



Tilton-Northfield Fire & EMS



www.tnfd.org

Week of 5/15/2009

Phone: 286-4781

Vision

SAFETY

PROFESSIONALISM

**CUSTOMER
SERVICE**

Mission

DELIVER:

EFFICIENT,

PROFESSIONAL,

HIGH QUALITY,

COST EFFECTIVE,

AND TIMELY

**FIRE
SUPPRESSION,**

RESCUE,

**EMERGENCY
MEDICAL
SERVICES,**

FIRE PREVENTION,

**PUBLIC SAFETY
EDUCATION, AND**

**CODE
ENFORCEMENT.**

Chief Carrier's e-mail:
21C1@metrocast.net

Facilities Review Update

Commissioner Tom Gallant

At the special meeting held on April 28, 2009, a discussion ensued relative to the "space needs" of the District. Much input was received from all parties present. It was the general consensus that something needs to be done relative to the expansion of the Park St. station and that something definitely needs to be done relative to the relocation of the Center St station.

An invitation was received to appoint a member of the board of Commissioners to the Tilton Life Safety Committee. This committee was established by Tilton as a result of a warrant article which passed in March 2009. The committee has been charged with studying the location of a new police facility for Tilton and further to look at the possibility of including the District, in a Life Safety Complex. This committee is an exploratory committee and as such will study many options and make recommendations to the various bodies through their respective agents, if they see fit. This is to imply that as it relates to the District, any recommendations would be made to the Commissioners.

It was decided, after much discussion that a Commissioner would be appointed to serve as a non voting member of the committee. The thought plane behind this is that while the committee explores the avenue of a Life Safety Complex the Commissioners will move forward and independently move forward and study the space needs of the District, and how they might best be addressed. It was decided that Tom Gallant would serve and that he further would draft a plan of how the District might best, independently, review the needs of the needs of the District. This plan outline will be presented at the May Commissioners meeting.

On a separate note the Tilton Life Safety Committee met on May 5th and began the task of site selection. A presentation

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Chief's Message

Thanks for the Help!

Once again, I'd like to thank Deputy Robinson for the great article. I'd also like to thank Commissioner Gallant for the update on the Life Safety Building Committee and the insight he offers into the next level up—the Commission.

Remember—You, too, could submit a piece for this newsletter! Anything that is worthy of printing and appropriate will get published.

The duty shifts have been training with Franklin as they (FFD) try to institute a “nurse tanker” water supply. Their Engine 4 is out of service, so they are down an engine. What they are going to do to try to combat that deficiency is to have us come in the driveway behind them to set up. Then the 2 engines in the driveway will be looped together with hose to allow the supply line to fill both trucks at the same time and to allow the attack truck to draw from the 2nd engine. Although it is fairly confusing to try to explain, it seems to work and we should be able to fulfill the role for them.

One con-

cern that I have heard our people discuss is the fact that our pump should not be “dead-manned” in these situations. Of course, we never want to leave a pump unattended if we don't absolutely have to, but in this situation, our engine could easily run out of water and be forgotten about if the pump operator is not right on top of things.

As for us, we will continue to supply water with the conventional rural hitch being fed by tankers and engines. Training on Monday night will be just that—a rural hitch drill. See you there!

I just got back from New England Division and New England Association meetings in Springfield. A big topic was definitely the upcoming Expo in June (25-28). It looks like room rentals in the hotels are down, vendors are down slightly, but the associations are hopeful that the crowds will come.

Billy Goldfedder is the head-

liner for the educational seminars. He'll be on stage on Thursday for about 6 hours. You can get the seminar, parking, and lunch, all for \$69. That really is quite a deal if you were just looking to go down for a day!

If you are planning on staying longer there is plenty else to do and see. The exhibits are open Friday thru Sunday. There is a golf tournament on Wednesday. A seminar Thursday (Goldfedder); a welcome reception/opening Thursday evening; a seminar on credentialing fire chiefs, CFOD, and CFAI on Friday (with our own Fire Academy Director Rick Mason presenting); a country/western theme night on Friday night; a seminar on Saturday (dealing with the media); and, of course the Banquet on Saturday night. And, don't forget the expo halls are open Friday, Saturday, and Sunday!!

Sunday is a busy day! It is the Rotary Fishing Derby at the Tilton School Pond, but the Congregational Church is also doing a service for us—the FD—at 1030 hrs. Please, if you can make the service we and they would appreciate it!

