

MABAS-WISCONSIN *in ACTION*

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WINTER 2013-14

A quarterly report of MABAS WISCONSIN activities to underscore its value to the community and to foster growth and improvement through the sharing of actual experience

SE REGION HAS FIVE CONCURRENT LIFE SAFETY BOXES

BY GARY SCHMIDT

The forecast for Sunday December 8, 2013 was for snow to fall in the afternoon. It was a surprise to everyone when it started falling shortly after 9am in southeastern Wisconsin. Before it was all over, 6 inches would fall, but it was the first 1-2 inches that triggered a traffic nightmare that few would ever forget.

The snow began falling fast and furious. Roads were quickly blanketed with very slippery conditions. The winds went from near calm to sustained 15-20 mph, creating whiteout conditions in some cases. The worst hit were the multi-lane expressways, where free flowing traffic came to a halt when drivers suddenly found themselves driving too fast for

conditions and lost control of their vehicles. Then other vehicles came upon completely stopped traffic and unimaginable collisions resulted and continued happening for 5-15 minutes at multiple locations.

Before it was all over, Divisions 102 (Racine County), 106 (Waukesha County), 107 (Milwaukee County), 111 (Washington County), and 119 (Ozaukee County) had MABAS boxes activated, with resources from Div 101 (Kenosha County), and Div 109 (Milwaukee City) assisting.

Inside this issue is a look at how MABAS handled such a large scale disaster.



A woman and children escaping the danger on US 41-45 in Waukesha County (Photo by timsnopek.com)

PRESIDENT'S CORNER

BY ED JANKE, VILLAGE OF HOWARD, DIRECTOR OF PUBLIC SAFETY

MABAS Wisconsin now represents 52 divisions. Congratulations to both Waushara and Clark Counties, which have achieved status as Divisions 151 and 152, respectively.

The MABAS Executive Board, Regional Coordinators and the Wisconsin State Fire Chief's Executive Board have finalized the strategic plan. The strategic plan lays the foundation for the future and sustainment of MABAS Wisconsin. Implementation of the goals and objectives set forth in the plan will require committee work to define the tactics necessary to operationalize the plan.

As we establish those committees, there will be several opportunities for our membership to provide the leadership necessary to bring the strategic plan to life. The outcomes of this plan will only enhance the ability of MABAS Wisconsin to execute the Wisconsin Fire Service Emergency Response Plan.

In December, Senate Bill 119 was passed; Act 97 ratifies the State and Province Emergency Management Assistance Compact (SPEMAC). This agreement includes 10 states and four Canadian provinces. SPEMAC adds to previous EMAC efforts.



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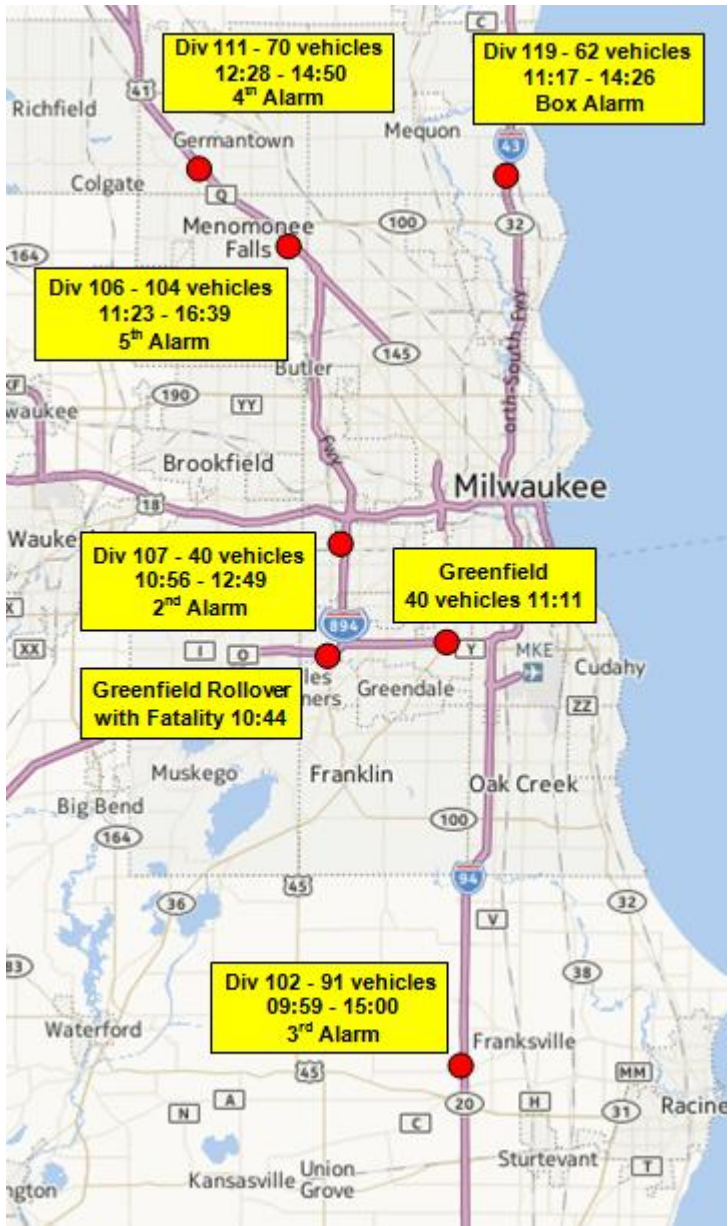
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We continue to work with our neighboring states to address day to day mutual aid activities, and hopefully we will soon have additional agreements in place to allow seamless mutual aid across state lines at all levels.

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MABAS-WISCONSIN IN ACTION

SUMMARY OF CONCURRENT LIFE SAFETY BOXES *BY GARY SCHMIDT*



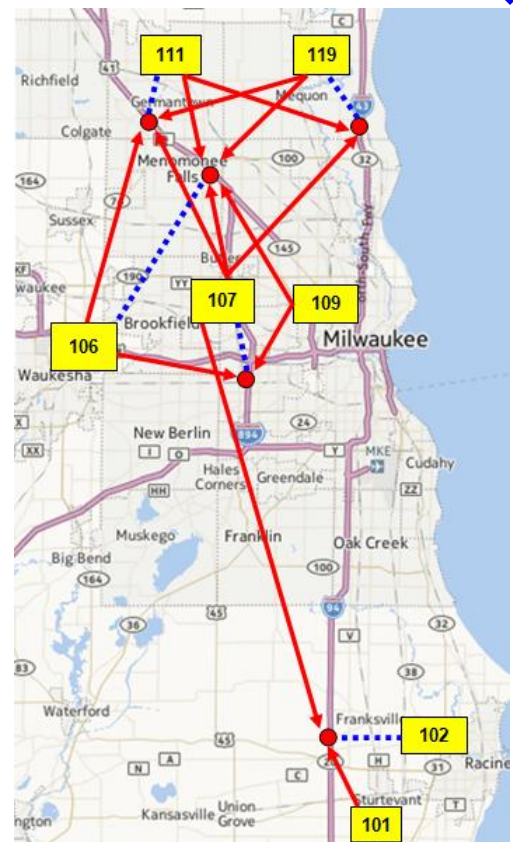
09:59	Div 102 Initial call
10:02	Div 102 Box, 2nd, 3rd Alarm (combined)
10:56	Div 107 initial call
11:01	Div 107 Box Alarm
11:17	Div 119 Initial Call
11:23	Div 106 Initial call
11:25	Div 107 2nd Alarm
11:26	Div 106 Box Alarm
11:35	Div 119 Box Alarm
11:54	Div 106 2nd Alarm
12:06	Div 106 3rd Alarm
12:28	Div 111 Initial call
12:49	Div 107 Command terminated
13:09	Div 111 Box, 2nd, 3rd, 4th Alarm (combined)
13:11	Div 106 4th Alarm
13:15	Div 106 5th Alarm
14:26	Div 119 Command terminated
14:50	Div 111 Box struck
15:00	Div 102 Box struck
16:39	Div 106 Command terminated

DIVISIONS HELPING ONE ANOTHER *BY GARY SCHMIDT*

At right is a map showing how interwoven the Divisional responses were for the concurrent Life Safety Boxes. Seven Divisions participated. Depicted is:

- Div 102 received assistance from resources of Div 101 and 107.
- Div 107 received assistance from resources of Div 106 and 109.
- Div 119 received assistance from resources of Div 107 and 111.
- Div 106 received assistance from resources of Div 107, 109, 111 & 119.
- Div 111 received assistance from resources of Div 106, 107 and 119.

