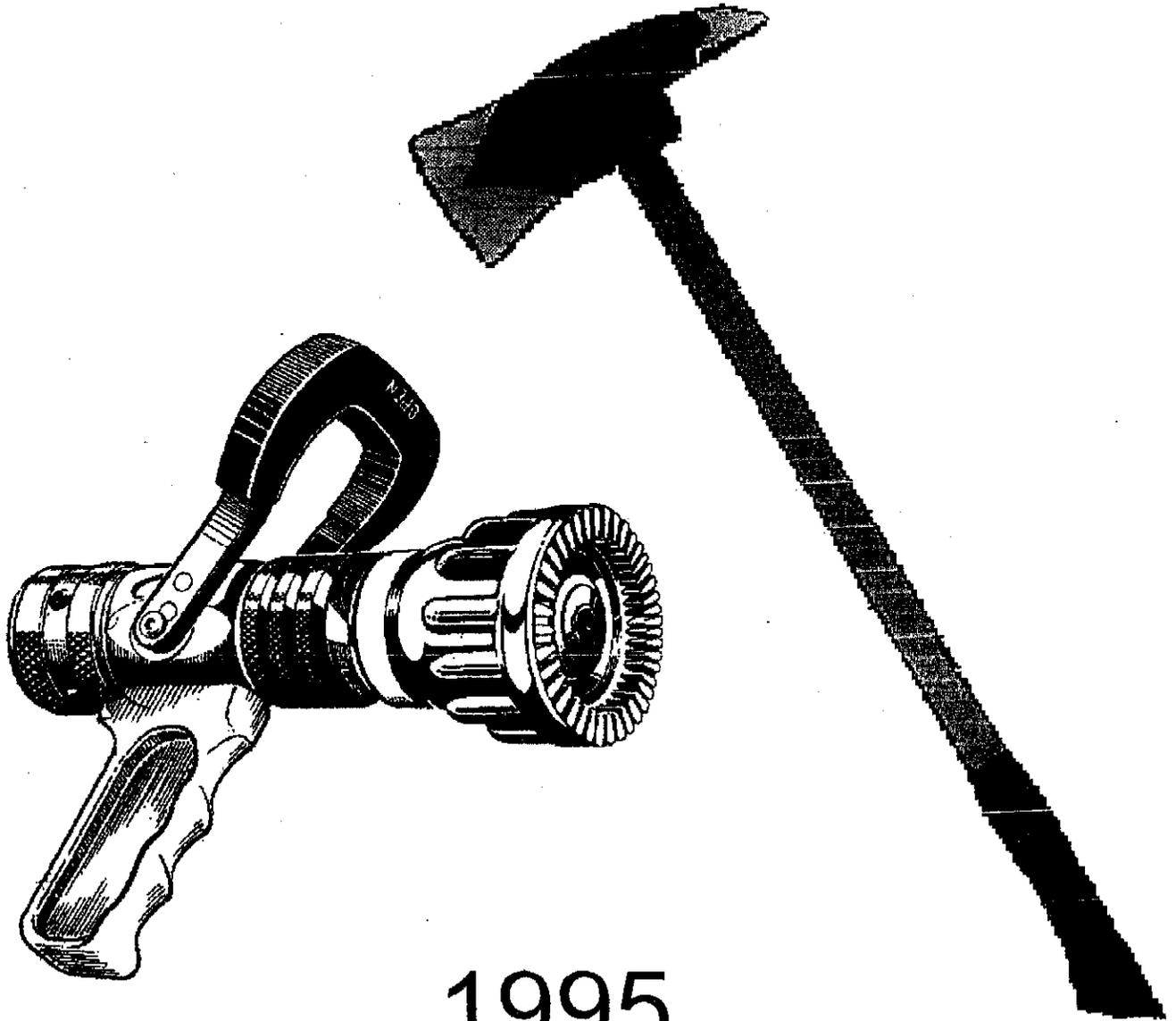


# HELENA FIRE DEPARTMENT



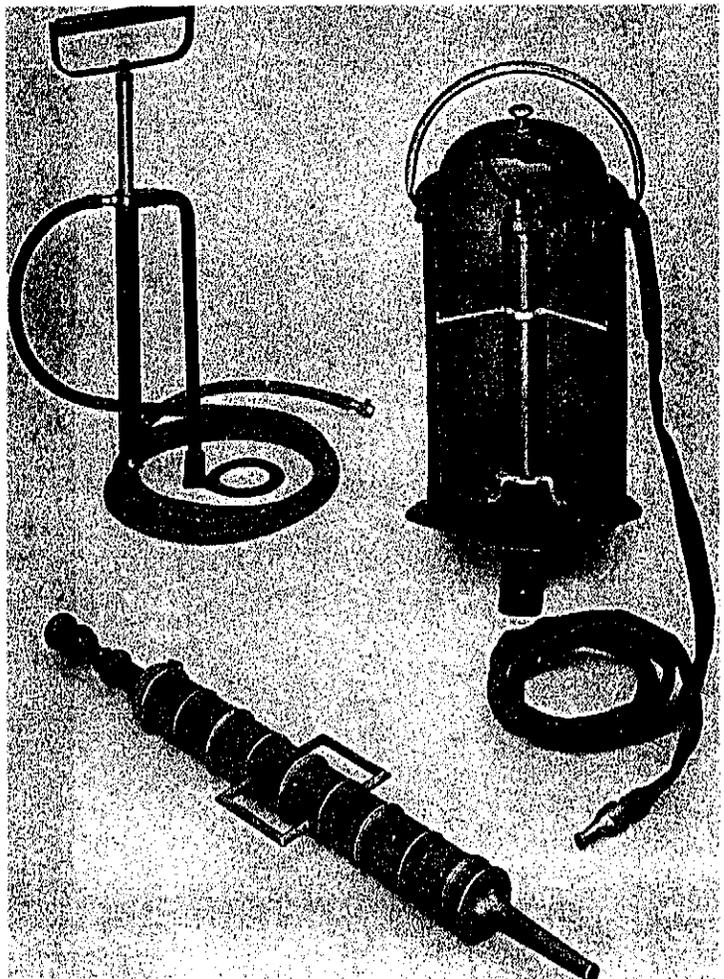
1995  
ANNUAL REPORT



TABLE OF CONTENTS

TABLE OF CONTENTS . . . . . 1  
CHIEF'S LETTER . . . . . 2  
FIRE PROTECTION CONTRACTS . . . . . 3  
HELENA FIRE DEPARTMENT . . . . . 4  
SELECTED STATISTICAL DATA . . . . . 6  
REPORT FOR FIRE PREVENTION BUREAU . . . . . 10  
TRUCK AND EQUIPMENT MAINTENANCE . . . . . 12  
TRAINING REPORT . . . . . 14  
MEDICAL DIRECTOR'S REPORT . . . . . 16

Three types of hand pumps used in Europe before colonies were established in America. The two stirrup pumps at top could only deliver a small amount of water. The squirt at bottom could be large enough to be held by two men and directed by a third, with water supply coming from leather buckets. (Fire Engines and Other Fire Fighting Appliances.)





## City of Helena

May 9, 1996

Mr. William Verwolf  
City Manager  
316 N. Park  
Helena, MT 59623

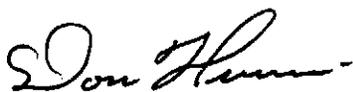
Dear Mr. Verwolf,

It is my pleasure to submit to you the Annual Report of the Helena Fire Department for the year ending December 31, 1995. This report is a presentation of the operations and undertakings made by the members of this department in an ever-changing emergency service environment.

Considering the number of people served by our department, it is not surprising that our call load increased by 7.14% to 1,905 calls this past year. During the past five years, the Department's call load has increased by 86%.

