



IN QUARTERS

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- 2.1 Planning and preparing for an engine company response begins the moment the fire officer and firefighter enter quarters. The blackboard at the housewatch desk should be checked for any information that may affect the response or operations of the unit. Situations such as street closings, hydrants or mains out of service, standpipe or sprinkler systems inoperative, equipment changes on the apparatus or adjoining companies out of service should be noted and possible alternate courses of action considered and discussed.
- 2.2 Immediately after the start of each tour the officer shall conduct a roll call of the on duty members and designate assignments. The following positions shall be assigned: nozzle, back-up, door, and control. For units staffed with four (4) firefighters, the “door” and “control” positions will be performed by the same member (see Chapter 5 for more information on personnel assignments). Engine companies should also designate a member to perform forcible entry in the event that the assigned ladder company is delayed. *When giving assignments, the Officer on duty shall ensure members are reminded of their designation as safety team members. These members must be aware that this designation is based on their unit's order of arrival at the box and may change as additional units arrive.*
- 2.3 In addition to assigning firefighting positions, the officer will assign each member an apparatus riding position and mask. Officers of engine companies provided with a third handie-talkie radio should assign this radio to the control position and it should be inspected as per the Communications Manual.
- 2.4 Immediately after roll call, the company officer, accompanied by the chauffeur, should inspect and examine the unit's apparatus. Any deficiencies noted shall be remedied or otherwise handled as per Department procedures and proper entries and notifications made by the officer. The following specific topics shall be discussed:
- General response routes and any modifications to normal response routes.
 - Road and weather conditions.
 - Dangerous areas or intersections.
- The above listed topics are especially important for covering or detailed officers and chauffeurs.
- 2.5 Following the roll call, all engine company firefighters shall examine the apparatus hose bed to familiarize themselves with the manner in which the hose is packed or folded. This is particularly important for detailed, overtime, or other than regularly assigned members.

- 2.6 Engine company firefighters shall stand roll call with all their Department issued personal protective equipment. This equipment includes helmet, bunker coat, bunker pants and boots, gloves, and hood. In addition, a hose strap, chock, and spanner shall be carried by each engine company member. All members shall place their protective equipment at or near their respective riding position so that it can be donned prior to responding when necessary. The member on housewatch shall be guided by Regulations Chapter 20.
- 2.7 Department equipment such as Scott masks, handie-talkie radios, and PASS alarms shall be assigned and inspected according to Department SOP's. Department issued flashlights should also be exchanged and inspected at this time and placed on the apparatus at each riding position. The location and presence of all tools and equipment on the apparatus shall be known by all assigned members and shall be verified at the start of each tour. The absence of a critical piece of equipment should be discovered during a routine apparatus inspection rather than at the scene of a fire or emergency.
- 2.8 The most important tools engine company firefighters use on the fireground are:
- Serviceable hydrants
 - Engine apparatus
 - Hose and fittings
 - Nozzles
- 2.8.1 **Hydrants** - The importance of locating, connecting to, and operating a serviceable hydrant cannot be overemphasized. All engine company firefighters should be familiar with operating procedures for the several types of hydrants currently in use. In addition to different types of hydrants, there are several hydrant security devices which firefighters must be able to remove or activate (see Chapter 6 for more information on hydrants).
- 2.8.2 **Apparatus** - In addition to transporting firefighters and equipment to the scene of a fire or emergency the engine company apparatus provides the water supply for fire attack. All engine company firefighters should be able to perform the following functions:
- Transfer the engine apparatus from "road" to "pump".
 - Connect the apparatus to a hydrant using each of the several connections available and standard hose.
 - Charge and maintain adequate pressure on a hoseline using the pump panel controls.
- 2.8.3 **Hose and fittings** - Engine company firefighters must be familiar with the current hose inventory and methods of stretching. Fittings may be required to connect and adapt hose to other hose and hose to appliances. A well-trained firefighter should be able to quickly locate and place into operation all hose/fitting combinations.

