STRUCTURE FIRE ASSIGNMENTS

The Chicago Fire Department provides two basic responses for reports of structure fires - the STILL ALARM and the STILL & BOX alarm.   Don't confuse the "Still & Box Alarm" with the "Box Alarm", which is a different response to an automatic alarm.

STILL ALARM = 2 Engines, 2 Trucks, 1 Battalion Chief.

The Fire Alarm Office will dispatch a STILL alarm assignment to initial reports of a structure fire.   If the dispatcher receives additional reports of a fire or a fire company arrives on the scene and reports a fire they will dispatch a Squad, a Command Van, and a R.I.T. team on the STILL alarm assignment.

If the report of the fire is in a close distance to a firehouse with a Squad, then the Squad will be sent automatically. Generally it seems to Squad will only be sent automatically on STILL alarms if the alarm is within about 40 blocks of the Squad's quarters.

The Command Van is dispatched to any working fire, regardless of location.

R.I.T. Response = 1 Truck, 1 ALS Ambulance, 1 Battalion Chief.

HIGH RISE STILL ALARM = 4 Engines, 4 Trucks, 3 Battalion Chiefs, 1 Squad, 1 ALS Ambulance, 1 EMS Field Officer.

This response is given on any report of a fire in a known high-rise building.

STILL & BOX ALARM = 4 Engines, 2 Trucks, 1 Tower Ladder, 1 Squad, 3 Battalion Chiefs, 1 Deputy District Chief, 1 Command Van, 1 Ambulance, 1 OFI Car, 1 EMS Field Officer.

Typically, a STILL & BOX alarm is requested by a fire officer.   However, there are instances where the Fire Alarm Office can transmit a Still & Box alarm. These situations typically arise when one or more of the following conditions are met:

- A caller reports someone is trapped in a fire building;
- Multiple structures are reported to be on fire;
- A large commercial type building is reported to be on fire; or
- A building collapse or train derailment

Also, there are certain situations where procedure indicates that the Fire Alarm Office must automatically transmit a STILL & BOX alarm. These situations include:

- A report of *any type of fire*, including an odor of smoke, in a building such as a nursing home, theater, government building, hospital, or other place of public assembly that has a pull box at its disposal (see description of BOX alarms below); and
- A stand-by alert at an airport (plane in distress).

As you can see, a STILL & BOX alarm is not always a working fire, because it could be transmitted by the Fire Alarm Office for an odor of smoke in a nursing home.   These types of STILL & BOX alarms are typically struck out quickly.   Unless you have the address memorized, sometimes it is impossible to know if a STILL & BOX was

transmitted by the Fire Alarm Office because people are reported to be trapped, or because of an odor of smoke in a hospital or nursing home.

BOX ALARM = 4 Engines, 2 Trucks, 1 Battalion Chief.

A BOX alarm is transmitted by the Fire Alarm Office upon receipt of an alarm signal from a pull box located in or just outside of a nursing home, hospital, theater, government building, or other place of public assembly.   These box alarms are usually referred to as "cold boxes" and typically do not amount to much of anything.   If a cold box turns out to be a fire, the box is then "filled out", with additional companies assigned to bring the alarm level up to the STILL & BOX alarm level.

EXTRA ALARMS = all the companies listed below are _additional_ companies which are added to the assignment

2-11 = 4 Engines, 2 Trucks, 1 Tower Ladder, 2 Battalion Chiefs, 1 District Chief, 1 Air Mask Truck, Media Affairs

3-11 = 4 Engines, Assistant Deputy Fire Commissioner/Deputy Fire Commissioner

4-11 = 4 Engines, Fire Commissioner

5-11 = 4 Engines

SPECIAL CALLS = Any equipment needed above a fifth alarm (5-11), will be special called to the scene.

E.M.S. & RESCUE RESPONSE ASSIGNMENTS

PIN-IN ACCIDENT = 1 Engine, 1 Truck, 1 Battalion Chief, 1 Squad, 1 Ambulance, 1 EMS Field Officer

A PIN-IN response is dispatched whenever a report is received of someone being trapped inside a car involved in a motor vehicle accident.   In most instances, the Fire Alarm Office will receive the report of someone trapped and dispatch a PIN-IN response.   In other instances, the ambulance or fire officer on the scene will request the PIN-IN.

Some selected truck companies carry Hurst Tools.   In some cases, the fire officer on the scene of a pin-in will determine a full PIN-IN response is not necessary, and only request a truck company with a Hurst Tool.

EMS PLAN I = 5 Ambulances, 1 Engine, 1 Truck, 1 Battalion Chief, 1 EMS Field Officer, 1 Assistant Deputy Chief Paramedic

An EMS PLAN I as listed above is a "total response".   Sometimes, initially two or three ambulances will be working an incident that escalates to an EMS PLAN I once it is determined that more ambulances are needed.   Typically something like that will occur

at a bus crash or other similar incident where only one or two patients are initially present, but as the incident continues more people begin to complain of pain and present themselves to the paramedics.

An EMS Field Officer will respond to any scene at which three or more ambulances are operating.

EMS PLAN II (*additional companies*) = 5 Ambulances, 1 EMS Field Officer, 1 Deputy Chief Paramedic, 1 Triage Van, 1 Command Van, 1 Deputy District Chief, Media Affairs

EMS PLAN III (*additional companies*) = 5 Ambulances, 1 District Chief, Chief Paramedic, On Call Physician

WATER RESCUE = 1 Engine, 1 Truck, 1 Squad, 1 Battalion Chief, 1 Ambulance, 6-8-2 (helicopter), 6-8-7 (dive van), Engine 58 (to Lake Michigan or other accessible tributary).

BUILDING COLLAPSE = same as normal STILL & BOX response, with 5-2-1 (Collapse Rescue), Engine 5, and Truck 2

EXPRESSWAY CAR FIRES = 2 Engines, 1 Truck, 1 Battalion Chief (one engine stays off the expressway to tag a hydrant if needed)

LEVEL I HAZ-MAT = 1 Engine, 1 Truck, 1 Squad, 1 Battalion Chief, 5-1-1 or 5-1-2, 1 Ambulance

LEVEL II HAZ-MAT

LEVEL III HAZ-MAT

SPECIALTY RESCUE (high angle, confined space, etc.) = 1 Engine, 1 Truck, 1 Squad, 1 Battalion Chief, 1 Ambulance, 1 EMS Field Officer