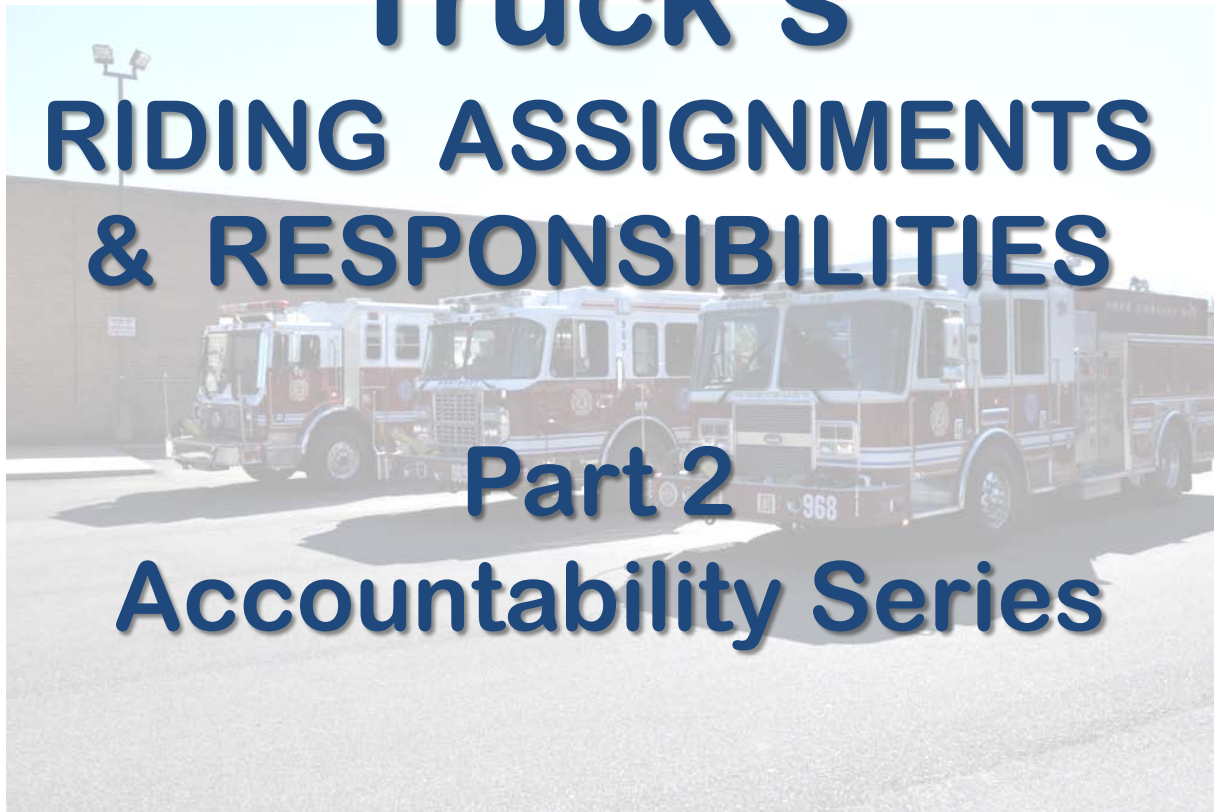




HOSE CO.2 WESTBURY FIRE DEPT.

Truck's RIDING ASSIGNMENTS & RESPONSIBILITIES

Part 2 Accountability Series





HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

First Due Truck Assignments

Our Riding Positions:

Instilled in us with our probationary training

BUT WHY TODAY
 (years later)
 do members still get confused ?

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
C	Chauffeur	Radio Pike Axe	Drive & Operate Ladder
O	Officer	Radio Officers Tool Handlight TI Camera	Supervise Interior Vent, FE & Search
I	Hook/Can Position	6' Hook Water Can	Interior - Vent, Entry and search - (VES)
2	Forcible Entry (FE)	Axe or Maul Halligan	Interior - Vent, Entry and search - (VES)
3	Roof Position 1	6' Hook Axe Portable Radio	Roof Operations Exterior VES
4	Outside Vent - OV	8' Hool Halligan Saws Life & Utility Rope	Roof Operations Exterior VES



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

POSSIBLE REASONS:

1. Never really understood them from day 1
(Never asked the questions at the probie drills, wasn't paying attention, just didn't grasp ...)
2. Forgot over time, didn't keep up with training ...
3. What we think it may be :
NO FIRE INCIDENT IS THE SAME
(for that reason we just wing it – BAD MISTAKE !)

Our Riding Positions:

*Instilled in us with
our probationary
training*

BUT WHY TODAY

(years later)
do members still
get confused ?