Note: Division 107 resources were involved in all 5 incidents.



DIV 102: 61 PATIENTS SPREAD OVER 3.5 MILES BY ASST CHIEF TIM ALLEN, UNION GROVE / YORKVILLE FIRE DEPT

At 9:59am, the **Union Grove Yorkville Fire Department** received a call for a PI (Personal Injury) accident at mile marker 332.1 of southbound I-94 (near Hwy 20). We sent four ambulances (2 ALS, 2 BLS), one engine, one squad and two command cars.



Upon arrival at 10:01, collisions were still occurring for around 10 to 15 minutes after the first call. Units reported as multiple vehicles with multiple entrapments.

MABAS Life Safety Box Card 300-13 was called at 1002 hrs by the Lieutenant that arrived on scene. He was on I-94 and basically saw the incident begin to happen. He saw the scale of it and made the right call of going to the third alarm immediately.

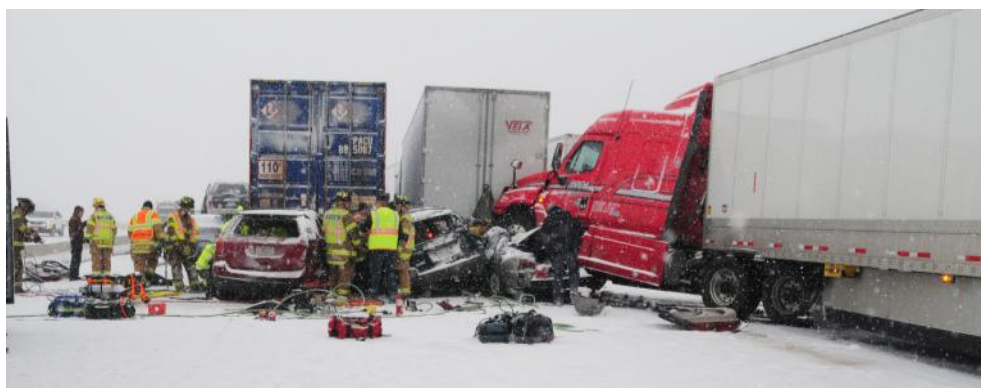
Responders accessed the area from a nearby off ramp and an on ramp. When it was all over at 3pm, 91 vehicles were involved and 61 patients were seen at three different hospitals. The scene was spread over 3.5 miles.

Communication was over IFERN, MABAS Red, Racine County Fire, and Fireground 7. First EMS units were able to triage patients per Medical Directors Protocol. While this was going on, other major calls were covered by change of quarters units, which included a car into a house and other MVAs.

Issues. Radio communication on IFERN was next to impossible when other MABAS incidents were walking all over our radio communication. We tried a different channel and another department was operating on it.

What might I change based on how this response played out? The response was good; just need to find other avenues for clear communication with multiple MABAS calls. Without MABAS, I think the only thing that would have changed would have been a slower dispatch of resources.

MABAS worked on the dispatching end of things but the communication end of this call was bad with the multiple MABAS calls at the same time. This is where I think we could improve greatly on, either with additional training or



communication resources. We had no trouble with communication when we had to go back to local channels to communicate.

What was the maximum capacity point for MABAS (two concurrent boxes, three, etc)? Chief Mark Pierce (Div 102 Vice-President) said: *“That is difficult to answer. I would say probably after the Div 106 incident but it totally fell apart after the Div 111. Div. 111 seemed to walk over everyone (both dispatch and rigs). If my memory serves me correct, Div 5, McHenry County, IL also had a MABAS call towards the end of our incident that we heard the Div. 5 Dispatch but not the rigs”.*

(Ed. Note: When Div 111 initiated their combined four alarm level callout, within 6 minutes, Div 106 also had two additional alarms, flooding IFERN with radio traffic. The fact that Div 106, 107, 109, and 119 all have patches between VHF and their 800 systems probably caused Div 111 transmissions to reach Div 102’s radios).

DIV 107: GOT 40 VEHICLES - NEED 12 MED UNITS BY GARY STREICHER, ASST FIRE CHIEF, WEST ALLIS FIRE DEPT

The West Allis Police Department received the call from the Milwaukee County Sheriff's Department requesting police assistance for a multi-vehicle accident, 20-30 vehicles. The location was I-894 at Greenfield Avenue (Hwy 59); enter at southbound entrance ramp.

Our (combined Police & Fire) dispatcher sent our Med 113 by itself (Dispatch Time: 10:56:48; Med 113 Arrival 11:00:17). The Captain at our Station 3 where Med 113 is housed heard a report of 30-40 vehicles and he self dispatched Engine 3 along with the Med unit, informing dispatch.

The on-duty shift commander (BC1) thought he heard 30-40 vehicles and upon verification, he had dispatch place himself on the card and had them activate **MABAS Life Safety Box 1-03** to the Working Still Alarm for EMS Units Only.

While en-route BC1 requested that all WAFD companies be dispatched to the scene (Engine 1, Engine 2, Truck 2, Meds 1, 110, 112). M113 and E3 arrived on scene and took command reporting that there was indeed a multiple vehicle accident. BC1 arrived and took overall command as M113 was North Sector Command and E3 was South Sector Command.

Med 113's narrative: *"Dispatched to a MVA with 30 to 40 vehicles involved. Upon arrival, M113 called*

dispatch and requested a Box alarm".

"M113 went up and down the interstate trying to see how many med rigs were needed along with the severity of the injuries. After our primary triage assessment, M113 told dispatch that we needed about 12 med rigs. M113 assumed north sector command and kept in communication with BC1 who took command upon his arrival".

"M113 then did a secondary triage assessment to get an exact number of med units that were needed for the north sector. M113 kept reassuring patients and also took some in the back of our rig to keep warm. Others needed rides home because they were not hurt and couldn't drive their vehicles. Chief 2 came and took M113's last patients that we were attending to and gave them a ride home. M113 then cleared scene after".

We had a total of 11 transports to area hospitals. The accident scene covered ¼ mile. At 11:25am, we upgraded MABAS Div 107 Box 1-03 Life Safety Card, EMS Units only, to the 2nd alarm.

The majority of responders accessed the scene from the entrance ramp at Lincoln Avenue, going northbound in the southbound lanes.

Triage was possible. The accident

scene was divided into two sections a north and a south which assisted in making triage more efficient. There were no red patients, only yellow and greens, the yellows went first followed by the greens.

We used radio frequencies IFERN, MABAS RED, WAFD 1. The last FD Unit to clear cleared at 12:49:04.

West Allis had no other major incidents. It was difficult to get air time due to the multiple calls on IFERN. We contemplated switching to one of the Milwaukee County 800 Trunk Fire Common channels but we wouldn't have been able to communicate with our units coming from Waukesha County. The only thing I would change would be to add one or two more IFERN Channels or have Waukesha County units install the Fire Common channels on their radios.

How well did MABAS work?

Resources were used up quickly; however, we got what we needed because our incident was first. Greenfield (just south of us in Milwaukee County) had a request for resources on I-43 & I-894, but they bypassed their cards due to us using up some of their resources.

We would have tapped into Milwaukee FD (Div 109) more if we had a larger incident as well. This was pretty manageable with what we had going on.

PRESIDENT'S CORNER - CONTINUED

(Continued from page 1)

In this issue of *MABAS-Wisconsin in Action*, we highlight activities in the SE Region. On December 8, 2013, five concurrent life safety boxes tested the MABAS system.

