



Scuttlebutt

Volume 20, Issue 4

April 2004

Dates To Remember:

- ◆ 4/12 Monthly Meeting
- ◆ 4/13 Ladies Auxiliary Meeting
- ◆ 4/20 Exempt Dinner Meeting
- ◆ 4/28 Board of Directors Meeting
- ◆ All Scuttlebutt articles need to be in by 4/27

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Letter From Our Chief

Last month after the commission meeting the 3 chiefs and the commissioners met to decide what project we would apply to FEMA for a grant. Several ideas were brought up for discussion including; more pagers, large diameter hose, fitness equipment, Hurst tool upgrades and a boat. There was much discussion on each of the ideas. We eliminated several of the ideas because a guide from FEMA explaining that any equipment being replaced or upgraded would not be a top priority for grants this year. Because the officers had talked within the last year of looking into a boat it was decided to apply this year for a fire/rescue boat. Some of the officers talked with other departments around the county that have boats to get ideas for us. At the officers meeting we decided to go for a boat similar to Lakeshore's but a little bigger. Also we are looking to incorporate a pump with the boat. With any luck we should know within a few months if we are able to move forward with this project. We will keep you updated.

You will notice there is a new gear dryer in the washbay near the hose dryer. This gear dryer will help get our turnout gear back in service much quicker than the old one. Our gear is very expensive and the manu-

facturer recommends cleaning the gear regularly to prolong the life. Please help keep the gear in good condition, you can leave a note for Ed in the morning and he will wash your gear and dry it and it should be done before you come home from work.

We have been having some problems with the base radio recently. The repair people were at the firehall the other day and we believe the problem has been eliminated. On the subject of radios, 2619's radio has been repaired and should be working fine now. If anyone has a problem with either radio please report it immediately.

It was very nice to see such a large turnout at this year's banquet. I have heard several people say how much they enjoyed themselves this year. A big thank you to the committee for the time spent preparing for the big event. Once again congratulations to all the award recipients this year.

Until next month
Mike

2C26 News

Submitted by Mark Kalen

I have listed below the training for April. Please remember if you need to make up a mandatory drill please see Joe Lissow or myself. I hope everyone has a nice Easter.

April Drills:

April 5th – SCBA / Fast team (mandatory of interior)

April 12th - Meeting

April 19th – Strategies & Tactics

April 26th – Drivers Recertification

Thanks
Mark



Ladies Auxiliary News

Submitted by Marie Ward

Hi Girls,

I hope that everyone who attended the annual banquet enjoyed themselves. The food was great as it always is and I think that considering all of the awards given out that night, things moved along pretty quickly. Congratulations to all of the girls who received pins and recognition for years of service.

I hope you all enjoyed Ray's evening attire, next year he'll be back in pants!

Our Spring Social is coming up on April 20th and it starts at 5:30. We will open and close the meeting with any necessary announcements and then begin to enjoy the games and refreshments the committee has planned. Please don't forget to check your list for the type of food you are bringing to the Social. I have heard that several of the girls from Walker and Spencerport are eager to join us. Also, if you know of anyone who might be interested in joining our auxiliary, invite them to join us as well.

We need a volunteer to take on the quarterly dinner in May. Linda is unable to take on this duty and has asked for someone else to take her place. Please let me know if you would be able to take care of this. If you are a newer member and are willing to give it a try, ask one of our more experienced member to help you out.

Get out and enjoy the warmer weather, we've waited long enough for it!



| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|-----------------------------------|---|--|--|----------------------|----------|--|
| | | | | 1 | 2 Wed | 3 Tue |
| 4 Thur | 5 Firematic Drill— SCBA/Fast Team | 6 EMS Drill— Diabetes/Altered Mental Status Allergies | 7 Explorers – Meeting | 8 Finance Meeting | 9 Yellow | 10 Thur Recruit Training – TBD @ 09:00 |
| 11 Mon Happy Easter | 12 Monthly Meeting | 13 EMS Improvement Committee @ 19:30 | 14 Explorers – Handlines Operation | 15 | 16 Sun | 17 Mon |
| 18 Wed | 19 Firematic Drill— Strategies & Tactics | 20 Ladies Auxiliary Monthly Meeting | 21 Explorers – Advisors—Building Construction | 22 | 23 Tue | 24 Wed Recruit Training – Hilton @ 09:00 |
| 25 Yellow | 26 Firematic/EMS Drill—Drivers Re- certification | 27 Exempt Dinner Meeting EMS Drill— Poisoning/ Environmental/ Behavioral | 28 BOD Meeting Explorers – Line Officers Pump Operations | 29 | 30 Thur | |

