

THE FIREHOUSE SCENE

*is a publication of the
Harlem-Roscoe Fire Protection District*

March 2021

Fire Chief Don Shoevlin

Editor Sheryl Drost

Semi vs Mail truck

Page 10

More Fires

Page 6 - 7





FROM THE CHIEF'S DESK
BY FIRE CHIEF DON SHOEVLIN

This past Easter weekend and the early part of this week, I would have to say spring has sprung; I do believe it is safe to say.

I sit here daydreaming, trying to update you this month on the goings on of your fire department. I find it hard to believe that this month will be the 10th wedding anniversary of my oldest daughter. Where does the time go? OK, snap out of it, and back to sharing the news.

We have been meeting to discuss and decide on holding our annual Spring Dinner. We deeply missed holding it last year and have set a date of June 5th, 2021. We continue monitoring the guidelines that are ever-changing. Please watch for further information.

The warmer weather has many of us outside cleaning our yards from the winter season. Remember, there are burning ordinances in place from the Boards of the County and Villages. If you are unsure of the ordinance, you can call our business phone line (623-7867) and we will assist you based upon where you live. When burning, please be cautious and courteous of your neighbors.

As we come to the end of the fire department's fiscal year, I continue to look back on many of our accomplishments as well as look forward to what needs we will continue to have. These are ever changing, but I refuse to lose sight of our commitment to being a progressive fire department providing a professional level of service to our communities.

Our roster continues to have dedicated and committed firefighters. As our calls for service continues to grow, and members lives change, we are always looking to add to that roster. Please contact our office for more information. I assure you, I will keep a watchful eye on our day-to-day operations and expenses without

compromising on safety and the well-being of our district. We will also continue to adapt and evaluate the lingering effects of 2020.

Thank you all for your continued support to the men and women of the Harlem Roscoe Fire Protection District. Remember to check out our website www.harlemroscoefire.com to keep up with the progress of the department and individuals. As always don't hesitate to contact me or stop by if I can be of any assistance.

Be Safe,
Chief Shoevlin

Severe Weather Safety for Older Adults

- #1 Make a Plan**
At a minimum, you should know how you will contact friends or family, understand emergency plans for your community, and know the best escape or evacuation route.
- #2 Consider Medical Needs**
If you require prescription medication, consider that you may not be able to get a refill in a severe weather event. A medical alert bracelet or necklace should be worn.
- #3 Protect Important Documents**
You should have copies of your vital records in a fire- and waterproof box or safe. Alternatively, you may want to provide a trusted family member with copies.
- #4 Create an Emergency Kit**
Included in your kit should be a gallon of water per person for at least 14 days, a 14-day supply of food, a flashlight and fresh batteries, a first aid kit, a multipurpose tool, blankets, an extra set of keys, and sanitation items.

You will also want a list of emergency contacts, including friends and family.

ILLINOIS WEATHER FACTS

TORNADOES

- IL ranks 4th in the United States for the most tornadoes per square mile.
- The majority of IL tornadoes have occurred between April 1 and June 30 and between the hours of 3 p.m. and 10 p.m. However, tornadoes have occurred every month of the year at all hours of the day.
- Nearly 20% of all tornadoes in IL occur after dark.
- On average, 53 tornadoes occur each year in IL.
- There were 63 tornadoes reported in IL during 2020, which resulted in 2 injuries and nearly \$2 million in property damage.
- In IL since 1950:
 - 78 percent of tornadoes have been weak with wind estimated less than 110 mph,
 - 21 percent of tornadoes have been strong with wind estimated between 110-167 mph,
 - 1% of tornadoes have been violent with wind estimated greater than 167 mph. A violent tornado occurred on April 9, 2015, from just north of Rochelle to the village of Fairdale.

