

THIRD ANNUAL REPORT
of the
FIRE AND RESCUE SERVICE
(CHICAGO CIVIL DEFENSE CORPS)

January - December, 1960

Richard J. Daley,
Mayor of Chicago.

Robert J. Quinn,
Acting Director,
Chicago Civil Defense Corps.

FIRE & RESCUE HDQRS,
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DEDICATION

- To: Mayor Richard J. Daley, for his inspiring leadership and imaginative planning in keeping Chicago great and progressing under its motto - "I WILL".
- To: Robert J. Quinn, Fire Commissioner and Acting Director of the Chicago Civil Defense Corps, for his personal guidance and interest in this organization, and for the cooperation of the Chicago Fire Department.
- To: The Firefighters of Chicago - a sincere "THANK YOU" for their words of encouragement and their training and helpful suggestions.

HISTORY AND PURPOSE

January 4, 1960, marks the third anniversary of the Fire and Rescue Service of the Chicago Civil Defense Corps. It was on New Year's Day of 1958, that the Fire and Rescue Service officially went "in service" under the direction of Fire Commissioner Robert J. Quinn, Acting Director of the Chicago Civil Defense Corps. The purpose of this organization is to provide a trained auxiliary force to assist at disasters and augment the Fire Department with specialized equipment and manpower should the need arise.

The inception of the service actually dates back to a meeting in the fall of 1957 between Commissioner Quinn, Mayor Richard J. Daley and Mr. Charles J. Johnson, a devoted Chicago Fire Buff. Here it was decided to form the Fire and Rescue Service with volunteer citizen members operating six heavy duty Civil Defense Rescue Trucks which were then assigned to other branches of the Civil Defense Corps.

It took the first handful of volunteers from October, 1957, to January, 1958 to put the six trucks in efficient operating condition. All tools and equipment were renovated completely by the members to restore peak effectiveness. On the first day of official recognition as an organization, the service responded to an extra-alarm fire in a cold-storage warehouse on the near north side. At that first alarm, the true value of this organization was evident and since that time, the Chicago Civil Defense Fire and Rescue Service has continued to prove to Chicago and the Nation that a service of this type can work with proper cooperation.

TRAINING

The Fire and Rescue Service maintains a continuous training program throughout the year. It is broken down into 3 parts:

1. Classroom Work,
2. Practical Exercise,
3. On-the-Scene Training.

All members of the Service are taught the Basic Civil Defense Rescue Techniques, fire department evolutions and First Aid. These three subjects are taught in the classroom on a weekly basis. During the Winter, classes are confined to indoor work and feature frequent motion pictures and demonstrations of equipment and tools by manufacturer's representatives. In the warmer months, much of the training moves out doors, where the techniques of rescue learned in the classroom are put into actual practice. One of the most educational outdoor classes is the simulation of actual disaster problems. Abandoned or condemned buildings are used for this training, with a dummy figure buried under debris, collapsed walls, etc. Members are divided into squads under a squad leader and given the problem of removing the victim under special conditions using the tools and equipment from the trucks. The entire operation is supervised and rated by Fire Department instructors and a thorough critique period is held with each "squad" upon completion of the problem.

The third phase of training is actual on-the-scene work at fires and various emergencies. In Chicago, any extra alarm fire provides any number of places for members to use equipment and gain experience. While working at these fires, the men are taught how to conduct themselves under emergency conditions at any disaster. There is constant supervision of members at these fires, with emphasis on alertness for personal safety.

FIRE DUTY

The Fire and Rescue Service responds automatically to all extra-alarm fires in Chicago, plus still-and-box alarm fires in hospitals, schools, airports, hotels and the like. Total responses for fire duty during 1960 was 340, or nearly one per day.

Among the many duties of members at fires are: assisting engine companies in laying hose lines to snorkels, high pressure wagons, jeep pressure or towers; replacing broken lengths of hose; helping set up ladders; and in general, assisting the Fire Department in all non-hazardous jobs at the fire scene. Also important at fires is the use of the special tools and equipment carried on the Rescue Trucks. All members are trained to use this equipment themselves or to equip firemen to use it in dangerous areas.