*Do the same riding positions need to be filled for an
investigation of a AFA, CO alarm, Car fire
as our "TEXTBOOK" structure fire ?*

YES !



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

WHEN WE TALK ABOUT RIDING POSITIONS:

We need not only think of them for their Titles:
CAN, FORCIBLE ENTRY, ROOF, OV ..

It goes far beyond their titles, this is also how we
account for you - Firefighter SMITH = CAN,
Firefighter JONES = ROOF...

But we as Firefighter, need to be thinking beyond just
The Riding Positions Title, we also need understand:
YES I firefighter X I have the ROOF,
but more importantly we need to grasp what are the
RESPONSIBILITIES and equipment needed
for EACH to effectively do that RIDING POSITIONS Tasks.

What does that mean ?

Our Riding Positions:

*Instilled in us with
our probationary
training*

BUT WHY TODAY

(years later)
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get confused ?



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

For Accountability - 1 Firefighter SMITH

I Sat in the **CAN** Seat:

- I will Tag into the Accountability Board as CAN
- My SCBA will be the CAN's SCBA
- I Will take the CAN's Radio
- I will answer and report on the Radio as Rig# CAN

This is all for **ACCOUNTIBILITY - all relate back to FF SMITH**

If you were to get in trouble, became unconscious ...

The FAST would be looking for CAN position = FF SMITH

When CAN position FF SMITH, Tags in as OV, Takes FE Radio, and has on the Roof's SBCA : when he transmits a mayday or transmits an electronic mayday: the radio Displays RIG # FE (= FF Jones) when he activates PASS alarm, pack tracker shows ROOF's SCBA alarm active (= FF Davis)

*SO Who or How many guys will the Fast looking for? **A PROBLEM***

Our Riding Positions:

Instilled in us with our probationary training

BUT WHY TODAY

*(years later)
do members still
get confused ?*



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

Our Riding Positions:

*Instilled in us with
our probationary
training*

BUT WHY TODAY

(years later)
do members still
get confused ?

For Accountability - It all relates back to you and your
tagged in riding position:

Everything else needs to match !

SCBA, RADIO , what call yourself over the Radio...

This is where it may gets confusing:

You rode 2 due Truck , ***Position is 962 OV***

When you got on scene, the incident didn't call for an
additional truck work – so you were staged.
all of a sudden – there is an urgent need for 2nd line
and the IC uses you – your now back up on the 3rd line.

The Nozzle just fell through the floor – call the mayday?

Would you call as 962 Back up or 962 OV



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

**YOUR radio designation is you RIDING POSITION
= THE SEAT YOU rode to call IN,**

RADIO YOU HAVE, TAGGED IN POSITION, SCBA ID

WHICH ALL SHOULD MATCH – NOT THE TASK you're DOING.

*It's up to the Incident commander to **KNOW**
what task they've assigned you and where that is.*

Our Riding Positions:

*Instilled in us with
our probationary
training*

BUT WHY TODAY

*(years later)
do members still
get confused ?*

In MOST cases your Riding Position WILL match your assignment, *If you rode 1st due truck FE, you would be expected to be on the fire Floor , where as if you were 2nd due truck FE you would be expected to be on the floor above - all as per your expected tasks and as per our Operating Guidelines.*

Later in an incident, you 962 OV have recycled into incident, after a bottle change and are now assign a totally different assignment (to fill an Incident need) , this is mainly where your task will not necessarily match you riding position.

When you freelance after your assignment is completed , there is no longer accountability!



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

AS FOR ASSIGNMENTS

NORMAL SOP

Every Riding Position has a set of responsibilities aka – Assignments, tasks, that is expected to performed.

AGAIN “NORMAL SOP” = Structure Fire Response

These are assignments that are **expected** to be preformed , **WITHOUT BEING TOLD** - **automatically**

When the officer wishes deviation – they will advise such and they will maintain accountability for such.

Example :

*While investigating a AFA the officer feels a Can position would be beneficial, so decides to utilizes the **Control position** to accomplish this. This officer now accounts for that , knowing “Control “ is performing the Assignment/Tasks of a can position , although calls on radio as CONTROL.*

Our Riding Positions:

Instilled in us with our probationary training

BUT WHY TODAY

*(years later)
do members still get confused ?*



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

Our Riding positions/Assignments were set for a Structure fire Response

First Due Truck Assignments

Our Riding Positions:

Instilled in us with our probationary training

BUT WHY TODAY

(years later)
do members still get confused ?