The "system", like all other systems, works precisely as designed and the design of the system begins with the breadth and depth of the box cards.

Box card design is the foundation of the system and the design of the cards will determine the outcomes.

The 4th Annual Command & Dispatch Conference is approaching and the conference agenda has largely been established. We believe the conference this year, which will be held in Green Bay, will continue to

build upon our previous successes. We predict it will be the best yet. In closing, if you haven't signed up for the MABAS list serve, please do.

MABAS List Serve - Visit: <http://mailman.wsfca.com/mailman/listinfo/mabas> and enter your email address and name and click "subscribe."

DIV 119: 62 VEHICLE ACCIDENT ON I-43 BY CHIEF DAVID L. BIALK, CITY OF MEQUON FIRE DEPT

At 11:17am, calls began coming into the Mequon 911 Center reporting a motor vehicle accident with injuries on I-43 southbound, south of Mequon Road (Hwy 167). This is the last southbound exit for I-43 in Ozaukee County. The next exit is four miles south in Milwaukee County, however, there is a southbound entrance ramp at County Line Road, about two miles from Hwy 167. One engine, one squad, two ambulances, and a first responder unit were sent.

Upon arrival, there were multiple vehicle accidents all in the southbound lane. Traffic had stopped moving by the time our first unit arrived. The first engine on scene blocked off the entire highway to prevent any other cars from traveling south.

“Firefighters and EMTs walked the entire two miles of accident and checked every person in every vehicle...” – David Bialk

The dispatcher was reporting to the responding units the vehicle descriptions of persons calling who needed medical attention. It took time to locate the injured persons due to the incident stretching over two miles.

Responding units had to drive around disabled and damaged vehicles looking for the vehicles containing the persons calling for medical help.

About the half way point of the accident, the road was impassable due to pile ups so firefighters and EMTs needed to walk to find the end of the accident scene.

At 11:35am, MABAS Life safety Card 9-13 was requested for Div 119. One request for an engine and one request for an ambulance went unanswered because their community was already dealing with their own incident. All units were staged at the on ramp of the highway and brought to the scene as needed.

In all, **62 vehicles were damaged or stuck off the roadway.** The incident covered two miles of the freeway from Mequon Road to County Line Road. Every patient needing transport was left in their car until an ambulance could be brought closer to the scene.

Firefighters and EMTs walked the entire two miles of accident and checked every person in every vehicle to see if there was a medical need. Fortunately, only 3 persons were transported to hospitals. **The incident was terminated at 2:26pm.**

IFERN and MABAS Red were utilized. However, the IC was asked by Division 119 not to use IFERN because of all the other radio traffic. Also, due to the distance and area covered by the accident it was impossible for portable radios to communicate with other portable radios.

Radio transmissions needed to be relayed from portable radio to vehicle radio to portable.

“It would have been impossible to request all the resources needed without MABAS in place!” – David Bialk

There were no other major incidents occurring in Ozaukee County during this MABAS Box. Washington County and Waukesha County had an incident on US-45 about the same time. Mequon FD turned down their request for resources however; some of the staged mutual aid units for the Mequon I-43 incident were released so they could respond to the US-45 incident.

With prior history of major accidents on I-43, our Life Safety Box card was designed for an incident similar to this one. It would have been impossible to request all the resources needed without MABAS in place.

For this incident, within Ozaukee County, MABAS worked exceptionally well. There was a lot of radio traffic on IFERN and I'm not sure how that could have been avoided.

In Ozaukee County, we managed to work around the IFERN radio traffic by moving staging off IFERN because most of our resources were from Ozaukee County and we share the same 800 radio system.

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How to Contact Us

Your contributions to the various columns will make this newsletter a success. Let us know about your MABAS response activity at garyschmidt@wi.rr.com. In particular, pictures of activity are needed.

DIV 106: 104 VEHICLES CRASH ON US 41/45 BY DONALD J. UMHOEFER, DEPUTY CHIEF, MENOMONEE FALLS FIRE DEPT

At 11:23am, the **Menomonee Falls Fire Department** received a call of an MVA with injuries on Highway 41/45 southbound at 124th Street. We sent an Engine, Ambulance and Battalion Chief. Upon arrival, reported was a multiple vehicle accident with extrication needed.

Accidents were still occurring, but eventually the area of the initial call was completely blocked by vehicles, some damaged, some not. Traffic was at a standstill except for a slow stream of undamaged or slightly damaged vehicles that were able to find a path out of the area. Many of these vehicles were able to find a path out of the accident area and to an off ramp. Had this not occurred, we would not have been able to bring ambulances southbound to access patients for transport.



The incident extended in the southbound lanes of Highway 41/45, which runs diagonally between Highway Q (County Line Road – the border with Washington County) and 124th Street (the border with Milwaukee County). This is the entire section of the highway that is in our jurisdiction. There was another Highway 41/45 incident north of Highway Q which was in the Germantown/Division 111 area. Our incident had two areas with high

concentrations of vehicles, one located just south of Pilgrim Road (15500 block) and the other at the 13100 block. There were numerous smaller accidents through the area.



The Incident went to a 1st Box as soon as our first unit arrived on scene using **MABAS Life Safety Card 27-43EX**. The 2nd Box was at 11:54 and the 3rd Box at 12:06. Div 106 dispatch called a 4th Box at 1:11pm and a 5th Box Alarm shortly thereafter because many area resources were not able to respond.

Access was made via on ramps to southbound Highway 41/45 at Highway Q, Pilgrim Road and Main Street as well as northbound ramps at Good Hope Road and at 124th Street. The northbound lanes of Highway 41/45 remained open to traffic through the duration of the incident.

Triage was difficult because the incident was spread out over a very large area of Highway 41/45 (3.7 miles). Multiple units performed triage in the two concentrated areas at Pilgrim Road and the 13100 block.

A Task Force consisting of Milwaukee County Rescue 9 and a Butler Engine were assigned to sweep the entire area, bypassing the

main incidents, to triage the patients in the isolated accidents. In all, there were 104 vehicles involved and 25 injuries. Radio channels used were:

- 800mhz MFFD Dispatch (Internal MFFD communications)
- IFERN (responding MABAS units)
- 8TACBLUE (North Division)
- 8TACRED (South Division)
- Wauk County COM22 (Amb Staging)

The last fire unit cleared the scene at 4:39pm. There were also incidents in the Germantown/Division 111 and Mequon/Division 119 areas. We were eventually able to send one ambulance to the Division 111 incident.



I thought MABAS worked well even with multiple simultaneous events. Internally, we had a difficult time grasping the scope of the incident which led to problems with organized triage. Without MABAS, it would have been difficult, if not impossible to coordinate the selection and request for additional resources. Earlier implementation of Staging and Transport Officers would have been helpful.

Communications on IFERN were problematic due to large amount of radio traffic from the multiple incidents. It would help to assign other radio channels to each individual incident.



DIV 111: 7 MILE LONG ACCIDENT SCENE BY MICHAEL J MAURY, ACTING CHIEF, GERMANTOWN FIRE DEPARTMENT

On Sunday December, 8, 2013 at 12:28 hours, the **Germantown Fire Department** was paged to respond to a motor vehicle accident on U.S. Highway 41/45 at Lannon Road involving multiple vehicles with unknown injuries. Because we had an engine company and two ambulances working at a MABAS incident with Division 106 at the time of call, Acting Chief Michael Maury instructed local dispatch to page out for all available personnel to respond to their respective fire stations.

Initial response units from Germantown included an engine company, first responder vehicle, and two ambulances.

First on the scene was our first responder vehicle driven by Deputy Fire Chief Dale Stark. Deputy Chief Stark established Highway 41/45 Incident Command reporting a multiple vehicle accident under Lannon Road in south bound lanes one and three.

Incident command instructed all incoming units to enter the highway using the southbound on-ramp and, at the bottom of the ramp, travel northbound in the southbound lanes to access the accident scene. Initially, no police were at the scene to assist with traffic control.