THUNDERSTORMS & LIGHTNING

- IL averages 860 reports of wind damage and large hail annually. Too often, people ignore severe thunderstorms because they believe only a tornado will cause damage or threaten their lives. The fact is a majority of the property damage and injuries each year is from high winds and large hail. In 2020, 13 people were injured in IL from high wind.
- Severe thunderstorms can produce tornadoes, damaging winds, lightning, hail and/or heavy rain.
- A devastating line of severe thunderstorms called a derecho produced 70 to 100 mph winds in 31 counties across northern IL on August 10, 2020, ten people were injured and damages were in the hundreds of millions of dollars.
- One of the largest hailstones ever reported in IL fell near Minooka (Kendall County) on June 10, 2015. The hailstone was 4.75 inches in diameter, which is bigger than a grapefruit! Damages in excess of \$100,000 were reported with this hailstorm.
- Most lightning deaths occur under or near trees and in open fields.
- Lightning is to blame for 107 deaths in IL since 1960.

FLOODING

- Fourteen people died as a result of driving across flooded roads in 2015,
- 11 of whom perished during the major flood in late December. This was the highest annual number of flood fatalities since records have been kept.
- Prolonged flooding from creeks and rivers and flash flooding from rain swollen roads and waterways are dangers that too many people ignore, sometimes with fatal consequences. Many flood-related rescues, injuries and fatalities have been the result of people in vehicles attempting to drive across flooded roads.
- The most dangerous type of flooding is a flash flood. Flash floods can sweep away everything in their path.
- Most flash floods are caused by slow-moving thunderstorms and occur most frequently at night.
- Flooding has been a factor in 53 deaths across Illinois since 1995. This is more than the number of people killed by tornadoes during the same period. Three out of four flood fatalities involved people in vehicles trying to cross flooded roads.





**MOTOR VEHICLE
TRAFFIC ACCIDENTS
1ST DUE
BY CAPT. MIKE HUFFMAN**

Accidents can be severe on high-speed, limited-access highways but also on two-lane country roads that may have lower speed limits and less room for error with a much higher chance of head-on and intersection accidents. Firefighters are likely to be more frequently presented with the opportunity to save lives during response to auto accidents than the average firefighter has the opportunity to directly save a life at a structure fire response. Firefighters must be prepared to respond to and be well-trained to take quick and effective action at accident scenes to quickly and efficiently protect and extricate victims while at the same time protecting themselves from injury.

PREPARED FOR ANYTHING

An auto accident scene can also result in many other hazards, including electrical/arcing wires, structural damage/intrusion into buildings, natural gas/propane leaks, spills of gasoline or other flammable liquid leaks, and other potential hazardous materials situations. A typical dispatch for an auto accident will likely include emergency medical services (EMS) units and perhaps a squad/rescue or ladder company. The ladder company or 2nd Engine may be assigned for traffic blocking if operating on a multi-lane highway or may be assigned as the extrication company. If there is a report of one or more victims trapped or pinned in the accident, the dispatch is likely to add the squad/rescue units or other apparatus. Firefighters may not be thoroughly trained in vehicle extrication procedures; however, they will play a vital role in ensuring that accident scenes are properly managed and extrications are successfully completed.

At a vehicle accident scene, the initial-arriving fire company has a number of tasks that must be completed. Personnel must be prepared to address any hazards found and provide standby fire protection as needed. When individuals are trapped, these tasks become more critical and require a higher level of attention. If a fire were to break out, crews must be prepared to protect the trapped victims. An extinguisher (I suggest 15 pounds or greater dry chemical, clean agent, or carbon dioxide) should be the minimum protection, but a 1½-inch or 1¾-inch hand-line may be more appropriate, particularly if a fuel spill is present. To be more effective, the tasks of personnel arriving first at an accident can best be broken down by the function, or riding position, of the personnel on the apparatus. This will be discussed assuming that the first-arriving unit is an engine company, but the tasks can be similar regardless of which apparatus arrives first.



