



RIPLY TRAIN DERAILMENT

By: Scott Cummings, 2nd Battalion Coordinator

The following is the Ripley Train Derailment on March 1st as described by Scott Cummings.

2nd Battalion Coordinator Scott Cummings left his home when he heard that there was a train derailment and that Ripley had been dispatched with a leaking tank car. Scott called Ripley Fire Chief Mark Smith and after talking to Chief Smith and getting his request for HAZ MAT he went directly to Station 7 in Mayville and worked to be sure that all the requested equipment were enroute to Ripley.

On arrival in Ripley Battalion Coordinator Cummings met with Julius Leone, Chautauqua County Director of Emergency Services. Together they went to Ripley Fire Hall to set up the Command Post with the Officers of the Ripley Fire Department. Ripley Fire Department was already in the process of evacuation of the residents near the derailment scene.

The first activity after getting set up for Scott was to set up accountability for the personnel coming into the scene. This was done in the Ripley Fire Hall by members of the Ripley Fire Department. At the same time he was working with staff from



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RIPLEY TRAIN DERAILMENT CONT...

Emergency Services to call in mutual aid and other resources. This was followed by meeting with the train officials to be certain of the contents of the derailed cars.

The derailed cars consisted of two tankers of ethanol which were both leaking, one tanker of propane which was damaged but not leaking and twelve box cars of plastic injection mold pellets.

The first goal of the responders was to protect the citizens of the area involved and then to be prepared in case of fire or explosion. To maintain the constant staffing of foam operations and tanker shuttles if needed Scott worked to set up the shift schedules for those coming into the operation. This required the timing of arriving departments to be certain all the shifts were covered.

Battalion Coordinator Cummings was most often present working with the responders to keep them informed of what was happening. This was most important after the regular briefings which were held every four hours.

Battalion Coordinator Cummings when ask about his most active thought on the entire incident was that the leadership by Incident Commander Chief Mark Smith set the tone for a successful operation from the start. An incident with the potential to go so bad was handled calmly and with excellent direction from the start. Scott believes that that good beginning led to a successful end. There were no injuries in the entire incident and other than damage to the train and track there was no property damaged.





“A special thank you goes out to the entire Fire Service in County of Chautauqua and the neighboring departments from Pennsylvania for all of the assistance and how well everyone worked as a single team. In the words of Battalion Coordinator Cummings “firemen are firemen and when they are working together you can’t tell where they are from. The only goal is to get the job done.”



RIPLEY TRAIN DERAILMENT CONT...

This working together as one was present also in the inner workings of all of the different government agencies that responded to Ripley. There was always respect for the Unified Command Structure and the chain of command.

When ask if there was any single thing that Battalion Coordinator Cummings would have done differently the following points were mentioned:

1. His first thought was to have had a better system in place for accountability. He would have included more personnel resources and moved this to a mutual aid responding officer. The system while working could have been improved.

Sign in and sign out at a scene as big as this requires a team effort and to have the host department committed is taxing on the limited personnel available.



RIPLEY TRAIN DERAILMENT CONT...

2. Cycle times for the crews standing fire watch would have been shortened. The entire incident was in less than ideal weather and the crews' duty times stretched too long.
3. The rotation of the Emergency Services Staff would have been improved. Staff was on duty for too many hours and without adequate sleep. While all functioned well the physical strain was evident as the incident progressed.

On the following page to this is a listing of all of the departments, agencies and number of personnel that responded to the incident. Battalion Coordinator Cummings would like to thank all that gave assistance to this call.



Equipment and Agency Log

#	Agency	P	Equipment	Length of time
1	Ripley	21	E-272	21:42 hrs. 3-1-16 to 01:30 hrs 3-2-16
2	Ripley		E-271	21:42 hrs. 3-1-16 to 01:30 hrs 3-2-16
3	Ripley		M-271	21:42 hrs. 3-1-16 to 01:30 hrs 3-2-16
4	Ripley		T-272	21:42 hrs. 3-1-16 to 01:30 hrs 3-2-16
5	Ripley		A-272	21:42 hrs. 3-1-16 to 01:30 hrs 3-2-16
6	South Ripley	6	T-271	22:00 hrs. 3-1-16 to 08:00 hrs 3-2-16
7	South Ripley		A-271	22:00 hrs. 3-1-16 to 15:54 hrs. 3-2-16
8	South Ripley		M-274	22:00 hrs. 3-1-16 to 08:00 hrs 3-2-16
9	South Ripley		ATV-271	22:00 hrs. 3-1-16 to 08:00 hrs 3-2-16
10	Ripley Auxiliary	5		
11	Sherman	13	A-281	00:00 hrs. to 08:35 hrs.
12	Sherman		R-281	00:00 hrs. to 08:35 hrs.
13	Chautauqua	3	Pickup Truck	00:00 hrs. to 08:08 hrs.
14	Mayville	6	M-251	22:50 hrs.3-1-16 to 13:34 hrs. 3-2-16
15	Crescent Hose PA.	7	A-217	00:52 hrs to 04:35 hrs 3-2-16
16	Fuller Hose PA.	6	T-209	00:52 hrs to 04:35 hrs 3-2-16
17	Fuller Hose PA.		E-212	00:52 hrs to 04:35 hrs 3-2-16
18	Harbor Creek PA.	2 *	Tanker	23 fire Companies
19	Sunset bay	4		3 out of state (PA)
20	Kennedy	2		28 hours Event
21	East Dunkirk	4		
22	Brocton	4		
23	Bemus Point	2		
24	Panama	2		
25	Silver Creek	1		
26	Westfield	2		
27	Cassadaga	3		
28	Fluvanna	3		
29	Forestville	1		
30	Stockton	1		
31	Hartfield	1		
32	Portland	2		
33	Dewittville	1		
34	Emergency Services		Hazmat 7	21:45 hrs. 3-1-16 to 18:30 hrs. 3-2-16
35	Emergency Services		Hazmat 71	21:45 hrs. 3-1-16 to 07:30 hrs. 3-2-16
36	Emergency Services		Hazmat 72	21:45 hrs. 3-1-16 to 21:00 hrs 3-2-16