Southbound traffic was moving through the accident scene weaving around damaged vehicles and people standing on the roadway. Additional accidents were occurring on U.S. Highway 41/45 north of the accident scene between Holy Hill Road and Lannon Road as well as south of the accident scene from Lannon Road to County Line Road (Hwy Q). The total distance from Holy Hill Road to County Line Road is 7 miles.

Germantown Police Department later determined that 70 vehicles were involved in accidents along this stretch of highway during this major incident.

“Southbound traffic was moving through the accident scene weaving around damaged vehicles and people standing on the roadway”

On arrival, the engine company staged on the on ramp and the two ambulances entered the highway and staged in lane one about 200 feet down stream from the scene. Acting Fire Chief Michael Maury arrived on scene and assisted incident command with scene safety.

EMS Captain Matthew Karpinski arrived on scene and was assigned EMS sector officer. Fire and EMS personnel went car to car checking for injuries and reporting the findings to incident command. It was soon determined that many ambulances would be required for care and transport.

Incident Commander Stark radioed local dispatch at 13:09 hours and requested **MABAS Life Safety Card 17-5-3** at the fourth box alarm level.

The reasoning behind calling a box at the fourth level was due to the fact that at the same time our incident, neighboring MABAS divisions 106, 107, and 119 were all working major incidents involving multi-vehicle accidents on freeways.

Staging was established at the park and ride lot on Lannon Road adjacent to the southbound on-ramp to the highway.

Div 111 Washington County Sheriff communications started getting notification by many departments on

the card that they were unavailable. Initial arriving ambulances were from fire departments within our county and from communities farther out and not effected by the other MABAS incidents.

Triage was assigned to Lieutenant Robert Asmondy. Triage was a challenge due to being on a freeway, the weather, limited on-scene personnel, and the fact that our triage kits were on ambulances working at the Menomonee Falls Division 106 MABAS incident.

Rescue workers encountered crash victims walking around the accident scene with many more victims sitting or trapped in their vehicles. Incident Commander Stark called Division 111 and requested two busses from a local transportation company.

Rescue workers placed traffic cones on top of vehicles indicating occupants required transport to hospitals. People with minor or no injuries were placed on heated school busses and transported to a local hotel.

EMS sector officer Captain Karpinski utilized the computer in the first responder vehicle to access information on hospital availability, communicate with area hospitals, and track patient transports. Fourteen patients were transported by ambulance with an additional twenty injured crash victims self-transporting to areas hospitals. Incident Command radioed Division 111 to strike the box at 14:50 hours.

Communications between Incident Command and Division 111 utilized IFERN VHF frequency 154.265 and fire/rescue ground operations used the MABAS Red VHF frequency. Communications on IFERN were

(Continued on page 8)

MABAS-WISCONSIN IN ACTION

DIV 109: CONCURRENT ASSISTANCE TO DIV 106 AND 107 *BY DEPUTY CHIEF AARON LIPSKI, MILWAUKEE FIRE*

The **City of Milwaukee Fire Department** (MFD), MABAS Div 109, sent Paramedic Unit 18 to the West Allis MABAS Div 107 Box alarm at 11:18am. Subsequently, at 11:27, our Battalion Chief 3 headed that way to act as a communications support should more MFD resources be needed and was officially added to the incident at 11:49am.

At 11:33am, Engine 38 and Battalion Chief 5 were dispatched to US 45, south of Main Street, with the Menomonee Falls Fire Department (Div 106), for a 10-car accident. Those units then called for two additional engines (E39, E16) and a paramedic unit (Med 16) at 11:52am.

At 11:59am, an additional Battalion Chief (B2) was requested. This put 3 of the 5 Battalion Chiefs covering the 36 firehouses in Div 109 outside of the City, resulting in two additional chiefs recalled to duty.

At 12:06pm, a Milwaukee County Transit System bus was requested to the scene as well as an additional ALS unit (Med 4) at 12:08pm. Our Incident Command reported 12 requiring

transport and 30 uninjured, but displaced on the roadway.

Eventually, the Menomonee Falls IC left B5 in charge of the Menomonee Falls incident, B2 took the other related (but spread out) incidents inside the City of Milwaukee limits on 41/45, and the Menomonee Falls IC went up to Germantown.

On hearing of the Germantown box, we attempted to contact them because the Menomonee Falls incident was coming to a close and we had multiple units literally straight down the very road they were on, but we were told they did not need us and we returned.

Communication Issues: We have put a lot of time into the 'how' we will communicate with these other agencies and how they will communicate with us. The number of incidents did not really challenge us from an operations or communications standpoint. To be clear, while these were major incidents, not one of them was primarily located IN Milwaukee alone, so our assistance was relatively small.

Concurrent to all of this, Racine County (Div 102) had a major life-safety box out as well. One of our Chiefs thought he heard a MABAS request go out with two Milwaukee Med Units due. It took a bit, but we were able to find out that they did NOT in fact need us and had NOT requested us, nor were we due on the box(es) they had requested. Just one of those things, I guess.

Final Comments: The entire premise of MABAS is that local resources are overwhelmed and their neighbors can provide a relief valve for the incident or for backfill protection. We have been interacting on an unprecedented scale with our neighbors and they with us.

The relationships and increased awareness levels smoothes the road when major incidents occur. We consider these investments in planning, communication, training, and service sharing to be very high on our list of accomplishments.

Is it perfect? Of course not, but it IS working, and it IS going to continue to improve!

DIV 111: 7 MILE LONG ACCIDENT SCENE - CONTINUED

(Continued from page 7)

difficult due to the increased amount of radio traffic being conducted by neighboring MABAS divisions 106, 107, and 119. MABAS Red worked well at our incident and most mutual aid ambulances had MABAS Red VHF capable radios.

We developed our Life Safety card around past incidents involving a chemical spill at a "big box" retail center, a school bus accident, and motor vehicle accidents encountered on highway and rural roadways. None of our possible scenarios included structuring a life safety card around a 70-vehicle pile up on the state freeway.

We were six days from using our revised life safety card that included more fire and EMS resources. Germantown is now evaluating the advantages of using a disaster card for this size of incident.

MABAS with its standards and established protocols removes many of the common stresses between incident command and dispatchers. No more does the incident commander have to invent on the fly what resources are needed and from whom to request them from.

To have all mutual aid resources pre-arranged in a system that meets the

needs of the emergency as the needs increase is great. MABAS allowed Germantown to receive the needed resources even with three major incidents happening at the same time.

One concern I have is with IFERN. With all the radio traffic that occurred on the day of the major freeway incidents, it would have been helpful to move some divisions off IFERN #1 and on to IFERN #2.

This I feel would have reduced some of the radio overload and interference our division experienced on that very busy day.

AIRPORT RESCUE RIG SENT TO DIV 106 BOX BY KEVIN DOYNE, ASST FIRE CHIEF, MILWAUKEE COUNTY FIRE DEPARTMENT

Our **Mass Casualty rig, Rescue 9**, carries enough EMS supplies to treat 150 patients. We knew we could be used other places than at a aircraft disaster at or near Mitchell International Airport on the southern end of Milwaukee's city limits. The Milwaukee County Fire Department is a member of MABAS Division 107.

We promoted the truck as a regional asset and have said it is better to get us rolling you can always call us off. When we did the MABAS box cards I did not think about a multiple car accident would cause it to be called out. We thought a natural disaster or train/bus incident would cause it to be called out. We knew we could be called out (someday) to Menomonee Falls because we agreed to their MABAS Cards.

R-9 is staffed with one Firefighter who is knowledgeable of the truck and triage procedures. The objective is to supply incidents with EMS provisions. It is the responsibility of

Incident Command or whoever is in charge of Triage, Treatment and Transport to ensure there is enough staffing to mitigate the incident.

Every time this truck is called out we send an Assistant Chief in a Tahoe to assist.

The amount of snow accumulation was not what caused us to respond. It was whiteout conditions that caused a multiple vehicle accident compounded by multiple large scale incidents at the same time straining available resources.