One of the most valuable and most frequently used pieces of equipment on the heavy-duty Rescue Trucks was the front-mounted 7-ton Winch. The winches were utilized at practically every major fire in some capacity, ranging from pulling down dangerous walls, to yanking bars from windows to permit entry by firemen. At several fires in garages, winches were used to pull trucks and cars to safety before the fire could reach them; and at a laundry fire a winch pulled many large bundles of clothing out of the way. At lumber yard fires, the winches moved huge piles of wood; and occasionally, they served to extricate fire apparatus from mud or ice.

Many of the electric, gas and air-operated entry tools received heavy use during the year at fires. The Chain Saws were time-savers in opening up flooring, cutting beams and timbers; while the Recipro-saw cut away metal and pipes to give firemen access to areas. Bolt cutters proved handy in cutting off locks from doors and windows and in breaking through wire fences for hose lines or vehicles. The Hydraulic Porto-Power Sets were used to open steel doors at several fires, while the Roto-Hammers opened holes in walls and roofs.

The sound-powered telephones proved helpful at a fire in a tall grain elevator to provide ground-to-roof communications for fire officers. The Reviv-A-Life resuscitators were utilized many times to give oxygen to victims and firemen at many smoky fires. Victims of several apartment fires were removed to the ground in the Service's metal Stokes basket litters. At several fires, members helped string fire lines with the police to hold back and control large and unruly crowds.

Winter's adverse weather conditions found members performing several special jobs at fires. Prime among these was the spreading of salt in the entire fire area to provide footing for firemen and prevent freezing of hose line connections. Hydrant thawers were also used to heat both hydrants and hose couplings in sub-freezing temperatures. In several fires where high winds posed a problem, members patrolled adjoining residential streets with hand pumps to put out fires caused by blowing embers.

SPECIAL DUTY

In addition to the fire responses, units of the Service answered 281 special duty assignments. These calls ranged from boat sinkings to helicopter crashes and the Service's equipment was put to heavy use at most of them. A frequent response was to remove fallen trees from busy thoroughfares. They are winched off the roadway, then the electric Chain Saws are used to cut up the tree, or trim the branches for clearance.

Members worked long hours at several building explosions and collapses, with the Light Wagon seeing particularly heavy service at these calls. When a sight-seeing boat was grounded near Meigs Field, units helped provide light for removing the passengers safely to shore. Another long-haul assignment was when a 45-foot power boat went aground and sank off a south side beach. Units of the Service provided lighting, pumping of air cushions for buoyancy and other equipment helpful in the recovery of the boat.

When a gasoline truck over filled a tank and gas spilled into sewers on the southwest side, Rescue Trucks patrolled the area and used their Public Address Systems to warn the residents of the danger. Stops were made at schools and churches and the broadcasts kept up until the peril subsided. Another unusual assignment found units working to help free a horse which had fallen into a basement and could not be extricated. Various tools were used to enlarge the hole, the air mover helped ventilate the area, the saws cut away protruding metal and the winch was used to haul out the frightened animal.

Also included among special duty jobs were many demonstrations of equipment by members to the general public of the entire Northern Illinois area. Besides acquainting the public with the Service's functions, these appearances found members passing out considerable Civil Defense literature. During the summer, units participated with the Fire Department in both the regular weekly neighborhood demonstrations and also the two capacity crowd pulling Thrill Shows at Soldier Field. Members displayed equipment at the Auto Show for eight days and before the International Conference of Mayors Meeting here. Rescue Trucks served as mobile First Aid Stations for several big parades on Michigan Avenue and at the Republican National Convention at the Amphitheatre.

The Board of Health utilized one truck as an inoculation center for polio shots on the south side and units patrolled streets and park areas during special holidays to broadcast fire prevention, safety and civil defense messages to the public.

EQUIPMENT

The "rolling stock" of the Fire and Rescue Service consists of eight vehicles and two boats. Six of the vehicles are heavy duty Rescue Trucks equipped in accordance with civil defense specifications. These units carry some 390 different items of rescue equipment, with many tools complimenting one another so that a rescue problem can be attacked in a variety of ways. Two new vehicles were put in service during the year - an Air Compressor Truck and a combination Light Wagon-power unit.