2.8.4 **Nozzles** - There are several different types and styles of nozzles in use in the Department and a knowledgeable engine company firefighter should be familiar with the specific applications and methods of use for each type. For example, the solid stream tip (MST) is useful for high volume flows with long reach, superior penetration and reduced nozzle reaction. It is required for standpipe operations due to its effective performance at low pressures. A fog tip is effective for ventilation, fires near energized electrical equipment and dispersing vapors at gas leaks. At the start of each tour, all nozzles carried on engine company apparatus should be inspected and examined to insure: (see Fig. 2-1 to 2-3)

- What type of nozzles and/or tips are attached to each hoseline.
- That rubber washers are placed correctly in female couplings and tips, and are not dried out or cracked.
- That nozzles are hand fastened to hose and tips are screwed on by hand.
- That fog nozzles are not clogged and are maintained in the straight stream position (tip rotated to the right).
- That all control handles and shut-off valves operate freely and are maintained in the closed position.

1/2 inch O.S.T.

15/16 inch M.S.T.

1 1/2 inch S.O.



Fig. 2-1 - 1 1/2 inch solid stream nozzle with 1/2 inch outer stream tip and 15/16 inch main stream tip for use on 1 3/4 inch handline.



Fig. 2-2 - 2 1/2 inch solid stream nozzle with 1/2 inch outer stream tip and 1 1/8 inch main stream tip for use on 2 1/2 inch handline.

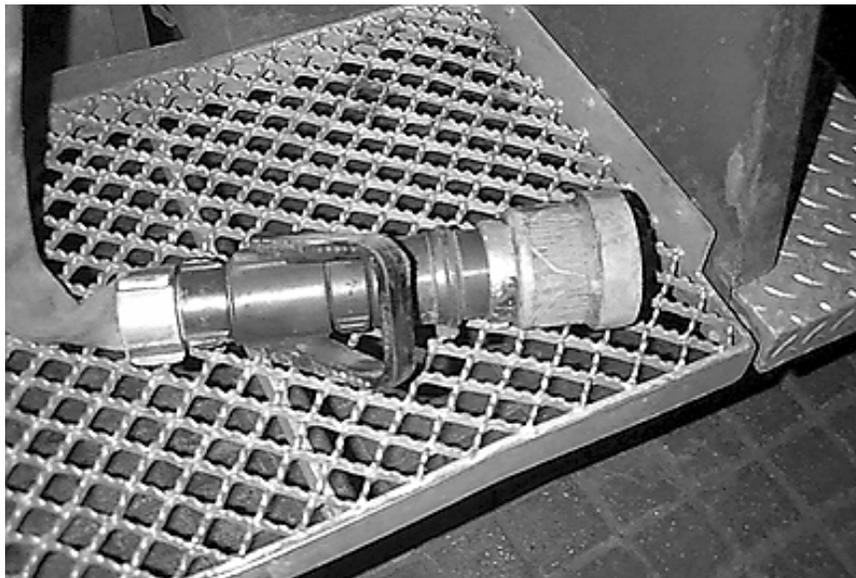


Fig. 2-3 - Adjustable fog/straight stream tip for use on both 1 3/4 inch and 2 1/2 inch handlines.
(Shown here on 1 3/4 inch handline)

- 2.9 Successful fireground operations do not happen by accident. For an engine company to perform well at fires and emergencies, its officers and members must be involved in an ongoing training program. The following Department activities must be conducted to ensure that a high level of performance and professionalism is maintained.
- 2.9.1 **Company drills** - These are the most frequent drills conducted. The monthly drill schedule contains numerous engine related topics and there are several drill periods available each month for instruction in engine company operations. A wide range of experience and knowledge can be imparted to the members each tour by taking advantage of the varied backgrounds and firefighting experience of the company officer *and* senior firefighters on duty. This is the drill period when firefighters will be most receptive to instruction and will feel free to ask questions.
- 2.9.2 **Multi-unit drills** - This weekly drill period of 1 1/2 hours is an opportunity for several companies, both engine and ladder, to assemble and receive hands-on training. Engine company officers can use this period to review recent operations and walk through Evolutions with new members. Ladder company firefighters can also be instructed on engine company tactics.
- 2.9.3 **Critiques of recent operations** - Immediately upon return from a fire or emergency is the best time to conduct a critique or review of the operation. What each member of the company did and why they did it can be discussed and examined. The purpose of the critique is to provide a learning experience for all the members.