The weather was challenging. R-9 handled well as it is equipped with 4 wheel drive. We responded through downtown Milwaukee because we knew I-894 was closed due to another multiple vehicle accident.

We went to Staging off HWY Q in Menomonee Falls. Our assignment was to do a secondary check of all vehicles between HWY Q and 124th

Street for possible patients. We did not use any supplies because we had three ambulances with us and all patients found were transported by ambulance.

We had issues with IFERN because it was overloaded due to multiple MABAS requests at the same time. We were on 8TACBLUE at the scene and did not have any radio issues there. We have both 800 and VHF channels on our trucks. We feel the call went well.

Previous MABAS calls. R-9 called through MABAS by Oak Creek Fire for the Sikh Temple shooting. We set up to triage patients because Oak Creek Fire Dept. did not know how many possible patients were inside the temple when they made entry. Thankfully we were not needed.

That was our old R-9 we used that day and it could handle 50 patients. By getting this truck in 2013, we tripled our capability.



MILWAUKEE COUNTY FIRE DEPARTMENT

Rescue 9 Inventory

(Photos by Chuck Liedtke)



Triage Tags

3 Radios
Bull horn
Fire Extinguisher
Tool Box
Flight for Life Pucks
Clipboards
2 Tables
4 Chairs
Long Board Clips tote
7 Green bags
6 Yellow bags
6 Red bags
1 Pediatric Blue bag
1 EMS bag
1 Water Jug
2 Cases of water bottles
Ear plugs

Red, Yellow, & Green Pucks

55 Red long Boards with straps attached
2 Red tarps
2 Yellow tarps
1 Green tarp
Awning drivers side, side skirts & Handle
Adult Collar Tote
Pediatric Collar Tote
2 Totes head immobilizers
4 Quick deploy adult Collar bags
Traffic cones
Colored triage cones
Colored Flags
4 x 4 tote
Trauma dressing 2 totes
2" Kling tote
4" Kling tote
Triangular Bandage tote

8 x 7.5 dressing totes

Sterile water tote
KTD tote
Prism light
Passenger Awning, side skirts, & Handle
4 Burn sheet totes
M, L, XL, XXL Coverall totes/boxes
Scene tape box
15 Pediatric long boards
50 White plastic long boards
18 Blue long boards with straps attached
6 scoop stretchers
24 Military cots
Wool blankets
Body bags
Body Part flags
2 Flashlights in cab
2 Radios in cab

MABAS-WISCONSIN IN ACTION

INSIDE THE COMM CENTERS DURING CONCURRENT MABAS BOXES BY GARY SCHMIDT

The MABAS Division Dispatchers were asked for feedback regarding the concurrent alarms. Responses are listed in the order that the incidents occurred.

1) How many calls did you receive?

Div 107: 0 (Note: all FD's in Div 107 have separate PSAP's, with City of Wauwatosa PD/FD designated as Div 107 dispatch; the call happened in the City of West Allis).

Div 109: 15 Total - 10 for the Div 107 incident and 5 for the Div 106 incident.

Div 119: 0 - The Cedarburg PD didn't really receive any calls for the Mequon freeway call. Once the freeway had been shut down we did receive some calls asking why traffic was stopped. Note: Some of Div 119 uses the County Sheriff dispatch, while other have a separate PSAP. Div 119 uses the Cedarburg PD PSAP.

Div 106: 40 Total - for the Div 107 incident, Div 106 received 10 calls, for the Div 106 incident 30 calls, for the Div. 111 incident 10 calls. (Note: the Div 107 and Div 111 incidents were very close to the Div 106 County border. Div 106 has a centralized County dispatch that most Div 106 agencies use).

Div 111: 124 calls not including outgoing for tow trucks.

2) At the time of the escalation to a MABAS box, were you aware of the other MABAS boxes in progress?

Div 107: Yes we were monitoring the incident in Racine.

Div 109: Yes we heard the Racine call and saw that our Div 109 was not listed anywhere on the box card, so we tuned them out to focus on our own local calls.

Div 119: Yes at the time of the MABAS call we were monitoring the calls keeping in touch with our FD as we were assuming we would be sending an ambulance to the Germantown / Menomonee Falls incidents if that incident continued to escalate.

Div 106: Yes we were aware of the other MABAS alarms.

Div 111: Yes we did copy other divisions using IFERN.

3) Did you make any changes to your MABAS activation call-out due to the other incidents or did you just dispatch per the box card assignments?

Div 107: No. We did not need to alter the cards, since none of the companies assigned to the West Allis incident were assigned to the Racine/Kenosha incident.

Div 119: Yes. I had to wait for radio traffic to clear as part of the 800MHZ/VHF patch does not allow us to transmit while there is radio traffic being received on IFERN. I did try to get the page out as speedy as possible to clear up radio traffic.

Div 106: No. We dispatched per the MABAS cards.

Div 111: No. We dispatched our MABAS call per the box card assignments.

4) Were there significant "passes" by departments due to the other boxes that they may have been committed to?

Div 107: No. There was only one department, Greenfield, which passed on the Div 107 Box Alarm. This was due to a non-MABAS rollover crash on I-43 in their jurisdiction.

Div 119: Yes. There were several "passes" due to the other MABAS incidents that were going on; however there were not as many injuries at the Mequon incident as could have been thus easing up on needed resources. Once units arrived in staging, the staging officer directed the units to other accidents/EMS calls that required an ambulance, which did occur.

Div 106: Yes. There were quite a few "passes" by departments. We are not sure of how many there were due to the other MABAS commitments as opposed to their own calls.

Div 111: Yes. There were approximately 18 departments listed for some type of apparatus to respond. Out of those 18 departments, 8 had at least 1 piece of apparatus that was not able to respond.

5) What was your staffing?

Div 107: Two dispatchers.

Div 109: One dispatcher on the radio, two call takers, and one acting supervisor. We were short one person that day.

Div 119: The Staffing at the Cedarburg Police Dispatch center was a single person operation that day. When we are in MABAS operations usually the shift supervisor or senior road officer may come in to assist with phone traffic until a 2nd dispatcher arrives.

Div 106: 8 Telecommunicators and 1 Supervisor on Day shift and 10 Telecommunicators and 1 Supervisor on Afternoon shift.

Div 111: 2 dispatchers were working at the time the card was called. 3 more arrived within an hour of the start of the incident to assist with phone and radio traffic.

6) In what form do you house the box cards?

Div 107: We have an electronic folder on the desktop that have the Box Cards for Div 107, 109, and 106. We also have hardcopy of these cards in binders.

Div 119: The Cedarburg Police Dispatch center keeps a 3 ring binder with all of Division 119 Box cards. Each card is kept in a protective sheet with multiple copies for use in the same sheet protector. We also keep a binder and an electronic copy of MABAS cards for Waukesha (DIV 106) Sheboygan (DIV 120) Washington (DIV 119) and City/County of Milw (DIV 107 & 109)

Div 106: All of our MABAS cards are on paper in binders labeled with the Division and Department.

Div 111: We have a binder where a paper copy of all of our Division's box cards are stored. There is also an electronic copy stored on the computer accessible from each station in dispatch.

7) What issues did your center run into with the other boxes that were also in progress?

Div 107: There was a great deal of units talking over each other. Due to the IFERN frequency being patched to the 800 systems, we were getting transmissions from communities that we would not have received via VHF. There were also some issues with units not designating what incident they were responding to.

(Continued on page 11)

Near left: the City of Milwaukee Div 109 has binders of box cards for seven other divisions.

Far left: Div 109 prefaces each book with a highlight of the box cards they are listed on.

	22-92	No MFD in 2014
Butler	23-11	MFD
	23-15	MFD
	23-19	MFD
Delafield	31-11	No MFD in 2014
	31-12	No MFD in 2014
	31-13	No MFD in 2014
	31-14	No MFD in 2014
	31-15	No MFD in 2014
	31-16	MFD
	31-17	MFD
	31-19	No MFD in 2014



MABAS-WISCONSIN IN ACTION

INSIDE THE COMM CENTERS DURING CONCURRENT MABAS BOXES - CONTINUED

(Continued from page 10)

Div 109: We became low on Med (ALS) units and Battalion Chiefs. Difficult hearing West Allis's requests on IFERN prior to them calling for the Div 107 box due to Div 102 cross-traffic.