The obvious, emergency medical services and firefighting, are only a portion of the services that we provide. There is also a remarkable amount of "behind the scenes activity" that takes place. As professionals, the members prevent fires through building inspections; plan reviews; and provide public education. Last, but by no means least, are those who strive to keep our personnel, apparatus, and equipment in the best condition possible, through daily maintenance and training. Thus, it is with pride that I present to you this annual report.

Sincerely,

  
Don Hurni, Fire Chief  
Helena Fire Department

HELENA FIRE DEPARTMENT  
1995 ANNUAL REPORT  
PAGE 2

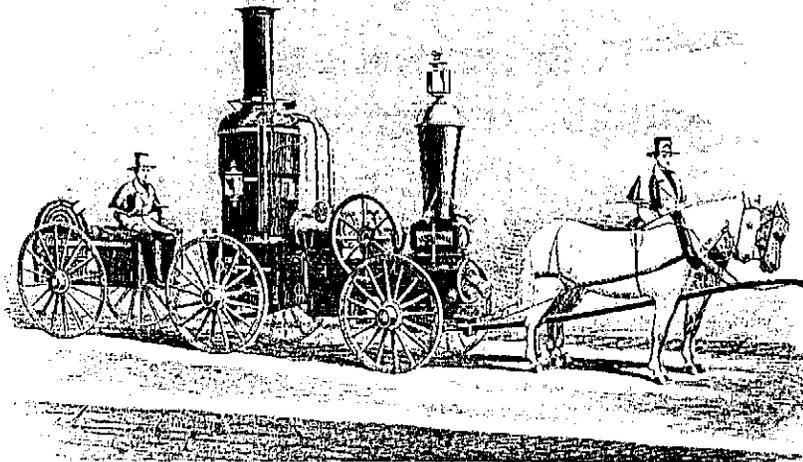
FIRE PROTECTION CONTRACTS

At the present time the City of Helena has several Fire Protection contracts with areas outside the City limits. These include the Fairgrounds, State Highway Shops, and the Westside Fire Service Area. We cover the Fairgrounds and Highway Shops with two (2) pumpers and three (3) men. Response to the Westside Fire Service Area is the same as within the City limits. The cost of the fire protection for these areas is computed by mill levy necessary for operating the Helena Fire Department. The cost for taxpayers in the fire service area is computed on the same basis as the people who live in the City limits. The private protection contracts are re-negotiated each year after it is determined what the operational budget for the Helena Fire Department is.