The air compressor truck was comprised of a government surplus air compressor unit mounted on a Mack truck chassis, with finishing work done by members. This unit has proved invaluable to the Fire Department in many instances, saving time and effort through the use of its specialized air-operated tools and equipment. At several fires, access to burning wood could be gotten only by use of the air hammers in breaking through concrete. The air tools were used to punch holes in brick buildings to drain off water which was building up to dangerous weight on upper floors. The air saws provided a quick way to cut metal and wood, while the air mover ventilated several basements and areas filled with fumes and smoke too thick to enter. And an air-operated pump worked for long periods at several fires to pump out the basements of adjoining buildings and protect merchandise stocks and equipment.

The light wagon-power unit was also made up from a surplus 5 KW power unit mounted on a telephone truck chassis. This versatile piece of equipment carries four banks of powerful floodlights which can be elevated on telescoping poles some 35 feet in the air. These lights proved invaluable at an elevated train wreck, where they were raised above the track level to give rescuers lighting in removing the injured. The truck also has power outlets and an electrically-powered reel of cable to provide power for various electric tools or lights at a good distance from the unit.

The truck itself provided emergency power for a pie company which had suffered a power black-out due to a fire in an adjoining building. Only because of the light wagon's efforts were the employees able to load their highly perishable product into trucks for the day's deliveries. Underwater lights were also put in use during the year at several boat and plane mishaps in the Lake.

The "marine" arm of the Fire and Rescue Service went into service during the year with the addition of a 16-foot Buehler Turbocraft jet-powered boat, donated by a local boat dealer. This revolutionary new vessel can go in only five inches of water, hits speeds of some 35 MPH, and can turn in its own length at full speed. Equipped with a deck gun and hose, the boat's jet motor also powers the pump for projecting powerful streams. This boat saw service at several lake front special duty calls even though it was not received until late in the boating season. The Service also has a 16-foot aluminum boat for use on lagoons or the lake.

Various smaller tools and equipment were added to the Service after trial periods to prove their effectiveness in the overall rescue mission. All tools purchased were done so in compliance with the Federal Contributions Matching Fund program, under which the federal government contributes half the cost.

NEW HEADQUARTERS

In February, 1960, the City of Chicago turned over to the Fire and Rescue Service, the former fire house at 1244 North Wells Street on the near north side. This building now serves as the headquarters for the Service, with space for five vehicles, the two boats, plus a shop area for maintenance of equipment. There is a fully-equipped kitchen, a bunk room, plus locker space and a classroom. The entire building was cleaned up and renovated by members and is now spotless in its blue and white civil defense color scheme.

Every night from 7 P.M. to 6 A.M., a three-man watch detail mans the house. One man drives the heavy duty Rescue truck, the second man serves as the "rider" on that truck and the third man makes the necessary phone calls to alert all members in case of an alarm. With a direct telegraph and telephone connection to the Fire Alarm Office, the men on watch know instantly

when an extra alarm or special still-and-box alarm fire comes in. They respond automatically while the other members are called on a "chain" call arrangement and proceed directly to the fire scene. Special drivers report to headquarters to drive the Air Compressor and Light Wagon trucks to the scene. Frequently the Fire Alarm Office calls a unit out on a special duty assignment and this system insures that the equipment needed at the scene is on its way in seconds.

During the year, many fire chiefs, officials, firemen, civil defense officials, fire buffs and individual citizens came to the Fire and Rescue Headquarters to examine the equipment and learn the organization's "story". Many groups from surrounding suburbs and communities came in to learn how they, too, might organize comparable Fire and Rescue Services in their hometowns. All who visit Service Headquarters are given a warm greeting and tour of the premises and equipment for we realize that we are serving the people above all else.