ENGINE DRIVER RESPONSIBILITIES

The driver of the first-arriving company has a number of important tasks to accomplish. He must ensure that the apparatus arrives safely at the scene, including a safe response and a safe arrival watching for victims, onlookers, and other arriving emergency vehicles that may not anticipate arriving at the same time. Whenever possible, the engine should be located in an uphill, upwind position from the accident scene. This may be difficult depending on the direction the apparatus approaches the scene from, but the officer and driver should consider this before and during the response. It is best to position the apparatus approximately with some space from the scene, providing a safety cushion and allowing maximum access for EMS and rescue units. The vehicle position should protect rescuers where possible by shielding traffic lanes and allow safe egress from the apparatus for personnel to the accident scene.

The driver should also consider the need for a water supply: Will one be needed, and where can I get it from? What is the best way to achieve a supply if the incident escalates: a line to a hydrant or tanker/tender supply? If necessary, prepare for the application of foam, particularly if flammable liquids are spilled. The

driver needs to keep in mind that to avoid overheating (or freezing in cold weather), water will need to be recirculated through the tank during operations when hose-lines are charged but not flowing water.

ENGINE / SQUAD OFFICER RESPONSIBILITIES

The engine company officer also has numerous responsibilities. He needs to identify all of the hazards present, including vehicle fuel and electrical systems, utility lines/systems that may have been impacted by the accident, traffic hazards, distraught accident victims and families, and any hazardous materials that may be involved in the incident. The officer needs to make appropriate notifications and requests for assistance regarding these items and set up or pass command as needed. The officer also needs to provide normal supervision of his crew during any other tasks they are accomplishing.

ENGINE / SQUAD CREW RESPONSIBILITIES

The engine company crew needs to don appropriate personal protective equipment, particularly to protect eyes and hands. Safety glasses or a higher level of eye protection is crucial. Hands should be protected with a minimum of blood-borne pathogen gloves, along with gloves that will protect hands against sharp metal and glass edges that will likely be present. There are gloves on the market that provide protection against both, or firefighters may choose to “double glove,” wearing a pair of both types of gloves. The crew should wear body protection that will also protect them against both types of hazards. Under certain conditions, engine company personnel may choose to don self-contained breathing apparatus (SCBA) with the mask on standby if there is a significant probability that one or more vehicle may catch fire during the incident (fuel spill, etc.). In that situation, the crew would have to react quickly to extinguish the fire and remove the victims from harm’s way, and SCBA would be needed to accomplish this.

One of the engine crew’s primary functions should be to stabilize the vehicle to prevent further movement and allow EMS personnel to gain safe access to the victims. Engine crews should be familiar with basic cribbing techniques and know where to access the equipment needed to accomplish this. If flammable liquids are leaking, consideration should be given to placing a foam line in service. Attempt to control any hazardous

runoff and prevent it from entering sewer systems or waterways. Use absorbent materials where available to attempt to reduce the flammable hazard. Even dirt or sand could be used to control runoff if nothing else is available.

The vehicle battery may need to be disconnected, but crew members should understand that if they do so, it will shut down electricity to the entire vehicle. Before disconnected the battery, crews may want to consider moving power seats back if this will assist in extricating the victim. Various smart phone apps are available that assist in locating the battery and other safety features of various vehicles. If the vehicle has struck a utility pole or other electrical distribution device, it will be vital to verify that the vehicle and area are not charged with electricity. Look for wires down or wires that enter the ground from the pole. If a utility pole is involved, ensure that the power company that serves the area has an emergency crew en route. If natural gas or liquefied propane lines have been compromised, secure the gas feed to the area. Crews may need to check nearby structures for electrical shorts, surges, or gas leaking into the buildings if significant damage has been done to utility lines. The crew may also need to assist EMS or the rescue company as directed with accessing the victim, patient stabilization, hand tools, providing lighting for the scene, or other support functions.

DESIGNATED FUNCTIONS

Auto accident? There is a very good chance your fire department is and will be dispatched to them. There are many different tasks that need to be accomplished at an accident scene. Each crew member on the initial arriving apparatus should be designated particular functions to successfully mitigate the incident.

These functions can become blurred when one unit is expected to perform multiple tasks with minimal staffing. This can be particularly true with recent popularity of multifunction vehicles equipped with rescue tools and fire suppression capabilities. The functions identified here are just the primary functions of first-arriving companies assigned to handle auto accidents and extrications and should be accomplished with a minimum four-person crew, although six would be better.

ROOF FIRE

PHOTOS BY SHERYL DROST

Harlem-Roscoe Firefighters responded to Louie's Tap House on Elevator Rd. in Roscoe on March 23rd for reports of smoke coming from the roof. District Chief Tom Aaker reports, "Arriving on scene we found light smoke coming from the rear of the building. Upon further investigation we found smoldering fire burning roofing materials. Crews quickly put out the fire and overhauled the area. There was minimal damage to the property. The exact cause is unknown at this time."



HOUSE FIRE

PHOTOS BY SHERYL DROST

Firefighters were dispatched for a possible house fire on Harbor Oaks Dr. on March 25th. Fire Chief Don Shoevlin reports:

“Upon arrival of our first engine it was reported there was a single family structure with smoke showing. Crews found the fire quickly under the deck, which had impinged up through the floor, and into the kitchen. No one was home at the time. The fire is under investigation”



START SEEING MOTORCYCLES



Submitted by DC John Bergeron

The Start seeing motorcycles campaign was created to raise motorists awareness of motorcycles in order to reduce the number of motorcycle related crashes. All across the state signs bearing the Start seeing motorcycles message have been seen.

Inclement weather, road conditions, traffic congestion and limitations of protective gear, make motorcycle riders susceptible to serious or life threatening injuries, regardless of their experience or skill level. We can all help make this summer safe and enjoyable by practicing safe driving habits and staying focused on the road. In order to better equip motorcyclists with the tools they need to ride safely, the Gear Up program was launched.

The key points of the Gear Up program include encouraging riders to keep their bikes in good running condition, to wear protective clothing and increase their visibility. Protective gear includes sturdy footwear, straight-leg pants made of heavy material, reflective or brightly colored long sleeved shirt or jacket, a DOT approved helmet, eye protection and full-fingered gloves.

Motorcycles represent only 3% of all vehicle registrations in the state. Therefore, motorcyclists are among the most vulnerable vehicle types on the road and can be easily overlooked by motorists. When you ride, be aware of surroundings, others may not see you.

Whenever there is a motor vehicle versus motorcycle accident, most of the time the operators comment is, "I did not see the bike".

There are free Cycle Rider Safety courses offered statewide. These courses provide motorcyclists with additional safety knowledge and training.

Tips:

- Remember that motorists often have trouble seeing motorcycles and reacting in time.
- Make sure your headlight works and is on day and night.
- Use reflective strips or decals on your clothing and on your motorcycle.
- Be aware of the blind spots cars and trucks have.
- Flash your brake light when you are slowing down and before stopping.
- If a motorist doesn't see you, don't be afraid to use your horn. Dress for safety.
- Wear a quality helmet and eye protection.
- Wear bright clothing and a light-colored helmet.
- Wear leather or other thick, protective clothing.
- Choose long sleeves and pants, over-the-ankle boots, and gloves.
- The only thing between you and the road is your protective gear.
- Constantly search the road for changing conditions.
- Give yourself space and time to respond to other motorists' actions.
- Give other motorists time and space to respond to you.
- Use lane positioning to be seen; ride in the part of a lane where you are

most visible.

- Watch for turning vehicles.
- Signal your next move in advance.
- Avoid weaving between lanes.
- Pretend you're invisible, and ride extra defensively.
- Don't ride when you are tired or under the influence of alcohol or other drugs.
- Know and follow the rules of the road, and stick to the speed limit. Know your bike and how to use it:
- Get formal training and take refresher courses.

Practice and develop your riding techniques before going into heavy traffic. Know how to handle your bike in conditions such as wet or sandy roads, high winds, and uneven surfaces. Remember: Give yourself space. People driving cars often just don't see motorcycles. Even when drivers do see you, chances are they've never been on a motorcycle and can't properly judge your speed.

