

Station Fire

CA-ANF-003622

Day Operational Period

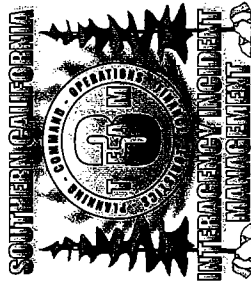
0600-1800

and

Night Operational Period

1800-0600

*Wednesday – Thursday
September 16 - 17, 2009*



| | | | |
|---|---|--|--------------------------|
| Incident Objectives | 1. Incident Name STATION | 2. Date Prepared 09/15/09 | 3. Time Prepared 2044 |
| 4. Operational Period 09/16/09 Wednesday Day 0600 - 1800 Night 1800 - 0600 | | | |
| 5. General Control Objectives for the incident (include alternatives) | | | |
| <p>Firefighter and public safety is our core value. All identified hazards will be mitigated and avoided.</p> <p>Control Objectives Keep fire within the existing fire perimeter and as a contingency the following would apply: Keep fire west of Highway 39, Highway 2, and Largo Vista Road. Keep fire south of Highway 138, Pearblossom Highway, and Highway 14. Keep fire east of Interstate 5. Keep fire north of the foothill communities and the Angeles National Forest Boundary.</p> <p>Management Objectives Continue implementation of Suppression Repair Plan Manage costs commensurate with values at risk. Maximize protection of resources at risk. Keep public informed on fire progress. Provide for structure protection of developed properties.</p> | | | |
| 6. Weather Forecast for Period See attached Weather Forecast | | | |
| 7. General Safety Message See attached Safety Message | | | |
| 8. Attachments: (mark if attached) | | | |
| <input checked="" type="checkbox"/> Organization List - ICS 203 | <input checked="" type="checkbox"/> Incident Map | <input checked="" type="checkbox"/> Vicinity Map | |
| <input checked="" type="checkbox"/> Div. Assignment Lists - ICS 204 | <input checked="" type="checkbox"/> Safety Message | <input checked="" type="checkbox"/> Phone List | |
| <input checked="" type="checkbox"/> Communications Plan - ICS205 | <input checked="" type="checkbox"/> Traffic Plan | <input checked="" type="checkbox"/> Unit Log ICS-2214 | |
| <input checked="" type="checkbox"/> Medical Plan - ICS 206 | <input checked="" type="checkbox"/> Human Resource Message | <input type="checkbox"/> | |
| <input checked="" type="checkbox"/> Air Operations Summary - ICS 220 | <input checked="" type="checkbox"/> Training Specialist Message | <input type="checkbox"/> | |
| 9. Prepared by (Planning Section Chief) Dena Sickels <i>Dena Sickels</i> | | 10. Approved by (Incident Commander) Mike Wakoski <i>Mike Wakoski</i> | |