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
C	Chauffeur	Radio Pike Axe	Drive & Operate Ladder
O	Officer	Radio Officers Tool Handlight TI Camera	Supervise Interior Vent, FE & Search
1	Hook/Can Position	6' Hook Water Can	Interior - Vent, Entry and search - (VES)
2	Forcible Entry (FE)	Axe or Maul Halligan	Interior - Vent, Entry and search - (VES)
3	Roof Position 1	6' Hook Axe Portable Radio 8' Hool Halligan Saws Life & Utility Rope	Roof Operations Exterior VES
4	Outside Vent - OV		Roof Operations Exterior VES

For the most part, there is very little deviation with riding positions on a truck all assignments are team based and required to maintain 2 in, 2 out compliancy



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

First Due Truck Assignments

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
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0	Officer	Radio Officers Tool Handlight TI Camera	Supervise Interior Vent, FE & Search
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4	Outside Vent - OV	8' Hool Halligan Saws Life & Utility Rope	Roof Operations Exterior VES

The Officer , Can and FE are a team, *a team that will operate inside the Structure.*

The Roof and OV positions are also a team - they work outside the structure fulfilling need of that event –

If roof is a priority – getting roof open is top priority and what is done first.

If no roof ops is needed – both will do OV

Good Communication is imperative - Note: the Roof /OV operate outside the view of the truck boss but the Truck Boss still needs to account and manage these members!



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

First Due Truck Assignments

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For all of our incidents -
CAN, FE, ROOF, OV will be filled –

Even if just standing at the ready:

This includes:

CAR FIRE

MVA –

BRUSH/RUBBISH

GAS LEAK

AFA

Haz-Mat

YES – 964 is a TRUCK with
TRUCK ASSIGNMENTS ...



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
C	Chauffeur	Radio Pike Axe	Drive & Operate Ladder

Chauffeur - One of the most important positions , if we don't get there safety - NO TRUCK TASK IS GETTING DONE

The safety of all the members on their rig are in their hands, an enormous responsibility which some sometimes over look. Yes, we want to get to the scene as quickly as possible to rectify the problem , Yes, some incidents time is of the essence , but remember at what risk ?

At a CO alarm, after dispatch told all occupants to vacate the home and your on the Truck which is 2nd rig in – is there a risk anymore ?

Remember the only risk at alarms may be the way the Chauffeur drives the rig !

RISK vs BENEFIT



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
C	Chauffeur	Radio Pike Axe	Drive & Operate Ladder

Chauffeur's should know where they are going before they leave the station, or at minimum have directions so can be directed by the person in the Officers seat.

Again we're no use to anyone if don't get there or in a timely fashion .

Chauffeur's once on scene, need to position the apparatus in a way the rig's use can be most efficient, but yet not impede other operations at the same time.

This positioning shall also take into account personnel safety , positioning in a way the members on board can exit the rig safely.



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
C	Chauffeur	Radio Pike Axe	Drive & Operate Ladder

Chauffeur's should stay with their rig and not wonder off inside, not because the rig may need to be operated, or they may not have on the proper PPE but they are there and able to assist member(s) looking for equipment on their rig, trying to operate a piece of equipment on rig they are unfamiliar with...

Chauffeur's should also monitor the radio at all times, they may be called upon to transmit information via dispatch channel and they can't do that if they are away from their rig. *This is common when a line officer is running a call utilizing fire ground channel inside but want to transmit to dispatch. This may also be required in large structures, such as the malls.*



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
C	Chauffeur	Radio Pike Axe	Drive & Operate Ladder

Truck Chauffeur's should always have their gear! (then again all Chauffeurs should)
For Truck this gear should be on and they should be ready to perform firefighting tasks.

Do we put the aerial ladder to a window without clearing it, checking for any victims who may be directly inside and if there were can we go in to get them without gear - **NO**

Remember once that ladder is set in a position, that is where it's staying unless there is an immediate life hazard. Even then, who is going to pick this person out the window – The truck chauffer - they don't walk down ladder themselves !

NOTE – any operating ff 's will take note of that ladder and they will expect it to remain in place and they will rely on it being there if they need it, like with any positioned ladder.

The **Ladder chauffer** – should remain on pedestal, but may fill an immediate need to assist another with the truck (assist OV/ROOF) again since once the ladder is set isn't moving . This doesn't mean – go in window VEIS or just disappear ... **NO**



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
C	Chauffeur	Radio Pike Axe	Drive & Operate Ladder

Chauffeur's have a responsibility to stay sharp on the operations of the rigs to which they are qualified to operate, they shouldn't be trying to remember how to do something, with members lives potentially on the line. If you haven't driven or operated a rig in quite some time, take it out and refresh, as often as needed, we drill once a month, there is no issues taking that rig and reviewing it, even if off topic !