#	Agency	P	Equipment	Length of time
37	Emergency Services		Hazmat 73 Support Trailer	21:45 hrs. to 17:00 hrs.
38	Emergency Services		Hazmat 77 Boom Trailer	21:45 hrs. 3-1-16 to 01:30 hrs 3-2-16
39	Emergency Services		Hazmat 78 Foam Trailer	21:45 hrs. 3-1-16 to 01:30 hrs 3-2-16
40	Emergency Services		CF-5	21:45 hrs. 3-1-16 to 01:30 hrs 3-2-16
41	Emergency Services		Tech Rescue 71	22:53 hrs. 3-1-16 to 07:30 hrs. 3-2-16
42	Emergency Services		Tech Rescue 72	22:53 hrs. 3-1-16 to 07:30 hrs 3-2-16
43	Emergency Services	2	Rescue 71	21:45 hrs. 3-1-16 to 07:30 hrs. 3-2-16
44	Emergency Services		Command 7	21:45 hrs. 3-1-16 to 01:30 hrs 3-2-16
45	Emergency Services		CF-1	21:45 hrs. 3-1-16 to 01:30 hrs 3-2-16
46	WCA Services		Alstar 88	05:00 hrs to 07:00 hrs 3-2-16
47	WCA Services		Alstar 75	07:00 hrs to 17:00 hrs 3-2-16
48	NYS Foam Task Force Trailer	3	(Olean) Foam Trailer	02:17 hrs to 22:00 hrs 3-2-16
49	NYS Foam Task Force Trailer		(Elmira) Foam Tender	04:00 hrs to 22:00 hrs 3-2-16

State Agencies	
State Police	
OEM	
DEC	
DOT	
OFPC	
County	Town
OES	Ripley
Co Ex	
Co DHHS	
CCSO	
Federal	
Coast Guard	
EPA	
FRA	
Railroads	
Norfolk Southern and CSX	
Contractors	
Winters	
Hulcher	

23 Fire Departments

33 Pieces of Equipment

105 Volunteers signed in

28 Hour Event



RIPLEY FIRE CHIEF MARK SMITH

Officer in Charge at Ripley Train Derailment

Recently I had the opportunity to sit down with Ripley Fire Chief Mark Smith to get his thoughts and learn about his role of the Officer in Charge at the Ripley train derailment.

Chief Mark Smith is a 32 year member of the Ripley Fire Department. As a member of the Ripley Fire Department and as Chief the thought of a train derailment has always been in the back of his mind.

If you are not familiar with the Town of Ripley the major Northeastern Train Corridor travels through the Town and Community of Ripley. An estimated 50 trains travel that corridor daily with a top speed of 50 miles an hour.

Mark was at home on March 1st when at 21:42 hours the Ripley Fire Department was dispatched to a train derailment in the Hamlet of Ripley. It was a very normal Tuesday evening for Mark as he had been at the fire hall earlier discussing various topics with 2nd Battalion Coordinator Scott Cummings.

Mark lives about two miles East of the accident location and after traveling to the site he was in contact with Assistant Chief Martin Dorman who confirmed that there were cars off the tracks and that there was at least two tank cars leaking. Chief Smith's first call was to Ripley Fire Department to start evacuating residents close to the site and then to Chautauqua County Dispatch to have the HAZ Mat team notified of the situation.

In reviewing this Chief Smith reflected that this event was not unexpected, in fact he commented that he always knew it would happen sometime. Mark did make mention that the recent training meetings centered around the Balkans Crude Oil came directly into focus as the scene unfolded.

The two most immediate concerns were the leaking ethanol tanker and the threat of fire. All precautions going forward had those two concerns up front. Contain the leak and protect the environment and be prepared in case of fire and explosion. Along with the two ethanol tankers there was a propane tanker off the track and damaged.

With the first focus on evacuating the residents Chief Smith had an engine, ambulance and rescue start going door to door notifying the public of the event and asking them to evacuate to a safe area. Most of the residents did comply and evacuate. The Ripley United Methodist Church was designated to be the shelter for the entire incident. The Church was open as a shelter for about 32 hours providing food, shelter and comfort to the residents. Chief

Mark Smith would like to thank the Methodist Church and his members for all they provided during this time.

The next step in the progression of the time line of events was the setting the Command Post at the Ripley Fire Hall. This worked well as later on Command 7 was located just outside the fire hall.

Using a Unified Command System Chief mark Smith was the Incident Commander for the entire event. He attended each of the safety briefings which were held every four hours. Mark did mention that he learned to enjoy public speaking more than he ever had before. For 24 hours Ripley was famous.



RIPLEY FIRE CHIEF MARK SMITH

Officer in Charge at Ripley Train Derailment *continued*

One thing to note, out of the entire membership of the Ripley Fire Department all but two members responded to this call. One of those two was away at college and one was out of town on vacation. South Ripley had all but four members respond and two of them were away at college.