Div 119: Radio traffic was at a premium.

Div 106: One of the issues that stands out in our head was trying to decipher traffic that was meant for Div. 106 and assisting with units trying to get in contact with respective incident commanders for calls that our apparatus were responding to.

Div 111: It was very difficult to copy departments that were responding due to the amount of radio traffic on IFERN. Transmissions kept getting covered by other agencies not responding to our specific incident and it was hard to ascertain if the agency/unit calling was calling our division.

Key Facts & Figures:

- 15 alarm levels total in 5 counties, 7 Divisions utilized
- 367 vehicles crashed, 134 patients went to hospital
- 6 alarm levels requested within 6 minutes (13:09 - 13:15)

8) How were your operations affected or what did you do different during the 12/8/13 simultaneous incidents than from other MABAS Boxes you have had in the past?

Div 107: Due to the number of incidents that were taking place on the same frequency/talk groups, it was critical that transmissions stayed as brief as possible, since there were other imperative communications that needed to be transmitted to other Divisions or units responding to other incidents.

Div 109: Breaks cancelled, radios turned up, had same person handle the radio traffic for entire duration. We pulled all box cards involved to see where Div 109 was listed and then determined what Div 109 resources would be available if called while still maintaining adequate coverage in Milwaukee.

Div 119: I attempted to keep radio traffic at a minimum where possible. If I remember correctly we held off doing the benchmarks just cause of the radio traffic.

Div 106: We didn't do anything different.

Div 111: Before additional dispatchers arrived, this call was very taxing on our 2 dispatchers that were working. Our dispatchers do everything (data entry, call taking, Police/Fire/EMS dispatching) so it was very hard for them to keep up with the radio traffic on 5 channels along with all of the phone calls and data entry. Typically due to staffing issues, we do not dedicate a dispatcher to monitor IFERN when a MABAS call is in progress. In this incident, because we had to call in additional dispatchers to help with the call/radio volume, we dedicated one of the dispatchers that arrived after the initial call out to monitor this incident on IFERN.

9) Approximately how many other calls did your center handle during this time (roughly the 9am-3pm timeframe)?

Div 107: Approximately 35.

Div 109: 86 incidents dispatched within City - 78 EMS, 8 Fire.

Div 119: A dozen or so calls for services were received.

Div 106: 491 Incoming, Outgoing and Abandoned calls.

Div 111: 58 wireless 911 calls and 86 calls on dispatch lines.

10) What changes do you recommend to handle the next instance of multiple box alarms?

Div 107: It would have been helpful to have IFERN2 as an option for the 800 System Users. As we approach tornado season in

the State, there is a good chance that this may occur with structure fires.

Div 109: Have all divisions on same page, more radio channels, prioritizing of incidents and radio traffic.

Div 119: Only two people should be communicating on IFERN once units arrived on scene; the incident commander and the staging officer. There was enough radio traffic already we didn't need units advising which vehicles involved were checked or needed to be checked on IFERN. That type of traffic should have been moved to either RED/WHITE/BLUE or to one of the tactical channels.

Div 106: Changes that we would recommend is to remind the units of the type of traffic that should be relayed on IFERN as opposed to the traffic that should be on the "working" channels.

Div 111: I would like to see the Fire Departments monitoring IFERN so that they know how to modify their cards when area departments have already exhausted help that they have listed on their cards for an incident of this magnitude. While I understand that the idea is to get help there as fast as possible, I think this event could have gone better had extra time been taken to determine what departments were already out working on incidents and what departments could have been supplemented to send additional help.

11) Do you have any other comments?

Div 107: Overall, I think that all of the incidents went well. There was good communications and assistance between the Divisions. If a message was missed by one Division, another one would assist as best they could. I thought it was a great idea for Germantown to go right to a 4th box since Menomonee Falls has already drawn on most of the resource that Germantown would have used on the first three boxes.

Div 109: Went so bad so quick, just had to react.

Div 119: Kind of disappointed that there was no after action report or critique of the incident, I thought it would have been a great way to see how things were and what changes might need to be made. (Ed Note: there is a SE Regional meeting planned for March, 2014).

Div 111: Communications was a big issue for this event. IFERN was so busy that many agencies were not able to get in contact with each other because IFERN was just too busy. MABAS is a great system however there may be times when it can't be utilized. This call would have run smoother and the response better if we could have paged out who we knew was available right from the start. Lack of communication wasn't only due to radio traffic.

Thanks to:

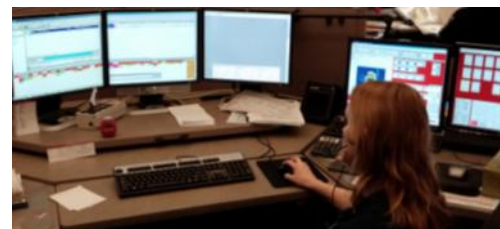
Div 106: Duane E. Bondar, Communications Center Supervisor, Waukesha County Communications

Div 107: Scott Burgardt, Dispatcher, Wauwatosa Police/Fire/EMS

Div 109: Jasmine Salley, Donna Gesch, Bob Ryan, Kurt Baker, Milwaukee Fire Dept Dispatchers

Div 111: Sgt. Angie Blair, Washington County Sheriff's Dept

Div 119: Bill Esselmann, Dispatcher, Cedarburg Police Dept



Each Call-taker / Dispatcher station in Div 109 has 5 display screens.

Photo by Gary Schmidt

DYNAMIC THINKING & SITUATIONAL AWARENESS BY JON COHN, CHIEF, GREENFIELD FIRE DEPARTMENT

Sunday started off as typical as an unknown day in a fire house can. The forecast was for some snow to develop in the late morning and end by afternoon but nothing too significant. The on-duty Battalion Chief and off-duty **Greenfield Fire Department** Chiefs were monitoring the radio as snow began to increase and vehicle crashes were occurring.

Additionally, the Greenfield Chiefs communicate through **WhatsApp** (text messenger chat room) and are actively monitoring social media and e-mail groups to increase situational awareness. This all paid off as Racine County activated MABAS for a multi-vehicle crash on I-94. Shortly thereafter, Greenfield Med 93 was on I-894 northbound transporting a patient to Froedtert Hospital from a non-crash incident and reported a large crash on 894 southbound near National in West Allis. Greenfield Med 93 estimated there were 50, maybe 100 vehicles involved. West Allis Fire was contacted.

Shortly thereafter, **at 10:44am**, Greenfield dispatch received a report of a rollover accident at I-43 eastbound under Highway 100 in the Hale Interchange with I-894 (**2 miles south of the West Allis incident**). Initial reports from callers indicated there was an occupant ejected and a child in the vehicle. Greenfield Truck 92, Med 92, Ambulance 94 and Battalion 9 were dispatched.

Greenfield units found a woman driver ejected from the vehicle and bystanders doing CPR. Additionally, the child had been removed and was outside of the vehicle with bystanders as well. Another Greenfield Ambulance was requested to the scene for additional help. Based on the report and updates from this scene along with deteriorating road conditions, off-duty Greenfield Chiefs started to move towards Greenfield's two stations to assist with this or other calls for service.

Greenfield dispatch then received a report of another crash just west of the rollover incident. Greenfield Command requested a Hales Corners (adjacent suburb to the west) Ambulance to respond to that scene.

Meanwhile, West Allis Fire upgraded their crash to a Life Safety Box Alarm and Greenfield Resources were requested. Greenfield Command stated resources would not be available and Greenfield immediately "passed" on the West Allis incident.

Back at the original accident scene, Greenfield Units performed Advanced Life Support treatments but despite efforts, the adult patient was declared 10-99.

