



Tilton-Northfield Fire & EMS



www.tnfd.org

Week of 9/25/2009

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:
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Apparatus News

- ◆ E1's back! It is pumping its capacity again. We also had to replace both rear springs, the on-spot chain bushings, and the muffler. There is no doubt it has been worked hard in its first 9 years.
- ◆ A2—Transmission troubles continue to plague the 2002 Ford. Unfortunately, this is no surprise to anyone that has any Ford background. Monday, it is headed to Irwin's to get the transmission replaced with a rebuilt. It should only take a day, or so.
- ◆ E3 has new front tires on it. We'll be making an appointment for an alignment as soon as we can.

Thankfully, that's it for now!!



Photo by Katina Lemay

Chief's Message

NOTES:

- ◆ TNFD's Comprehensive Facilities Review Committee has agreed that each member will come up with a 10 year plan to address the facility needs of the District. The plans will be presented and discussed at their next meeting—October 26, at 6PM, Tilton School—in the hopes that the committee, as a whole, can come up with a consensus 10 year plan.
- ◆ The Commission has been and will be very busy in the coming month, or so. Monday the 5th is a meeting with the Water District to discuss hydrant charges. The 15th is the regular, monthly meeting. And, the 19th is a Budget work session. Both of the latter are at the Tilton School.
- ◆ Many of you may have seen Aurlow Stanley's obituary. Some of you may have even taken care of him during his final days. He was a good friend of our past Commissioner and Captain, Bob Watson. In fact, he was the best man at Bob and Dianne's wedding. Aurlow was active in the community, serving on the School Board and

was a member of the CERT team in Northfield. He was always a regular at our District Meetings. Although he could come across a little gruff, he was genuine and always fair. You may remember that it was Aurlow that stood up at a District meeting to speak in favor of readjusting our pay scales a few years back. I think his quote was, "I wouldn't run into a burning building for \$14/hour!" Thanks, Aurlow! RIP. Our condolences to his family and friends.

- ◆ The old Car 1 was sold to Lucky Lenny. You might see it around. He bid just over \$1300. I wonder if he will paint it white over red like his one tone, dual wheeled pick up????
- ◆ FF2 is underway at the Winnisquam Fire Station (I guess they call that Belmont Station 2, now) and we have 3 members enrolled. FF DeCoste, FF Dumka, and Lt Harris were all very intente students last night as I taught the classroom portion of



Flashover. We will do the practical with them on Sunday at the academy. They still have a way to go, but I'm sure they all will do fine!

- ◆ We almost had the chance to provide mutual aid to Manchester yesterday! Capt Ober was driving E1 back from Donovan Spring and came across a grass fire at Exit 7 on I93. He claims he couldn't stop because he was stuck in the wrong lane. I think he didn't want to have to use hand tools (the tank had been emptied for the trip!).
- ◆ With the wind blowing and gusting today and seeing that fire on the Interstate yesterday, it makes you realize that we might have a brush fire season, yet. However, it looks like Sunday is going to be pretty wet. Good day for watching football!
- ◆ Keep your eyes open for a couple of new policies coming out: Air Management and Workplace Violence. There may be a couple more, as well. We'll distribute them as they are put into circulation.

Fall is here—it's official!

Enjoy it!

We'll be in the white stuff before you know it!

Chief Carrier

UPCOMING TRAINING OPPORTUNITIES

September 28, 2009	0900 hrs	The 2 & 7 Tool Chief Carrier Center Street
September 28, 2009	1800 hrs	EMS Continuing Ed. David Rivers Center Street
September 29, 2009	1800 hrs	EMT Practical Test David Rivers Center Street
September 29, 2009	0900 hrs	The 2 & 7 Tool Chief Carrier Center Street
September 30, 2009	0900 hrs	The 2 & 7 Tool Chief Carrier Center Street
October 5, 2009	1730 hrs	Training Committee Chief Carrier Center Street
October 5, 2009	1800 hrs	Department Meeting & Company Training Chief Carrier & Officers Center St & Park St

That's All That Is Scheduled for Now!
Let Us Know What You Want or Need.
Talk to an Officer—Pass Along Your Ideas!
Let's Train as we Work!

BEAT

After reading about Engine 1, you might say that it is “beat”. I agree. We’ve invested a lot into that truck over the past 2 years; really, since we go Engine 3 and put that in service as our front line piece. I just hope it hasn’t been “beat” on. I’m sure that isn’t the case, but it brings forth a few good discussion points.

The pump on Engine 1 has been rebuilt. The cost was just over \$5,000. The truck was out of service for a month. That is expensive, both in time and money. We cannot afford to do that on a regular basis. But, how did we get there? Probably, drafting from our static water sources did the trick. Over the past 9 years, we have regularly noted sand and rocks in and around our suction hose, our intakes, and even in our stream straighteners. All of that had to pass through the pump. When that happens, wear occurs. When the wear rings and impellor wear down enough, the pump no longer pumps efficiently, causing the rpms to increase and the gpm to decrease. In short, we can no longer pump the capacity, in gallons per minute, of our pump. We had documented a slow decline in E1’s capacity during annual pump tests over the past 3 years. This year, water and oil were noted to be leaking from the pump shaft seal. Once the pump was opened up, it was determined that a full pump job was necessary. Dingee service-tested the pump before we got it back and it did, in fact pump capacity. Thank goodness!

What this should point out to all of us is that we need to be more careful when drafting. And, Engine 1 has done a lot of it in the past. We need to flush out dry hydrants before we draft. If we are drafting otherwise, we need to assure that the strainer does not lay on the bottom, and that it is not close enough to draw in debris from the bottom. Also, after drafting, we should thoroughly flush the pump out. If the tank was filled, we drain the tank and flush that, as well. All suction hoses and appliance should be thoroughly rinsed and checked for any debris. All of these actions will prolong the life of our pump components.

The gentleman I dealt with at Donovan Spring said it was a good thing we brought the truck in; the springs were bad and would have gotten much worse if it had been run through another winter. In fact, he said, we probably would have caused some damage to the truck or its tires. Kudos to Duane for catching one of the broken springs during the annual inspection! As drivers, we all know that the winter and spring seasons present us with very rough roadways. It is not the road alone that breaks leaf springs. It is also the speed at which the very heavily loaded fire engine is driven across/over that bumpy road. We need to **SLOW DOWN** when faced with rough terrain so that we do not put any unnecessary strain on our vehicles. I’ve told people before that I try to imagine a flat of

eggs sitting on top of the crosslays when I drive. Acceleration and stopping should be smooth. Bumps should be avoided. Cornering should be gradual and slow. In any case, you can't drive our trucks like you drive your personal vehicles. Use caution and use care. Make the apparatus last.

With that said, think about how many drivers that vehicle has had. It is not like one driver is assigned to it. What do you think? In 9 years? 30? 40? 50 different drivers? That is 50 different ways that truck has been driven. And, some of those drivers probably only drove a "truck" less than half of a dozen times a year. Those facts also contribute to wear and tear on a vehicle. Meaning, we have to take extra care in how we drive when we get the chance.

Nobody wants to drive a "beat" vehicle. Nobody wants to pay to repair a "beat" vehicle; especially taxpayers. It is our job—yes, if you are driving a fire engine, it is your job—to drive the vehicle properly and to care for it. That is all part of being safe, professional, and delivering quality customer service. Take pride in what you do and take pride in our apparatus. Care for it like it is your own. It will pay you back by always being reliable and safe. We need that first, before we can do anything else in this profession. Safety and reliability.



2003 Photo—Tilton Foliage

