



Tilton-Northfield Fire & EMS



T-N Fire & EMS Newsletter

www.tnfd.org

Week of 5/25/07

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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Memorial Day

Please don't forget to remember all that have given their lives in service to our country this Memorial Day.

For most of the country, Memorial Day marks the beginning of summer—a cookout—a time to spend with friends and family. Even in the midst of war, we tend to be isolated and forget the sacrifices that are being made on our behalf—for our freedom.

Memorial Day began in 1868 in an effort to remember the fallen Union Soldiers from the Civil War. Many rituals evolved such as the wearing of flowers, the services, decorating

graves, and parades; as well as the festivities that naturally go along with the day!

In Tilton-Northfield, there will be 2 distinct remembrances. The first, beginning at 0900 hrs. will be the "laying of the wreaths" and parade conducted by the American Legion. Typically we will provide a contingent to march with the servicemen. If you are interested in marching, please meet at the Center Street Station at 0830 hrs. in your best uniform (Class A if you have one).

The other service will be at the NH Veteran's Home at 1100 hrs. We

are always invited to this service to honor all of the residents for securing our democracy and the freedoms attached to it.

If you are available, please try to attend one of these events—or both. Be proud to wear our uniform if you go and be proud to represent our department. It will mean a lot to the veterans, but it should also mean a lot to you—to us.

I apologize, in advance for not being able to participate this year due to two different family commitments in Massachusetts. Thank you to those that do!



Chief's Message

What's Up?

Remember when that was the official, unofficial greeting of just about everybody every time you saw someone? There were plenty of variations—remember the adult beverage commercial?

As I thought about writing this column, that is what I was asking my self—what's up? What's going on? What's on my mind?

Well, here goes... Did everybody see the horrific crash of the 2 fire trucks in Waterbury, CT? Did everybody immediately feel horrible and then immediately after that say, "how on earth could that have happened?" And, then, did the words "thrown from the vehicle", "serious head injuries", and "critical condition" resonate inside of you? Turn your stomach? Did you immediately say, "why weren't they wearing seatbelts?" I did.

The fallen fire officer has my deepest respect and his family my sympathy. I will wait, like the rest of you, to hear the final report on the incident to determine how this tragedy actually occurred.

But, it is important for us to learn from others. It is healthy to constructively and respectfully critique. It is essential to avoid life-threatening mistakes that others have made.

Buckle up. Drive with care. Stop at all stop signs and red lights. Be aware of other re-

sponding units coming from other directions. Be careful.

This newsletter is on my mind a lot lately. I pressure myself to get it out every week. It takes time. But the limited feedback I have gotten, both from the public and our members has been extremely positive. It seems to be a great tool for communicating. If you know anyone that is interested in receiving it weekly, please have them send me their e-mail address.

The budget is always on my mind. Do I need to say anymore? After personnel, the budget is my most important priority. We are in good shape, but we have spent a lot of money on apparatus maintenance already this year. We'll have to keep an eye on fuel accounts as the year presses on and when training money runs out, outside training ends. But, like I said, we're in good shape, overall.

I think a lot, not just this week, of the delicate balance that exists in a combination department. The balance between a full time staff and a call department. I am pleased with the attitudes of our full-time staff. They seem very accepting of and willing to work with the call members—especially through training.

I think we have been through a lot as an organization. We have, in most cases shifted power from the call employees to the full time employees.

Now don't get all concerned about the use of the word "power". But think about it. Who was doing all the calls and who was calling all the shots? Call firefighter in almost every instance. 5 years later—who's doing what?

For some that is rather difficult to swallow. Some embrace it. Deputy Robinson is still an integral part of the organization and he thrives in his role—for one example. But it is different. He will be the first to admit that, I think.

I made an attempt to explain the way that I see the call firefighter fitting in with the "new" department. It seems to me if the call firefighter took the attitude of a utility infielder (baseball analogy!), a harmonious working balance may be attainable.

Of course, with call officers, and even firefighters and EMTs, from time-to-time, there may be a need to "step up to the plate" (see the theme here) and take charge of an incident. But in a large percentage of our incidents, now, that is not necessary. What we need is for the arriving firefighters and EMTs to do is, simply, fill a role.

We cannot exist without call firefighters filling very essential roles. That role may be helping to package a patient. It may be stretching a hoseline. It may be driving a truck. Or, it may be holding a flashlight. We all know that it could be

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UPCOMING TRAINING OPPORTUNITIES

May 28, 2007	0900 hrs	Car Fire Basics Captain Bousquet Center Street
May 29, 2007	0900 hrs	Car Fire Basics Chief Carrier Center Street
May 30, 2007	0900 hrs	Car Fire Basics Chief Carrier Center Street
June 4, 2007	0900 hrs	Basic Causes of LODDs Lt Ames Center Street
June 4, 2007	1800 hrs	Hose Testing – E3 Lt Ames Meet at Park Street
June 5, 2007	0900 hrs	Basic Causes of LODDs Chief Carrier Center Street
June 6, 2007	0900 hrs	Basic Causes of LODDs Chief Carrier Center Street
June 7, 2007	1000 hrs	Joint Loss Committee Meeting Lt Ames Center Street
June 7, 2007	1800 hrs	TNFD Commission Meeting Commissioners Center Street

Fire Prevention Gets All Wet.....