Submit Scuttlebutt Articles via Email to Scuttlebutt@hiltonfd.org Articles Due 4/27

2004



This Month's Birthdays – Happy Birthday To All

- | | |
|-----------------------|-----------------------|
| Apr 2: Patti Lissow | Apr 19: Steve Carter |
| Apr 2: Aaron Horowitz | Apr 21: Red Voigt |
| Apr 4: Phil Carris | Apr 22: Ron Bourret |
| Apr 9: Rich Maier | Apr 23: Roger Bensen |
| Apr 14: Glenn Johnson | Apr 27: Neil Kendrick |

EMS News

Submitted by Aaron Horowitz

March was a very busy month for us. We did a good job covering calls and providing our community with the service that they deserve. Several calls were given away while we were down to only one ambulance. Only a few calls were mutual aided due to no crew available. If you are available for any part of the day please notify Patty Ayers or sign up on the daytime schedule. As always if the tones drop more than once (day or night) that generally means a full crew is not available. At that point anyone who is available should call the Hilton dispatcher or the fire dispatcher (as appropriate) and respond.

It's **Back!!!** 2619 is back in service after its extended vacation in Florida. Please re-familiarize yourself with it and address any of your questions or concerns to an EMS officer. The new portable has been installed and is working properly. When replacing main oxygen cylinders in 2619 please do not over tighten the fittings, they are brand new. Also make it a point to familiarize yourself with the electric oxygen system. At no point should the emergency bypass oxygen valves be turned (unless the electric system fails). Please make an EMS officer aware of any problems that you encounter.

The new PCR's were placed in the clipboards on the ambulances following the PCR Net training drill. Please begin to use these. The state has set the deadline for April 1st for all agencies to use the new scannable form. Very shortly the old style PCR will no longer be in the clipboards. Please address an EMS officer with any questions you may have regarding this. The new style PCR becomes easy to use once you have completed several of them. They also involve less writing!!!

The ambulance improvement committee has met once again. We are still in the process of updating all EMS SOG's. All members are encouraged to come and participate. The next meeting is scheduled for **April 13th at 1930 hours.**

Congratulations to Mike Werner on becoming a second medic. Also congratulations to all members who received awards at the banquet. This helps to show that your hard work does not go unrecognized.

Thank you to all the crews who provided coverage during the wrestling tournament at the High School on March 27th. As always your time is greatly appreciated.

Finally, please remember to keep the ambulance clean and restocked. **Keep up the great work!!!**

Rapid Recertification Schedule

| | | | |
|----------------------|-----------|--|-----------|
| *Apr 6 th | 1900-2100 | Diabetes /Altered Mental Status Allergies | 2.0 hours |
| Apr 27 th | 1900-2100 | Poisoning/ Environmental/ Behavioral | 2.0 hours |

* This rapid recert class will be held on drill night and will be taught by Terry Taylor*

EMS Training Schedule

| | | | |
|------------------------|------|------------------------|------------|
| *April 6 th | Tues | Diabetic/ Anaphylaxis | CME Credit |
| April 12 th | Mon | Monthly Meeting | |
| April 26 th | Mon | Driver recertification | |

Safety News
PROPANE OVERFILL DEVICES RECALLED
Submitted by Fred Videan

The U.S. Consumer Product Safety Commission issued the following recall on January 27, 2004. This pertains only to 20# propane tanks.

Name/Product: SCG Liquid Propane Overfill Protection Devices (opd valve)
Units: 21000
Manufacturer: SCG Miyairi (Thailand) Company, LTD, of Thailand

Hazard: When the cylinder on the gas grill is filled to capacity and exposed to increased temperatures, liquid propane instead of gas vapor can leak out and cause the gas regulator valve to freeze. When the regulator valve thaws, if it has not been turned off, gas will flow to the grill. The resulting build-up of gas in the grill can pose a serious fire hazard to consumers.