Chauffeur 's have responsibility, after alarms, to assure their rig has at minimum $\frac{3}{4}$ of a tank of fuel and that all equipment on their rig is there and properly operating, ready for next alarm. If less $\frac{3}{4}$ fuel – Fill it, don't leave for next guy ! Any missing items need to be brought to the attention of an officer to which the rig is assigned and a work orders prepared for equipment not operating properly - **ALL BEFORE THE CHAUFFER LEAVE THE FIRE STATION !**



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
O	Officer	Radio Officers Tool Handlight TI Camera	Supervise Interior Vent, FE & Search

OFFICER – when we say Officer Position we are talking the person riding the front passenger seat of the rig , it's not always necessarily an elected line officer.

This position when not an elected line officer, **SHOULD NOT BE THE FIRST SEAT FILLED** on the rig, as is commonly the case, but the **LAST** and it should be filled with the most competent interior certified member **to lead the crew**, on that rig.

Remember it's not about just talking on the radio or playing with the siren, this is the member making the decisions and keeping accountability for all the members on that rig. **Note:** *if you don't know how to work the Radio or Siren, you're probably not the best choice , from the members on that rig ...*



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
O	Officer	Radio Officers Tool Handlight TI Camera	Supervise Interior Vent, FE & Search

The **OFFICER** of the rig is by far the most important person when it comes to the Safety of the members on that rig . When they see an unsafe act, by any member on their rig, they should immediately put a stop to it. Again, if you don't have the sense or experience to understand what is safe and what isn't, maybe you shouldn't be in riding In the officers seat.

One of the ways a **Officer** will keep the crew of their rig safe is to **ALWAYS** do an effective **SIZE UP** (at all calls - major or minor) immediately assess what that Incident's needs are and put in place an action plan to fulfill these needs, utilizing the crew on the rig. Again if you don't have the sense or experience to understand what the incident needs may be or how to fulfill the needs , maybe you shouldn't be in riding In the officers seat.

DO WE SEE A PATTERN HERE ?



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
O	Officer	Radio Officers Tool Handlight TI Camera	Supervise Interior Vent, FE & Search

The **OFFICER** should have good communication skills, with their crew , the leaders of the crews which they be working along side of and with Command, assuring pertinent information is relayed among all - via progress reports.

The **Officer** shall also have a calm demeanor, you can be in the worst of conditions but if the officer perceives the condition as okay, the crew will typically believe the same. If uncomfortable without assistance in a fire, again should you be in the front seat?

Don't have the mentality **"it's only a B.S .AFA - I'm good with the seat"** that AFA could end up being a job – Now What ? or on the way back to HQ , that next call may be a job... **ALWAYS NEED TO SEE THE BIGGER PICTURE**, its always bigger than that given moment!



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
O	Officer	Radio Officers Tool Handlight TI Camera	Supervise Interior Vent, FE & Search

The **OFFICER** should always have the follow tools with them:
RADIO, OFFICERS TOOL (Mini Halligan) HAND LIGHT, if Fire potential the TIC or when not Multi Gas detector . **ALWAYS** - you can't go back to rig and get them!!

The **Officer** should lead as if not only their life depends on it but their entire crews, which is always the case. They need to understand and take into account the levels to which the member(s) on their crew can perform. Not every member can do every task safely or even at all , so don't assign a task that will only lead to a Mayday...

As with any assignment in any riding position – as an OFFICER - **Trust your Gut !**
What you're perceiving as bad or get a bad feeling in your gut as not right
IT'S PROBABLY BAD - UNDERSTAND THIS - RISK vs REWARD .



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
O	Officer	Radio Officers Tool Handlight TI Camera	Supervise Interior Vent, FE & Search

The **OFFICER** of the TRUCK has a bit more difficult maintaining accountability of their personnel then that of the Engine because as stated earlier , all the members assigned to them aren't necessarily right there with them, like with the Engine.

with the Engine, outside the Chauffeur and Hydrant – everyone else is within talking distance and can be managed and accounted for relatively easy and quickly. With the truck the officer may send FE to search one side of a hall and the Can the other as they monitor each from the hallway, then they have to account for the Chauffeur and the Roof team or OV Team depending on the Incident , a more difficult task – The portable radio is an imperative tool for this and why unlike the engine , everyone has one!

Officer need to regularly account for the crews and this can be achieved by asking team outside their view for regular progress reports.



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
I	Hook/Can Position	6' Hook Water Can	Interior - Vent, Entry and search - (VES)

The Can Position - one of the most difficult positions in the fire service, definitely need to be physically fit, carrying 25 lbs can (2.5 gal x 8 lbs/gal plus the metal can) to who know where, what floor ... then searching with it. – physically demanding!

