMS, a modular unit that will operate from the West Stanley base in Locust. [SNP, 2/13/89]

1989, Mar – Snapshot of SCEMS. Three bases:

Base 1 – Bethany Road – Medstar 1 (24 hour unit)

Albemarle – Medstar 4 (0800-1600) (convalescent unit)

Base 2 – Highway 52 in Norwood – Medstar 2 (24-hour unit)

Base 3 – Highway 200 in Locust – Medstar 3 (24-hour unit)

West Stanly Rescue Squad (24-hour volunteer unit)

Plus two reserve ambulances owned by the county. [SNP, 3/13/89]

### **1990 to 1999**

1990, Feb – By this time, SCRS was operating a Hurst tool, recently donated by Alcoa Badin Works. It cost \$4,790 and was the second in the county, following one acquired by Albemarle FD about six months earlier. [SNP, 2/8/90]

1990, Jul 08 – Cecil's Rig History - Two new (identical?) crash trucks were purchased in Iredell County, for Iredell RS and South Iredell RS. Each was equipped with a Cecil's Rig, along with hydraulic extrication equipment. [Statesville Record and Landmark, 7/8/90]

1990, Dec – By this time, WSRS renamed **West Stanley EMS**. [SNP, 12/13/90]

1992, Jan 23 – Cecil's Rig History - Stanley Rescue Squad and Medstar members shown using a Cecil's Rig to free an accident victim. [SNP, 1/23/92]

1994, Jun – Snapshot of WSRS. Since the creation of SCEMS, the West Stanley squad no longer operated as a franchise, tax-supported service. They were 100-percent volunteer and functioned as a back-up service to SCEMS. They owned two ambulances but only operated one due primarily to lack of funds. It responded when the county ambulances were busy. They had 40 members who in 1993 logged over 2,000 of training or classwork. [SNP, 6/2/94]

1997, Feb – Snapshot of WSRS. Squad had 32 members, from paramedics to EMTs. They operated two ambulances and answered nearly 200 calls a year. The chief was Diane Yow. [SNP, 2/23/97]

1997, Feb – SCEMS has a new \$97,000 ambulance, mounted on a two-door heavy commercial chassis. [SNP, 2/6/97]

1999, Mar – WSRS was one of the few volunteer paramedic ambulance services in the state, thanks to being chosen in [date goes here] as one of a handful of EMS agencies to participate in a pilot program by the North Carolina Office of EMS that placed cardiac technicians on ambulances. [SNP, 3/4/99]

### **2000 to Present**

2001, Aug – Snapshot of SCRS. Squad had 25 members, with the most of 30 and the least of 15, in the past. The state required a minimum of eight members. Squad responded to over 300 calls in the past year. It also operated the mobile air truck, owned by the Stanly County Firemen’s Association. Their equipment includes three boats. They also have the services of two dogs. [SNP, 8/26/01]

2004, Sep – Some members of SCRS were newly certified as public safety divers, part of squad’s new dive team. Other members included fire, police, and department of corrections personnel in the county. [SNP, 9/5/04] The team was organized by June 2003. [SNP, 6/8/03]

2005, Oct – Snapshot of SCRS. Squad had 38 volunteers and averaged 75 calls per year. Rolling stock was a 1989 Chevy 4x4, a 1989 GMC/Hackney rescue truck, a 1993 Ford F-350/\_\_\_ rescue truck, and four boats. Total budget for the year was \$56,000. They answered technical rescue and water rescue calls. [SNP, 10/16/05]

2011, Dec – Board meeting for WSEMS scheduled to consider corporate disillusion. [SNP, 12/6/11]

2014, Apr – During the past fiscal year, one ambulance was purchased, two were scheduled for remounting, one of the disaster response trailers was upgraded, and a QRV was implemented. [SNP, 3/30/14]

2016, Feb – Five new ambulances purchased. [SNP, 3/25/17]

2020 – SCEMS relocated from Bethany Church station. [OH]

### **Sources / Abbreviations**

SE – Stanly Enterprise

SNP – Stanly News Press

SCHC FB – Stanly County History Center on Facebook