Following is a breakdown of the money received by the City of Helena from these contracts:

FAIRGROUNDS.....	\$ 3,591.00
HIGHWAY SHOPS.....	\$ 1,833.00
WESTSIDE FIRE SERVICE AREA.....	<u>\$70,078.00</u>
TOTAL.....	\$75,502.00

The Helena Fire Department also has four (4) Mutual Aid contracts. These contracts are with the West Helena Valley Volunteer Fire Department, the East Valley Volunteer Fire Department, Baxendale Volunteer Fire Department and the East Helena Volunteer Fire Department.



Steam fire engine of Hibernia No. 1 in Philadelphia was built by Reaney and Neafie and was in service in 1859.

HELENA FIRE DEPARTMENT

FIRE CHIEF  
Don Hurni

ASSISTANT FIRE CHIEF  
Steve Larson

DEPUTY ASSISTANT CHIEF/TRAINING OFFICER

FIRE PREVENTION BUREAU  
FIRE MARSHAL - Bob Knudson  
ASST DEPUTY FIRE MARSHAL - Fritz Zettel  
FIRE INSPECTOR III - Craig Trapp

ADMINISTRATIVE ASSISTANT  
Nanette Buffington

COMBAT

SHIFT #1

BATT.CH EMT-I-Jim Skinner  
CAPT. EMT-D---Jay Moore  
LT. EMT-I-----J.R. Feucht  
ENG. EMT-I----Larry Ross  
FF III EMT-D--Brad Hampton  
FF III EMT-D--Brian Roberts  
FF II EMT-I---Rick Justice  
CFF-----Mike Maykuth  
CFF -----Mike Kauzlarich

SHIFT #2

BATT.CHIEF-----Bob Olson  
CAPT.-----Norb Roth  
LT. EMT-D-----Warren Ziegler  
ENG. EMT-D-----Joel King  
FF III EMT-I---Bob Fearon  
FF III EMT-I---Roy Swanby  
CFF EMT-D-----Scott Bockman  
FF II EMT-D----David Harvey  
CFF EMT-D-----Kelly Tuck

SHIFT #3

BATT.CHIEF-----Ron Morris  
CAPT.-----Mike Spotorno  
LT. EMT-D-----Pat Clinch  
ENG. EMT-D-----Kevin Kelly  
FF III EMT-D-----Ed Flies  
FF III EMT-D-----Jim Mitchell  
FF III EMT-D-----Jim Vonada  
CFF EMT-D-----Kasey DeLaHunt  
PFF EMT-D-----Kevin Legg

PROMOTED:

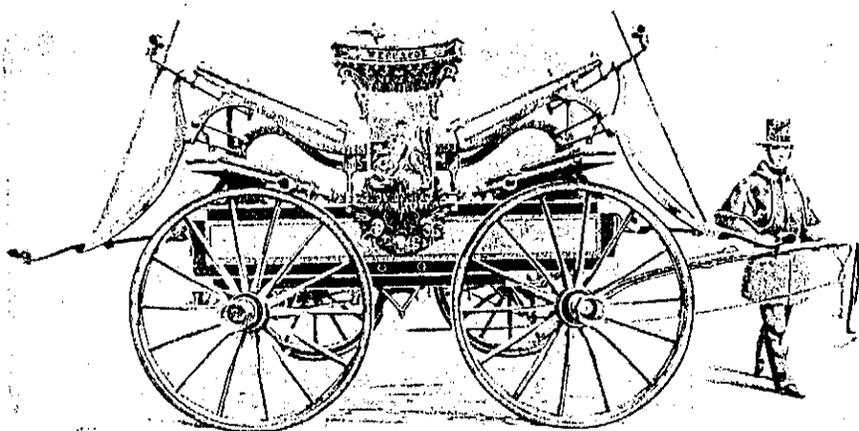
Jim Vonada-----FF III  
Brian Roberts----FF III  
Craig Trapp-----FI III  
Rick Justice-----FF III  
Steve Larson-----Assistant Chief  
Pat Clinch-----Lieutenant  
Kelly Tuck-----CFF  
Mike Kauzlarich--CFF  
Mike Maykuth-----CFF

NEW HIRE:

Kevin Legg

RETIRED:

Mike Foster-----August 31, 1995



Handsome hand fire engine of Weccacoe Fire Company in Philadelphia, instituted 1800, incorporated 1833. Note ornate decorating and top hat, cape, and greatcoat of member at right. (Smithsonian Institute.)

SELECTED STATISTICAL DATA - FIRE SUPPRESSION DIVISION

1.	TOTAL NUMBER OF ALARMS		1,905
2.	TYPE OF SITUATION FOUND		
	a. Fire/Explosion		146
	b. EMS		1,363
	c. Hazardous Condition		69
	d. Public Service		21
	e. Alarm Malfunction		199
	f. False Alarm		9
	g. <u>Miscellaneous</u>		<u>98</u>
	<b>TOTAL</b>		<b>1,905</b>
3.	ALARMS BY MONTH OF THE YEAR		
	a. January		146
	b. February		127
	c. March		138
	d. April		146
	e. May		146
	f. June		175
	g. July		161
	h. August		195
	i. September		154
	j. October		168
	k. November		153
	l. <u>December</u>		<u>196</u>
	<b>TOTAL</b>		<b>1,905</b>
4.	ALARMS BY DAY OF THE WEEK		
	a. Sunday		244
	b. Monday		273
	c. Tuesday		258
	d. Wednesday		287
	e. Thursday		272
	f. Friday		291
	g. <u>Saturday</u>		<u>280</u>
	<b>TOTAL</b>		<b>1,905</b>
5.	INJURIES/CASUALTIES		
		FF	Civ
	a. Injuries	6	0
	b. Casualties	0	1