ORGANIZATION ASSIGNMENT LIST

2. DATE PREPARED

9/15/2009

3. TIME PREPARED

1845 hrs

1. INCIDENT NAME

Station

4. OPERATIONAL PERIOD (DATE / TIME)

Day/Night 9/16--17/09 / 0600--1800 & 1800-0600

| | | | |
|--|--|-------------------------------------|-----------------------------------|
| 5. Incident Commander and Staff | | 9. Operations Section | |
| Incident Commander | USFS Mike Wakoski | Ops Chief | Chris Anderson |
| Deputy IC (T) | Ken Kempter | Ops Chief- Suppression Repair | John Forster |
| Safety Officer | Doug Elliott | Planning Ops | Dan Odom |
| Information Officer | Marc Peebles | a. BRANCH II | |
| Liaison Officer | Don Garwood | BRANCH DIRECTOR | |
| Human Resources | Jan Cawthon | DIVISION W / WILSON | Matt Topoleski |
| 6. Agency Representative | | DIVISION V | Jacob Gipson, Walter Bunt (t) |
| AGENCY | NAME | b. BRANCH XX | |
| USFS | L'Tanga Watson / Ronald Ashdale | BRANCH DIRECTOR | |
| Cal Fire | Arnie White | DIVISION GG / HH / II | Talbot Hayes |
| LASD | James Sully (323) 979-7228 | DIVISION O / P / Q | Jim Topoleski |
| CHP | Sgt. Starr (213) 598-7883 | c. SUPPRESSION REPAIR BRANCH | |
| SCE | Troy Whitman (818) 512-1637 | BRANCH DIRECTOR | |
| NFFE Local 1650 | Jon Merager (626) 272-8830 | BEAR DIVIDE | Eric Downard, Charles Dobson |
| BAER TEAM | Marc Stamer / Ronald Ashdale | MILLARD GROUP | Tim McHargue, Tim Carey (t) |
| 7. Planning Section | | MT WILSON GROUP | Valdo Calvert, David Hagen |
| Chief | Dena Sickels | HWY 39 GROUP | Greg Burch |
| Deputy | | FOBS - (EAST AND WEST) | |
| Resources Unit | Todd Gomez, Eric Leverenz (T), Jane Arteaga, Christine Groeninger | | |
| Situation Unit | Pete Lawrence, Kim Park (T), Steve Briggs (T) | | |
| Documentation Unit | Jan Cawthon | d. NIGHT BRANCH | |
| Demobilization Unit | Mike Howell | BRANCH DIRECTOR | |
| GISS | Karl Todd, Traci Tennant, Roger Williams (T) | BRANCH DIRECTOR | |
| CTSP | Chuck Vertrees / Scott Daniels | DIVISION W / WILSON | Gerry Brewster, Mitch Fowlkes (t) |
| Training | | DIVISION GG / HH / II | Gary Sexton |
| FBAN | Dan Felix | e. BRANCH | |
| IMET | Valerie Meyers | BRANCH DIRECTOR | |
| Resource Advisor | Randy Striplin | DIVISION | |
| Technical Specialist | | DIVISION | |
| 8. Logistics Section | | f. AIR OPERATIONS BRANCH | |
| Chief | Jack VanLear | Air Operations Branch Director | Gerald Cosey, Hank Reimer (t) |
| Deputy | Tom Phelps | Air Attack Supervisor | Bruce Dietrich |
| Supply Unit | Scott Ashbach | Air Support Supervisor | Kevin McElfish |
| Facilities Unit | Neil Graf | 11. Finance Section | |
| Ground Support Unit | Mitch Fowlkes, Dan Froelich (T) | Chief | Rich Tobin |
| Communications Unit | Eric Martinez, Bob Evans (T) | Deputy | |
| Medical Unit | Rob Herman | Time Unit | |
| Ordering Unit | Steve Hurdle | Procurement Unit | Patrick Gallegos |
| Food Unit | Korry Belmontez | Cost Unit | Judy Reynolds |
| Base Camp Manager | Russ Lajoie | COMP / Claims | Loni Dumnagan |
| | | PREPARED BY: Dena Sickels | |

Fire Weather Forecast

FORECAST NO: 30

NAME OF FIRE: Station Fire

PREDICTION FOR: 24 Hour Period

UNIT: CA-ANF

SHIFT DATE: Wednesday, September 16th 2009
0600 to 0600 hours

SIGNED: *Valerie L. Meyers*

TIME AND DATE

FORECAST ISSUED: Tuesday 9/15/2009 @ 1800 hours
Valerie L. Meyers /s/
Incident Meteorologist

WEATHER DISCUSSION: High pressure will build over California the next couple of days. Skies will be mostly clear and sunny...leading to much warmer temperatures and drier conditions. Winds will continue to be terrain-driven...gusty during the afternoon on upper slopes and aligned drainages...with lighter downslope flows at night that favor the Northeast.

WEATHER FORECAST:

TODAY:

WEATHER: Mostly sunny.

MAX TEMPERATURES: 78-85 degrees...up to 90 degrees at some low elevation sites.

MIN HUMIDITY: 15-25 percent... to near 35 percent at some low elevation sites.

20 FT WINDS:

RIDGETOP – North-Northeast 10-15 mph.

SLOPE/VALLEY – Northeast 4-8 mph in the morning...becoming upslope/upcanyon
8-12 mph with gusts to 25 mph in the afternoon on upper slopes.

STABILITY/INVERSION: Mostly stable with moderate inversion eroding by 0900 hours.

WEDNESDAY NIGHT FORECAST:

WEATHER: Mostly clear.

MIN TEMPERATURES: 60-68 degrees...down to near 50 degrees at highest elevation sites.

MAX HUMIDITY: 30-45 percent...up to 60 percent at lower elevations and in sheltered drainages.

20 FT WINDS:

RIDGETOP – North-Northeast 10 mph.