Valve Identification:

1. A red disk on top, in the center of the valve handle with the name SCG MIYAIRI USA
2. The Model No. V5QA OPD engraved on the body, (and the handle), and either DT 3.8" or DT3.8A printed on one side of the wrench pad and 07-02, 08-02, or 10-98 printed on the other side.
3. The cylinders with these valves are marked-SMPC DOT-4BA240. There is no reported hazard with the cylinder.

Remedy: Consumers should stop using the gas cylinders immediately and contact the company. SCG will identify a local LP gas exchange center which will replace the cylinder with one that has a new OPD valve. Do not take the LP gas cylinder to an LP gas refiller.

Consumer Contact: Call SCG Miyairi at 1-800-636-9346, 8am to 8pm Monday thru Friday.

GEMS Battery Information
Submitted by Fred Videan

GEMS BATTERY CHANGES NEEDED APRIL 2004

| | | | |
|------------|------------|----------------|----------|
| J. BIMMLER | P. BUTLER | B. FLOYD | R. FLOYD |
| M. HARE | T. JARVIS | J. LISSOW | D. NOLTE |
| C. TOBIN | J. SWEENEY | D. ZAJONCZOSKI | |

Please bring your Gems unit to one of the Safety Officers for a battery change.

Explorer News

Submitted by Carol Struble

Due to an oversight at our Annual Banquet on March 19, 2004, the Explorers were not able to participate in the presentation ceremony.

Our Explorer Post wanted to be sure that we recognized all the Advisors: Jim Hare, Roger Clark, Dan Hasenauer, Steve Reiter, Steve Speer, Bill Zarpentine, and Carol Struble, for their efforts this past year. Thank you for all your help. We would also like to thank the Fire Department Line Officers for their assistance in all of our training...especially Wayne Collins and Jeff Gates. Thank you.

We would also like to make you aware of our accomplishments this year. The Post was able to purchase new gear, radios and attend the New York State Fire Chiefs Conference in Syracuse as well as go on a rafting trip and purchased personalized hooded sweatshirts for all the explorers! It's been a very busy year and it would not have been possible without the cooperation of the Department as a whole.

We also had several presentations this year...

Awards for our top three Explorers with the highest points. They were:

| | |
|---------------------------------------|----------------|
| 1 st Place with 120 Points | Jason Wille |
| 2 nd Place with 117 Points | Jason Heinrich |
| 3 rd Place with 97 Points | Tom Hare |

Congratulations gentlemen, a job well done!

The Explorers also presented Chief Lissow with a gift certificate for dinner at Carm's in recognition of all his support. Thank you Chief Lissow.

EXPLORER POST 911

| | | | |
|------------------|---------------------|-----------------|------------------|
| Chief: | Steve Hebblethwaite | President: | Jason Wille |
| Deputy Chief: | Steve Ward | Vice President: | Roland Yockel |
| Captain: | Jason Heinrich | Treasurer: | David Speer |
| Lieutenant: | Matthew VerWulst | Secretary: | Jeremy Carbonaro |
| Kevin Giamartino | Tom Hare | Dan Hasenauer | Adam Maier |
| Nick Traino | Zachary Weneck | Joe Yockel | |

Welcome aboard to our new members Kevin Giamartino, Adam Maier, and Nick Taino.

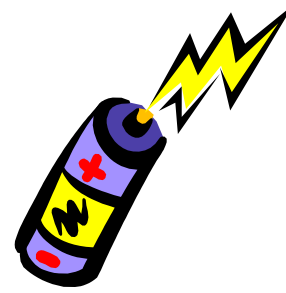
Regarding last months Explorer Scuttlebutt article, apologies to Matt VerWulst. Matt also wrote an article on the Hill Road Fire and his name was omitted ... Thanks Matt. The following is the article that Matt emailed to me, sorry Matt...

A big THANK YOU to all the Explorers that participated at the Hill Road fire! Your help was greatly appreciated and we only heard good things about the job we did there. Last month a few Explorers went to the New York State Association of Fire Chiefs Seminar. We did well selling beverages and snacks. We also received donations from the fire fighters. Overall the seminar was a good turn out.