Safe riding practices and cooperation from all road users will help reduce the number of fatalities and injuries on our nation's highways. But it's especially important for motorists to understand the safety challenges faced by motorcyclists such as size and visibility, and motorcycle riding practices like down-shifting and weaving to know how to anticipate and respond to them. By raising motorists' awareness, both drivers and riders will be safer sharing the road.

If you ride a motorcycle, you already know how much fun riding can be. You understand the exhilaration of cruising the open road and the challenge of controlling a motorcycle. But motorcycling also can be dangerous.

The latest vehicle mile travel data show motorcyclists are about 27 times as likely as passenger car occupants to die in a motor vehicle traffic crash and 6 times as likely to be injured.

Continued on page 9 ...

... Continued from page 8.

Safe motorcycling takes balance, coordination, and good judgment. Here are some ways to ensure that you'll be around to enjoy riding your motorcycle for many years to come.

Driving a car and riding a motorcycle require different skills and knowledge. Although motorcycle-licensing regulations vary, all States require a motorcycle license endorsement to supplement your automobile driver's license. To receive the proper endorsement in most states, you'll need to pass written and on-cycle skills tests administered by your State's licensing agency.

Given the fact that motorcycles vary in handling and responsiveness, be sure to take the time to get accustomed to the feel of a new or unfamiliar motorcycle by riding it in a controlled area. Once you feel comfortable with your bike, you can take it into traffic. Make sure you know how to handle your motorcycle in a variety of conditions (e.g., inclement weather or encountering hazards such as slick roads, potholes, and road debris).

If you plan to carry cargo or a passenger, be prepared to make adjustments to the tires, suspension, and placement of the load.

Before every ride, you should check the tire pressure and tread depth, hand and foot brakes, headlights and signal indicators, and fluid levels. You should also check under the motorcycle for signs of oil or gas leaks. If you're carrying cargo, you should secure and balance the load on the cycle; and adjust the suspension and tire pressure to accommodate the extra weight.

If you're carrying a passenger, he or she should mount the motorcycle only after the engine has started; should sit as far forward as possible, directly behind you; and should keep both feet on the foot rests at all times, even when the motorcycle is stopped. Remind your

passenger to keep his or her legs and feet away from the muffler. Tell your passenger to hold on firmly to your waist, hips, or belt; keep movement to a minimum; and lean at the same time and in the same direction as you do. Do not let your passenger dismount the motorcycle until you say it is safe.

If you're ever in a serious motorcycle crash, the best hope you have for protecting your brain is a motorcycle helmet. Always wear a helmet meeting the U.S. Department of Transportation (DOT) Federal Motor Vehicle Safety Standard (FMVSS) 218. Look for the DOT symbol on the outside back of the helmet. That is the manufacturer's way of certifying the helmet meets the DOT standard.

A certified helmet also will have a permanent inside label identifying the manufacturer and providing information about the care and use of the helmet. Helmets meeting FMVSS 218 weigh around three pounds; have a thick polystyrene-foam lining; and sturdy chinstraps. ANSI or Snell labels are voluntary indicators of helmet quality. Don't leave your helmet behind on short trips because it could be a deadly mistake. Some motorcycle helmets, in addition to offering protection to your head in a crash, include plastic face shields that offer protection from wind, rain, insects, dust, and stones thrown up from cars. If your helmet doesn't have a face shield, be sure you wear goggles because eyeglasses won't keep your eyes from watering, and can easily fall off. Arms and legs should be completely covered when riding a motorcycle, ideally by wearing leather or heavy denim. In addition to providing protection in a crash, protective gear also helps prevent dehydration. Boots or shoes should be high enough to cover your ankles, while gloves

allow for a better grip and help protect your hands in the event of a crash. Wearing brightly colored clothing with reflective material will make you more visible to other vehicle drivers.

Experienced riders know local traffic laws - and they don't take risks. Obey traffic lights, signs, speed limits, and lane markings; ride with the flow of traffic and leave plenty of room between your bike and other vehicles; and always check behind you and signal before you change lanes. Remember to ride defensively. The majority of multi-vehicle motorcycle crashes generally are caused when other drivers simply didn't see the motorcyclist. Proceed cautiously at intersections and yield to pedestrians and other vehicles as appropriate. You can increase your visibility by applying reflective materials to your motorcycle and by keeping your motorcycle's headlights on at all times, even using high beams during the day.