It was now **11:11am** and Greenfield dispatch then toned out another crash on I-43 westbound between Loomis and 27th Street (**4 miles to the east**). Engine 91 and Battalion 9 began responding along with Chief 91 and Chief 92. Engine 91 was responding eastbound on I-894 and came upon a large crash near and under the Loomis Road overpass. The crash was so large that no traffic including Engine 91 could proceed further east to check on the report of the actual location it was sent to (the Sheriff and another Greenfield unit were sent and no crashes further east, eastbound or westbound, were found).

Engine 91 took command of what turned out to be a **40-vehicle crash**. Command (Engine 91) radioed Battalion 9 regarding the possible upgrade to a Life Safety Box Alarm due to the size of this crash.

Because of **situational awareness** (radio, text messaging, e-mails) of crash incidents playing out to our North and South, Battalion 9 requested that Command quickly triage the scene for the number of injured and severity. Triageing

occurred and approximately one dozen injuries with nothing severe reported.

Battalion 9 realized that needs still exceeded resources, but calling a Life Safety Box would result in resources "passing" as they were already committed at the West Allis or Racine County incident. This would cause further resources to be requested and therefore longer response times based on road conditions as well as the freeways shut down due to the other crashes.

Based on what was going on around Greenfield but still needing resources, Battalion 9 "**thought outside the Box (alarm)**" and quickly decided to call in two private ambulances to stage on Loomis at the entrance to the freeway (Milwaukee County has several private ambulance companies). "Privates" are not part of the established Greenfield MABAS cards but Greenfield Dispatch contacted them without hesitation. As well, a Greendale (adjacent suburb to the south) Ambulance was requested. Greenfield resources also freed up from the previous crash and were sent to this scene. Ultimately, minor extrication and vehicles had to be moved by tow trucks to free patients from their vehicles. Four patients were transported to local hospitals.

While MABAS is an outstanding predetermined resource list for incidents, this situation highlighted some items to be aware of.

- MABAS works well when incidents are localized to one community and surrounding resources are available to respond.
- MABAS is a relatively static system of resources in a dynamic environment.
- MABAS is not the answer to all situations but certainly another resource and tool in our toolbox.

(Continued on page 14)

MABAS IN THE NEWS *SUBMITTED BY JASON KNECHT, ASSISTANT CHIEF, ALTOONA FIRE DEPARTMENT*

Why La Crosse Fire Dept. wasn't called first to aid Shelby house fire

La Crosse Fire Dept. is not at the top of MABAS call list for Town of Shelby

Published On: Dec 27 2013 06:33:54 PM CST Updated On: Dec 27 2013 07:24:29 PM CST

LA CROSSE COUNTY, Wis. (WKBT) -

A large house fire in the Town of Shelby Thursday night required manpower from more than five area fire departments. However, La Crosse didn't actually help fight the fire even though it was the closest.

It's all part of a mutual aid plan that has been in place for years. In 2006, former Gov. Jim Doyle signed a bill into law that allows emergency responders to share resources. Since then, more than 750 different fire departments have agreed to this contract. Local fire departments say MABAS is what helps them help the community.

"MABAS stands for mutual aid box alarm system. It is a way for firefighters to call apparatus from different areas to assist with the fire," said Town of Shelby Assistant Fire Chief Tony Holinka.

Holinka said his department wouldn't have been able to contain the house fire in the 2200 block of Henifl Road so quickly without help from other departments.

"It does definitely help with manpower. The ability to work a large structure fire, like we had last night, and extinguish it very quickly," said Holinka.

MABAS is an agreement among municipalities that allows them to share resources.

Lt. Wayne Nagy with the Onalaska Fire Department says the MABAS system is pre-planned.

"It ends up on a card system that we use. You pre-define everything ahead of time, so you know how many engines, trucks and squads," said Nagy.

Thursday night, the Shelby Fire Department called a box one alarm, which means certain agencies respond. While La Crosse wasn't actually called in to help fight the fire, it did cover calls for the Town of Shelby.

Holinka said, "We don't have to remember what stations we have coming or any other stations we have. We already know the apparatus and what's coming. We get exactly what we need when we need it."

However, the agreement is not set in stone.

Nagy said, "What we do is we meet every once in a while and we talk about what resources we would use. You don't want to pull too many departments from one area because then you are depleting them."

It's an agreement that works well and allows emergency responders to help each other.

"The idea is that we help Shelby, they will help us some day."

Each department decides who is called to help at an emergency and in which order they are called, meaning each department has a different call list. Although La Crosse is the closest, it was further down on the list for Thursday night's fire. If the fire had gotten bigger, its crews would have responded.

It does not cost the fire departments any money to be part of the mutual aid agreement, nor does it cost the homeowners whose house caught fire. *Reprinted with permission from WKBT - News 8; the story was originally posted to News8000.com.*



If you see MABAS described in your local community news, please let us know at: garyschmidt@wi.rr.com

MABAS WI INCIDENT REPORTING IS VERY IMPORTANT BY RACINE FIRE CHIEF STEVE HANSEN AND GARY SCHMIDT

MABAS Wisconsin has a tool in place to log the use of MABAS. The **Incident Entry Portal** can be accessed via <http://incident.mabaswisconsin.org> or through <http://www.mabaswisconsin.org> using the Databases drop down box. It is critical that local incidents be entered. Departments should contact their Division President for the login information.

Incidents Entered August, 2013 thru January, 2014			
Date & Time	Location	Host Agency	MABAS Div
9/24/2013 17:55	930 Church Street	Beloit	104
11/3/2013 13:36	1910 Norhardt Dr	City of Brookfield	106
11/27/2013 0:35	111 East Sumner	Weyauwega	142
12/1/2013 10:50	Hwy's V & W	Grafton	119
12/2/2013 9:03	65 N Hickory Street	Fond du Lac	120
12/6/2013 18:11	N6111 Shaven Circle	Town of Lamartine	120
12/8/2013 9:53	I-94 MP 326 to 331	Union Grove	102
12/8/2013 9:53	I-94 SB 332.1	Yorkville	102
12/8/2013 10:55	I-894 @ Greenfield Ave	West Allis	107
12/8/2013 11:17	Interstate 43	Mequon	119
12/10/2013 16:17	107 Griffin St	Elkhorn	103
12/11/2013 3:45	Fond du Lac Ave	Ripon	120
12/12/2013 3:15	327 N. Liberty ST	Valders	128
12/14/2013 8:15	29 Globe Heights Dr.	Mt. Pleasant	102
12/20/2013 23:07	39404 Bloomfield Rd	Powers Lake	101
12/28/2013 16:15	2878 Hanifl Rd, La Crosse	Town Of Shelby	134
1/2/2014 22:50	4462 Duraform Ln	Township of Windsor	115
1/4/2014 0:24	Lark Spur Ln	Onalaska	134
1/6/2014 13:13	N6786 Walnut Road Elkhorn	Town of Sugar creek	103
1/7/2014 15:32	N6786 Walnut Road Elkhorn	Town of Sugar Creek	103
1/12/2014 5:04	612 E. Oak St.	Glenwood City	117
1/17/2014 16:08	2104 Mildred St	Beloit	104
1/30/2014 10:29	2800 Lakeshore Way	Twin Lakes	101
1/31/2014 19:32	N9416 Tamarack Road Whitewater	LaGrange	103

DYNAMIC THINKING & SITUATIONAL AWARENESS - CONTINUED

(Continued from page 12)

Greenfield could have activated the MABAS system and gotten resources but what would that have done to patient care, wait times and further depletion of resources?

The Mutual Aid Box Alarm System works and is a proven asset to our resource pool. However, when delivering public safety there is no

absolute framework, so **situational awareness and creativity must still exist.**

December 8, 2013 was a tragic and yet another interesting day for the Greenfield Fire Department. Nonetheless, great care was given to those who called upon us this day.

We have since talked about this day

at staff and department meetings to further the discussion and understand the thought processes.

Although a lot of what we do is exciting and dangerous, it does follow policy, guidelines and accepted practices.

So, if we are to continue to deliver great service we must at times **"think outside the Box (alarm)"**.