6.	FIRE LOCATION AND DOLLAR LOSS		
a.	Structure	33	\$ 149,030
b.	Vehicle	28	21,870
c.	Other	85	9,550
	<u>TOTAL</u>	<u>146</u>	<u>\$ 180,450</u>
7.	FIRE BY MONTH OF THE YEAR		
a.	January	12	
b.	February	13	
c.	March	18	
d.	April	15	
e.	May	11	
f.	June	3	
g.	July	21	
h.	August	12	
i.	September	10	
j.	October	9	
k.	November	11	
l.	December	11	
	<u>TOTAL</u>	<u>146</u>	
8.	FIRE BY DAY OF THE WEEK		
a.	Sunday	18	
b.	Monday	22	
c.	Tuesday	19	
d.	Wednesday	19	
e.	Thursday	11	
f.	Friday	33	
g.	Saturday	24	
	<u>TOTAL</u>	<u>146</u>	
9.	FIRE CONTROL METHODS		
a.	Extinguish	100	
b.	Rescue Only	1	
c.	Investigation	34	
d.	Remove Hazard	7	
e.	Other	4	
	<u>TOTAL</u>	<u>146</u>	
10.	STRUCTURE FIRE CAUSES		
a.	Incendiary	0	
b.	Misuse of Heat	10	
c.	Misuse of Material	5	
d.	Mechanical Failure	10	
e.	Design Deficiency	1	
f.	Operator Deficiency	2	
g.	Suspicious	1	
h.	Unknown	4	
	<u>TOTAL</u>	<u>33</u>	

11. CALLS BY SHIFT

a.	Shift 1	628
b.	Shift 2	633
c.	Shift 3	644
	<b>TOTAL</b>	<b>1,905</b>

12. LOCATION RESPONDING FROM

a.	Station 1	1,045
b.	Station 2	539
c.	Both stations	278
d.	Other locations	43
	<b>TOTAL</b>	<b>1,905</b>

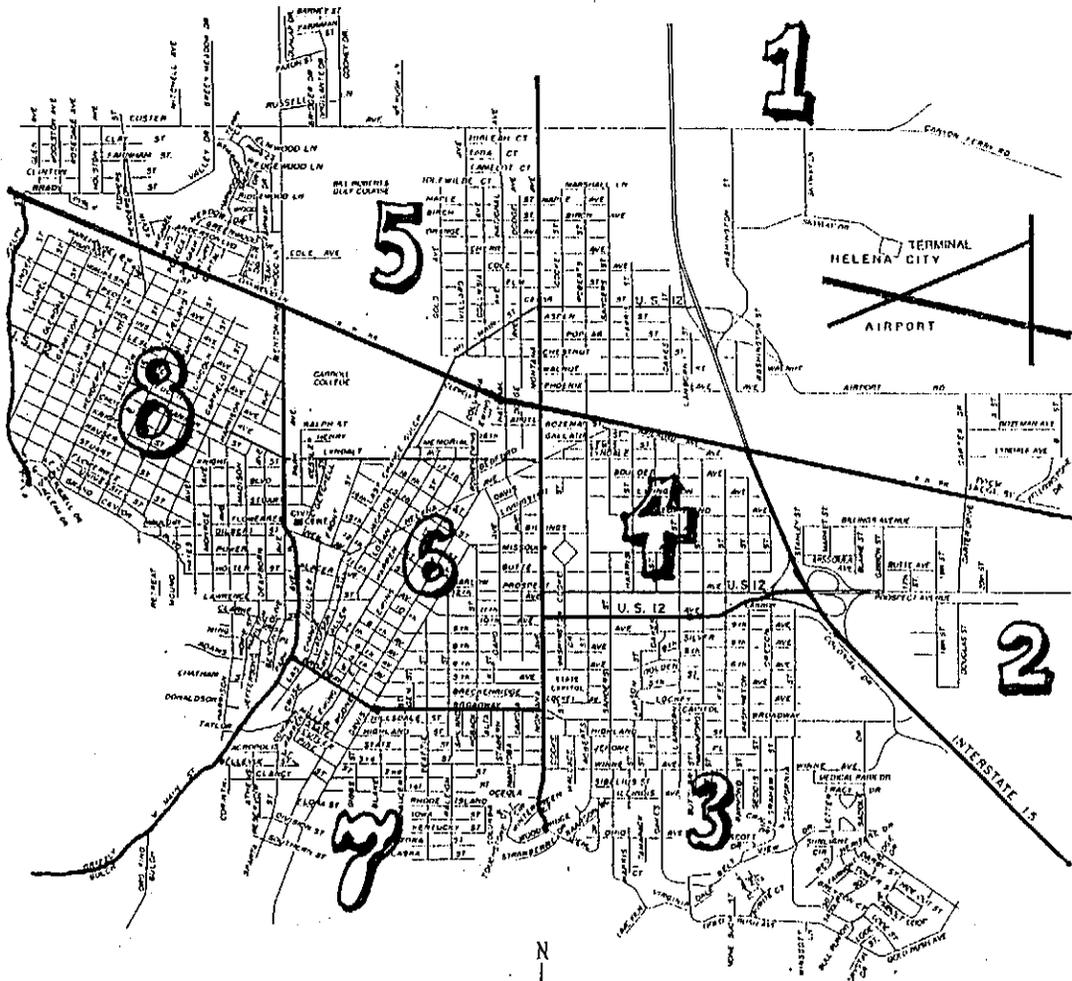
13. EQUIPMENT RESPONDING

a.	E1	59
b.	E2	29
c.	S1	914
d.	S2	490
e.	T1	9
f.	E1 & T1	11
g.	E2 & S2	20
h.	E1, E2, T1 & S	258
i.	E1, T1 & S	16
j.	Other	99
	<b>TOTAL</b>	<b>1,905</b>

14. RESPONSE BY DISTRICT

		AVG/MIN	TOTAL	MEDICAL
a.	1	4.00	123	73
b.	2	3.20	60	36
c.	3	3.16	204	119
d.	4	2.32	303	234
e.	5	4.08	127	100
f.	6	2.20	662	495
g.	7	3.08	138	91
h.	8	2.97	223	171
i.	9	4.80	61	42
j.	0	7.00	4	2
<b>TOTAL</b>		<b>3.68</b>	<b>1,905</b>	<b>1,363</b>

# MAP OF HELENA



DISTRICT 9 is Westside Fire Service Area  
DISTRICT 0 is outside our response area including mutual aid calls



## City of Helena

TO: DON HURNI, FIRE CHIEF  
FROM: ROBERT A. KNUDSON, FIRE MARSHAL  
DATE: MAY 1, 1996  
SUBJECT: ANNUAL REPORT FOR FIRE PREVENTION BUREAU

An individual downs a six-pack of beer, gets into their car and while driving home swerves into an oncoming vehicle, killing the passengers. This person is arrested and charged with negligent homicide and driving under the influence. This same person allows their home wiring circuits to overload and the batteries in their smoke detector to wear out. A fire burns their house down, killing their children. They are flooded with neighborly kindness, and no legal action is taken against them.

How different are these two cases? In both, an individual is grossly negligent. When negligence on the road leads to deaths, they are arrested. When the same thing happens at home, they receive an outpouring of sympathy. Something is wrong with American attitudes about fire. And it's costing us dearly. Annually, an estimated 5,800 people die in fires, another 30,000 are injured. The total cost to the American public for this damage is estimated at \$50,000,000.00 annually.

Our nation's fire departments are among the best. But for all of that, our fire death rate is worse than in Western Europe and Asia. Indeed, with a population twice the size of Japan's, we have 40 times as many fires. So what's the problem here? The answer can be summed up in one word: **Education.** We may be doing a great job of teaching our children how to prevent fires, but we haven't gotten the message to the adult population, where it counts the most. After all, despite the popular belief, children playing with matches account for only 9 percent of all fire deaths.

Society's apathy towards fire safety needs to change. The Fire Prevention and Investigation Bureau launched a new program, in cooperation with KTVH-TV, to better inform the public about different aspects of fire safety and the mission of the Helena Fire Department. In weekly segments airing on the 5:30 newscast, Helenans have been informed about topics such as smoke detectors, using portable fire extinguishers, space heaters, exit drills in the home and christmas tree fire safety just to name a few. With these comments, I respectfully submit the following activities for the Fire Prevention and Investigation Bureau for 1995.

	<u>1995</u>	<u>1994</u>
Inspections	393	400
Reinspections	295	135
Complaint Investigations	95	75
Order of Compliance	13	6
Public Service Announcements	16	6
Permits	29	21
Juvenile Counseling	1	8
Sprinkler Systems	23.5	hours
Plan Review	59.0	81 hours
Code Review	117.5	64 hours
Requests for Review	100	
Station tours	48	49
Adults	52	191
Children	1131	1212
Presentations	76	33
Adults	382	467
Children	533	342

FIRE INVESTIGATION SUMMARY

Fires Investigated	17	30
Determined Accidental	14	10
Determined Arson	1	8
Determined Suspicious	2	6
Investigations Closed	5	18
Investigations Open	1	12
Investigations Inactive	8	3
Investigations Active	1	8
Collateral Investigations	0	1
Explosive Incidents Investigated	2	3



# City of Helena

**TO: DON HURNI, FIRE CHIEF**  
**FROM: ROY SWANBY, MECHANIC**  
**DATE: APRIL 30, 1996**  
**SUBJECT: 1995 TRUCK AND EQUIPMENT MAINTENANCE**

Major work on apparatus and equipment is performed by the Fire Department mechanic, and most minor work and preventative maintenance is performed by shift members.

Following is a breakdown of costs of repair parts by vehicle:

	<b>M&amp;O</b>	<b>CAPITAL</b>
Engine 1 (1986 Sutphen).....	\$ 365.36	235.90
Engine 2 (1975 Seagrave).....	\$ 1,501.17	772.97
Engine 3 (1980 Hahn).....	\$ 8.49	
Truck 1 (1976 Sutphen).....	\$ 2,803.01	
Truck 2 (1946 Pirsch).....	\$ 0.00	
Squad 1 (1987 Ford).....	\$ 855.97	836.00
Squad 2 (1994 Chevrolet).....	\$ 205.37	308.43
Wildland (1980 Chevrolet).....	\$ 206.58	14,542.90
#120 (1993 Oldsmobile).....	\$ 26.15	
#129 (1980 Ford Pickup).....	\$ 251.51	
#130 (1985 Ford Pickup).....	\$ 11.00	
#133 (1987 Ford Van).....	\$ 646.00	
#136 (1989 Ford Bronco).....	\$ 551.50	
misc.....	\$ 288.84	
<b>Total vehicle repair parts.....</b>	<b>\$ 7,720.92</b>	<b>16,696.20</b>
<b>City Shop Service Charge.....</b>	<b>\$ 1,943.10</b>	
<b>Total equipment repairs.....</b>	<b>\$ 2,312.85</b>	
<b>Total vehicle &amp; equipment repair.....</b>	<b>\$11,976.87</b>	

HELENA FIRE DEPARTMENT

YEARLY FUEL REPORT

(January 1, 1995 to December 31, 1995)

\*\*\*\*\*

Vehicle	Diesel	Non-Lead	YTD	Miles	
				ODO	MPG
#135 Engine #1	768.6		2,491.7	25,919.3	3.24
#137 Engine #2	547.3		2,069.4	20,010.4	3.78
#132 Engine #3	101.8		211.5	29,908.5	2.08
#134 Truck #1	676.0		1,788.0	19,198.0	2.64
#138 Truck #2		17.4			
#139 Squad #1		821.0	3,807.0	21,010.0	4.64
#128 Squad #2		775.1	3,249.9	5,339.9	4.19
#131 Wildland		122.1	196.5	28,036.2	1.61
#120 White Olds		196.2	4,259.4	31,900.0	21.71
#129 Ford Pickup		182.7	1,878.6	65,000.0	10.28
#130 Ford Pickup		258.5	3,315.0	48,991.0	12.82
#133 Ford Van		433.6	6,617.4	49,200.0	15.26
#136 Ford Bronco		237.7	3,074.3	59,000.0	12.93
misc.		5.4			
<b>TOTALS</b>	<b>2,093.7</b>	<b>3,049.7</b>	<b>32,958.7</b>	<b>403,513.3</b>	<b>6.41</b>

FIRE APPARATUS

APPARATUS #	STATION	TYPE OF APPARATUS	DESCRIPTION	YEAR
Engine 1	1	1250 Pumper	Sutphen	1986
Engine 2	2	1250 Pumper FWD	Seagrave	1975
Engine 3	2	1250 pumper	Hahn	1980
Truck 1	1	85' Tower	Sutphen	1976
Truck 2		75' Ladder	Pirsch	1946
Squad 1	1	Mini/Rescue	Ford	1987
Squad 2	2	Mini/Rescue	Chevrolet	1994
Wildland	1	Mini/Rescue	Chevrolet	1980
#120	1	Staff	Olds 4 dr.	1993
#129	1	Staff Pickup	Ford Pickup	1980
#130	1	Staff Pickup	Ford Pickup	1985
#133	1	Staff Van	Ford Van	1987
#136	1	Staff Bronco	Ford Bronco	1989



## City of Helena

**TO: DON HURNI, FIRE CHIEF  
HELENA FIRE DEPARTMENT**

**FROM: STEVE LARSON, ASSISTANT CHIEF  
HELENA FIRE DEPARTMENT**

**DATE: APRIL 30, 1996**

**SUBJECT: ANNUAL TRAINING REPORT**

As a Department, for 1995, we increased our scope of training over 1994. Topics which received major focus during 1995 were:

- \* Development of the Training Center
- \* Emergency Medical Training
- \* Structural Fire Operations
- \* Wildland/Urban Interface Training
- \* 4-wheeler Quick Response Vehicle

### **DEVELOPMENT OF THE TRAINING CENTER**

1995 was a year of great strides for the Fire Department. Together with the Helena Rural Fire Council and the Helena Regional Airport, we developed a training building emphasizing hands-on training for our firefighters. The project was completed in October. Due to early arrival of winter, the training building experienced limited use in 1995, but the excitement for 1996 is high.

**Special Note:** This facility would not have been possible without great teamwork by Bill Verwolf, City Manager; the Helena City Commission; Ron Mercer and the Helena Airport Board; Fire Chief Don Hurni; Fire Captain Norb Roth; the Helena Rural Fire Council; and Fire Chiefs Tom Leonard, Ken Mergenthaler and Dave Mason.

**HELENA FIRE DEPARTMENT  
1995 ANNUAL REPORT  
PAGE 14**

## **EMERGENCY MEDICAL TRAINING**

Throughout 1995, the combat firefighters completed the EMT Refresher program. This course which consists of CPR, hands-on skill training, medical treatment and terminology, and EMT safety was taught throughout the year instead of one, three-day course. By completing the refresher course in smaller, more manageable sections, firefighters will be able to be more proficient and provide better patient care. All twenty-three EMT's completed the refresher course.

## **STRUCTURAL FIRE OPERATIONS**

The Training Division, along with the three combat Battalion Chiefs, have developed standard structure fire evolutions for residential operations. These evolutions will enhance our operations in critical times of need without unnecessary coordination delays. Each engine responding will have an initial assignment which will be carried out unless the Officer in Charge changes the order due to unforeseen circumstances.

## **WILDLAND/URBAN INTERFACE TRAINING**

The Training Division, along with the Department of Natural Resources (formerly DSL) hosted a Wildland/Urban Interface Training Course designed to inform the firefighter how to assess and mitigate a fire in this environment. Topics included: access, definable space, operational tactics and fire fighter safety. Participation included: Helena Fire Department, Department of Natural Resources and Conservation, and Forest Service Personnel.

## **4-WHEELER QUICK RESPONSE UNIT**

In concert with the Wildland/Urban Interface Training, we developed a quick response 4-wheeler unit. This unit is designed to provide us with a way to quickly attack the fire while the fire is still small. Items carried on the units include: hand tools, radios, medical equipment and 15 gallons of water and foam. This unit is also capable of responding to medical emergencies.



## City of Helena

**TO: DON HURNI, FIRE CHIEF**  
**FROM: JOEL P. KING, MEDICAL DIRECTOR**  
**DATE: MAY 1, 1996**  
**SUBJECT: 1995 ANNUAL MEDICAL DIRECTOR'S REPORT**

This year brought greater opportunities for this Department to provide emergency medical services to the Helena community. Helena reflects the experience of many other cities throughout the U.S where the role of the Fire Department is evolving into what might better be described as a **Community Crisis Department**, or as the **Department of Emergency Services**. Fire loss management has never been the sole function of the traditional "Fire Department" although this is a common misconception. Today a common thread running through the fire service is considerable role expansion in areas outside of the traditional paradigm. EMS is one of the service areas seeing expansive growth. A survey by the Phoenix Fire Department back in 1993 found that more than 80% of all paid professional Fire Departments provide some level of emergency medical care.

Probably the most accurate explanation of why this growth has occurred has to do with the fire service's ability to provide a key ingredient to effective EMS, that being **RAPID RESPONSE**. Response time is the period between when a request for help is made and when it arrives to the requesting party. Keeping this time period to a minimum is critical in most emergency situations, with none more acute than in the case of cardiac arrest or heart attack. The direct correlation between rapid emergency medical intervention and patient survival following cardiac arrest is well documented. This situation is time sensitive in that, when the heart stops pumping blood, the oxygen supply to the brain and other critical organs is terminated. If the delivery of oxygen enriched blood is not restored within a matter of minutes, irreversible brain damage results, followed by patient death. "Landmark studies in the 1970's showed that survival rates for cardiac arrests outside a hospital were significantly greater when basic life support (BLS) trained responders initiated CPR within 4 minutes and paramedics initiated advanced cardiac life support (ACLS) procedures

within 8 minutes of the onset of cardiac arrest." The average response time to all emergency requests for this Department in 1995 was less than four minutes and local ACLS response times in the City also fall within the recommended guidelines.

1. Emergency Department: Rapid Identification and Treatment of Patients with Acute Myocardial Infarction; National Institutes of Health, National Heart, Lungs, and Blood Institute, #93-3278, Sept. 1993; p.1.

Requests for medical assistance rose approximately **6%** in 1995. 1994 saw **1282** requests, whereas in 1995 the number was up to **1363**. Requests for early medical intervention comprised the major portion of the Department's total calls for assistance. In 1995, **72%** of the total requests were categorized as emergency medical in nature.

As has been the pattern in years past, the Civic Center, downtown station has the greatest percentage of requests; this year delivering **69.0%** of the total runs.

In 1995, there were **22** nationally licensed HFD EMT's delivering care to the community. That translates to approximately **81%** of the Fire Department's combat employees being routinely involved in emergency care delivery. The percentage of firefighters that have obtained and currently maintain their medical training is an aspect that has been steadily improving as the Department evolves. As the work load in EMS increases yearly, the percentage of HFD employees involved in EMS delivery has correspondingly increased. Interestingly, there never has been a mandatory Departmental requirement to maintain an EMT skill level by the firefighters, however there is financial incentive for those firefighters that do. As such, the present arrangement seems amiable to both the needs of the City and to HFD employees.

Presently one of the major limiting factors to the development of additional EMT's within the department is the availability of EMT training opportunities for new HFD hirees. EMS training, even to the basic level is a rather lengthy ordeal. There are currently four employees waiting to take the next available course.

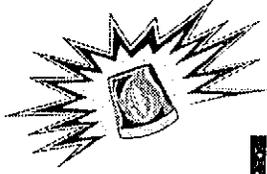
As seen on the following page, a categorization of patient problems and medical situation found, has been compiled from medical run reports. In common with previous years, calls to motor vehicle accidents, falls and patients with breathing difficulty are the most frequent types of requests for help. Previously mentioned was the incidence of cardiac arrest; by combining the categories of chest pain and cardiac arrest on the chart, one can note 129 occasions where requests of this nature were made to this Department and emergency intervention may have significantly influenced patient outcome.