This position could make or break a rescue attempt . It could be the difference of getting or not getting a victim(s) , so an extremely important position !

The Can Position: can be used to hold fire in a room, as FE goes back to get the Line, keep fire away from a victim so rest of team can retrieved them safely, 2.5 gallons of water used efficiently can control a lot of fire. ([Quick Video](#))

Members need to understand , the Can is not an extinguishing tool but used to control. Attempting to fully extinguish and failing, can get you or others into more trouble then you may already be in, the amount of water is fixed, use it wisely although your actions may inadvertently extinguish the fire.



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
I	Hook/Can Position	6' Hook Water Can	Interior - Vent, Entry and search - (VES)

The Can Position works with the Officer and FE in a team of 3. This teams primary objectives are on the fire floor – searches, inside truck work: vents, overhaul, checking for extension.... Whatever is immediately needed in that fire area.

This differs if you were 2nd due and had the can position – where would you be?
2nd due truck's Can would have same responsibilities but they would be to floor above fire

Why is this important information to know and should be followed ?

This goes with any position and riding position - if you call a MAYDAY and rode 2nd due , had the CAN position and called a MAYDAY – where would the FAST first start looking for ?

The Floor above the Fire floor - all items would show 962 can is firefighter X - 962 was the 2nd due truck - your assigned tasks are on the floor above...

Is this all making sense – It's all about accountability and getting you out quickly.



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
I	Hook/Can Position	6' Hook Water Can	Interior - Vent, Entry and search - (VES)

The Can Positions – Tools: 6' hook and Water Can

The use of the can is ultimately dictated by the incident. In most cases it will never be used, but when it is called for to be used, it will most definitely be effecting some sore of life, could be a victim or more importantly one of us.

Think when we use as Can at a car fire... when gas tank lets go!

The Can is an very important tool on the fire ground , but is not a members First choice of positions – because you need to be fit and its labor intensive.

[Tips for the Can position](#)



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
I	Hook/Can Position	6' Hook Water Can	Interior - Vent, Entry and search - (VES)

This covers the Can position at structure type events,
what about others:

Car fires - Can/Hook - Maybe a Dry Chem or Metal X and the Hook to hold up Hood or trunk ...

AFA – Can/Hook

Brush/rubbish – Can/Hook

Gas Leak – Can/Hook

MVA – Can/Hook

Haz-Mat – Can/Hook

Although it may not be used for any of the above incidents – you're there,
staged and ready if needed - complacency kills firefighters !



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
2	Forcible Entry (FE)	Axe or Maul Halligan	Interior - Vent, Entry and search - (VES)

Forcible Entry Position - This position proficiency most definitely dictate the success of an event – your on the clock, time is of the essence!

The sooner we gain entry the sooner we get to take care of business,
The longer it takes, the worst the conditions will get – so proficiency is imperative, *the fire ground is no place to be learn or see for first time.*

A great saying in the fire service: (by Chief Rich Wylie – FDNY)

An Amateur practices to get it right , where as
a professional practices so they can't get it wrong - which do you train to ?

That saying definitely comes into play with FE - We'd rather have the guy who's getting it right the first time. EXPERIENCE (having done it before) matters!

I constantly see younger members take FE over the Can because they are LAZY or out of shape and don't want to carry a 25lbs Can ... **See the Bigger Picture !**



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
2	Forcible Entry (FE)	Axe or Maul Halligan	Interior - Vent, Entry and search - (VES)

The Type of building will dictate the tools you take with you.
A PD a Set of irons may be sufficient , what about a Commercial ?

Certainly more fortified - AFA : K-Tool my be more appropriate then say a saw.
What about a multi dwelling or garden apartment – what tools should we be thinking ... ? - Again type of structure should dictate what tools is best for the FE

FE Positions: as stated with Can position, will work with the Officer and Can to Fulfill the interior truck objectives.

This again goes with accountability - Where should we find 1st due FE opposed to if you were 2nd due.... Same rules apply as discussed with Can.



HOSE CO.2 WESTBURY FIRE DEPT.

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POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
2	Forcible Entry (FE)	Axe or Maul Halligan	Interior - Vent, Entry and search - (VES)

Also as stated with Can – FE will be inside with Can and Truck Boss to mitigate any inside needs re: Entry into an area, Searches, Checking for fire extension. Vents, Overhaul... Whatever is needed in that area.

FE along with the Can and Truck boss will be responsible for searches – for Fire and for Victims .

The can may hold back the fire and FE goes to get the victim or

Can position may stay put, keeping a fire in an area as FE goes and gets the engine and shows them where the fire is.