SLOPE/VALLEY – Upslope/upcanyon 8-12 mph with gusts up to 25 mph early evening...becoming
downslope 4-8 mph favoring Northeast by midnight.

Extended Outlook Thursday through Saturday: High pressure strengthens over the western United States. Under sunny skies...temperatures will warm into the upper 90s across the lower elevations by the end of the week. Daytime humidity levels will trend down into the teens at many sites. Winds will continue to be terrain driven...gusty each afternoon over the upper slopes and aligned drainages...with some North to Northeast flow during the night and morning hours.

FIRE BEHAVIOR FORECAST

FORECAST NUMBER: #35

FIRE NAME: Station

TYPE OF FIRE: Wildfire

DATE ISSUED: September 15, 2009

OPERATIONAL PERIOD: Day & Night 9/16/09

UNIT: Angeles NF, Los Angeles County

TIME ISSUED: 1900

SIGNED: /s/ Dawn Felix FBAN

INPUTS

WEATHER SUMMARY

Refer to Weather Forecast for details: Mostly clear and sunny with drier conditions.

DAY WEATHER: Max Temp: 78-90° Min RH: 15-25% 20' Ridgetop Winds – N 10-15, Gusts to 25 mph.

NIGHT WEATHER: Min Temp: 50-68° Max RH: 30-45%. 20' Ridgetop Winds – NE 10 becoming downslope.

FUELS

Heavy brush w/ a pine overstory on the most aspects between 3500 to 5500' (FM 2 mostly). Mixed conifer w/ a light brush understorey on the N aspects above 5500' (FM 8). Moderate brush loading w/ grass on the S aspects below 4000' (FM 4). Minimum fine fuel moisture: 3-5%, 1000 hour: 5-8%, Live fuel moisture: 60-65%. ERC's above 90%.

OUTPUTS - FIRE BEHAVIOR

GENERAL:

Predicted BI for today 163 (up 120) – HIGH

For today expect the fire behavior to be generally low across the entire fire with the exception of low to moderate activity in the burnout area of DIV W. For most of the fires perimeter, the only remaining heat will be in the heavy fuels generally found in the drainages and at the higher elevations in the timber fuel types. Day time observed fire behavior will be limited to smoldering and creeping fire with just smoldering during the nighttime. Any green islands, open line, spot fires or new start have the potential for low fire behavior and could reach a size of 10-20 acres in an hour. Nighttime humidity recoveries will be good in the drainages and fair on the upper slopes. Mid slope and ridges may exhibit a mild thermal belt. Potential for active fire at night will be very low and confined primarily to DIV W.

DAY MAX FIRE BEHAVIOR POTENTIAL – BRUSH: ROS 40-60 c/h, FL 15-25, Spotting Distance 1/3 mile, Probability of Ignition up to 90% Backing fire: ROS 5-15 c/h, FL 4-10. TIMBER w/ Brush: ROS 10-15 c/h, FL 4-6.

For the divisions along the **Foothill Drive corridor, Little Tujunga, Soledad Canyon and Bare Mt**, the fire activity has diminished. Expect little heat, but interior smokes are occurring.

DIV V&W - As a result of the burnout operations, you can expect low to moderate fire behavior isolated to the burn area diminishing some into the night. With the predicted lower RH expect the activity to slowly increase as the fuels dry out and upslope winds develop. Smoke in the drainage overnight will be light.

DIV Q/P/O – In the **San Gabriel Wilderness**, expect only isolated areas of heat confined to the heavier fuels within the interior. Below Mt Waterman, expect areas of heavy fuels to hold heat for several days, low potential for isolated area of active burning.

DIV GG/HH/II - In **Squaw Canyon** expect isolated areas of heat confined to the heavier fuels within the interior. Some isolated heat is possible along perimeter of the large green island below Alder Saddle.

▶ Generally clear.

