



RUSSELLVILLE FIRE DEPARTMENT
POLICY MANUAL

Policy Number:
Section:
Original Date:
Revised Date:

PURPOSE

This policy is to ensure there exists a consistent and uniform procedure for establishing adequate fire flows from the municipal water system during structure fires and other incidents requiring a sustained water supply. The use of 3 or 5 inch supply hose shall be used during forward or reverse lays, depending on fire flow demands, severity of fire conditions or other circumstances as directed by the incident commander or company officer.

It is the responsibility of all personnel to become familiar with this policy.

POLICY

Forward Lay – Using 3-inch Hose

1. Upon directive by the captain to lay a forward lay the engineer spots the engine so that the tail board is approximately 10 feet past the hydrant.
2. a. Company officer announces to the firefighter to lay a 3-inch line.

b. Firefighter exits the apparatus on the captain side and proceeds to the tailboard and retrieves the 3-inch hose with a hydrant valve and hydrant wrench from the hosebed. Depending on what side the hydrant is on, the company officer or engineer makes visual contact with the firefighter from the cab door.

c. Firefighter drops 3-inch supply hose with sufficient slack to reach and “wrap” the hydrant. Firefighter makes the stretch to the hydrant. Upon wrapping the hydrant he announces “GO!” to the company officer. Company officer gives the engineer the command to proceed to the fire scene.
3. a. Engineer proceeds to the fire scene at a speed of no greater than 10 miles per hour.

b. Simultaneously firefighter disconnects both of the hydrant’s 2.5-inch caps and connects the supply line to the 2.5-inch outlet closest to the fire scene and then connects the hydrant valve to the opposite 2.5 inch opening. After making radio contact with the pump operator (ready for water?), the firefighter then places the hydrant wrench on the hydrant operating nut and with the right hand on the stem and the left on the wrench and waits for the order from the pump operator to charge the line. Firefighter then begins to open the hydrant “counter” clockwise.
4. a. Upon arriving at the fire scene, the engineer stops the apparatus at the proper location, sets the parking brake and engages the pump. Engineer then chocks the rear driver side wheel, verifies placement of the hose clamp and then by radio directs the firefighter to “charge” the line.

b. Upon arriving at the fire scene, the company officer exits the apparatus, removes the hose clamp and places it on the 3-inch supply line approximately 20 feet behind the tail board and approximately 5 feet behind the coupling. Company officer then proceeds to and begins the stretch of the appropriate pre-connect attack line.

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5. a. Company officer advances the attack line to the fire scene and completes a 360 while waiting on the firefighter to arrive. The company officer then directs the pump operator to begin charging the attack line and build to the proper pump pressure.

The engineer then proceeds to break the 3-inch supply line at the appropriate coupling and connects the line into the auxiliary 2.5-inch inlet on the driver's side of the apparatus. The engineer then proceeds to the line, slowly removes the hose clamp, and returns to the pump panel switching from tank water to hydrant water by opening the pump intake valve and closing the tank to pump valve. The engineer (pump operator) should consider filling the booster tank with residual pressure if the attack line was flowed prior to switching to hydrant water.

- b. Firefighter walks from the hydrant to the apparatus while removing any kinks found in the hose lay. Upon arriving at the apparatus proceeds to don breathing apparatus and prepares to relieve the company officer of the nozzle on the attack line.

Forward Lay – Using 5-inch Hose

1. Upon directive by the company officer to lay a forward lay, the engineer spots the engine so that the tail board is approximately 10 feet past the hydrant.
2. a. Company officer announces to the firefighter to lay a 5-inch line.

b. Firefighter exits the apparatus on the captain's side and proceeds to the tailboard to retrieve the 5-inch hose and hydrant wrench from the hosebed. Depending on what side the hydrant is on, the company officer or engineer makes visual contact with the firefighter from the cab door.

c. Firefighter drops 5-inch supply hose with sufficient slack to reach and "wrap" the hydrant. Firefighter makes the stretch to the hydrant. Upon wrapping the hydrant he announces "GO!" to the company officer. Company officer then gives the engineer the command to proceed to the fire scene.
3. Engineer proceeds to the fire scene at a speed of no greater than 10 miles per hour.