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
2	Forcible Entry (FE)	Axe or Maul Halligan	Interior - Vent, Entry and search - (VES)

This covers the FE position at structure type events, what about others:

Car fires - Irons, Metal Saw to cut hood, even spreaders to force doors...

AFA – Tools need to FE by Type of Building

Brush/rubbish – FE – maybe Bolt cutters to cut lock for access into area

Gas Leak – Tools need to FE by Type of Building or meter room

MVA – Whatever calls for, simple MVA May Irons, Pin Job – spreaders ...

Haz-Mat – Tools need to FE by Type of Building or meter room

The Incident and Structure will dictate what is required. Experience, a good size up and direction of your officer will all assist with coming up with a good plan of attack .



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
3	Roof Position 1	6' Hook Axe Portable Radio 8' Hool Halligan Saws Life & Utility Rope	Roof Operations Exterior VES
4	Outside Vent - OV		Assist Roof Position 1

When we talk about position 3 The Roof we need to also talk about position 4 the OV . For the most part these 2 positions pair up as a team to fulfill the incidents needs .

We try not to commit individuals to a roof by themselves, so they are a team As discussed prior and even with part I - engine assignments, there is little we do in the fire service by ourselves, and never when it requires entering a fire building with SCBA. This is due to maintaining 2 in/2 out compliancy.

We will be discussing each position Roof and OV responsibilities by themselves in regards to responsibilities, but note these objective will be met utilizing both positions: ROOF and OV



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
3	Roof Position 1	6' Hook Axe Portable Radio 8' Hool Halligan Saws Life & Utility Rope	Roof Operations Exterior VES
4	Outside Vent - OV		Assist Roof Position 1

The Roof Position – again should have the Roof Radio, Roof SCBA will be working with OV who has OV Radio and OV SCBA and both will eventually be on the roof performing roof operations. When talking on radio – remember talk identifying by your Riding position, not your task!

The reason: OV = Firefighter X and Roof = Firefighter Y, if we have 2 roofs, could we tell if X or Y was in trouble – we have better accountability.

The structure and the situation will dictate if this team is in fact on the Roof doing roof ops or doing OV. Their communications with their Officer will allow their boss to know where they are operating.

If we get called to a building with this on front:
Where would be expect the roof to operating ?





HOSE CO.2 WESTBURY FIRE DEPT.

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POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
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4	Outside Vent - OV		Assist Roof Position 1

Do we need a roof position on every structure fire?

Examples:

Say a Cape cod style PD w/ doggie dormer out front and windows on side 2 & 4

Say a Cape Cod style PD with slightly pitched dormer in the rear

Say a Big Box Store – Like: Home dept, target, Costco...

What about a 6 store strip mall or a 7-11 built 2-3 years ago

What about the row of stores build in the 20's on Post Ave

Our Training, past experiences, building placards , Pre -Plan Info... all should give you an good indication, upon arrival, if this is a roof we're going on.

If unsure – an there is a need we may have to physically inspect.



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
3	Roof Position 1	6' Hook Axe Portable Radio	Roof Operations Exterior VES
4	Outside Vent - OV	8' Hool Halligan Saws Life & Utility Rope	Assist Roof Position 1

Is ever Roof going to be cut ?

Examples:

- The 6 story building with a fire on the 2nd floor – are we cutting that roof
- The 3 story garden apartment with the fire on the 2nd floor built pre WWII
- The 1 story Warehouse build in the 1920's confirmed fire inside
- The structure with fire blowing out of the roof
- The expanded split level with 2nd floor fire extension to attic

If the roof is not deemed to be safe from our size up – it's not getting cut.
If there is no need since we're not getting any benefit, it's not getting cut.

Does this mean we're not saying to send members to the roof – **Why?**



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214 Linden Ave – in the back yard of HQ ?

We have a 3rd floor fire – we just learned there is no need to cut roof since it is a 5 stories building and not gaining anything by cutting it.

Why may we still send the team to the roof – we know from past experience this is a good safe wood frame and wood roof ?

To do a 360 and inspect all sides – check for fire location through entire building - is it quicker to cross the roof and look over opposite corners inspecting all 4 sides or walk around entire building , if it's even possible ?

What is presenting in the front may be far different then what is in the rear!

Victims out windows - sooner they are located – quicker they can be rescued we may not be able to get ladder to back and need rescue by rope...



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Can we do OV from the roof ?

Maybe from 1 or 2 stories down from roof ? Sure especially when access limited is due to height or accessibility in the rear...

If we're going to roof – what tools are a must?