AIR OPERATIONS

SAFETY

- ▶ Potential for escape still exists, fuel conditions are still generally dry and receptive.
- ▶ "A good decision is based on knowledge and not on numbers." - Plato

| | | | | | | | | |
|---|--------------------------------------|---|-------------------------------|---|------------------|---------|----------|----------|
| Division Assignment List | | 1. Branch SUPPRESSION REPAIR BRANCH | | 2. Division/Group BEAR DIVIDE | | | | |
| 3. Incident Name STATION | | 4. Operational Period 09/16/09 Wednesday Day Shift 0600 - 1800 | | | | | | |
| 5. Operations Personnel | | | | | | | | |
| Operations Chief | CHRIS ANDERSON | Division/Group Supervisor | CHARLES DOBSON / ERIC DOWNARD | | | | | |
| Planning Ops Chief | DON ODOM | Air Attack Supervisor | BRUCE DIETRICH | | | | | |
| Branch Director | JOHN FORSTER | THSP | WILLIAN (BILL) SANDBORG | | | | | |
| 6. Resources Assigned this Period | | | | | | | | |
| Strike Team/Task Force/ Resource Designator | Leader | Num of Pers. | Trans. Y/N | Drop Off PT./Time | Pick Up PT./Time | | | |
| HC2 MOJAVE CREW # 2 | DAVID DOLEZAL | 19 | N | DP 9 @ 0700 | DP 9 @ 1800 | | | |
| HC2 MOJAVE CREW # 1 | STEVE JORDAN | 18 | N | DP 9 @ 0700 | DP 9 @ 1800 | | | |
| HC2 SCORPIONS # 6 | IAN QUIST | 22 | N | DP 9 @ 0700 | DP 9 @ 1800 | | | |
| DOZ2 UNITED (E-411) | SCOTT HARVEY | 2 | N | DP 9 @ 0700 | DP 9 @ 1800 | | | |
| DOZ2 BILL WELCH (E-424) | WISENSKI, TIMM | 1 | N | DP 9 @ 0700 | DP 9 @ 1800 | | | |
| EXCAVATOR BENS TRUCKING (E-1014) | KEITH FLASH | 1 | N | DP 9 @ 0700 | DP 9 @ 1800 | | | |
| EXCAVATOR LENDSEY (E-1025) | DOUG MOORE | 1 | N | DP 9 @ 0700 | DP 9 @ 1800 | | | |
| EXCAVATOR FRAN BAR (E- 1038) | *****SEE RESL ***** | 1 | N | DP 9 @ 0700 | DP 9 @ 1800 | | | |
| EXCAVATOR PDQ (E-1024) | DAN MCGAUGH | 1 | N | DP 9 @ 0700 | DP 9 @ 1800 | | | |
| MASTICATOR BUSTERS (E-166) | BEN WING | 2 | N | DP 9 @ 0700 | DP 9 @ 1800 | | | |
| MASTICATOR VOLCANO (E-818) | CLATON GRAHAM | 1 | N | DP 9 @ 0700 | DP 9 @ 1800 | | | |
| GRADER ROAN (E-991) | JOHN ROAN | 1 | N | DP 9 @ 0700 | DP 9 @ 1800 | | | |
| WAT2 BENNETT CONST (E-363) | JIM BOTTOMLEY | 1 | N | DP 9 @ 0700 | DP 9 @ 1800 | | | |
| WAT2 WATER COMPANY (E-443) | *****SEE RESL ***** | 2 | N | DP 9 @ 0700 | DP 9 @ 1800 | | | |
| DOZB | RICHARD WILLIAMS | 1 | N | DP 9 @ 0700 | DP 9 @ 1800 | | | |
| DOZB | TOM WILLIAMS | 1 | N | DP 9 @ 0700 | DP 9 @ 1800 | | | |
| DOZB | SHAWN BURT | 1 | N | DP 9 @ 0700 | DP 9 @ 1800 | | | |
| SOF2 | WILLIAM LEWIS | 1 | N | DP 9 @ 0700 | DP 9 @ 1800 | | | |
| FEMT | DANNY MONTOYA | 1 | N | DP 9 @ 0700 | DP 9 @ 1800 | | | |
| FEMT | ART GARZA | 1 | N | DP 9 @ 0700 | DP 9 @ 1800 | | | |
| 7. Control Operations | | | | | | | | |
| - Continue to repair/rehab dozer and hand line based on the specification and approval of READ. | | | | | | | | |
| 8. Special Instructions | | | | | | | | |
| - Close and lock all gates to prevent access into the forest. | | | | | | | | |
| - GPS and report any notice of damage to infrastructure by suppression forces. | | | | | | | | |
| - COMMUNICATIONS-USE APPROPRIATE COMMAND CHANNEL-SEE 205 | | | | | | | | |
| 9. Division/Group Communications Summary | | | | | | | | |
| Command | Function | Frequency - RX | Frequency - TX | Tone | System | Channel | System | Channel |
| Tactical Div/Group | | 173.9625 | SEE 205 173.9625 | | King | 11 | GROUP 15 | R-5 TAC5 |
| Logistics | | | | | | | | |
| Air to Ground | | 168.2250 | 168.2250 | | King | 12 | GROUP 15 | |
| Prepared by (Resource Unit Leader) | Approved by (Planning Section Chief) | | Date Prepared | Time Prepared | | | | |
| chris.groeningcr | Dena Sickels | | 09/15/09 | 1642 | | | | |

