

# **This Month's *Working Fire*...**

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**Volume 98-5: May 1998**  
**Approx. Program Length 57:56**

## **FIRELINE**

### **Interstate Emergency Vehicle Accidents Nashville, TN**

**Approx. length: 6:20**

While returning from a call, a Nashville Fire Department unit stopped along Interstate 440 to check on a minor traffic accident. While slowing down, the unit was struck from behind by a small compact car with three occupants. The compact was then rear-ended by a truck with a small trailer. The three car occupants were severely injured; the fire fighters involved were only shaken up. While this was unfolding, another Nashville rescue vehicle on the opposite side of the Interstate was pulling off the highway to assist when it too was struck by a civilian car. For more information, contact Director/Chief Buck Dozier, Nashville Fire Department, 500 2nd Ave., Nashville, TN 37201 or call him at 615-862-5421.

### **Garbage Truck Highway Crash San Mateo, CA**

**Approx. length: 6:30**

A garbage truck came up upon a stalled line of traffic and couldn't stop. It struck three vehicles at the rear of the line and then went off the highway and struck a tree. Extricators had to work over the engine and through the windshield to effect the rescue. This incident centered around an extensive extrication effort coupled with a simultaneous EMS response. The driver's leg was pinned and had an open fracture of the arm. The arm was attended to while rams and spreaders were used to release the leg. For more information contact Captain Rick Franchi, San Mateo Fire Department, 120 S. Ellsworth Ave., San Mateo, CA 94401 or call him at 650-377-4660.

## **HANDS-ON**

### **Accountability Procedures Part I**

**Approx. length: 10:44**

This month we feature the first of a two-part series on Accountability and the passport system as used by the Jacksonville Florida Fire and Rescue Department. This series was produced by the Jacksonville department and also features specific standard operating procedures that Jacksonville uses on-scene. Part Two next month deals with high-rise and multi-story building accountability techniques. For more information contact Captain Rob Sorenson, Jacksonville Fire and Rescue Department, 107 N. Market St., Jacksonville, FL 32202 or call him at 904-630-2456.

## **This Month's "Working Fire"**

### **HANDS-ON (cont.)**

#### **Farmedic Extrication Part I**

**Approx. length: 9:37**

We also begin another two-part training series on farm and construction vehicle extrication as presented by the Farmedic Training Center, connected with Alfred State College in Alfred, New York. This training deals specifically with extricating operators from farm and construction implements such as tractors, bobcats, corn choppers, etc. The difference between this and normal vehicle extrication is that the operator very often is trapped inside the machinery itself rather than inside a driver's compartment. This kind of equipment is found everywhere, not just on farms: highway mowing crews, parks and recreation departments, and local construction companies are typical locations for equipment of the type featured here. For more information contact David Oliver, Farmedic National Training Center, Alfred State College, Alfred, NY 14802 or call him at 607-587-4734.

### **FIRE MEDICS**

#### **EMS Treatment During Extrication Incidents**

**Approx. length: 10:38**

We return again to suburban St. Louis and West County Fire and EMS to discuss some of the EMS procedures used to administer to a vehicle accident victim while he/she is being extricated. Also included are interviews with trauma surgeons and hospital EMS trainers which cover useful information for EMTs regarding blunt injury trauma and the kinds of injuries that can be expected from various vehicle impacts. For more information, contact Bat. Chief Dave Herman, West County Fire and EMS, 123 Henry Avenue, Manchester, MO 63011 or call him at 314-227-9350.

## This Month's "Working Fire"

### EVOLUTIONS 2000

#### **Kramer vs. Kramer: Accountability**

**Approx. length: 4:40**

*Working Fire* and Professor/Chief Bill Kramer present our Continuing Education segment that's worth one credit from the University of Cincinnati. Continuing the subject covered in this month's Hands-On Accountability segment, Kramer debates whether or not the tried-and-true velcro tag system should be replaced by a computer-driven accountability system. *Working Fire* subscribers can get one college credit each month from the University of Cincinnati by answering the questions found in the Training Materials. For more information, contact the Open Learning Fire Service Program, College of Applied Science, 2220 Victory Parkway, ML #103, Cincinnati, Ohio 45206 or call 513-556-6583.