2 means off - before we go up – and doesn't include interior stairs
8' hook or + for multiple ceilings ... 6' as well, especially if cutting easier to pull roof material then with an 8 10 or 12'

Wood saw – if metal we shouldn't be up there

Set of irons

Life rope – not just to do window pick – may be our quickest way off

Utility rope – easier then climbing up and down if additional equipment needed



HOSE CO.2 WESTBURY FIRE DEPT.

ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

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4	Outside Vent - OV		Assist Roof Position 1

What else is very important to do, especially in multi dwelling – multiple story residential structures ?

how do we keep the inferior stairs clear of smoke ?

Get the bulkheads open and check for any victims who may be found immediately inside door...

Maybe the roof position does the 360 and reporting to IC the findings , While the OV gets the bulkheads popped and opened as soon as possible – depends on incident.

What else can be reported if heavy smoke is coming from the popped bulkheads?

Maybe the door to the fire floor open or even fire apartment open – may change tactics the engine team may find apt 4A on unaffected 3rd floor before going to effected 4th...





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What else may we do before we do any cuts – if cuts is even needed ?

Open natural openings – sky lights, scuttles, vents...

Once we open these natural openings what else is important to do?

Open the returns (side walls) this will allow us to assess if fire is in common Roof space or cockloft area , very important to assess and report this to IC, this will most definitely change firefighting tactics if fire is in cockloft.



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If we determine roof requires cutting how do we confirm a safe roof and the best location to cut ?

Location will be determined from a assessment over the side – closet to the fire – heavies smoke coming from building, if none hottest soil pipes...



Roof Safety assessed via inspection cut (triangle) and inspection of roof type: White powder, or metal q-decking - we're done!

When we do our 7 9 8 cut, have a nice 4x8 hole... what is next and important to get the smoke inside to lift ?

Push all the ceiling down with the handle side of our 8, 10 12' hook



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We have a nice big hole, have smoke and fire pushing from our hole, we're feeling pretty go killed our job, what's next ?

We're done on the roof, the roof's integrity is only going to get worst the longer your on it.

Get all your equipment to the point of exit, send what you can down via your utility rope and then exit the roof.

Report to your boss, roof open getting off, this way your boss can account for you and while reporting your also notifying IC and letting everyone on fire scene know.

From here on out you'll be doing **OV**



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Some other items to note:

When going to the roof – we always need 2 means off.

The Roof Position maybe enters roof via the Aerial – while

OV – Throws a ladder in the rear to the roof, or if too high to the fire escape then proceed to roof from the Fire Escape - Checking just inside Fire Floor Window and floor above on way up – Note this maybe the quickest means to a Rescue from fire room.

If this is the case and **OV** finds a victim on the way to the roof – they will Radio the Roof who will come down to them to assist them – at this point the rescue takes precedence over the roof .



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Some other items to note:

The Roof – entering the roof via Aerial should get to the Roof quicker then the OV, this should allow them the get a 360 report and pop Bulkheads before OV gets to the point of any rescue.

Remember they need to throw a ladder and work their way up the fire escape – longer than the direct route via aerial.

Knowing the Roofs services may be need by OV for a potential rescue means the roof better get to it quick, assess over side 360 – report and get bulkheads without delay. This needs to happen as quickly as possible!



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Some other items to note:

Remember:

The Engine will progress to the fire floor quicker if stairs are clear of smoke, People will exit safer if the stairs are clear of smoke and reduce the likely hood of more victims above the fire floor the sooner the bulkhead is open...

1st Due Truck Roof/OV first priority will be to the roof, if we're dealing with a safe roof where as 2nd due Roof/OV knowing the Roof was good and they'll be a team up on the roof, their first priority will be OV.
All Trucks after (964) Roof will help current roof , OV will assist current OV ...



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Some other items to note:

In incident were the **OV** became the top priority – as in a Immediate Rescue – “Victim out a window” with 1st Trucks Roof/OV

The 2nd truck will then have Roof as their top priority – and rolls reversed. This is if additional help isn't required with rescues, sometime not just 1 out the window but a family – 1 may be conscious at window and rest immediately inside at their feet and possibly unconscious?

If this is the Case – if aerial isn't involved in the rescue because in back – the Truck Chauffer may want to get up that ladder and get to roof and get the Bulkheads – They are a part of the team and why we said – “Should have Gear”



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The OV Position – again having the OV Radio, OV SCBA will be working with Roof who has Roof Radio and Roof SCBA – although both will be performing **outside venting operations**.