When Chief Mark Smith was asked what he would have done differently, how with 20/20 rear view vision what would he change? Chief Smith listed four items:

1. Stage equipment and manpower away from the fire hall. With limited space it was just too crowded and congested.
2. Better accountability of the residents. It would have been helpful to have a record of contact, where they went on evacuation and when they moved and to get contact information from individuals and families.
3. Chief Smith suggested that he would have better used social media to communicate with the public during the event. Using sites such as Face Book could have kept the information flowing to the public and that information would be both authorized and approved.
4. In retrospect Chief Smith would have liked to rotate his crews at shorter intervals. The cold temperatures and fact that much of the time on site was with limited movement, shorter times would have been merited.

The Ripley Train Derail Incident of March 1 2016 closed at 01:30 hours on March 3, 2016. At that time Chief Mark Smith went to work as a Town of Ripley highway worker. He went to the highway building and got a truck to sand and salt the roadways around the incident location, then he went home.

Chief Mark Smith wants to thank all those groups and individuals that assisted with this event. Both from within the fire community and those in the general public. The following are just part of the many that assisted in no particular order:

Ripley VFD Auxiliary

Bonna Bower

Erie Wegmans

Patty Edwards

Michaels Pizzeria

Doug Bowman, Town of Ripley Supervisor

Robert Macintosh, Ripley Town Board

Meeders Family Restaurant

Vera Husted, Town of Ripley Justice

Northeast McDonalds

Ripley United Methodist Church

Town of Ripley Bi-Centennial Committee

Michael J Rowe, Deputy Town Supervisor

A special thank you goes to Chief Mark Smith's family for their help and support.

The reviews and critique of the Ripley Train Derailment will go on for some time. In the immediate time the success of this operation started and ended with the leadership of Chief Mark Smith and his department.

Excellent job well done!



HAZMAT TEAM PREPARATION AND TRAINING WAS KEY FOR DERAILMENT RESPONSE

All the things that we've talked about and prepared for the last 18 months really applied to this latest incident because whether it is crude oil, ethanol, or whatever the product might be, the principles are the same. So training really paid off with big dividends. Preparation ahead of time meant a good result in our response to the Norfolk Southern (NS) Ripley train derailment and hazardous materials spill on March 1, 2016

Over the 18 months prior to the derailment we have;

- Sent 2 individuals to the Federal Railroad Test Center in Pueblo Co to attend their Crude by Rail Class. (CBR)
- Taught these CBR principals to over 100 county firefighters.
- Conducted two Class-B Flammable Liquid Classes for over 50 county firefighters
- With OFPC and DEC conducted a Geographic Response Plan Meeting, attended by over 60 individuals, where we did planning for an incident on the north county rails.
- Attended a 3 day training orientation by CSX for Emergency Managers on Rail Responses
- Drafted a Crude by Rail Response Plan for the region
- Attended a Table Top Exercise in Monroe County for a Crude Oil Train incident.
- Upgraded our foam capabilities and did foam training
- Became part of the NYS Foam Task Force and took delivery of our state foam trailer



HAZMAT TEAM PREPARATION AND TRAINING WAS KEY FOR DERAILMENT RESPONSE *CONTINUED*

We were as ready as we will ever be. Going into the situation with these preparations gave the team confidence to handle our part of the incident with confidence. Planning and training do make a difference.

When the derailment happened, the 33 car train was traveling east on the main line, traveling at 48 miles per hour. 16 cars derailed fouling both the NS and CSX main lines. Of the 16 cars, three carried hazardous materials 2 ethanol cars and a propane car. A fourth hazmat car, carrying Liquid Ammonium Nitrate, stayed on the tracks. The 2 ethanol cars were leaking and the propane was damaged (having traveled over 1474 feet) but was found to not be leaking during our first entry team's recon of the derailment.



The 16-car derailment and ethanol spill led to the evacuation of 50 households for two days while the scene was cleaned up and the tracks repaired.

Emergency Services has been checking in on the progress regularly and is also using the incident as a way to improve future responses. A Hotwash was conducted on March 22nd - a post-incident review so that we can learn from the incident in terms of what went well and what in some cases we could improve on.

Hazmat personnel were on scene daily until the two ethanol tanks and one propane tank were declared "cleaned and purged" on March 4.

Chautauqua County is part of the state Foam Task Force along with 19 other counties. Olean's trailer was also brought in to help in this incident. This was the first time any agency in the state has used its state-issued foam trailer. Literally we received our trailer at the end of January and did training in February and then deployed it. All the trailers were delivered within the last six months and we are the first to use it. The foam is used to decrease the flammability of liquids like ethanol by blanketing the spill and smothering vapors that can catch fire.

The Department of Environmental Conservation (DEC) has been there every day from their Buffalo office. They have monitored the remediation of the soils and made sure that none of the ethanol traveled offsite. The final step in cleaning up the ethanol happened on March 11th with the application of microblaze. It's a bioremediation product and it will biodegrade any residual ethanol in the soils. They basically scoop up what they can find and if there's any left, it's a microbe that eats the ethanol, so it will totally get rid of the ethanol where there may be any residue in the soils.

Removing the cars from the scene will likely take some time.

The derailment is still under investigation by the Federal Railroad Administration and state Department of Transportation

Great job by all the responding agencies and especially the Ripley Fire Department as well as the residents for their cooperation. We put them out of their homes in some cases for two full days. In a lot of places people would be angry, wanting to get back into their homes and these people were out finding some place to go make food and bake cookies and bring them to us. So the response of the citizens in following the directives and their appreciation was really heartfelt and really warming for those that responded.

NORFOLK SOUTHERN TRAIN DERAILMENT

RIPLEY NY, 1 MARCH 2016

After Incident Hotwash

On 22 March 2016 at the Ripley Fire Hall retired Deputy Fire Coordinator Jon Stahley moderated a “hot wash” for the train derailment incident that occurred in Ripley on 1 March. The reason this exercise is called a hot wash is because the coordinators staff have a hard time spelling critique. Actually a hot wash is normally conducted immediately after an event to discuss the activity and make notes for topics to discuss later on to improve actions in future incidents.