Pager Batteries

Submitted by Wayne Collins

Please note, the AAA batteries that have been passed out, they are blue in color, are NOT rechargeable. They will be harmful to your chargers.



From 2C36

Submitted by Eric Guest



Ambulance 2619 has finally returned from Florida. To my knowledge, all of the problems have been corrected including the radio. If any problems surface please relay it to Aaron immediately so that he can let me know.

The fire safety trailer has been ordered. It's delivery date is approximately mid November. Chief Kalen, Captain Harter and myself will be traveling to Pennsylvania to inspect it and order the lettering. Thanks, Eric

Annual Banquet Wrap-up

Submitted by Ray Ward

I hope everyone had an excellent time at the annual banquet. Once again, kudos to Carm for the fantastic job on the food, I received numerous compliments on it, especially the Jambalaya.

If anyone has any problems or complaints, keep them to yourself 😊, just kidding, please let me know and we will try to adjust for next year.

We had several service awards this year, congratulations to all. Thanks to you all for sitting through the lengthy award program, it shows our appreciation for the dedication of our members.



Hydraulic Changes

Submitted by Mike Mullen

As many of you are aware, we are changing our nozzle settings to be compliant with the New York State standards. We are increasing the 1 ¾ “ nozzles from 95 gallons per minute (gpm) to 125gpm. The following points reiterate the lesson plan taught at the Feb.23rd drill on hydraulics.

1. With extinguishments you need to calculate GPM vs. BTU. The fact that fires are burning hotter dictates that our gpm need to increase also.
2. The standard preset button on the pressure governor cannot be used for every line pulled off the engine. The pressure governor will be changed to 150 psi to meet the 1 ¾ “ required flows. The 2 ½ “ preconnects will have to be gated back to meet the needed pressures.
3. For stretches longer than our preconnected hand lines, the pressures will need to be increased to maintain the appropriate nozzle pressures and flows.
4. The required nozzle pressure has not changed. You will still maintain 100psi on an adjustable nozzle, 80psi on a master stream and 50psi on a smooth bore nozzle. What has changed is the amount of water being pushed through the hose.

To make the changes easier on the pump operator, an updated “Pump Operator Chart” has been placed on the inside of the radio door on the pump panel. I encourage everyone to become familiar with the charts, so that questions can be answered ahead of time instead of on the fire ground.

Some things to keep in the back of your mind

262 and 263 have 750 gallon tanks while 260 has a 500 gallon tank. 750 gallons will be exhausted after 6 minutes of continuous flow at the rate of 125gpm and 500 gallons will be exhausted in 4 minutes. This makes it imperative that the establishment of a water supply not be delayed.

When the pump operator notes that the tank water is getting low and a water supply has not been established, they must notify the interior crews. This allows them to make the decision as to the tactics being utilized (i.e.: hold position, back out or seek area of refuge...).

The new changes will be a part of the driver’s recertification and the future pump operator’s courses. If anyone has any questions or concerns about these changes please contact myself or any officer.

Thank you,
Lt. Mike Mullen



Pump Operation Chart

Submitted by Mike Mullen

Pre Connected HANDLINES

| <u>Hose Size</u> | <u>Engine Pressure</u> | <u>Hose Length</u> | <u>Friction Loss</u> | <u>Nozzle Pressure</u> |
|------------------|------------------------|--------------------|----------------------|------------------------|
| 1 1/2" | 155 psi | 150' | 36#/100' | 100 psi |
| 1 3/4" | 150 psi | 200' | 25#/100' | 100 psi |
| 2 1/2"(ADJ) | 120 psi | 150' | 13#/100' | 100 psi |
| 2 1/2"(SB) | 70 psi | 150' | 13#/100' | 50 psi |

SUPPLYLINES~FRICTION LOSS/100'

| <u>GPM</u> | <u>3"</u> | <u>4"</u> | <u>5"</u> | <u>Dual 3"</u> |
|------------|-----------|-----------|-----------|----------------|
| 250 | 5 | 1 | 1 | |
| 500 | 20 | 5 | 2 | 5 |
| 750 | 45 | 10 | 5 | 15 |
| 1000 | 80 | 20 | 10 | 25 |
| 1250 | 125 | 30 | 15 | 35 |