Recently TNFD personnel assisted TNWD in conducting fire flows from the fire hydrants. Through this cooperative effort we now have hard data that can be used to evaluate the water distribution system. This information affects current properties, future construction projects and fire department operations within the hydrant district. During this process I was able to learn a few 'tricks of the trade' some were a review and some were new to me.

- Always open and close the hydrant valves slowly. This not only eliminates a possible water hammer, it could also eliminate damage to the valve assembly inside the hydrant.
- Always open the valves completely.
- Never lean over the valve stem while opening or closing. Valve stems have been known to fail and under pressure will release.
- Right tight, left loose.....not always! There are 1 or 2 different styles of hydrants that are opposite.
- A Ludlow hydrant (early 1900) will always leak from the stem;that is how it was designed!
- When closing a Ludlow hydrant the stem will come to a stop after several turns. At this point the hydrant is not yet fully closed; the stem must then be hammered several times, and then turned to close again. When the stem stops turning, repeat by hitting the stem again, and then turning it a few more times, the hydrant is now closed.

Also.....

A New Fire Alarm Control Panel (FACP) for the Super 8 Motel located at 7 Tilton Road has been installed. The new panel is located on the right just inside the main entrance, next to the front desk and you no longer have to be a contortionist to operate this panel! The new FACP is addressable however, the devices are not. It will report the effected zones until such time as the devices can be changed. The old FACP box will remain in place and will be used to store the module control points.



**Training Opportunity:
Lift Evacuation Training
Highland Mountain Bike Park
Saturday, May 26, 0900 hrs.
Meet Lt Ames at Center Street at 0830hrs.**

***Anyone Wishing to Supply Pictures or
Write Articles for Future Newsletters
Please forward your materials to Chief
Carrier by Wednesday of each week!***

Thanks.

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anything... as long as we are working within our mission to meet our vision. This is all relatively new to us. Don't feel badly if there are a few bumps along the way. If you keep up on your training and skills, call or full-time; your value will be noticed and utilized.

I also think a lot about fire prevention and code enforcement. Captain Ober has a tremendous amount of work come across his desk every day—and we still expect to see him go on fire and EMS calls! Now that FF Stetson is working in fire prevention 2 days each week, I am expecting the number of contacts with the public increase. Some of those contacts create conflict, as you can imagine; especially when it comes to code compliance.

So, I think about how to be fair. I continually remind Captain Ober that code enforcement should be educational to the receiver. We must be reasonable and fair, but firm and consistent as well. We need to enforce the code as it is written, or we need a very good, tangible trade-off to vary from the book. But, being out on inspections is a perfect opportunity for us to interact with the public—let them see who we are and why we do things; how we do things. By presenting a professional, friendly, and concerned image, we certainly will improve our standing in the community.

Sure, there will always be the complaint of “he didn't do it, how come I have to?”, and “it cost too much”. Those are right up there with “it will never burn”, in my book. We have a responsibility to enforce the code. We are responsible to the owner, the occupant, the firefighters, and the community. If we don't enforce it, we incur a liability should someone die in a fire in that particular building.

People can and will complain about anything. We need to have patience with them and approach every opportunity as one to teach people about us and our business. Be nice to people. That's what I think about!

Chief Carrier

WHAT DO YOU KNOW????

Engine 3

1. What is the pump and tank size?
2. Where is the backboard?
3. How many seats in the cab?
4. How many feet of 4" hose does it carry?
5. Where is the Stihl Rescue saw?
6. Where are the traffic cones?
7. Where is the high rise pack?
8. Where are the spare bottles?

Answers below.



Pictures say a thousand words. Thanks to Greg and Steve for attending the T-N Rotary Fishing Derby. The closest thing to a rescue they had was when Capt. Bousquet went into the pond up to his waist to retrieve a fishing rod!!

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1. 1500 gpm, 1000 gallons of water
 2. Driver's side rear compartment. Slides out from the top of the inside of the compartment, toward you.
 3. 5
 4. 1800' - split hose bed. 900' each side of the divider.
 5. Passenger's side front compartment. Tucked behind the Hurst Tool.
 6. Driver's side rear compartment.
 7. Rear compartment—rollup door—top shelf.
 8. 2 in the driver's side rear wheel well.
 - 2 in the driver's side rear compartment—top shelf.
 - 2 in the passenger's side rear wheel well.
- And, 1 60 minute cylinder in the RIT pack—but don't use it for anything but RIT.

Answers: