



# Clay County Fire Chief's Association

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## Meeting Minutes

Wednesday, April 13th, 2016, 1900 hours, Dilworth Fire Department

***SPECIAL NOTE: Free pasta type meal before the meeting beginning at 1815 hours with the regional haz-mat vehicle and team members available for truck tours, questions, and answers before the meeting.***

### 1. Call to Order 1901 hours

### 2. Elevator Emergencies – Amanda Glasoe

Mary Phillipi attended in Amanda's absence and asked how RRRDC should handle calls for elevator emergencies (people stuck) in the County. It was decided that law enforcement should be sent in rural Clay and they can advise if fire or other resources are necessary.

We also discussed the problem of multiple pages being issued for the departments before people have a chance to get to the station. No clear resolution was decided upon.

We also discussed the problem of pager tests occurring over such a wide period of time from evening to evening and the large number of devices and apps that go off during tests and calls. We also discussed changing pager tests to once a week on Wednesdays instead of nightly. There would need to be agreement with the EMS Association as well to make a change. They will be meeting on April 28<sup>th</sup> and Jeff Wallin will bring the issue up for discussion. We did decide to not do pager tests if it gets past 8pm.

We also asked that dispatchers not announce five-digit addresses as "twenty-two, three twenty-one 140<sup>th</sup> St N" since it makes it sound like the incident is on 22<sup>nd</sup> Ave vs 223<sup>rd</sup> Ave. We prefer that dispatchers announce all the numbers of the address individually for clarity, "two two three two one 140<sup>th</sup> St N".

### 3. County Unit Numbering

Ottertail and Becker County have over the last year switched away from unit numbers and have gone to clear text such as "Glyndon Engine 1" versus "1251", etc. Hawley proposed we change over to this as well. We decided to change to clear text unit identification effective today. Use common sense labels for your apparatus for now and as problems occur, we may need to put together a policy on what to call common apparatus and officers. Each unit ID on the radio should begin with your home city:

"Barnesville, Dilworth, Felton, Glyndon, Hawley, Hitterdal, Moorhead, Sabin, Ulen" then continue with unit or officer type: "Engine, Tanker (not tender), Wildland, Rescue, Chief, Captain, Lieutenant" then end with the number, assuming most people will begin with unit or officer "1" of each type and work their way up. As an example, a department may have the following units and officers:

Georgetown Engine 1  
Georgetown Tanker 1  
Georgetown Tanker 2  
Georgetown Wildland 1  
Georgetown Wildland 2  
Georgetown Chief 1  
Georgetown Chief 2  
Georgetown Captain 1  
Georgetown Captain 2  
Georgetown Captain 3

Use the e-mail group if you have ideas or problems you have discovered.

#### **4. AFG Update – Bryan Green**

The AFG grant process is on track to have awards announced in the fall. We're on a holding pattern until then.

#### **5. ARMER Fleet Map**

Everyone will have the ability to designate the channels they want in the first two zones of the new ARMER radios. The rest of the zones will be identical in all fire radios. There will also be a dynamic zone in the last zone that can be programmed by the end user in the field. A sample fleet map of zones and channels was distributed. This template was sent out by Bryan Green. Please send comments back to him by the end of May. You can also contact Brian Zastoupil if you have questions.

Brian Cheney discussed how radio communication occurred on ARMER during the recent derailment. The ended up setting up an ICS system and designated S-TAC channels for operations. The setup in a church and had multiple agencies up to the several State and Federal agencies, so it was a pretty sizable ICS system, but it worked well.

#### **6. Emergency Manager Update – Bryan Green**

BNSF and Amtrak sent out sent out a letter with a link to a training video they have available (See attached).

Skywarn training will be held on Monday April 25<sup>th</sup> at 1830 hours at the Sabin-Elmwood Fire Station.

ARMER infrastructure is still on schedule. Moorhead ARMER had a recent channel expansion (half paid for with a grant). West Central EMS still has grants available for ARMER radios. Contact Brian Cheney.

In 2017 we need to do a major training exercise to practice ICS and radio communications.

#### **7. Mutual Aid Agreement Amendment – Mark Empting**

Tabled – Duysen not available.

## **8. Chief's Roundtable**

Bryan Cheney MSP – He showed some drone footage from the derailment. It was very valuable and allowed for recon without putting people in harm's way. The local drone is here, but is restricted in flight during the training period, but will eventually be available in the County. It has regular and thermal imaging cameras.

Red Cross – Doing a smoke detector campaign in Dilworth on Monday. Please let them know if you would like to do one in your area.

Andrea Wenzlaff (State Fire Marshal) has Active 911 and would love to be added to your department so she has a heads up of fires in your area. Contact her if interested.

**Meeting adjourned at 2022 hours**, Hat mat truck remained available for tours, questions and answers.

### **Future Meeting Dates & Locations:**

7/13/16 Felton  
10/12/16 Glyndon  
1/11/17 Hawley  
4/12/17 Hitterdal  
7/12/17 Moorhead  
10/11/17 Sabin  
1/10/18 Ulen  
4/11/18 Barnesville  
7/11/18 Dilworth



To Emergency Responders and Public Safety Employees:

Railroads are an extremely safe way to move freight and people. And for everyone in the railroad industry there is nothing more important than operating trains safely. The primary concern for BNSF and Amtrak is to ensure that safety is maximized in all phases of operation to protect employees and the public. And, in the unlikely event that an accident or derailment does occur, in addition to the safety of the passengers and employees, we are equally concerned for the safety of the emergency responders that may be involved.

BNSF and Amtrak employees recognize that emergency responders are often the first to arrive at an incident. And even though passenger train incidents rarely occur, it's important for emergency responders to have a working knowledge of railroad safety. To familiarize first responders with railroad operating processes and equipment, BNSF and Amtrak conduct annual emergency response training opportunities in communities Amtrak serves. However, there are thousands of communities through which Amtrak operates and it's simply not possible to provide hands on training for all first responders. While hands-on training is preferable, we have produced a 26 minute video providing critical information to help first responders approach railroad right-of-way safely, assess incidents involving passenger train equipment, communicate with railroad personnel and conduct search and rescue operations.

The incident depicted in this video is fictional but involves real passenger train equipment, railroad employees along with police, fire and other first responders. The content of the video will present a general overview of passenger train emergency response training, passenger train car description, passenger train car construction, passenger evacuation, forcible entry and extrication, locomotive description and a summary. The video training is available on-line at

<http://www.bnsfhazmat.com/passenger-service-emergency-response-training/>

BNSF and Amtrak recognize there is nothing more important than the safety of our passengers and employees. And when the rare incident involving passenger trains does occur, the safety of firefighters, police and other emergency responders is priority as well. It is our hope this training video will help increase your level of awareness to respond safely and effectively to emergency situations involving passenger trains. We appreciate you taking the time to view and discuss the content of this video.

For local instruction and hands on training up to a full scale exercise, contact Amtrak at

[EMCS@amtrak.com](mailto:EMCS@amtrak.com)

Sincerely,

DJ Mitchell, AVP Passenger Services, BNSF Railway

Jim Metzger, Deputy Chief of Emergency Management, Amtrak

E		BC	T	IC
6	7	8	9	10
CY SO1	CY SO1	8CALL90	CY JAIL1	STAC1
CY SO2E	CY FR1	8TAC91	8SOA4	STAC2
CY SO3	CY FR2	8TAC92	CY PS ROAM	STAC3
CY SO C2C	CY FR3	8TAC93		STAC4
CY MHD PD1	CY FR C2C	8TAC94		STAC5
	CY MHD FR1	8CALL90D		STAC6
	CY MHD FR2	8TAC91D		STAC7
	CY FMA1	8TAC92D		STAC8
CY SO1 SITE	CY FMA2	8TAC93D		STAC9
CY FR1 SITE	BK FIRE MAIN	8TAC94D		STAC10
CY MHD PD1 ST	OT FIRE-EMS	8SOA1		STAC11
CY MHD FR1 ST	WL FIRE-EMS	8SOA2		STAC12
CY SO1 SITE	CY FGO FD1	8SOA3		STAC13E
CY FR1 SITE	CY FR MA1	8SOA4		STAC14E
CY MHD PD1 ST	FSOA2	FSOA1		LTAC2
CY MHD FD1 ST	FSOA1	FSOA2		LTAC1

WL	NR	FIR	SCH	EM
19	20	21	22	23
SO DISPATCH	NR SO PATCH	CY SO1	CY SCH1	SEMTAC
FIRE/EMS	MSP CALL	CY FR1	CY SCH2	CY CALL
2	CY PS ROAM	CY FR2	CY MHD SCH 911	CY 1
3		CY FR3	CY MHD SCH SEC	CY 2
4		CY FR C2C	CY COLL SEC1	CY 3
5		CY MHD FR1	CY MSU SEC1	CY 4
6		CY MHD FR2		CY 5
MSP CALL		CY FMA1		CY 6
CY PS ROAM		CY FMA2		CY 7
		BK FIRE MAIN		CY 8
		OT FIRE-EMS		CY 9
		WL FIRE-EMS		CY 10
		CY FGO FD1		CO HWY1
		CY MHD PD1		CY SO1
		FSOA2		CY MHD PD1
		FSOA1		CY MHD FR1