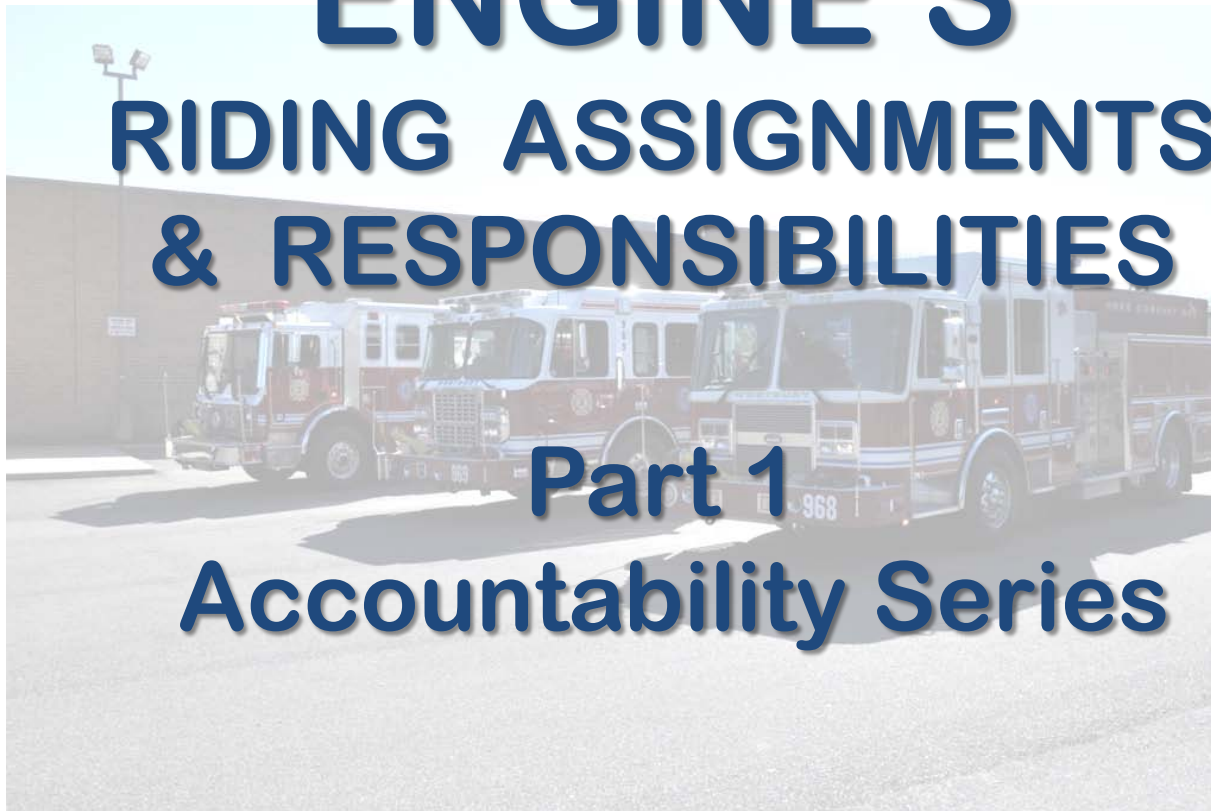




# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE'S RIDING ASSIGNMENTS & RESPONSIBILITIES



Part 1

Accountability Series



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

### First Due Engine Assignments

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
<b>C</b>	Chauffeur	Radio	Drive & Operate Pump
<b>O</b>	Officer	Radio Officers Tool Handlight TI Camera	Supervise Hose Stretch, FE & Search
<b>1</b>	Nozzle Position	Nozzle - 50' Hose Door chocks	Stretch line to fire, operate the nozzle
<b>2</b>	Back Up Position	100' Hose Handlight	Assist and back up, the nozzle position
<b>3</b>	Forcible Entry (FE)	Axe or Maul Halligan	Force Entry & Search, Inside Truck Op's, Engine support
<b>4</b>	Hydrant / Outside Vent (OV)	Hydrant Bag, Radio 6'hook, ladder	Hydrant hook up - then Outside ventilation/laddering
<b>5</b>	Control	Hose from back up or door to engine	position hose kink free and for easy advancement
<b>6</b>	(interior) Door (i) /	Hose from back up to door	position hose kink free and for easy advancement
	(exterior) Outside Vent 2 (OV) (e)	6'hook, halligan ladder, handlight	Work with OV 1 Outside ventilation/laddering