NIGHT OPERATIONAL PERIOD

1800 – 0600

ICS 204'S

| INCIDENT RADIO COMMUNICATIONS PLAN | | Incident Name STATION INCIDENT | | Date/Time Prepared Sept 15, 2009, 1730 | Operational Period Date/Time September 16-17, 2009 0600-1800 1800 - 0600 | | |
|------------------------------------|------------------|---|--|--|---|-------------------|-----------------------|
| Ch # | Function | Channel Name / Trunked Radio System Talkgroup | Assignment | Frequency N or W | Tone / NAC | Mode A, D or M | Remarks |
| 1 | COMMAND | NIFC C2 | ICP/DIVISIONS/ SRB | Rx- 168.1000 Tx- 170.4500 | Tx 167.9 | A | MT. LUKENS |
| 2 | COMMAND | NIFC C9 | DIVISIONS/SRB | Rx- 170.0125 Tx- 165.2500 | Tx 167.9 | A | MAGIC MTN. |
| 3 | COMMAND | NIFC C19 | DIVISIONS/SRB | Rx- 172.6125 Tx- 164.8750 | Tx 167.9 | A | GLEASON PK. |
| 4 | COMMAND | NIFC C3 | ICP/DIVISIONS/ SRB | Rx- 168.0750 Tx- 170.4250 | Tx 167.9 | A | MONROVIA |
| 5 | COMMAND | NIFC C6 | DIVISIONS/SRB | Rx- 168.4750 Tx- 173.8125 | Tx 167.9 | A | East of BARE MTN. |
| 6 | COMMAND | NIFC C7 | ICP/DIVISIONS/ SRB | Rx-162.9625 Tx-171.7875 | Tx 131.8 | A | PINE MTN. |
| 7 | COMMAND | NIFC C10 | ICP/DIVISIONS/ SRB | Rx-170.4125 Tx-165.9625 | Tx 167.9 | A | DISAPPOINTMENT PK. |
| 8 | COMMAND | NIFC C20 | DIVISIONS | Rx- 170.3625 Tx- 166.0875 | Tx 167.9 | A | WATERMAN PK |
| 9 | TACTICAL | NIFC T-4 | DIV.V, MT.WILSON/W, SRB MT. WILSON GRP. | Rx- 164.1375 Tx- 164.1375 | | A | TACTICAL |
| 10 | TACTICAL | NIFC T-5 | DIV.GG/HH/II, O/P/Q, SRB HWY 39 GRP. | Rx- 166.7250 Tx- 166.7250 | | A | TACTICAL |
| 11 | TACTICAL | R-5 TAC5 | SRB MILLARD GRP., BEAR DIVIDE GRP. | Rx- 173.9625 Tx- 173.9625 | | A | TACTICAL |
| 12 | AIR TO GROUND | AIR/GRND | | Rx- 168.2250 Tx- 168.2250 | | A | AIR TO GROUND |
| 13 | WHITE 3 | WHITE 3 | UNASSIGNED | Rx- 154.2950 Tx- 154.2950 | | A | CONTNGENCY |
| 14 | AIR GUARD | GUARD | | Rx- 168.6250 Tx- 168.6250 | TX 110.9 | A | EMERGENCY USE ONLY |
| 15 | | | | | | | |
| 16 | AIR GUARD | GUARD | | Rx- 168.6250 Tx- 168.6250 | TX 110.9 | A | EMERGENCY USE ONLY |

Magic Mtn. and Gleason Pk. are linked independently. At 1200 hrs. they will be linked with entire CMD Rptr. System.