#### **Department Administration Management Skills Course**

**Approx. Length: 4:58**

Bill Kramer returns with the final installment of a special, three-month, mini-lecture course for firefighters and responders who need to take a course in Advanced Fire Administration. The course will be worth five credits through the University of Cincinnati or any of the designated institutions involved with the Open Learning Fire Service Program in which responders may already be enrolled. The three lectures cover:

- Part 1: The Compatibility of "Participatory Management" with a Paramilitary Fire Service
- Part 2: The Impact of Organized Labor on Different Types of Fire Departments
- Part 3: Masterplanning for an Expanding Fire Service Role

If you missed any of the earlier lectures and would like to enroll in this five-credit course, it's not too late. To find out more about this mini-course delivered through *Working Fire*, contact Working Fire at 800-516-3473 or call the University of Cincinnati Open Learning Fire Service Program at 513-556-6583 or fax to 513-556-4856.

## **This Month's "Working Fire"**

### ***From the Departments Involved...***

#### **DISCUSSION QUESTIONS FOR THIS MONTH'S INCIDENTS**

The departments involved in this month's incidents pose some discussion questions that you can use as discussion-starters in your own department's training sessions. Let's kick it around!

#### ***Interstate Emergency Vehicle Accidents/Nashville, TN Director/Chief Buck Dozier, Nashville Fire Department, Nashville, TN***

1. What kind of training and precautions do your vehicle drivers utilize approaching an incident scene? Are all crew members belted in at all times while on a moving vehicle?
2. Does your department have specific mutual procedures followed by responding police to maintain traffic control in and around an emergency scene? Do you train with them?
3. Does your department sponsor or encourage on-going public information and awareness campaigns about the dangers of approaching emergency vehicles?

#### ***Garbage Truck Highway Crash Captain Rick Franchi, San Mateo Fire Department, San Mateo, CA***

1. What percentage of your first responders are trained EMTs or can give an initial medical assessment?
2. Does your department render EMS training during an extrication when possible?
3. Who decides when air-evac craft should be brought in and when?

# Enhanced Training

## Accountability Procedures, Part I

### Objectives

After watching this program the student shall:

1. understand why accountability is so important on the fireground.
2. understand the procedures used with the Passport accountability systems and useful operating procedures.

### Standards and Regulations

This training is consistent with NFPA 1500.

### Training Outline

#### A. RESPONSIBILITY

The Incident Commander and sector officers will maintain accountability for personnel. This will require close supervision of crews. All crews will be assigned to a sector; no freelancing. Crews operating within a hot zone shall have a minimum size of two and must have a radio.

#### B. HOT ZONE

The "hot zone" is any area that requires an SCBA or in which a firefighter is at risk of becoming lost, trapped, or injured by the environment. This may include a structure on fire, building collapse, confined space rescue, or any similar hazardous area.

Crews entering a hot zone should operate as a group. Reduced visibility and increased risk will require close unity. If the radio fails, the crew will exit to acquire a working radio. The sector officer will be notified of this situation and may consider assigning the task to another crew.

NOTE: Rehab will be located away from the hot zone but will be included in the accountability system.

#### C. PASSPORT SYSTEM

The Passport system consists of small plastic cards engraved with the company's ID. A velcro strip will allow the passport to be affixed to the dashboard. The passport will contain the name tags of all personnel currently assigned to the company. These passports

## **Accountability Procedures, Part I**

will be affixed to a status board which will contain all additional emergency data.

All personnel will be issued three (3) individual name tags using first and last names. Tag color will reflect the color of helmet. These tags will be stored on velcro strips on the rear underside of their helmet. When reporting to duty, a name tag is placed on the company passport. This includes riding on apparatus.

### **D. HELMET – COMPANY IDENTIFICATION DESIGNATION**

Fire and rescue helmets will be equipped with magnetic strips permanently attached to each side with reflective IDs of their regularly assigned company.

### **E. SHIFT CHANGE TRANSFERS**

When arriving for duty, it is each member's responsibility to check in with the company officer, remove the name tag from the helmet and affix it to the company passport, replacing the name tag he/she removed on to the underside of the helmet of the person he/she is relieving.

### **F. COMPANY OFFICER**

The company officer will be ultimately responsible for ensuring that the passport always reflects only currently assigned personnel. When entering a sector with a partial crew (i.e., engineer remains at the engine), the company officer will remove the name tags of members not entering and return them to the appropriate members when time permits. Helmet IDs must reflect personnel's present assignment.

### **G. POINT OF ENTRY CONTROL**

Passports will be given to the designated accountability officer at the "point of entry" to the sector, or as directed by the Incident Commander. Upon exit, the crew must attempt to retrieve their passports. The accountability status board will contain only the passports of those crews operating in that sector. When it is not clear where to turn in the passport, the accountability apparatus closest to the point of entry should be used. The passport should not enter the hot zone.