### 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.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

### POSSIBLE REASONS:

1. Never really understood from day 1  
( Never asked the questions as a probie at drill ,  
wasn't paying attention, just didn't grasp ... )
2. Forgot over time, didn't keep up with training ...
3. For what we hope it to be :  
**NO FIRE INCIDENT IS THE SAME ....**  
( for that reason we 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 the "TEXT  
BOOK" structure fire ( to which the Riding Positions were  
written to handle ) ? **YES !***



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

### WHEN WE TALK ABOUT RIDING POSITIONS:

We need to not only think of them for their Titles:  
NOZZLE, ENTRY...

These are merely a titles in which **you will be accounted for** with - Firefighter SMITH = NOZZLE ,  
Firefighter JONES = BACK UP ...

We as Firefighter, when thinking Riding Positions,  
we need understand: YES I have the NOZZLE POSITION,  
but more importantly we need to grasp what are the  
RESPONSIBILITIES and equipment needed  
for EACH of the RIDING POSITION.

**What does that mean ?**

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# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

For Accountability - 1 Firefighter SMITH

I Sat in the NOZZLE Seat:

- I will Tag into the Accountability Board as NOZZLE
- My SCBA should be the NOZZLE's SCBA
- if Radio for that position – Take NOZZLE's Radio
- I will answer and report on the Radio as Rig# Nozzle

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 Nozzle and = FF SMITH

*When FF SMITH , Tags in as Nozzle, Takes Entry Radio,  
and has on the back up's SBCA : when ff Smith transmits  
a mayday or transmits an electronic mayday the radio  
Displays RIG # FE ( FF Jones ) and pack tracker shows rig back up  
alarm active ( FF Davis )  
SO Who or How many guys are the Fast looking for ?*

### Our Riding Positions:

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### **BUT WHY TODAY**

( years later )  
do members still  
get confused ?



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

For Accountability - It pertains to all Riding Positions:  
**Everything needs to match !**

### Our Riding Positions:

*Instilled in us with  
our probationary  
training*

### BUT WHY TODAY

( years later )  
do members still  
get confused ?

**TAG IN, SCBA, RADIO , what call yourself over Radio...**

### This is where it gets confusing:

You rode 2 due engine , **Nozzle position**

When you got on scene, the incident didn't call for a  
Second line and your Engine 969 crew was assigned  
to overhaul because the truck never got out.

You personally have the 969 Nozzle position but are  
now doing overhaul pulling ceiling on 2<sup>nd</sup> floor .

You feel as if your passing out and want to transmit a  
mayday, Who are you ?

**969 Nozzle what you Tagged in as, SCBA Wearing, Radio have ...**



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

**YOUR RIDING POSITION is THE SEAT YOUR IN,  
RADIO YOU HAVE, TAGGED IN POSITION, SCBA ID  
WHICH ALL SHOULD MATCH – NOT THE TASK you're DOING.**

### Our Riding Positions:

*Instilled in us with  
our probationary  
training*

### BUT WHY TODAY

( years later )  
do members still  
get confused ?