WHAT IS MABAS (MUTUAL AID BOX ALARM SYSTEM)? BY GARY SCHMIDT

Using MABAS, when your Fire Department responds to an incident, they respond with a preplanned set of resources/vehicles appropriate for the situation. This may be augmented further upon confirmation of a working incident.

This first alarm set of resources is often referred to as a Working Still.

When conditions require another "set of resources" or alarm, the Incident Commander (IC) will use MABAS to request resources from other departments ("mutual aid").

By using MABAS, the IC is assured of:

- √ A specific minimum number of firefighters per unit type
- √ A specific level of training/certification of responders
- √ The other departments will have the same radio frequencies
- √ The other departments will use the same terminology
- √ All costs and liabilities are borne by the outside departments coming to the stricken community
- √ Other departments will cover the community having the incident
- √ As many additional "sets" (alarms) as needed can be called for

This allows the IC to focus on the emergency at hand and the tactics to be deployed.

The inherent standardization by all MABAS departments enables a fast, efficient response to an escalating emergency situation.

This saves lives, minimizes property damage, and can prevent economic devastation to the local community.

In 2009, a meatpacking plant fire in Cudahy WI, had 16 additional alarm sets called for, involving 64 Fire Departments.

DEPARTMENT NAME: Union Grove		BOX ALARM TYPE: DISASTER		EFFECTIVE DATE: June 15, 2011		MABAS DIVISION: 102		
BOX ALARM#: 300-18		LOCATION OR AREA: Entire District		AUTHORIZATION SIGNATURE: Tom Czerniak Chief				
LOCAL DISPATCH AREA:								
ALARM LEVEL	ENGINES	TENDERS	TRUCKS	SQUADS	EMS	CHIEFS	SPECIAL EQUIPMENT	CHANGE OF QUARTERS
STILL	Union Grove		Union Grove	Union Grove	Union Grove	Union Grove		
WORKING STILL	Kansasville Raymond				Raymond	Kansasville Raymond	Kansasville Trailer	
MABAS BOX ALARM:								
ALARM LEVEL	ENGINES	TENDERS	TRUCKS	SQUADS	EMS	CHIEFS	SPECIAL EQUIPMENT	CHANGE OF QUARTERS
BOX	Town Burlington Somers		Caledonia	Antioch	South Shore Paris Kansasville	Caledonia	Fire Bells South Shore Mass Casualty	Wind Lake (Ambulance) City Burlington (Truck) South Shore (Chief)
2 ND	City Racine		City Burlington	Zion	Bristol Wind Lake	South Shore	Racine Tactical Command Red Cross	Rochester (Engine) Burlington (Ambulance) Oak Creek (Truck) Pleasant Prairie (Chief)
3 RD	Rochester		Oak Creek		Burlington Waterford	Pleasant Prairie	Air One	Newport (Engine) Randall (Truck) Salem (Ambulance) Town Burlington (Chief)
4 TH	Newport		Randall		Salem Tichigan	Town Burlington		Franklin (Engine) Kenosha (Truck) Winthrop Harbor (Ambulance) Kenosha (Chief)
5 TH	Franklin		Kenosha		South Milwaukee Winthrop Harbor	Kenosha		
INTERDIVISIONAL REQUEST		1 ST CHOICE Division 4		2 ND CHOICE Division 103		3 RD CHOICE Division 107		
INFORMATION: Union Grove - Yorkville Fire Department station located at 700 Main Street (Hwy 45) Union Grove, Wisconsin								

At left is the MABAS Box Alarm Card format that lists the preplanned resources.

MABAS is used in Wisconsin, Illinois, and other neighboring States, providing for a regional solution to a local problem.

Since all departments in all States using MABAS listen to the same radio frequency, one transmission will notify numerous departments. Such interoperability is key to the success of MABAS.



For more information about becoming a member of MABAS-Wisconsin or to view all issues of this newsletter, visit: www.mabaswisconsin.org (scroll down for newsletter links)

4th Annual MABAS Conference
July 31 - August 3, 2014 - Green Bay



MABAS – Wisconsin

Mutual Aid Box Alarm System

Organized 2004

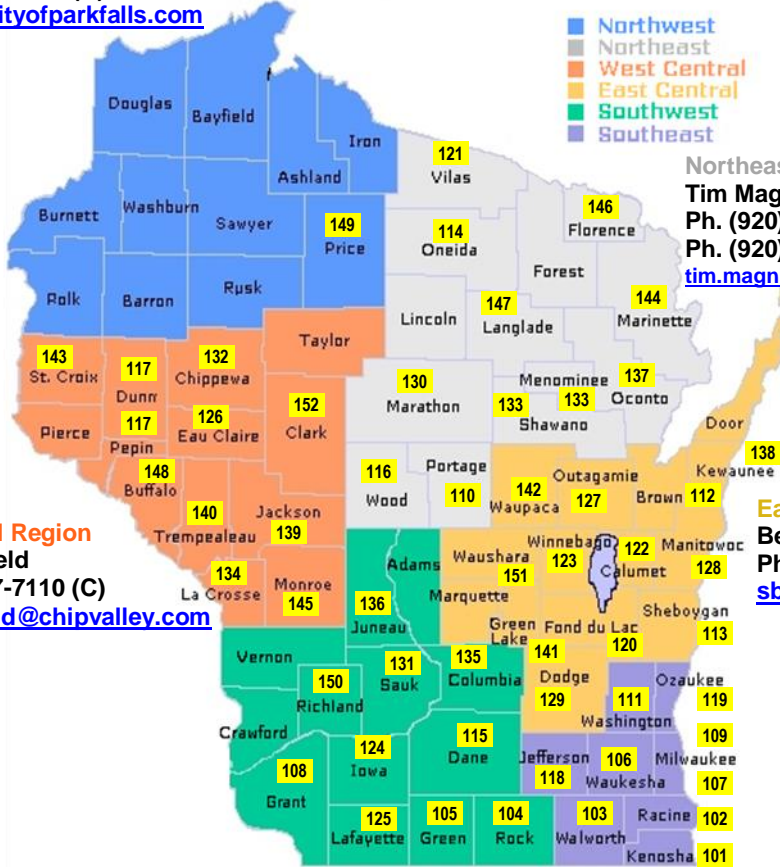
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MABAS OPERATING FREQUENCIES

IFERN

IFERN2

MABAS1 (WISCOM)

MABAS2 (WISCOM)

MABAS Alerting / intra-Divisional responses

Alternate intra-Divisional responses

Inter-Divisional Responses

Contact with Wisconsin Red Center

Regional Coordinators - WEM Coordination*

*Future use

Divisions

- 101 – Kenosha County
- 102 – Racine County
- 103 – Walworth County
- 104 – Rock County
- 105 – Green County
- 106 – Waukesha County
- 107 – Milwaukee County
- 108 – Grant County
- 109 – Milwaukee City
- 110 – Portage County
- 111 – Washington County
- 112 – Brown County
- 113 – Sheboygan County
- 114 – Oneida County
- 115 – Dane County
- 116 – Wood County
- 117 – Dunn/Pepin County
- 118 – Jefferson County
- 119 – Ozaukee County
- 120 – Fond du Lac County
- 121 – Vilas County
- 122 – Calumet County
- 123 – Winnebago County
- 124 – Iowa County
- 125 – Lafayette County
- 126 – Eau Claire County
- 127 – Outagamie County
- 128 – Manitowoc County
- 129 – Dodge County
- 130 – Marathon County
- 131 – Sauk County
- 132 – Chippewa County
- 133 – Shawano/Menominee Cnty
- 134 – La Crosse County
- 135 – Columbia County
- 136 – Juneau County
- 137 – Oconto County
- 138 – Kewaunee County
- 139 – Jackson County
- 140 – Trempealeau County
- 141 – Green Lake County
- 142 – Waupaca County
- 143 – St. Croix County
- 144 – Marinette County
- 145 – Monroe County
- 146 – Florence County
- 147 – Langlade County
- 148 – Buffalo County
- 149 – Price County
- 150 – Richland County
- 151 – Waushara County
- 152 – Clark County