Where physical distance or barriers prevent easy retrieval of the passport and the crew is reassigned to another sector, members will provide the new sector officer with an additional name tag and a "makeup" passport assembled. The prior sector/accountability officer must acknowledge the change and mark "void" on the prior passport.

Answers to quiz on following page:

1. True 2. False 3. False 4. e. 5. e.

## Accountability Procedures, Part I

### H. PASSPORT – INCIDENT APPLICATION

When sectoring is not indicated, the passport remains on the apparatus dash. When not committed, the engineer will assume initial accountability sector responsibilities.

When Incident Command is established, the passport system will function as follows:

1. The engineer of the closes apparatus at each geographic side, or point of entry, of the incident (accountability locations) will assume or will designate someone else to assume, accountability responsibilities. The companies entering the hot zone will place their passports on the status board of the accountability apparatus. The status board will reflect all of the personnel entering the hot zone at that location. Passports for prior crews that entered that location must be obtained from their apparatus.
2. If the incident escalates, sector officers and/or accountability officers are assigned and gather the passports for their sector(s). Later arriving company passports will be delivered directly to the assigned sector/accountability officers prior to entry into the sector.

Where the sector officer is operating inside a dangerous or poor visibility area, passports must remain outside the hot zone, with a designated accountability officer (i.e., staff officer, initial engineer, or crew member).

The Incident Commander must maintain an awareness of (1) the engine companies serving as accountability locations, (2) where accountability officers are located, and (3) which companies are assigned to each sector.

### I. PERSONNEL ACCOUNTABILITY REPORT (“PAR”)

The Personnel Accountability Report or PAR involves a roll call. For the company officers, a PAR is a confirmation that members assigned to their company are physically accounted for. For the sector officer, a PAR is an accounting for all members of all companies assigned to their sector including themselves and the accountability officer. Reports of PARs should be conducted face-to-face within the sector. If members are not visible, radio contact must be made. If the number is correct, add “all accounted for” to the report. The sector officer or accountability officer is responsible for knowing the companies and number of personnel in his/her sector at all times. When unsure, initiate a PAR for you sector. If the PAR is not correct for a company, stop there and identify the problem, utilizing names if necessary.

## Accountability Procedures, Part I: Quiz

Date \_\_\_\_\_

Chief/T.O. \_\_\_\_\_

Firefighter (print) \_\_\_\_\_

Education Credits/  
Hours/Units \_\_\_\_\_

Signature \_\_\_\_\_

### Select the best answer:

1. True or False      With no sector officer present, the engineer will assume accountability duties if not otherwise committed.
2. True or False      Crew members should leave their passports at their point of entry, regardless of their location later on in the incident.
3. True or False      PARs should only be done at the conclusion of the incident.
4. The passport system consists of:
  - a. small plastic cards
  - b. passports
  - c. a status board
  - d. velcro strips
  - e. all of the above
5. The following individuals could have accountability responsibility.
  - a. Staff officer
  - b. Engineer
  - c. Crew member
  - d. Lieutenant
  - e. All of the above

*(Correct answers can be found at the top of the previous page)*

# Enhanced Training

## Farmedic Extrication Part I

### Objectives

After watching this segment the student shall have a basic understanding of the elements involved with farm and construction equipment extrication and the differences between this kind and typical vehicle extrication.

### Standards and Regulations

This training is consistent with NFPA 1500.

### Training Outline

#### A. INTRODUCTION

Extrications involving farm and construction equipment take specialized training. Often the operator becomes entangled in the machinery or inside the equipment rather than becoming trapped in the operator compartment. This kind of equipment (tractors, backhoes, Bobcats, chipper/shredders, corn choppers, etc.) can be found in rural or urban settings including farms, highway mowing crews, parks and recreational departments, and construction sites.

#### B. TIME FRAMES

Because farm accidents or accidents which occur in remote locations (remote construction, logging camps, etc.) are so far from established responder facilities, responders usually arrive comparatively later than to incidents which occur "closer in" and have lost the "golden hour" in most cases. Consequently, rescuers have to be expedient and well-trained to effect extrications quickly but safely.

#### C. PREPLANNING

Farms and sites with farm/construction implements need to be preplanned just like any commercial or industrial site. Locations should be surveyed with the farmer or construction site supervisor so that possible problem areas can be identified and contingency plans can be prepared. Many of the same hazards exist at these sites as they do at the more traditional commercial location and foreknowledge of them really helps in an emergency.

Answers to quiz on following page:

1. False 2. True 3. False 4. d. 5. b.

## Farmedic Extrication, Part I

### D. NECESSARY TOOLS

Cribbing, come-alongs, small shovels, normal extrication tools such as saws-alls and spreaders, and a hay wagon (that won't get stuck in a muddy field) for transportation of tools and patients. Sometimes implements have to be disassembled rather than cut with tools.