Simultaneously the firefighter disconnects the steamer cap and connects the supply line to the hydrant. FF should ensure there are no kinks in the hose at the hydrant prior to charging the line. After making radio contact with the pump operator (ready for water?) the firefighter then places the hydrant wrench on the hydrant operating nut and with the right hand on the stem and the left on the wrench and waits for the order from the engineer (pump operator) to charge the line.

NOTE: Hose clamps shall not be used when using large diameter hose.

4. a. Upon arriving at the fire scene, the engineer stops the apparatus at the proper location, sets the parking brake, engages the pump and chocks the rear driver side wheel. The engineer then breaks the supply line at the appropriate coupling.

b. Company officer exits the apparatus and assures the engineer can break supply line at the appropriate coupling. The company officer then proceeds to and begins the stretch of the appropriate pre-connect attack line to the fire scene.

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- c. The engineer connects the line into the 5-inch Storz intake located on the side of the apparatus and assures air bleed valve is open on the intake. By radio, the engineer then directs the firefighter to "Charge" the line.
 - d. Company officer advances the attack line to the fire scene and completes a 360 while waiting for the firefighter to arrive. The company officer then directs the pump operator to begin charging the attack line and build to the proper pump pressure.
5. Firefighter walks from the hydrant to the apparatus. Upon arriving at the apparatus proceeds to don breathing apparatus and prepares to relieve the company officer of the nozzle on the attack line.

Reverse Lay – Using 3 or 5-inch Hose

The decision to use 3 or 5 inch hose is based on needed fire flow as determined by the incident commander, the company officer of the supply engine or between the engineers of the attack and supply engines.

1. Per the company officer's directions, the engineer of the supply engine stops the apparatus approximately 10 feet past the attack engine in the direction of the hydrant.
2. The company officer exits the apparatus equipped and prepared to take assignment after assisting in making supply line connections. Supply engine firefighter stays onboard.
3. Company officer from the supply engine proceeds to the rear of the supply engine and drops the supply line on the ground with 10-15 feet of excess hose to ensure reach to the proper supply intake. The hose should be positioned on the ground so that visual contact is made by the company officer and engineer before the supply engine proceeds to the hydrant. The supply engine company officer secures the supply hose with knee and both hands and announces "GO!" to the supply engine engineer.
4. a. Supply engine engineer proceeds to the hydrant at a speed of no greater than 10 miles per hour.
b. Supply engine company officer assists attack engine pump operator in connecting the supply hose to appropriate intake.

Supply engine engineer spots the apparatus at the hydrant to ensure the most direct connection can be made between the hydrant and the pump intake on either side of the apparatus. This is done to anticipate the need for a relay pump operation. Engineer then sets the parking brake and places the chock at the rear driver side wheel.

5. Supply engine firefighter and engineer proceed to the rear of the apparatus and disconnect the supply hose at the appropriate connection and with the hydrant wrench proceed to the hydrant and make the connection.
6. Supply engine engineer then makes radio contact with the attack engine pump operator and notifies that they are ready to charge the supply line. If supply apparatus is not being used for pumping or other purposes where engineer presence is needed, supply engineer shall return along with supply engine firefighter to company officer at the fire scene for assignment unless otherwise notified.

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NOTE: Where relay pumping is necessary, in step 5, the supply engine engineer spots at the hydrant and with the assistance of the supply engine firefighter, connects and charges the soft sleeve suction from the hydrant to the pump intake. Engineer and firefighter then proceed to the rear of the apparatus and disconnect the supply hose at the appropriate coupling and connect it to a captain-side LDH discharge. After opening appropriate intake and discharges, the engineer sets the pump pressure at 50 psi in volume (if equipped with a two stage pump), unless otherwise notified by the attack engine pump operator to increase the pressure.

Supply engine firefighter then proceeds to the company officer's location equipped and prepared to take assignment.

When making the decision on the need to relay pump consider the following: needed fire flow, distance, elevation, and tactics (offensive vs. defensive)

Pump operators should always remember not to locate discharge or supply lines close to apparatus exhaust pipes.

Approved

Fire Chief