*It's up to the Incident command to **KNOW**  
what task your position has been assigned to perform.*

In MOST cases the Riding Position WILL match the assignment,  
*If you rode 2<sup>nd</sup> due on 969 and had the Nozzle seat, you would  
be expected to be on the Nozzle on the second line, but because  
of the uncertainty to who is coming to our scene,  
it's not always a perfect fit, especially later in an incident !*

Later in an incident, you 969 nozzle have recycled into incident after a  
bottle change and are now assign to do secondary search with  
969 back up and are now doing secondary search on say 2<sup>nd</sup> floor ,  
when you call IC as 969 Nozzle. IC should be aware the crew of 917  
has taken over on that 2<sup>nd</sup> line and you're on 2<sup>nd</sup> floor doing searches  
as you were assigned.

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



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

### AS FOR ASSIGNMENTS

#### NORMAL SOP

Every Riding Position has a set of responsibilities aka – Assignments, duties... that are 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 may feel a Can position would be more beneficial, so decides to utilizes the **Control position** to accomplish such. This officer now accounts for that , knowing Control position is performing the assignment of a can position – although accounts 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.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

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

### First Due Engine Assignments

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
<b>C</b>	Chauffeur	Radio	Drive & Operate Pump
<b>O</b>	Officer	Radio Officers Tool Handlight TI Camera	Supervise Hose Stretch, FE & Search
<b>1</b>	Nozzle Position	Nozzle - 50' Hose Door chocks	Stretch line to fire, operate the nozzle
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<b>3</b>	Forcible Entry (FE)	Axe or Maul Halligan	Force Entry & Search, Inside Truck Op's, Engine support
<b>4</b>	Hydrant / Outside Vent (OV)	Hydrant Bag, Radio 6'hook, ladder	Hydrant hook up - then Outside ventilation/laddering
<b>5</b>	Control	Hose from back up or door to engine	position hose kink free and for easy advancement
<b>6</b>	( interior ) Door (i) /	Hose from back up to door	position hose kink free and for easy advancement
	( exterior ) Outside Vent 2 (OV) (e)	6'hook, halligan ladder, handlight	Work with OV 1 Outside ventilation/laddering

### Our Riding Positions:

*Instilled in us with  
our probationary  
training*

### BUT WHY TODAY

( years later )  
do members still  
get confused ?

For the most part most deviation will be with Control / Door positions since at most alarms – these other positions are key parts of operation.



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

### First Due Engine Assignments

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5	Control	Hose from back up or door to engine	position hose kink free and for easy advancement
6 (interior) (exterior)	Door (i) /	Hose from back up to door	position hose kink free and for easy advancement
	Outside Vent 2 (OV) (e)	6'hook, halligan ladder, handlight	Work with OV 1 Outside ventilation/laddering

The Incident with the most deviation will probably be with a CO alarm.

Do we need a Nozzle or Back up ?  
*Not else CO alarm caused by a fire.*

**CO alarms** – although on an Engine

Think of assignments as if on a truck:

Inside : FE/Can - 2 IN

Outside: OV/Roof - 2 Out

Complies with the 2 in/2 out rule

A truck 1<sup>st</sup> due response would create less confusion – but not our SOP



# HOSE CO.2 WESTBURY FIRE DEPT.

## RIDING ASSIGNMENTS & RESPONSIBILITIES

### First Due Engine Assignments

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
<b>C</b>	Chauffeur	Radio	Drive & Operate Pump
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<b>6</b> (interior) (exterior)	Door (i) /	Hose from back up to door	position hose kink free and for easy advancement
	Outside Vent 2 (OV) (e)	6'hook, halligan ladder, handlight	Work with OV 1 Outside ventilation/laddering

For most of our incidents -  
Nozzle, Back Up, FE , Hydrant/OV  
will Be utilized –

*Even if just standing at the ready:*

- CAR FIRE
- MVA
- BRUSH/RUBBISH
- GAS LEAK
- AFA
- Haz-Mat



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
C	Chauffeur	Radio	Drive & Operate Pump

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

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

At a CO alarm, after dispatch told occupants to vacate the home – is there a risk, or an AFA that we've been there 3 times in last 12 hrs, the only risk for injury for these alarms may be the way the Chauffeur drives the rig !