Alcohol and drugs, including some prescribed medications, negatively affect your judgment, coordination, balance, throttle control, and ability to shift gears. These substances also impair your alertness and reduce your reaction time. Even when you're fully alert, it's impossible to predict what other vehicles or pedestrians are going to do. Therefore, make sure you are alcohol and drug free when you get on your motorcycle. Otherwise, you'll be heading for trouble.





03/13/21 I-90



03/26/21 10101 N. 2nd St.



03/11/21 Willowbrook Rd, and Prairie Hill Rd.



04/06/21 Hwy 251 & Hwy 173



04/06/21 Hwy 251 and Williams Dr.

CAR FIRE

Firefighters extinguish a fully involved car fire on I-90 on March 11th.



BURN PILE CAUSES TREE FIRE

PHOTOS BY SHERYL DROST

Harlem-Roscoe Firefighters were dispatched for a grass fire on Grover Oaks Rd. on March 28th. First in units found a large old tree on fire. Seems winds had carried embers from a burning pile.



OUT IN THE COMMUNITY

Harlem-Roscoe Firefighters talked with two classes at the Red Shed Preschool for Community Week.



hAPPY BIRTHDAY

APRIL 2021

- | | | | | |
|------|----------------|------|--------------|------|
| 3rd | Nate Sarver | 25th | Ryan Sarver | 30th |
| 7th | Chris Witcik | 30th | Cecilia Ster | |
| 10th | Colleen Bloyer | | | |
| 14th | Tom Vojtech | | | |
| 17th | Zeb Wolfe | | | |
| 22nd | Aaron Morley | | | |

MAY 2021

- | | |
|------|--------------|
| 23rd | Rob Lukowski |
| 31st | Jordan Stark |



Lt. Ryan Sarver - 30th April 25th

The Firehouse Scene

The Firehouse Scene is a monthly newsletter produced by the Harlem-Roscoe Fire Prot. Dist.

Fire Chief - Don Shoevlin
 Editor & Layout - Sheryl Drost

The Firehouse Scene is available at Station One - 10544 Main Street in Roscoe and on the department's website after the second Sunday each month.

E-mail submissions to:
 Sheryl: sdrost@harlemroscoefire.org

Harlem-Roscoe Firefighter's Association Annual Golf Play Day



**~July 2, 2021~
Atwood Homestead
Golf Course**

Please join us for the "Ignite our Youth's Future" Golf Fundraiser for the Harlem-Roscoe Firefighter's Educational Grant. The grant is awarded annually to in-district schools to assist students in their educational needs in the 21st century.



Friday, July 2, 2021

Atwood Golf Course

8:00 a.m. Shotgun start (Registration starts at 7:00 a.m.)

Register Online: WWW.HRFD-GOLF.COM

\$120/golfer
(\$480/foursome)



What's Included?

- 18 holes of golf with cart
- Lunch at the Turn
- An "all-inclusive" dinner at pavilion (Free alcoholic and non-alcoholic drinks at dinner!)
- A gift certificate for a free future round of golf, cart included, at any of the Winnebago County golf courses!

What Can You Win?

- Longest Drive, Longest Putt, and Closest to the Pin winners will be awarded a TV or Grill.
- Putting contest winner will be awarded a Grill
- Door prizes, raffle baskets, and 50/50 golf ball drop!

50/50 Golf Ball Drop Raffle



Golf balls will be dropped onto a green at Atwood Golf Course from our aerial truck's ladder on the day of the play day. If your ball lands in the hole you win! 3,000 balls are available, so the raffle prize could be very significant!!!

\$5 per ball or \$20 for 5 balls

Purchase Online at www.hrfd-golf.com

Do not need to be present to win. Winner will be notified.

**Don't golf but would still like to support our Educational Grant?
Sponsorships & Donations are also accepted online!**