When we determine a roof is not a safe roof, we won't even think of going on it, well get off the rig thinking OV. Does this mean it sucks were just putting up ladders and smashing windows ... **Not at all**

In the right building, you'll be busting you ass, yeah throwing ladders, VEIS getting out, leaving ladder, going to rig getting a new one and doing it again ... When that inside team gets to that room and opens door, instant vent, instant searched a 2nd time because clear and they have a ladder for exit in emergency, great stuff. Nice when everyone does there job and it all comes together!



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The OV Position – has a responsibility to also get vertical ventilation (vents above fire floor) allowing smoke to lift, making easier for interior teams advancement, better and more efficient searches ...

OV should assist getting fire escape ladder/stairs down and clearing fire escapes, getting info from people exiting, as if their entire family is out, is there people who need assistance walking on the floor... as much info as possible to get to IC to assist in overall operations and assisting those needing it.

Remember as more trucks arrive on scene, 1st truck may be on roof and doesn't need additional assistance so 2nd truck will have OV , 3rd truck has OV, plus each of our engines hydrant becomes OV... so there is never an excuse for no ladders up at a Westbury fire except laziness!



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The OV Position – also has a responsibility for gaining Rear Access into a structure – What do we know about Rear Access, can we expect this to be an easy task and why ?

What Tools are you thinking?

Will Type of building come in to play in regards to appropriate tools for job?

Rear Access doesn't only mean back door – what about basement Bilco door in the rear should we get this ?

If so when , right away ?

IF **OV** gets to the back of a building an sees Roll Gates, Bars on the windows
What are some thing they should do – so all know this ?

Would it be a good idea to get more help? Why?



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Remember who in our guideline has the responsibility to vent fire room ?

The Hydrant after get hydrant, walks hose back to engine checking and once no longer needed to assist MPO, they now they have responsibility OV of fire area.

Will there be times when the engine is reporting water on fire and there is no Engine OV ? **Sure** – remember who this person is, a new member, so they will need assistance anyway. While 1 of the OV team is VEIS the other may be waiting at the ready at fire room monitoring their partner doing VEIS on same side of structure, TEAMWORK fulfilling incidents needs.



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What about tools for an OV ?

Extension ladder to suit the structure

Set of irons

Hook

Then tools to meet need: metal saw bars on widow or metal board ups

Wood saw if wood board ups

Any tools to fit the need of that specific structure or event

This position should never be looked on as shit position, all positions in the fire service are just important as any other. All position relies on the other with everything we do, one positions lacking will always effect all the others. Like with any team, its only as good as the teams weakest person.



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This covers the Roof and OV position at structure type events, what about others:

Car fires - obvious no roof or OV - truck support as needed

AFA – Roof / OV

Brush/rubbish – Truck support as needed

Gas Leak – Truck support

MVA – Outside truck support – chocking /cribbing - as discussed in back of rig

Haz-Mat – Truck support

In most cases outside structure events, these positions will be assigned by truck boss as needed – but remember whatever they are assigned there will still be rig# Roof and Rig # OV no matter what !



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

Some Final Thoughts:

We hope this clarifies the Trucks Riding Positions and Responsibilities.

Remember you **Riding Position** is like your NAME – **it Represents YOU**

Everything should match who you are:

Seat your sitting in – since that holds the SCBA assigned for that Position

You should be tagged in to That seats ID and position

And have the Radio assigned to that position So everything represents you!

Your **radio designation** will always represent you **riding position** and **NOT the task you've been assigned** – It's up you officer and IC to know when they are not the same thing !



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

Final Thoughts:

Know the responsibilities assigned to a riding position and take the position that best suits your abilities . You shouldn't be taking Roof or OV if are afraid of heights and can't handle being on ladders ...

Understand every position on that Truck, fulfills a need and each assignment relies of the other success to be successful themselves.

If the roof is unsuccessful, all inside teams will feel the effects

If OV is delayed once there is water on fire, the hose team will suffer

Chauffer has accident in route, no truck tasks get done

Officer is clueless, doesn't direct operations properly = team fails

Remembering a team is only as good as its weakest link, that should motivate each and everyone of us not to be that weakest link, holding the team back, by having to pick up your slack.



HOSE CO.2 WESTBURY FIRE DEPT.

TRUCK RIDING ASSIGNMENTS & RESPONSIBILITIES

Final Thoughts:

Your Assignment is automatic – Know your positions responsibility and get to them, others are relying on them getting done in a timely fashion. when there is a delay or you are unable to achieve them, **the officer needs to know!**

Part 1 – was done in Dec. and covered Engine co assignments and responsibilities

Part 3 – hands on drill putting tasks and accountability into practical application to be done some time in spring as a Scenario to test your knowledge and comprehension of this course.

THE END
BE SAFE !