RISK vs BENEFIT



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
C	Chauffeur	Radio	Drive & Operate Pump

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

Again we're no use to anyone if don't get there or if getting there is delayed.

Chauffeur's once on scene, need to position the apparatus in a way it'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.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
C	Chauffeur	Radio	Drive & Operate Pump

Chauffeur 's should stay with their rig and not wonder off inside, not just because The rig may need to be operated, or they may not have on the proper PPE but also to be 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.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
C	Chauffeur	Radio	Drive & Operate Pump

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 issue 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 rigs are there and properly operating. 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 work orders prepared for equipment not operating properly - **ALL BEFORE THE CHAUFFER LEAVE THE FIRE STATION!**



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
O	Officer	Radio Officers Tool Handlight TI Camera	Supervise Hose Stretch, 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, but note *if you don't know how to work the Radio or Siren, you're probably not the best choice , from the members on the rig ...*





# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
O	Officer	Radio Officers Tool Handlight TI Camera	Supervise Hose Stretch, 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 a 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 putting 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 these needs , maybe you shouldn't be in riding In the officers seat.

**DO WE SEE A PATTERN HERE ?**



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

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

The **OFFICER** should have good communication skills, with their crew , the leaders of the crews they'll be working along side of and with Command, assuring pertinent information is relayed among all and to command 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 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 BS 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... **NEED TO SEE THE BIGGER PICTURE !**



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
O	Officer	Radio Officers Tool Handlight TI Camera	Supervise Hose Stretch, 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 OFFICER - Trust your Gut !  
What you're perceiving as bad or getting a bad feeling in your gut as not right  
IT'S PROBABLY BAD - **UNDERSTAND THIS** - RISK vs REWARD .



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
I	Nozzle Position	Nozzle - 50' Hose Door chocks	Stretch line to fire, operate the nozzle

The **Nozzle Position** - what I call the “best assignment on fire ground” – you do nothing but standing around for BS calls and right in there for the fires.

Maybe not getting the medal for the save – but know the guy who is, isn’t making that grab of person pinned down by fire without you allowing them to get there!

**Nozzle Positions Tools**: Proper Nozzle for the job ( not necessarily the one on the line you pull ) 50’ of hose to staged at ready at door and multiple door chocks .

50’ hose = 1 coupling, top set of folds above top loops, top horseshoe,  
1 high rise pack w/ high rise bag

This should make it to the point of entry, intact , where it’s staged for entry.



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
I	Nozzle Position	Nozzle - 50' Hose Door chocks	Stretch line to fire, operate the nozzle

**Nozzle**, prior to entry line should bleed off line assuring an effective stream of water prior to entry.

Once make it to the fire area, cool the ceiling breaking the thermal layer. This can even be done if condition are becoming unbearable prior to getting to fire point of origin. If condition are that unbearable – you’re probably in an area of imminent flashover, this will break the thermal layer and cool the area allowing for easier advancement.

When not on hydrant, the nozzle position should understand you are in contain mode, where you’re keeping the fire at bay, so primary searches can be done. If don’t manage the water properly and runs out, you could be trapping members above the fire floor, who are doing searches.



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
I	Nozzle Position	Nozzle - 50' Hose Door chocks	Stretch line to fire, operate the nozzle

**Nozzle**, primary attack could always be from what not burning to what is, (protects most property ) taking into account the protection of any interior Stairways, especially ones unable to be controlled by a door and ones being utilized for upper floor access and escape.