Keep up the good work!
Chief Carrier



UPCOMING TRAINING OPPORTUNITIES

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|-------------------------------------|------|---|
| May 18, 2009 | 0900 | Closing With The Enemy Chief Carrier Center Street |
| May 18, 2009 | 1800 | Tanker Shuttle Captain Hall Meet at Center Street |
| May 19, 2009 | 0900 | Closing With The Enemy Chief Carrier Center Street |
| May 20, 2009 | 0900 | Closing With The Enemy Chief Carrier Center Street |
| March 23, 2009 | 0900 | Beatin' the Heat Chief Carrier Center Street |
| March 23, 2009 | 0900 | EMS Con Ed David Rivers Center Street |
| March 24, 2009 | 0900 | Beatin' the Heat Chief Carrier Center Street |
| March 25, 2009 | 0900 | Beatin' the Heat Chief Carrier Center Street |
| May 26, 2009 (note date change!) | 1800 | TNFD Commission Meeting Commissioners Tilton School |
| March 30, 2009 | 0900 | The Roll-Over Collision Scene Chief Carrier Center Street |

Diesel Idling Myths and Facts

How did this habit get started?

Early model diesel fueled trucks, first diesel fuel trucks 1932, had some inherent problems. The engine design made for poor starting, oils were heavy adding to cranking difficulties especially in extreme cold temperatures, fuel gelled in cold temperatures, poor batteries and cranking systems, poor cab heat, now add cheap fuel, the possibility of the owner/operator not meeting deadlines because of non-starting, and habit led to the practice of letting the trucks idle. Advancements in engines, lubricants, and fuels have alleviated hard/non starting in most circumstances, however, this still leaves habit.

Myth: Diesel engines need to idle for 5 minutes or more in the morning, especially on cold days.

Fact: This is one of the most commonly held myths in North America concerning diesel engines. Most engine manufacturers recommend that newer diesel engines run for no more than 3 minutes before driving. Gelling of diesel fuel use to be a problem, but refiners have worked to resolve this issue by creating winter blends that better withstand colder temperatures.

Letting an engine idle actually does more damage to the engine than starting and stopping. Running an engine at low speed (idling) causes twice the wear on internal parts compared to driving at regular highway speeds, which can increase maintenance costs and shorten the life of the engine. Please check your owner's manual to find out specific warm-up guidelines for your vehicle.

Myth: Idle reduction technologies are not cost effective

Fact: Idle reduction technologies that save fuel or use fuel more efficiently can pay for themselves through fuel savings. The initial cost and fuel savings dollars can be used to determine the payoff point on these fuel savings technologies. From that point on, all fuel savings are pure profit. Recent financial reports demonstrate that retrofits can drastically reduce idling fuel consumption in long-haul fleets and can pay for themselves in *less than two years*.

Myth: Diesel exhaust doesn't hurt anyone.

Fact: Diesel exhaust contains several chemicals and compounds that may be detrimental to human health. The health effects of diesel exhaust are both acute, from short-term exposure, and chronic, from long-term or repeated exposure. Specific health risks and their severity depend upon the amount of chemical that you are exposed to as well as the duration of the exposure. An acute exposure to diesel exhaust could cause an irritation of the eyes,

nose, throat, and lungs as well as lightheadedness. Chronic exposure to diesel exhaust can have several more severe effects on human health. Chronic exposure is likely to occur when a person works in a field where diesel fuel is used regularly or has repeated exposure to diesel fumes over a long period of time. Human health studies demonstrate a correlation between exposure to diesel exhaust and increased lung cancer rates in occupational settings. Experimental animal inhalation studies of chronic exposure to diesel exhaust have shown that a range of doses cause varying levels of inflammation and cellular changes in the lungs. Human and laboratory studies have also provided considerable evidence that diesel exhaust is a likely carcinogen.

Myth: Heavy-duty diesel truck idling does not waste that much fuel.

Fact: Fuel is a large expense for the trucking industry. Idling adversely impacts fleet and truck owners by increasing both fuel and maintenance operating expenses. An hour of idling time consumes about one gallon of diesel fuel. At approximately \$2.60 per gallon for diesel fuel, this represents a direct added cost to the trucking industry of about \$2.5 billion each year. It is estimated that idle reduction technologies could reduce fuel usage by an additional 1 billion gallons annually. This translates into over \$3 billion additional dollars that could be saved by reducing fuel cost.

As a Department what can we do: If it doesn't need to idle shut it off! , it burns unnecessary fuel, and causes excessive wear on the engine, and creates pollution. Remember if you shut the engine off that our vehicles have a tremendous draw on the electrical system, so make sure you turn off the master switch. If you must idle be aware of the exhaust being emitted and the direction it is pointed and the effects it may have on you and your surroundings.

Safely Home, Everyone, Everyday
Mike Robinson Deputy Chief

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was made by Owen Wellington, from the Tilton P.D., relative to where in the community incidences occur. Statistics from the last 5 years were used and outlined on an actual map of the town of Tilton. At the previous meeting of the committee, Mike Robinson had outlined, in much the same manner, incidences over the last 5 years. It was quite interesting that the patterns for the District were similar to that for the Police Dept. This data will be valuable in site selection. The net results were that Park St. is in an ideal location and that in order to better address responses to the balance of the District a station located approximately ½ mile East of Exit 20, that would replace Center St, would be ideal.

I will plan on periodically reporting on where we are and where we want to go....and the progress that both the District independently and the Life Safety Committee are making

Tom Gallant