Jon’s question to all involved was this; “As you arrived on location at the incident, what was your goal?” In Jon’s words this incident was an OS/10 event. That translates to an “Oh Shoot, Every 10 years”. I may have the wording misquoted in that translation. This means that about every 10 years an event happens that causes the responders to utter those words or maybe a variation similar to those words on arrival at the scene.

Ripley Chief Mark Smith, Incident Commander for the event, started off by saying that after some initial confusion as to the extent of the incident, that his first concern was to evacuate the people close to the scene. To do this he had Ripley Fire Department set up first a 500’ evacuation zone and soon after that they extended that to 1000’. Chief Smith’s first goal was to protect the citizens of Ripley and then to request mutual aid to assist Ripley along with the request for the HAZMAT Team to respond. The start of the incident command system was put in place. Please note: All the participants who spoke after Chief Smith remarked that his initial actions and command at the beginning of the event set the tone for a very successful and safe outcome for the total event. One decision that Chief Smith would have liked to change was to move the staging area for manpower and equipment away from the Command Post. This would have allowed better movement in the CP and a more relaxing area for responders.

2nd Battalion Coordinator Scott Cummings next explained that at the time of the original call he contacted Chief Smith by phone as he was leaving his house to see what the Chief needed as the incident started. It is ironic that just a couple of hours earlier Scott & Mark were meeting at the Ripley Fire Hall to discuss normal activities involving Ripley and the County. After talking to Chief Smith Scott diverted to the EOC in Mayville to direct the dispatching of the HAZMAT equipment requested by both Chief Smith and HAZMAT Coordinator Dan Imfeld. Coordinator Cummings then traveled to Ripley, as he made that drive his thoughts were to how will the people be cared for. On arrival Coordinator Cummings worked with Ripley Fire staff to establish accountability for the event. In retrospect he feels the system put in place could have been improved and expanded and will work with the Coordinator Staff to insure better results in the future. Dave Davies, Chautauqua County HAZMAT Lieutenant was the first HAZMAT Officer on location. His 1st goal was to get a complete assessment of the situation and report back to Command. It was noted that during the entire event there were two HAZMAT Technicians working with the crews during each four hour shift.



NORFOLK SOUTHERN TRAIN DERAILMENT

continued...

HAZMAT Coordinator Dan Imfeld at the time of dispatch also was on the cell phone as he responded. His calls were to confirm the contents of the train and to the condition of the cars off the track. Coordinator Imfeld's 1st goal was to be sure that all the trains were stopped on both NS and CSX Tracks, and notify the state that he was activating the NYS Foam Task Force. His 2nd goal after arriving was to start to record who arrived on location, what agency they represented and a start a chronological documentation of the events as they transpired. Next was to obtain a train consist and confirm exactly what was leaking.

As the discussion went on as to the events the timeline moved forward to about 2 hours into the event. At this time the incident was better defined and was contained. The evacuation was complete and the responding partner agencies were arriving on location.

Ripley Town Supervisor Doug Bowen remarked that he took the role of monitoring the activities and was there to give any assistance from the Town of Ripley that may be needed. Supervisor did sign a Declaration of Emergency for the Town of Ripley during the early morning hours of March 2nd. In retrospect Supervisor Bowen would have liked to have a better law enforcement presence in assisting with the evacuation and then protecting the areas of the town that were evacuated. He also is looking to prepare a better pre-plan for future incidents. While commenting that the entire event was very well handled there is always an opportunity to improve in the future.

Greg Tsibulsky, New York State Office of Fire Prevention and Control Deputy Chief, then gave comments for the OFPC. His comments included a history and status of the new foam trailer that was used at the event and a review of the response from OFPC staff and resources. Deputy Chief Tsibulsky stated that his initial goal was to be sure of the products involved and to the status of those products.

Nick MacVie, New York State Office of Emergency Management, had an initial goal upon arriving at about 01:15 to get to the Command Post and see what resources that OEM could provide. His next thought was to help with legal issues such as the press, declarations, inter agency cooperation and other future needs.

Bruce Oliphant, New York State Fire, arrived at about 23:15 hours on the initial day. After reviewing the incident with the Command Staff his goal was to communicate back to New York State Fire the details of the event and the current actions and future needs. Moving forward in the event he maintained a position to insure that all operations were being covered and to inquire about any possible actions that could occur. This position along with working with the Command Staff allowed a discussion that provided actions insuring a successful and safe outcome for the event.



NOTES FROM THE JUMP KIT



The following are the thoughts and comments from Steve Cobb, EMS Coordinator for Chautauqua County:

After hearing the initial tone out I was already getting ready to respond to Ripley. Interesting enough Chief Mark Smith came on the air and first stated that the scene was secure but almost immediately changed that. He said later he should not have said that. The first report was it was menthol leaking, not ethanol leaking.

When I arrived in Ripley was sent west to a side street and eventually got to the south side of the derailment only to be told to report back to the Ripley Fire Hall which would become the CP.

There met with Julius, Dan, Mark Smith and the first railroad person which was from CSX not Norfolk and Southern. It was decided to move the CP to a room as there already reporters standing nearby and listening to all the remarks made.

By this point the Ripley FD had evacuated everyone from with a 1000 feet radius (but there would be a some stragglers that would call later to see what they should do after they got the reverse 911 call.) They had been moved to a church west of the incident and that had gone very smoothly. After some discussion it was felt that the CP could remain at the fire hall.

Within the next hour several things took place. First the conductor of the train arrived at the CP and was able to give the train manifest to the CP. Initially it was only one tank car leaking but later it was discovered that two were but the LPG car, which was on it side, was not. During this time a second group was sent to assist and walk the wreck site. Various agencies were called in, a second foam unit was requested. We would have three ambulances on stand by and assisted by the hazmat medics if needed.

During this time, since there were no injuries, and everyone (almost everyone) had been evacuated, and EMS was established, I was selected to be the Public Information Officer (PIO) and went down to spend the next several hours in the Ripley FD watch room taking care of the media. During that time I received calls from multiple local stations and newspapers, CBS in New York (3 times), AP (3 times), Good Morning America, and several others that I can not recall who they were even though I did try to keep track of who called. During this time I also fielded many calls from residents, some who had not heard the knocking and needed to be evacuated and others with questions about the reverse 911 call they had received.

Around 04:30 after a meeting in the CP vehicle I was approached about concerns of those at the church who had not taken their meds with them and now may need their medications. So we put together a crew with the Ripley ambulance and went over to the church and started to take residents back to their homes to get meds, money, take care of the pets, etc. This would take almost two hours to complete as we divided the hot zone geographically so we would not be in the zone too long. I would walk each person to their house and back as it was extremely icy and slippery. The residents were very appreciative of this effort. I also met many cats that live in Ripley.

During this time I would still be given numbers to call as PIO and this was done at times as we drove around assisting the residents.

I finally left around 0900 on Wednesday as I had other commitments to do and was very tired.

We were extremely lucky and fortunate with this derailment on many aspects. But also training and command structure played an extremely important part. Ripley FD and Mark Smith set the tone immediately for how things were going to run. They did exactly what they needed to do in the early part of the incident. The LPG car did not rupture which was good since it contained orderless gas which was not really known for a while. The placement of

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OIL TANK FIRE

By Noel Guttman



On March 7, 2015 at around 5:18 PM, the Hartfield Fire Department was dispatched to an oil tank fire. Heavy Black smoke was able to be seen for miles in the Hartfield / Mayville area for miles, and upon arrival the department arrived to find a very large, old, oil tank that was heavily on fire. The property owner had been scrapping the containers for transport to the scrap yard. And the resultant oil in the tank was caught on fire by the cutting torch.

The tank was about 500 feet off the road, and the property owner was busy with a front end loader, trying to put dirt on it prior to arrival. The Mayville Fire Department was called to assist with bringing foam and foam supplies to the scene. A water supply was established from Mayville Engine to the Hartfield Engine, and foam operations were started by firefighters. A Task Force Tips Brand Foam Pro, hand held unit was used with AFFF Class B foam, and was flowed at 6% to form a heavy blanket to cover and extinguish the fire. The foam operations used approximately 500 gallons of water and one 5 gallon pail of foam.

OIL TANK FIRE



The fire was extinguished without any injuries and no other property was damaged. This was a great use of foam to extinguish a large fire load of oil, which would have used much more water to extinguish, without the application of foam.

ICE Rescue at Chautauqua Bell Tower

By Scott Cummings
2nd Battalion Coordinator
Chautauqua County Emergency Services

I saw one of the greatest real life Ice Rescue Operations take place on Chautauqua Lake with two lives saved. Good training, great personal and the right equipment all came together to make a difference this day.

All good outcomes start with good leadership and we had that on this operation with Chautauqua assistant chief Dale Weatherlow as incident commander calling for what he needed. Dewittville's Hover Craft (Hover 221) was called for along with Chautauqua's Ambulance, Mayville's Ambulance, and the county dive team. We had a great response from all agencies.

Due to the conditions of the ice and the fact that the two ice fishermen were out about 3 to 4 hundred yards no personal could go out safely. Dewittville launched Hover 221 from the Dewittville side of the lake and made their way to the fishermen. Both had gone into the water and one was able to get back out on top of the ice but, the other older man could not. Luckily he had a life vest on that helped keep him above water. With Dewittville Chief Burl Swanson driving the Hover and Fire Fighter Furlow Francise on board they were able to get up close to the victim in the water and get him on board and headed for shore. Dropped the first victim off to EMS and headed back for the second victim. Once they were back to him they got him on board and brought him into EMS.

Burl and Furlow made one more trip back out and retrieved their gear. After witnessing this rescue I believe these men are alive because of the training and dedication of these two Dewittville Fire Fighters and the shore line support from all the first responders on scene.



Congratulations to all those involved and I am so proud to have been there to see this great rescue and to be part of the Best Battalion there is,

The 2nd Battalion



ICE Rescue Awareness on Chautauqua Lake

The Bemus Point Volunteer Fire Department is pleased to be a part of Dewittville FD's Ice Awareness initiative. When Chief Burl Swanson called to include us Assistant Chief Randy Edwards, who directs ice & water rescue operations, jumped at the chance. BPVFD has had a long history of maintaining an airboat on Chautauqua Lake for ice rescue. We are available at any time for deployment with trained operators and members ready to don cold water suits.

The present craft for the Bemus Point Fire Department is a 2009 Diamondback, 18' length, 8' beam craft with a LS 500 Waterthunder 496 cubic inch engine capable of producing 500-6200 HP with its 6-1/2' diameter blade. The boat hull is lined with a 3/8" carbon fiber skin which allows it to be deployed on any surface.



