



# **Tilton-Northfield Fire & EMS**



www.tnfd.org

Week of 8/7/2009

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.**

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## **Apparatus News**

Engine 1 is finally getting it's pump fixed!!! On Monday, we were notified by Dingee Machine that the parts had come in for the pump rebuild. The pump is a 1500 gpm Darley midship pump. Over the past 2 years we have noticed a decrease in its ability to pump capacity. Most recently water and pump oil have been leaking from around the shaft, indicating a potentially serious problem. On Tuesday, the truck was delivered to Cornish and we are hoping for a speedy return—and, a pump that can deliver its capacity!

## **92 Park Street—Structure Fire**

While E3 was in Gilmanton Tuesday night, T-N and Franklin companies were toned to a fire on the outside of the building at 92 Park Street. Most of us are pretty familiar with this building—large, multi-unit residential. E2 was pressed into service and the fire was knocked down quickly—thankfully, it was noticed very quickly!

As you can see in the photo, below, the fire did extend into the stud void and we had to open up to finish extinguishment. I must say I am pretty impressed with the overhaul job and all of the clean wood showing—there is no way that's going to rekindle!! Nice work!



# Chief's Message

## Electronic Age

You guys probably know much more about this than I do. In fact, I know you do. The last night shift that I had the pleasure of covering made me chuckle as I glanced around the room and one firefighter was watching a DVD on his laptop and the other was texting on his phone! Boy, how times have changed.

I have started to dabble in this cyber space that has existed for some time now. I've always been able to handle my share of e-mail and text messages, but now, with all of the social-type networks available, I feel a little overwhelmed. I would have never even given it a second thought until I took a seminar and the speaker said, "If you are a fire chief and not on Facebook, you are missing the boat." To be honest, even though I now have a Facebook account, I think I am still missing the boat!

The speaker was speaking in the context of keeping up with technology and being able to communicate effectively with your people and the public. We only have to look at this newsletter as one of those ways to better be able to communicate with our members and the public. Let's face it, everybody communicates electronically now-a-days. There is nothing wrong with that. In fact, sometimes it is much more convenient. There are some pitfalls;

such as the lack of being able to send and receive emotion, etc.

One of the poor examples of our use of cyber space is our web site. It is poorly designed, it is not appealing to the eye, and it is often not current. Our own members do not and cannot use it for their own purposes and nothing of significance, other than basic information and meeting minutes is available on the site. Thankfully, we are beginning to work on updating the site and we hope to have a new and improved site up and running by the fall! But, more and more, we are finding that people expect to be able to access websites and get any and all the information they need to conduct business as well as to just stay informed.

In any case, I certainly need to become more informed about sites such as Facebook. I need to learn how they can be used to contact groups and to disseminate information. In one sense, these sites scare me to some extent, because you are opening yourself up to others, informationally. But, if it can help communications across the board, it is and will be worthwhile. I need to learn more about groups, privacy, and other options. This is one of the ways the world communicates now.

If anyone has a few minutes and wants to share some of their expertise, I'd be happy to hear from you! And, I haven't even come close to venturing into "Twitter" land. Remember when the only thing that twitted was

Tweety Bird? LOL (see, I'm getting there!)

I have heard some kind words coming back to us from the community in the last week. The Cullen family informed Deputy Robinson that they were extremely pleased with the professionalism and expert care that their father, "Tubby" was given. Unfortunately, Tubby died. It is very nice to hear and to know that the family was aware that we did our jobs to the very best of our abilities—and professionally—even though the outcome was not positive.

As a side note, you may have noticed in Tubby's obituary one of the donation sites was the TNS Christmas Fund c/o Tom Gallant. The Cullens have always been a big part of the Christmas Fund and I'm sure they will continue to be.

Also, we did some great work the other night at 92 Park Street. For those of you that know the building, you know that it is a multi-unit apartment house that is built to be a heck of a fire if it ever gets going. Luckily, a neighbor noticed the fire burning on the outside of the building. Our call and off-duty personnel who were covering the station (E3 was rolling hose in Gilman-ton) made a quick knockdown. Nice Job! (A lot like the Main Street fire a month or so ago)

Keep up the Good Work!  
Chief Carrier

## UPCOMING TRAINING OPPORTUNITIES

August 10, 2009	0900 hrs	If These Walls Could Talk Chief Carrier Center Street
August 10, 2009	1800 hrs	Hoseline Advancement Capt Michaud Meet at Park Street
August 11, 2009	0900 hrs	If These Walls Could Talk Chief Carrier Center Street
August 12, 2009	0900 hrs	If These Walls Could Talk Chief Carrier Center Street
August 17, 2009	0900 hrs	... Tricks of the Trade Chief Carrier Center Street
August 17, 2009	1800 hrs	Mayday Drill Captain Hall Meet At Park Street
August 18, 2009	0900 hrs	... Tricks of the Trade Chief Carrier Center Street
August 19, 2009	0900 hrs	... Tricks of the Trade Captain Michaud Center Street
August 24, 2009	0900 hrs	What Makes a Good CO? Chief Carrier Center Street
August 24, 2009	0900 hrs	EMS Cont. Education David Rivers Center Street

# Equipment Maintenance

## Ground Ladders

On Monday August 3, 2009 we conducted a Training session on the use of ground ladders. One thing we did not discuss was the proper care and maintenance. Please see below some helpful tips on cleaning, inspecting and maintenance of ground ladders.

### **Cleaning**

Clean the ladder after every use to remove mud, soot and any foreign matter in the locks or pulley. Clean it every six months to remove accumulated road grime and salts, even if the ladder has not been used during that period. Soap and water works well on all types of ladders. Wash the parts with a sponge or fiber brush. Avoid using high-pressure washers, especially on wood ladders. Be careful not to wash the protective surface off the heat sensor label found near the top of aluminum and fiberglass ladders.

Rinse the ladder with a spray of clean water, paying special attention to flushing out the inner surfaces of the side rails and inside any hollow rungs

### **Inspection**

When the ladder is clean and dry, visually inspect it for defects. Check for damage to the side rails, rungs, feet, rope, pulley and pawls or locks. Shake or twist the rungs to make sure they are tight. Check the dot on the heat sensor label found on aluminum and fiberglass ladders. If the dot is black, remove the ladder from service and have it load tested; if it is expired or missing, test the ladder and install a new label.

Physically check the operation of the rope, slides and locks on extension ladders. Check the hinge mechanisms and locks on folding ladders and the spring-loaded roof hooks on roof ladders. Repair or replace any ladders that do not operate properly.

## Maintenance

Aluminum ladders can sustain small nicks and dents without concern about strength or safety. Cracks or more significant damage require testing, repair or replacement. Small nicks and dents in fiberglass ladders should be lightly sanded and have a spot coat of clear epoxy glue applied. Both aluminum and fiberglass ladders should be coated with a liquid car wax to protect the finish.

Nicks and dents in wood ladders require immediate spot repair with clear varnish to avoid water absorption and maintain electrical non-conductivity. Periodically, the entire ladder should be given a coat of clear varnish.

Before the ladders are placed back on the apparatus, the sliding surfaces on all extension ladders should be rubbed with a paraffin or candle wax. Fully extend the ladder and rub the wax onto the upper and lower portions of the rails that slide against each other. Also rub wax on the accessible portions of the locks, especially those portions that rub against the rungs as the ladder is extended



***Safely home, every day, everyone***  
***Mike Robinson Deputy Chief***