MUTUAL AID

It has always been the policy of Acting Civil Defense Director Quinn and Chief Supervisor Johnson to offer the assistance of the Fire and Rescue Service to any city or town needing their services, regardless of distance. During the year, units of the Service responded and performed their regular fire duties at large fires in Cicero, Forest View and Clearing Industrial District. The light wagon went to Lyons, Illinois to provide light at the scene of a double drowning and helped in the recovery of the victims. Numerous other tenders of aid to various communities were made during the year.

Units of the Service also travelled to nearby communities in Northern Illinois during the year to demonstrate equipment to local firemen or civil defense groups and also to participate in many special celebrations and parades in these communities. At each of these visits, members passed out civil defense literature to spectators. Towns which acted as hosts to members of the Service included: Maywood, Calumet City, Manhattan, Lockport, Morton Grove, Western Springs, Elwood, Dolton, Schiller Park, Evergreen Park, Stickney and Crete.

CIVIL DEFENSE ACTIVITIES

Throughout the year, all units and members of the Fire and Rescue Service took part in the various combined Civil Defense "Operation Alerts". In addition, units participated in demonstrations in neighborhood shopping centers during the warm months and distributed Civil Defense literature to residents. Of course, the mere appearance of the Service's vehicles boosts the Civil Defense cause, but members used Public Address Systems on the trucks to make specific civil defense announcements at most public affairs. At the International Livestock Show in November, members manned a booth and distributed some 75,000 special Rural Civil Defense packets; and at the Auto Show in the spring, over 30,000 civil defense booklets were taken by visitors. During the year, a total of some 253,000 pieces of Civil Defense literature was given to citizens by members of the Service.

WHAT THE FUTURE HOLDS

Each succeeding year shows that an organization such as the Fire and Rescue Service of the Chicago Civil Defense Corps is worth much to the citizens of Chicago, the State of Illinois and our Nation. With the motto "WE NEVER GO BACKWARDS" as inspiration, the Service will undertake in 1961 a program of even greater scope and value to the public.

Intensified training will provide even more qualified members who can instruct their fellow citizens in the event of a national emergency. Training men to operate tools and equipment is only half of our mission; we must continue to train men to think quickly and effectively in times of emergency. Equipment will also be augmented during the coming year - on the "drawing board" are plans for a new "super" light wagon and power unit capable of providing emergency electrical power for an entire hospital. A larger model of the jet-powered Fire and Rescue Boat is anticipated and is expected to see considerable service. And as new and improved tools are made available, the Service will try them out to be sure of having the finest equipment to go along with the finest Rescue Service in the Country.

ACTIVITY REPORT FOR 1960

RESPONSES:

Fire	340
Special Duty	<u>281</u>
Total	621

WORKING TIME:

Fire	867 hours, 23 minutes
Special Duty	<u>973 hours, 40 minutes</u>
Total	1,841 hours, 3 minutes

MEN RESPONDING:

Fire	2,056
Special Duty	<u>1,035</u>
Total	3,091

AVERAGE WORKING TIME PER RESPONSE:

Fire	2 hours, 27 minutes
Special Duty	3 hours, 36 minutes

MAN HOURS EXPENDED:

Fire	6,058 man-hours
Special Duty	<u>3,529 man-hours</u>
Total	9,587 man-hours

Total number of miles traveled by all eight trucks - 15,480 miles

Total number of pieces of civil defense literature distributed - 253,000

Respectfully submitted

Approved:

Charles J. Johnson,
Chief Supervisor.

Robert A. Benker,
Deputy Supervisor.

ACKNOWLEDGEMENTS

We would like to express our deep appreciation to the following:

The Truck Dealers who graciously donated the truck chassis for the Light Wagon and the air compressor units, and the Boat Dealer who provided the new jet-powered Rescue Boat;

The Press and Television who informed the public of the work and activities performed by this organization;

The Fire and Police and City Departments with whom most of our work is done shoulder-to-shoulder;

The City, County and State Departments and Agencies whose assistance helped make our third year of service even more rewarding than the first two.

OUR GOAL IS TO KEEP ALIVE

THE MAXIMUM NUMBER OF PEOPLE

WHO SURVIVE ANY DISASTER.