- 1 1/2" / 1 3/4" Adjustable Nozzle Settings = 125 GPM
2 1/2" Adjustable Nozzle Settings = 250 GPM
2 1/2" Smooth Bore Nozzle = 1-1/8" tip = 250 GPM

Nozzle Pressures

| | | |
|---------------|---|--------|
| Fog nozzle | = | 100psi |
| Master stream | = | 80psi |
| Smooth bore | = | 50psi |

Increase Engine pressure 5# for each floor elevation

Engine Pressure for supplying sprinkler connection = 150psi

RACING LESSONS APPLIED TO FIRE/RESCUE SERVICE

Submitted by John Lemcke

Dear Fire Service Professional,

We published Chief Dan Jones' editorial in our January/February issue and have received numerous letters and e-mails in response to his opinions. To make sure we're reaching all of our audience with this information, we'd like to share it with you here.

Sincerely,
The Editors of National Fire & Rescue

RACING LESSONS APPLIED TO FIRE/RESCUE SERVICE

Many of you know that my hobby is motorsports safety and that I serve as chairman of the NFPA #610 Motorsports Venue Safety Committee. As such, I get to spend some time involved in the motorsports industry and attending racing events all of which suits me just fine.

A couple of years ago, I picked up an annual motorsports pocket calendar distributed by Ford's Motorsports Division. On the back of this calendar was a small motivational item called "Lessons of Racing" a list of eight reminders about what makes certain teams winners.

What impressed me at the time was how applicable this list was to fire and emergency services work, how "Lessons of Racing" (with some slight retooling for our industry) could prove to be the right lessons for any first-rate emergency services organization. The pocket calendar eventually outlived its usefulness, but not "Lessons of Racing," which I separated from the calendar and saved in my day planner, where it's remained ever since. I would like to share the lessons here with you now. (The original lessons are in bold, and each is followed by what I consider to be its application to emergency services work.)

- 1. SAFETY IS NUMBER ONE.** Safety has to be the bottom line in emergency services safety for our personnel and safety for our citizens. Therefore, we must always pursue the best methods, practices and equipment available to keep safety No. 1. A fire-rescue department that does not prioritize and practice safety cannot ensure safety for its citizens.
- 2. HAVE COMMITMENT AND FOCUS.** (The Clear Objective Is to Win.) Our clear objective is to "win" at every emergency scene, whether winning means extinguishing a fire, rescuing a victim, saving a life or protecting someone's property. All of our team members must share that commitment and focus for us to win at incident scenes. The objectives of our team cannot be confused or obscured.
- 3. BE READY ON TIME.** (Maintain Your Schedule.) A race starts when the green flag drops whether a particular team is ready or not. In emergency services work, our race starts when the dispatch issues its alert whether our team is ready or not. The teams that get prepared on time and maintain their readiness have a better chance of winning at the emergency scene than those who are not ready. And unlike racing, wherein the green flag drops at a set time, we never know when our "go" signal is coming, so readiness must be a constant.
- 4. QUICK RESPONSE IS IMPERATIVE.** (Solve the Problem or Lose the Race.) How true is this lesson in emergency services? Emergency response is all about solving problems. I tell my firefighters all the time that we are really in the problem-solving business. When someone cannot solve a critical problem he calls 911 and we are expected to have the answer. Success at a fire scene, vehicle accident or medical emergency comes from having a series of quick solutions to challenges encountered in the field. Solve the problems and win.
- 5. TEAMWORK AND COMMUNICATIONS ARE ESSENTIAL.** (There Can be No Individuals.) No racecar driver

wins alone and no fire chief puts out the fire by himself. Incident scenes are won or lost based on teamwork and clear communications. In many respects, emergency services work is the ultimate team sport. From the 911 dispatcher to the company officer, to the command officer, to the nozzle person or to the EMT, the various efforts must mesh in a sequence of actions coordinated by understandable communications to achieve a successful outcome. Any individual can break that chain of effort and diminish our chances of winning.

6. FACE REALITY. (Make No Excuses.) Emergency services delivery requires many skills and decisions performed under adverse conditions and time constraints. And everything will not always go right. Do not dwell on mistakes or missteps, and don't waste time looking for alibis. Deal directly with issues or inadequacies, learn from them and move on. Understand your limitations and work to improve them. Do not hide them, or from them.