The Dewittville operates a 2004 Hoverguard 700 manufactured by Hovertechnics of Eu Clair Michigan. The unit was specifically designed to be used as a rescue hovercraft. The Hoverguard 700 is powered by a 100 horsepower Rotax engine which drives a 36 inch 12 blade fan that provides the air for the

6-8 inch lift along with the air required propulsion. The unit is 14'6" long and 6'6" wide and weighs 750 pounds. It is designed to carry 750 pounds. The Dewittville Hovercraft will go 35 miles per hour on land or water and up to 70 miles per hour on ice. The members of the Dewittville Fire Department have found the Hovercraft to be really at home on ice. The Dewittville Fire Department has made 8 rescues and assisted in other situations since the unit entered service



The cooperation between neighboring departments with similar assets and interests is awesome. When I had heard all of the discussion about the need for shared services, it comes to mind that the fire service in this county has shared services for many, many years. That's why it was second nature to team up with Dewittville & Mayville for ice awareness signs and media releases. We also agreed with Chief Swanson that attendance at events like the polar bear plunge benefit in Mayville and the Winterfest in Bemus Point were excellent opportunities for us to show the public up close what a hovercraft and an airboat looks like and to promote safety on the ice.

The recent rescue @ Chautauqua validates the need for further public education related to ice safety. BPVFD is committed to assist our lake-partner departments and agencies whenever they need us, year round, with either our ice airboat or our Whaler boat.

Assistant Chief Jeff Molnar

Bemus Point Volunteer Fire Department

MEET KEVIN PEEBLES, CHAUTAUQUA COUNTY EMS PROJECTS COORDINATOR:

I joined the Forestville Fire Department in March 1992. I spent just shy of 22 years in Forestville. I took Firefighting Essentials in the Spring of 92 and basic EMT in the fall of 92. I have been an EMT since. I have taken numerous Firefighting and EMS classes over the past 24 years.

I became Vice President in 1993 and 3rd Asst. Chief in 1994 in Forestville and held all Chief Officer positions. I have a total of 18 years as a Chief Officer, 7 of which were as the Chief in Forestville.

I was in the U.S. Army from 1987-1990, where I was a mechanic.

In 2006, I became a Certified Lab Instructor and I am currently working on getting to the Certified Instructor Coordinator level. I am also an AHA CPR instructor.

In October 2010, I began working fulltime at Alstar EMS and have been there full time until February 2016, when I accepted the position of EMS Project Coordinator with Chautauqua County. I am currently employed per diem with Alstar. During my time at ALSTAR, I became certified as a Paramedic in June 2013 and was promoted to Field Supervisor in May 2014.

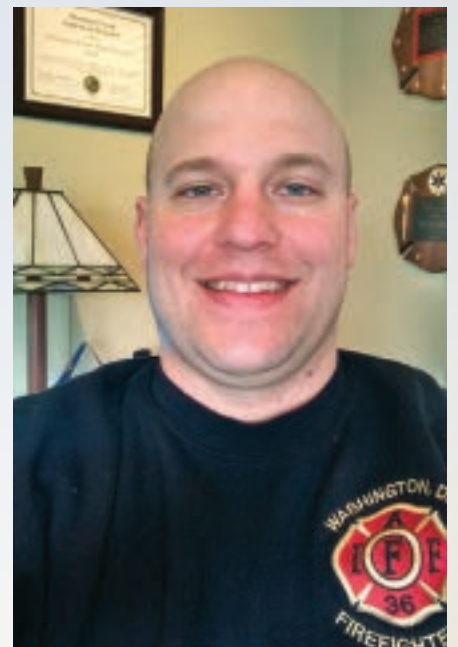
I moved to Cassadaga in November 2013 and joined their Fire Department. I am currently 3rd Asst. Chief in Cassadaga.

I have 2 sons, 14 and 24. I enjoy fishing, hunting and working on vehicles.



MEET DAN ALDRICH, DEPUTY FIRE COORDINATOR, WATER EMERGENCY TEAM

Dan ALDRICH has assumed duties as deputy fire coordinator- Water Emergency Team effective February, 2016. Dan has been involved in the fire service since 2001 when he joined the J.S. Lambert Hook and ladder company of Fredonia Fire Department, where he served as a line officer, and captain until 2009 when he was hired as a career firefighter/paramedic With Fredonia. Dan is a Nationally registered Paramedic, as well as a Registered Nurse. He worked as an Emergency Room RN at Brooks Memorial Hospital from 2007 until 2015. He is also a per diem flight nurse/medic with Starflight in Jamestown. He holds certifications in CPR, pediatric advanced life support, advanced cardiac life support, advanced trauma life support, and neonatal resuscitation. Dan has been a member of ccwet since 2003. He is a public safety rescue diver and holds numerous scuba certifications. Along with the dive team Dan is a Paramedic with the county hazmat special ops team. Dan resides in Fredonia with his wife Lindsay, and sons Mason 3 and William 18 months. He is expecting his third child in August. In his spare time he enjoys swimming, boating, and spending time with his family and friends. He looks forward to his new role, and working in all aspects of emergency service in Chautauqua County.



THE SHERIFF'S NEW EMT PROGRAM

By: Undersheriff Charles J. Holder



What started as a far-off dream by Sheriff Gerace many years ago has finally come to pass. The Sheriff's Office has initiated a new EMT program on March 1st, 2016. We have started with a small cadre of volunteer deputies (myself included) who are currently EMT-Basic certified to respond to EMS calls throughout the county. Our goal is simply to assist fire departments in providing EMS to our citizens.

I am sure there are many questions the fire service has in regards to this new program and I will try to answer some of the more common ones here. I have also given Julius Leone a copy of our agency General Order which provides a more detailed description of the program. He will be distributing this document to the fire services for your review.

Our EMT deputies will be both dispatched and taking EMS calls via self-initiated response. This will be most prevalent to emergent calls or when it appears that local EMTs are not available or may be delayed. We will not be going to routine calls at nursing homes or assisted living centers unless they are of critical nature.