### E. TRACTOR EXTRICATION

Use Incident Command just as you would in any similar incident.

1. Airbag Operation: A Safety Officer is very important on-scene to note any shifting of the tractor as it's lifted. Rural incidents are most often done on uneven or non-level ground.
2. Immobilization of tractors or equipment during extrications cannot be overemphasized. Use of chains and come-alongs to anchor points should be used. Cover chains with tarpaulins which will take the whip out of a suddenly broken or released chain.
3. Use a typical operation of the airbag with one rescuer at the controls and the other at the airbag. It's important to coordinate commands for airbag operation. Give simple commands such as colors for "up on green, down on red" clear-cut, easily understood communications.
4. When cribbing, crib to the most stable point. That means cribbing to the frame of the tractor, not the sheet metal. Protect air bags from heat or punctures. Be sure to crib an inch for every inch of lift.
5. Administer EMS while extrication is proceeding, if at all possible.

### F. FAMILY RELATIONS

During a farm rescue, it's important to get the family involved. A good way is to utilize them for information. They will have knowledge of the equipment which might be useful. Involving them reduces their helplessness and possible guilt as the trapped family member may have been working alone. Involve the neighbors, the family's pastor, or a CISD team if available.

### G. BREAKDOWN OF INCIDENT

Review incidents by recreating them, using post-analysis and critique. Discuss what problems were encountered, what worked and what could have been done better in terms of tactics for better future performance.

## Farmedic Extrication, Part I: Quiz

Date \_\_\_\_\_

Chief/T.O. \_\_\_\_\_

Firefighter (print) \_\_\_\_\_

Education Credits/  
Hours/Units \_\_\_\_\_

Signature \_\_\_\_\_

### Select the best answer:

1. True or False      Avoiding the patient's family at all costs.
2. True or False      Farm or construction equipment may have to be disassembled because the metal is too strong to be cut or spread with extrication tools.
3. True or False      EMS should be put off until the patient has been extricated.
4. After an incident, crews should use \_\_\_\_\_ for review.
  - a. critique
  - b. post-analysis
  - c. recreation, if possible
  - d. all of the above
5. Operators of airbags for the cribbing of farm and construction equipment should:
  - a. crib two inches for every inch of lift
  - b. use clearly understood commands
  - c. let the Safety officer handle the controls
  - d. all of the above.

*(Correct answers can be found at the top of the previous page)*

# **Evolutions 2000**

## **Kramer vs. Kramer/ Continuing Education Program**

### **Accountability: How About A New Way?**

If you're enrolled in the **Open Learning Fire Service Program** at the **University of Cincinnati**, here's your opportunity this month to earn one college credit hour for watching *Working Fire*.

**VOLUME 98-5**

#### **ACCOUNTABILITY: HOW ABOUT A NEW WAY?**

**Complete written responses to the following three essay questions:**

1. Describe the overlap between Incident Management and Accountability.
2. What factors are necessary to ensure that a fireground accountability system is dependable and "airtight."
3. How would you implement or improve an accountability system for your organization?

**Submit your responses to:**

**Mr. Bill Kramer  
University of Cincinnati  
College of Applied Science  
2220 Victory Parkway, ML #103  
Cincinnati, OH 45206**

#### **ENROLLMENT INFORMATION:**

For more information on enrolling in the Open Learning program to gain college credit, call *Working Fire* at 800-516-3473 for a brochure or, to register directly, call the University of Cincinnati at 513-556-6583. Associate and Bachelors programs are available. Call to have your transcripts evaluated.

# Kramer vs. Kramer/ Continuing Education Program

## Fire Administration Management Mini- Course, Part III

### Fire Administration Management Skills Course

This month, Bill continues with the second of three mini-lectures on topics which will comprise an Advanced Fire Administration course. The course will be worth five credits through the University of Cincinnati or any of the designated institutions involved with the Open Learning Fire Service Program in which responders may already be enrolled.

This month, Part Three covers:

#### **“Masterplanning for an Expanding Fire Service Role”**

Listen closely to the lecture and be prepared to respond to Bill's questions for credit.

Even if you didn't enroll to take this mini-course in the month it was first seen, you can take it retroactively, just by viewing the three appropriate volumes of *Working Fire* and answering the questions. To find out more about the mini-course delivered through *Working Fire*, contact Working Fire at 800-516-3473 or call the University of Cincinnati Open Learning Fire Service Program at 513-556-6583 or fax to 513-556-4856.