Some Nozzle Position Tips/Tricks:

- [Holding the Nozzle](#)
- [Turning Nozzle into a room](#)
- [Fire Room Angle of Attack](#)
- [Nozzle Efficiency](#)



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
I	Nozzle Position	Nozzle - 50' Hose Door chocks	Stretch line to fire, operate the nozzle

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

- Car fires** - Nozzle
- AFA** – Nozzle
- Brush/rubbish** – Nozzle
- Gas Leak** – Nozzle
- MVA** – Nozzle
- Haz-Mat** – Nozzle

Although you may not be pulling line and flowing water at all incidents , Nozzle position will always be standing by at the ready to deploy your 50' with nozzle, Taking to point of incident entry, stage your length, bleed line.... What may initially to appear to be nothing , could rapidly change !



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
2	Back Up Position	100' Hose Handlight	Assist and back up, the nozzle position

**The Back Up Position** - a very important but under rated position. You know the back up position did their job when the Nozzle position comes out of the fire building saying “that was a piece of cake “, it was only a piece of cake because the back up position made it that way.

If the Nozzle position come out spend, we know the back up didn't do such a great job.

The Back up position will allow the nozzle position to focus on operation of the nozzle, concentrating on the task at hand , without having to loose focus constantly calling for more hose... allowing for maneuverability of the nozzle to cover floor to ceiling and right to left ...





# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
2	Back Up Position	100' Hose Handlight	Assist and back up, the nozzle position

As seen in the pervious video, the nozzle position should have the nozzle out in front and this can only be accomplished by good communication with their back up position supplying this hose.

The Back up position will also act as another set of eye, looking for hazards as the team advances, the Nozzle and back up should operate as a well oiled machine in unison, not fighting each others movements.

**Back Up Positions Tools** : 100' of hose staged at ready as close to the entry point as possible and hand light . Door chocks are also good too, in case nozzle position doesn't have or runs out.

100' hose = 2 coupling, bottom set of folds remaining above bottom loops, 2nd horseshoe + few folds of dead bead, 2 high rise packs ...



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
2	Back Up Position	100' Hose Handlight	Assist and back up, the nozzle position

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

- Car fires** - Back up
- AFA** – Back up
- Brush/rubbish** – Back Up
- Gas Leak** – Back up
- MVA** – Back up
- Haz-Mat** – Back up

If there is a Nozzle position, there should be a back up - TEAM  
Unless Officer decides otherwise - when light crew, working outside and nozzle can handle hose by themselves – then back up may be assigned another assignment to perform by officer ?



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
3	Forcible Entry (FE)	Axe or Maul Halligan	Force Entry & Search, Inside Truck Op's, Engine support

The **Forcible Entry Position** is the partner of the officer. As we know there are very few things we do in the fire service that doesn't require a partner. This is not only to account for compliance with 2 in 2 out rule, but its mainly for accountability and ease of assignment – **4 hands better then 2**

The Forcible entry position first objective is to gain entry into the area. Although a set of iron is the tools of choice for the FE position, the incident will ultimately dictate the tools need.

Commercial – a Halligan/Maul may be a better choice, a entry saw may be needed or even K tool ... Where as an apartment a rabbit tool may be a good choice .



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POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
3	Forcible Entry (FE)	Axe or Maul Halligan	Force Entry & Search, Inside Truck Op's, Engine support

Once entry is made, FE position will do searched with Officer, ( if the truck is not on scene) This search is for victims in route to seeking out the seat of the fire . This way the line can quickly contain the fire where it's at, doing so will make conditions better allowing for better and safer searches and potentially saving victims lives and conserving property.

Once the Truck in on scene, they will take over searching for victims.

Getting fast water between the fire and potential victims will ultimately make things better and safer for **everyone** .



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## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
3	Forcible Entry (FE)	Axe or Maul Halligan	Force Entry & Search, Inside Truck Op's, Engine support

Once the Truck takes over searches and the hose line advances on the Fire, the FE Position will become an inside truck position, staying with the Officer and line, forcing doors as they advance, check for fire extension , venting or doing whatever truck works needs to be done by the hose team in that immediate area.

The FE position will support the hose line team as needed to assure an en efficient and effective operation.