As per our policy, our deputies are police officers first and foremost. They are required to respond to any and all calls as a law enforcement officer first. When they have determined that the scene is safe and no police action is needed, they may initiate patient care as an EMT. They will provide patient care until properly relieved by the appropriate responding fire department or ambulance service.

The Sheriff's Office is not now, nor will we ever be, a "transporting agency". Upon arrival of the local jurisdiction, the deputy will transfer care of the patient to an equal or more advanced EMT of the fire service or ambulance company. It is our hope that our EMT deputies will assist in the transfer and loading of the patient and will not be required to ride with the patient to the hospital. However, they are given discretion if the need arises; they can and will ride with the patient if that is the wish of the fire department or ambulance service. If this does occur, we will secure our patrol cars as best we can and assist the fire departments as they request.

In regards to documentation, our deputies will be completing a "drop sheet" and/or PCR which will be given to the transporting department. As we all know, each situation will differ as to how much documentation our personnel will be able to complete before the arrival of the local fire department.

Our uniformed EMT deputies will be identified by an EMT "rocker" above our patch, they are also equipped with an individualized fully stocked EMT/Trauma bag along with an Oxygen bag.

In regards to resupplying our medical supplies, we do ask that, if possible, fire departments swap out supplies which our deputies use on the patient if only if the fire department can get them replenished from the hospital.

THE SHERIFF'S NEW EMT PROGRAM CONTINUED

I do want to thank Dr. Walters, Dr. Faulk, Dan Imfeld, Julius Leone, and Norma Cummings for all their support and hard work getting this program up and running. We hope this is just the beginning of a new way of public service as it relates to police work in our county. We are working on putting the basic EMT course into our Police Academy this year. This will mean 20-30 more EMTs being trained for the Southern Tier every year. This could also be a recruitment boast for the fire service. Out of our initial group of EMTs, two officers have already applied to their local fire departments for membership. I have no doubt this will continue.

As this program progresses, feel free to contact me at the Sheriff's Office at (716) 753-4906 if you have any questions, concerns or comments. On behalf of all the new EMTs of the Sheriff's Office, we look forward to working with the entire fire service community in this critical area.

BEMUS POINT TRACTOR TRAILER ROLLOVER

A tractor-trailer rolled over and spilled roughly 1000 gallons of a soil stabilizing agent Tuesday March 22nd near the Route 430/Interstate 86 junction. The driver was traveling southbound on Route 430 when he reportedly failed to negotiate a curve onto the 1-86 on-ramp toward Erie, Pa.

Bemus Point Fire Department arrived at the scene just before 9:30 a.m. to find the tractor-trailer in the median alongside the road.

The vehicle was carrying 16 – 330 gallon totes. Several totes broke through the top of the trailer spilling approximately 1000 gallons of PennzSuppress D-soil stabilizer. Several additional totes inside the trailer were leaking.

The Chautauqua County Hazmat team was called to assist in containing the contents of the trailer. The County Fire Police Team blocked the I-86 on-ramp heading west throughout the morning as the Hazmat team and Bemus Point worked the spill. Once contained the scene was turned over to the NYS DEC who contacted a contractor to clean up the mess.

Despite the tractor-trailer sustaining extensive damage, the driver was uninjured.



STRUCTURE FIRE ON ELICOTT ROAD IN THE TOWN OF PORTLAND FEB. 11. 2016

Portland and Brocton Fire Departments were called out to this working structure fire on a very cold and windy day in February. The whole back half of the structure was involved with fire on their arrival. This building was a two apartment home for seven people with the front apartment occupied at the time of the fire. Luckily no one was injured due to the fire. The high winds and cold temperature did not help the Fire fighters and most of the structure was a total loss. This fire took a long time to bring under control and Portland received help from Brocton, Stockton, Fredonia, Westfield, West Dunkirk, East Dunkirk, East Dunkirk Rehab., Mayville, Sherman, Batt-2, EMS-1, CF-3 and the County FAST team. The Red Cross was brought in to help the families.



Portland's Fire Chief Dave McIntyre was in charge and after several hours the fire was brought under control. The fire started in the rear apartment and it was not occupied at the time of the fire. The occupant did return upon hearing of the fire and stated that she had cleaned the wood pellet stove an hour or two before she left and had placed the ashes in a plastic bucket and set



them next to the stove. The fire did appear to have started in the area of the pellet stove but, it is unknown if the cause is from the stove, the ashes or the chimney. Due to the damage we may never know.

As a side note there were smoke detectors in both apartments. No detectors activated in either apartment because the batteries had been taken out so thank God this fire did not happen at night. I would like to say great job by all those that worked hard in these tough conditions. **THANK YOU FOR ALL YOU DO!**

Scott Cummings

2nd Battalion Coordinator

Chautauqua County Red Knights

Chapter NY9

Submitted by Barry Swanson, Vice President.

The Red Knights are a group of Fire and EMS people who enjoy riding motorcycle. As a group they do different rides throughout the motorcycle season which range from riding for different charities to just going for ice cream after a meeting.

Last spring there was a blessing of the bikes at the Maple Springs Fire Department followed by a ride to the Dutch Village restaurant in Clymer for breakfast.

The Red Knights showed their appreciation to fellow Fire Fighters last spring by donating 13 cases of water to each of the rehab units in Chautauqua County.

Anyone interested in becoming a Red Knight can get an application from their website:

<http://www.redknightsnychapter9.com>



You can also follow the Red Knights on Facebook at [RedKnightsny9](https://www.facebook.com/RedKnightsny9)



DYKEMAN - YOUNG GALLERY TO HOST FIRST RESPONDER SHOW

Mike Dykeman of the Dykeman – Young Gallery located at 100 East 2nd Street in Jamestown is hosting a show for art work from First Responders. This show will provide an opportunity for any First Responders in Western NY to display and market their art work to the public. This group of First Responder will include firefighters, EMS personnel and law enforcement. Mr. Dykeman has in the past hosted shows such as this for other community based groups and they have had great success. This year's show will be held starting on September 6th.