7. CONTROL YOUR OWN DESTINY. (Know What Makes a Difference.) Race teams decide and prioritize what is fundamentally important to win. Fire and rescue departments must do the same thing. Relevant and consistent training, sound operating practices, dependable equipment and confident leadership are all essential to success at an emergency scene. Each of those elements can be guaranteed only by proper preparation and keeping energy focused on established priorities.

8. WINNER TAKES ALL ON RACE DAY. (There is No Glory in Finishing Second.) For emergency services, there is no "second place." It's really all or nothing when someone's life is on the line; we can only "win" or "lose," and when we lose, the stakes can be the ultimate price for someone. No other business on earth (except the military during times of war) has so little margin of success or failure. In sports, if you are unsuccessful just 50 percent of the time, you are a superstar. People can lose their lives and all they work for when we are not "winners." A 50-percent success rate in our business would be devastating for our communities. Our own team members can die in the effort when our "game plan" does not work. We are playing in a high-stakes game, a race against the forces of nature, physics, biology, chemistry and (at times) uncontrolled human behavior. There is no scoreboard or lap counter to gauge our success. Either we win or we don't. Winning on the emergency scene is the only reason for our existence as an organization.

I am sure that when someone at Ford wrote this set of lessons for its racing teams, they probably had no idea how applicable this list could be to emergency services. The eight lessons could easily be the guiding principles for the success of any emergency services or fire-service organization, regardless of size, makeup or situation. For a long time, I have believed that fire and emergency services and team sports have much in common, and these lessons help to confirm that belief. Studying what makes championship teams successful in almost any sport can help fire and rescue departments also become champions at the delivery of our critical services.

Thanks to the good folks at Ford Motor Co.'s Motorsports Division for giving us a set of winning lessons that can be applied so aptly to fire and rescue services.

Along this same theme of learning from sports champions, I just read an excellent book that could prove helpful to any fire chief or rescue/EMS director in managing his organization. Florida State University's football coach, Bobby Bowden, has written a book about the management and leadership principles that have guided his teams to two NCAA national championships and the lessons contained in his writings could easily apply to emergency services.

The Bowden Way, 50 Years of Leadership Wisdom was published in 2001 by Longstreet Press Inc. (for info, visit www.longstreetpress.net or call 404-254-0110). The book covers everything from time management to loyalty, enhancing enthusiasm and overcoming adversity, dealing with the public and the media, evaluating performance, building morale, conducting meetings and much, much more. I highly recommend this read to any volunteer or career chief. Bowden didn't get to be the winning-est NCAA Division 1 football coach without a firm grasp of leadership and management principles, and his lessons can certainly be applied to the fire-and-rescue business.

Dan Jones, Editor-in-Chief

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Tragic Firefighter Accident

Submitted by Dave Gebhardt

Soledad, California Firefighter Struck, Killed by Hit and Run Driver at Car Fire Scene

CALIFORNIA HIGHWAY PATROL Official Press Release

At approx. 1654 hrs. on Saturday, Soledad Fire Dept. was dispatched on a car fire on north bound US101 just north of Soledad.

When they arrived, they found an abandoned van fully engulfed, parked on the right shoulder. Their fire engine was parked up-wind, in front of the vehicle. 32 yr. old Soledad Firefighter Mario F. Cunha was rolling out a fire hose to begin to extinguish the fire.

A Chevy Corsica was approaching the scene, in the #2 lane, at an unknown rate of speed and struck the firefighter. The impact flung him on top of the fire engine and onto the ground. He was declared deceased at the scene. Firefighter Cunha had been with the Soledad Fire Department since April 2002 and lived in Soledad.

The Chevy fled the scene and continued north.

Approximately an hour later, the suspect and Chevy were located by Gonzales Police Department just outside the city of Gonzales. The California Highway Patrol arrested the unlicensed driver who was a 28 year old female from Salinas. The CHP booked the suspect into the Monterey County jail for vehicular manslaughter and felony hit-and-run.

North-bound traffic on US101 was diverted for approximately 3 and a half hours. The California Highway Patrol's MAIT team will be assisting with the investigation.

This just points out the urgency of paying attention at MVA scenes, we don't want this to happen to one of our own.