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
3	Forcible Entry (FE)	Axe or Maul Halligan	Force Entry & Search, Inside Truck Op's, Engine support

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

**Car fires** - Force Entry in Vehicle/Open Hood/Open Trunk

**AFA** – Force Entry

**Brush/rubbish** – May have to Force entry into area, cut fence...

**Gas Leak** – May have to Force entry into exposures...

**MVA** – Make Entry into car ( 966 or 969 – Holmotro )

**Haz-Mat** – Force Entry into areas to check exposures

Forcible Entry will do as its title says : Gain Entry .... To whatever event calls for



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
4	Hydrant / Outside Vent (OV)	Hydrant Bag, Radio 6'hook, ladder	Hydrant hook up - then Outside ventilation/laddering

The **Hydrant position** can be a bit confusing since they don't just have 1 Objective/Assignment, they start with one and then move to another.

The Hydrant position primary objective is as per it title, get a hydrant Assure it's operational and from it , supply water to the operating engine. The quicker this gets accomplished, the sooner the hose team can go from contain mode into full out extinguishment.

Once the hydrant is on and supplying water to the Engine, the hydrant position will follow the hose back to the engine, inspecting all the hose, clearing it from middle of road, preventing other apparatus access, if possible and once back at the engine asking the Chauffer if they need any further assistance.



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

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If the Chauffer doesn't need any assistance, the hydrants next assignment is Outside Vent (OV) of the Fire Room – Note : Their POSITION doesn't change – just their assignment or responsibility – they are still “Hydrant”

Since this position is typically a new members, *most being still on probation*, This **Engine** OV position is solely venting the fire room for the inside operating hose team. There is **NO VEIS** ... Take the windows of the fire room when the hose team gets water on the fire , **that's it**. Once that is done the Hydrant will then work to assist the later arriving truck's OV position.

Improper ventilation can do more harm then good!

These new members will be guided by the OV position on the Truck to which window to vent, **after the fire room**.





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**Tools for the Hydrant position:** as the hydrant the hydrant bag containing All the necessary equipment and adaptors needed to connect and gate a hydrant . ( This bag comes back to the engine when you do – don't need Someone turning off hydrant when you leave it )

Once Completed with hydrant and now doing OV -  
Hook and Halligan - if doing on the ground floor  
If floors above grade : You'll will also will need an Extension Ladder,  
to reach these windows



# HOSE CO.2 WESTBURY FIRE DEPT.

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

**Car fires** - Hydrant if needed, Hook to hold up Hood/truck

**AFA** – Prep Hydrant and have at ready

**Brush/rubbish** – Hydrant if needed, Broom/Hook to overhaul

**Gas Leak** – Prep Hydrant and have at ready

**MVA** – As needed

**Haz-Mat** – Prep Hydrant and have at ready

Again we never know how event will escalate, need to know were closest WORKING Hydrant is if it does !



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
5	Control	Hose from back up or door to engine	position hose kink free and for easy advancement

**The Control Position** the most none glorious, underrated position in the Fire service, but one of great important for a successful hose line operation.

**The Control Position** is responsible for maintaining all the hose between Back up position and the engine the hose is connected to .

A key to making this task easier is getting all the hose from rig up to the front entry door, prior to it being charges. This will cut the managing distance from back up - rig **to now** back up - front door, which in some cases can be hundreds of feet ! Plus it's a lot easier moving this hose dry then when it full of water !!



# HOSE CO.2 WESTBURY FIRE DEPT.

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When we talk about managing the hose, were talking keeping it free of kinks, making sweeping loops that can be managed and replaces as the as hose advances, this is not always a easy task, especially with multiple turns or elevations.

[Video: Tip for advancing hose line into a building for easy advancement of the Nozzle/Back up](#)

As you can see the easiest way to manage a line is to make loops and as the hose advance and loops get used up, just make new loops. By managing the loops, your in essence managing the hose line advancement. In tight space, these loops don't necessarily need to be on floor, they can be up walls, up stair cases, this sometimes works better since we are now using gravity to assist in the advancement.