The art work can be in the form of framed photos, paintings sculptures or equipment that has been converted into art form. All of the pieces should have been created by the First Responder. These items will be displayed for sale to the public with a commission retained by the Dykeman-Young Gallery.

For more information contact Mike Dykeman at 716-483-5772 or at dykemanyoung@windstream.net

Mike Bethge, CSX Transportation HazMat/RRT Manager, next spoke about the relationship between the train companies and the 1st Responders. His comments were directed from CSX that even though the derailed train was a Norfolk Southern, CSX was involved because all trains including CSX were stopped from traveling the corridor. Mr.

Bethge stated that his 1st goal is always the protection of the public and the environment. He stated that the biggest problem at all incidents is communication and all need to work to insure that this problem is addressed.

Kevin Brown, New York State Police Lieutenant remarked that upon being dispatched to the incident his 1st goal was to contact the local New York State Police officials and insure that all needed assets were moving. Delayed by weather in the Buffalo area he arrived on location and worked with the Command Staff to provide police services as needed.

Tom Kelly, New York State Police Sargent addressed the fact that he would have liked to see the New York State Police establish a better outer perimeter and also work to shelter the work crews from the media in the Ripley Fire Hall.

Francine Gallego, New York State Department of Environmental Conservation addressed the group that the goal of course for the NYS DEC is to protect the State of New York. In her opinion that goal was met by the Command Staff and that by monitoring the area there were no significant environmental impact from the event.

Norma Cummings, Chautauqua County Office of Emergency Services commended Chief Mark Smith for his leadership throughout the event. His tone again set the standard for the event. Mrs. Cummings also remarked that the ICS, while used throughout the incident, could have been expanded to include along with Operations the remainder of the ICS. Sections for Safety, Logistics, Planning, Finance, and Liaison would have been helpful. The following are some general comments that were brought forth by those present. These are not in any set order but capture the feelings of those both present at the event and at the hot wash.

Julius Leone, Chautauqua County Director of Emergency Services had these comments:

- Special thanks to NOAA for updating the Command Staff on the weather and providing estimated plume data to be used in the event of a release of chemicals.
- Recognition of the staff from Emergency Services with special thanks to Norma Cummings for maintaining the written time line of events during the incident.
 1. Notice to the residents of the Town of Ripley and the surrounding area for supporting the 1st responders throughout the event. The food, drink and welfare for all those involved were taken care of by the community and the support was exceptional.
 2. Special thanks to the Ripley Methodist Church for stepping up to shelter friends and neighbors that were evacuated.

In closing retired Deputy Coordinator Jon Stahley had this comment: " Many agencies, great attitudes and proper use is ICS. A Win!"

NOTES FROM THE JUMP KIT *continued*

the foam trailer from the state was in our favor, even though training had not been completed, what better training then on the job in many cases. The cars landed in such a way as there was less chance of ignition so there was no fire. Even though Buffalo was experiencing a ice storm at the time most state responders were able to get to scene in a reasonable time frame. The two railroads, CSX and NS were very good to work with. This could have had a very different out come. Kudos to Julius and Dan for an outstanding job and keeping everything under control and calm. Scott Cummings did an excellent job in keeping everyone informed, setting up crews, rotating them in and out as the weather conditions were not the best.

Congratulations again to our great first responders!



EMS Coordinator

THERE I WAS

Vince Horrigan, Chautauqua County Executive

So there I was watching the debates (no comment) about to turn in after a pretty good day as County Executive. I thought to myself that things were going pretty well and I look forward to a good night's sleep. Then it happened—that phone call from Julius Leone! “Hi Boss: I hate to interrupt your evening, watching Donald Trump, but we just had a major train derailment in the town of Ripley, with three cars on their side filled with explosive material. No fire, no injuries, we have evacuated 50 homes with 100 people in shelters and a full emergency response underway. I will update you shortly!” Throughout the night I received regular updates on the large scale response from Federal, State, Railroad, County, Town, and local fire departments. I arrived at the mobile Command Post greeted by a calm professional incident command team where everyone knew their job and decisions were made in a timely manner with every first responder's safety as a top priority. Looking back on this major incident, I once again marveled at the coordination, professionalism, and cooperation that drove the response. With no one hurt and the safety of the public assured, I once again marveled at how our first responders are the best in class and a great team that every citizen of Chautauqua County can be so proud of. “Julius what can I do to help, I asked in anticipation of a big role? His response was a bit of a letdown: “ Just Go talk to the media” Oh well!

NOTES from the Editor:

This issue of “The Responder” was moved ahead because there was so much happening in the county. The Ripley accident along with all the other activities made for a full issue. I am already working on the next issue and with spring here it's a great time to get pictures of new equipment. If you have a new piece of equipment or anything else you would like to share let me know, I'd be happy to get the pictures and information.

Remember this is your publication, I want to make it the best possible to showcase Chautauqua County Fire & EMS.

THE RESPONDER *Official Newspaper for the Chautauqua County, New York Fire Service*

If your are interested in contributing articles or photos you can contact

John Griffith

Editor at 499-3113 or

email at Griffith@chautcofire.org.

To register go to <https://www.surveymonkey.com/s/TheResponderRegistration> or <http://www.chautcofire.org> home page and click on 'click here to register'.

NEWS
First

COMING SOON...

The first issues of the Responder are being prepared to post on our website - www.chautcofire.org. You will be able to access them by going to the history section.