MEDICAL CALLS HELENA FIRE DEPARTMENT 1995

TYPE OF CALL AND/OR PATIENT PROBLEM	STATION #1	STATION #2	1995 TOTAL	% OF TOTAL	1994 TOTALS
1. Abdominal	29	16	45	1.93%	26
2. Alcohol/Drug Abuse	38	13	51	6.69%	90
3. Assaults and Fights	40	10	50	3.94%	53
4. Attempted Suicides	14	1	15	2.16%	29
5. Back Injury/Pain	29	9	38	1.64%	22
6. Breathing Difficulty	77	42	119	10.41%	140
7. Burns	1	1	2	0.15%	2
8. Cancelled at Scene	15	6	21	4.91%	66
9. Cancelled in Route	1	0	1	0.82%	11
10. Cardiac Arrest	15	9	24	1.49%	20
11. Chest Pain	69	36	105	6.84%	92
12. COPD	2	0	2	0.30%	4
13. Deaths	10	3	13	1.34%	18
14. Diabetic	17	16	33	2.75%	37
15. Falls	122	72	194	14.20%	191
16. Fainting	26	18	44	2.97%	40
17. Head Injury	14	5	19	1.34%	18
18. Trauma	20	11	31	1.78%	24
19. Motor Vehicle Accident	122	74	196	11.97%	161
20. Other	121	42	163	5.80%	78
21. Seizures	51	26	77	5.72%	77
22. SIDS	0	0	0	0.00%	0
23. Sports Injury	4	1	5	0.97%	13
24. Stroke	17	6	23	1.26%	17
25. Unknown Problem	52	22	74	4.83%	65
<b>TOTAL CALLS</b>	<b>906</b>	<b>439</b>	<b>1345</b>	<b>100.00%</b>	<b>1294</b>
<b>PERCENT OF TOTAL</b>	<b>67.36%</b>	<b>32.64%</b>			

The Department continues to enjoy a propitious relationship with St. Peters Ambulance Service (SPAS), whereby they provide periodic medical training to our personnel at no cost to the City. Three of the Department's EMTs upgraded their skills from an Intermediate to Paramedic level in 1995. Training was also provided to all HFD EMTs addressing the SPAS's upgrade to a paramedic transporting service. The on-scene roles of care providers change when a paramedic service is instituted and training was provided to optimize efficiency and teamwork at the street level. Not only is St. Peters providing training but many hours of in-house, Departmental medical refresher training was conducted as well.

Are efforts in EMS paying dividends? The answer is **YES!** Nationally, rapid intervention brought about by EMS systems has helped to reduce the fatality rates for cardiac arrest alone by 54% over the last 30 years. Locally, if patient outcome statistics could be retrieved, the returns from a functioning tiered response system would reflect the positive national figures.



# What to Do When Lights and Sirens Approach



We all share the responsibility of knowing and practicing proper driving behaviors. One of the most important "rules of the road" deals with yielding the right of way to emergency vehicles.

## First let's look at what we SHOULD do.

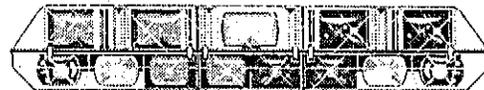
- 👍 Remain calm and move your vehicle appropriately, as noted below. Don't panic!
- 👍 You can't go wrong by pulling to the right and coming to a stop. That's the general rule in all cases. When you are in the right lane, pull onto the right shoulder if there is room and stop or at least slow way down if you are on an open high-speed road.
- 👍 When you are in the left lane and traffic in the right lane is moving onto the shoulder, move right into their lane.
- 👍 If you cannot go right because of an obstacle, such as a car in the right lane when you're in the left lane, the next best thing is to stop. The driver of an emergency vehicle can then anticipate where to move his vehicle. If you are continuing to travel, someone else might not see the response vehicle or respond inappropriately. If you are moving, you are at risk of collision.
- 👍 When you are at an intersection with a stop sign or red light and a response vehicle is coming up behind you, stay where you are if you cannot pull to the right.
- 👍 If you are on a one-way street, pulling to the right is still best, but sometimes, due to traffic, you may pull to the left curb and yield the middle lane(s). This is one appropriate exception to the "pull right" rule.



## Here are things that happen every day that drivers should NOT do.

- 🚫 Stopping in the middle of the lane when there is room to pull right.
- 🚫 Pulling to the left in the center yellow lane or left turn lane.
- 🚫 Driving through a red light or stop sign when an emergency vehicle approaches from behind.
- 🚫 Making a left turn quickly to a driveway or street.
- 🚫 Racing ahead to get through a green light or turn before the response vehicle gets there.
- 🚫 Disregarding and continuing to travel despite the response vehicle.

Those who drive fire apparatus and ambulances are thoroughly trained and tested. They are taught first to drive with due regard for the safety of others. Their intent is never to force other drivers off the road. This supersedes a natural desire to get where they are going very fast to help the victims of a car accident or a drowning child or fight a fire. Drivers of emergency vehicles know that they cannot help anyone if they don't get there! Generally, emergency drivers will move left, since obviously other drivers are supposed to move right. Sometimes, due to traffic conditions, they may have to travel in opposing



lanes. This is why it is so important for drivers to respect response vehicles by moving out of the way and stopping. That will provide the space needed and ideally give an escape route if something goes wrong. When you or someone you care about needs the help of an emergency responder, you will be thankful for the drivers who didn't impede response and allowed their safe and prompt arrival.