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When all the hose is inside the building, control will work the hose Forward until all the hose is used up all the way up to the back up. If the Line still needs To be advance further from that point, it can't because there is no more and Control can immediately advise the nozzle team of such, by face to face.

When there are multiple floors and / or turns , there should be multiple Controls positions from multiple engines. Each control position will manage the hose from a specific point, ( turn or floor ) and this will not only be the hose line they came in with, but all the hose lines in that run through that area, creating loops in all of them ...



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

POSITION	ASSIGNMENT	TOOLS	JOB REQUIRED
6	( interior ) Door (i) /	Hose from back up to door	position hose kink free and for easy advancement
	( exterior ) Outside Vent 2 (OV) (e)	6'hook, halligan ladder, handlight	Work with OV 1 Outside ventilation/laddering

**DOOR or OV position** is nothing more than an extra members on the engine. These position rarely get filled since we rarely leave with a full engine, unless there is a meeting/drill going on with plenty of members immediately around to respond.

If this extra member is an interior Firefighter they will fill the **Door position**

If this extra member is an exterior firefighter, they will fill the **OV position**.



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The **DOOR position** responsibilities is very similar to Control positions responsibility , the management of hose line. Unlike the control, who has the management of hose from back up to rig, the Door will manage the hose entering the fire area from its door of entry, into such area.

*Example: We're operating at a 5 floor apartment building and the fire is on the 3<sup>rd</sup> floor - there may be a controls on 2<sup>nd</sup> and 3<sup>rd</sup> floor landings, but the Door position would be on the fire floor, in the hallway staging hose prior to the door, creating loops allowing easy advancement of the hose into the actual apartment that is on fire.*



# HOSE CO.2 WESTBURY FIRE DEPT.

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The **DOOR position** is basically another Control position but due to accountability if we had 2 “control positions” on 1 rig , who would we be looking for if there was an issue. By dividing them, each with different titles and each with a specific hose areas to manages, we gain better accountability.

If there was an issue with 969 Door position we would know to look for them between the Back up and the control position

If there was an issue with 969 Control position we would know to look for them between the back up and rig, if there was no door position and if there was a door position and rig and 969 doors position.





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**The OV position** of the engine we already discuss with the hydrant position. The responsibilities are the same – vent the fire room, NO VEIS since exterior... When there is an OV on the engine, they will immediately assume this position and will answer the radio as such ...  
Engine # OV

When the Hydrant finishes at hydrant , they will assist the OV but like they did when they were hydrant doing OV, they will maintain the radio designation Hydrant although doing OV – again for accountability, Command should know if hydrant is connected and calls a mayday, Hydrant should be outside the fire window , doing OV.



# HOSE CO.2 WESTBURY FIRE DEPT.

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As for responsibilities for the control, door or OV positions at runs outside of a structure fire, it would be as Officer sees fit.

Again it's rare that we wait to fill these positions and especially for a car, brush, dumpster... plus since all these are outside events accountability is not really an issue, since always in sight of the officer.



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE RIDING ASSIGNMENTS & RESPONSIBILITIES

### Final Thoughts:

We hope this clarifies the Engines 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.

## ENGINE 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 OV if are afraid of heights and can't handle being on ladders ...

Understand every position on that Engine needs the other positions success to also be successful themselves.

If the back up is ineffective, neither is the nozzle

If FE doesn't get door open, Nozzle doesn't get in

Chauffer has accident in route, no tasks get done

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

The engine team is only as good as its weakest link, that should motivate everyone not to be that weakest link, holding the team back, by picking up your slack.



# HOSE CO.2 WESTBURY FIRE DEPT.

## ENGINE 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 2 – will cover Track co assignments and responsibilities

Part 3 – hands on drill putting tasks and accountability into practical application

**THE END**  
**BE SAFE !**