Bob Evans

Prepared by (Communications Unit) BOB EVANS, COML (T)

AIR OPERATIONS SUMMARY

PREPARED BY: Hank Reimer



PREPARED DATE/TIME: 09/15/09 1400

| | | | | | | | |
|--|---------------------|---|-----------------|--|----------|--|---|
| 1. INCIDENT NAME: Station | | 2. OPERATIONAL PERIOD DATE: 09/16/09 START TIME: 0600 END TIME: 1900 SUNRISE: 0636 SUNSET: 1859 | | | | | |
| 3. REMARKS (Safety Notes, Hazards, Air Operations Special Equipment, etc.): Air Guard Freq. for emergencies (Hailing only) Wire rich environment Retardant and foam to stay 300' from any waterway Track drop locations by division and amount re: cost apportionment | | | | 4. MEDEVAC A/C: Contact Communications LA County w/ hoist & Paramedics | | 5. TFR information #9-9628 (135.350) 7000' msl | |
| 6. PERSONNEL | | Phone | 7. FREQUENCY | AM | FM | 8. FIXED-WING | # Avail / Type/ Make-Model / FAA N# / Base(s) |
| AOBD: | Gerald Cosey | 310 749-2453 | AIR/AIR FW: | | 169.0875 | Air tankers: | |
| AOBD: (T) | Hank Reimer | 949 769-0124 | AIR/AIR RW: | 135.350 | | Lead planes: | |
| ASGS: | Kelvin McElfish | 818 421-1509 | AIR/GROUND: | | 168.2250 | ATGS Aircraft: | Fire watch 509 |
| HEB1: | Ray Ucha (San Gab.) | 626 910-1439 | COMMAND: | See 205 | | FAX #'s ICP | Michelle's 626 334 7248 |
| | | | COMMAND RPT: | | | Air Ops Office | 626 334-8760 |
| | | | DECK FREQ: | | 163.100 | San Gabariel Helibase | Hwy 39 San Gabriel Dam |
| | | | TOLC FREQ: | | | | |
| | | | BRIEFING: | | | | |

9. HELICOPTERS (Use Additional Sheets As Necessary)

| FAA N# | TYPE | MAKE/MODEL | BASE | AVAIL | COLOR | REMARKS |
|--------|------|-------------------|-------------|-------|-------------|--------------------------------------|
| 734 | 1 | S 64 (helitanker) | Fox | 0800 | Orange | Hernan Soltelo Mgr 626 437-1930 |
| 531 | 2 | Bell 205++ | San Gabriel | 0800 | Yellow | San Gabriel Helibase 626 910-1439 |
| 554 | 2 | Bell 205++ | San Gabriel | 0800 | White/Red | San Gabriel Helibase 626 910-1439 |
| 4TV | 3 | ASTAR B2 | ICP | 0800 | White/Black | Tim Gogerty Mgr 714 658-0082 |
| | | | | | | |
| | | | | | | |

| TYPE/FUNCTION | NAME OF PERSONNEL OR CARGO (if applic) OR INSTRUCTIONS FOR TACTICAL AIRCRAFT | MISSION START | FLY FROM | FLY TO |
|----------------------------|---|---------------|----------|--------|
| | | | | |
| Water drops per request | Division Sup. To request and coordinate. Also Air Assets to record where their drops were and amount of retardant used. | | | |
| Recon Flights | To be approved by Ops or AOBD | | | |
| Cargo/Sling | Per Request from Div Sups. | | | |
| Intial Action Local Forest | Request from ANF | | | |
| Back Haul | Clean and rehab helispots, pickup trash etc. | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

| | | | | |
|---------------------|---|-------------------------------|--------------------------|---|
| MEDICAL PLAN | 1. INCIDENT NAME Station Fire | 2. DATE PREPARED 9/15/2009 | 3. TIME PREPARED 2000 | 4. OPERATIONAL PERIOD 9/16 to 9/17/2009 0600/0600 |
|---------------------|---|-------------------------------|--------------------------|---|

| 5. INCIDENT MEDICAL AID STATIONS | | | |
|----------------------------------|--------------|-------|------------|
| MEDICAL AID STATIONS | LOCATION | PHONE | PARAMEDICS |
| Station ICP/ Santa Fe Camp | Santa Fe Dam | | YES NO |
| | | | XX |

| 6. TRANSPORTATION | | | |
|-----------------------------|---|--------------|------------|
| NAME | ADDRESS | PHONE | PARAMEDICS |
| Glendale RA 21 | Rincon Station- Santa Fe Dam | 626-334-7193 | YES NO |
| San Marino RA 91 | Branch II - Santa Fe Dam | 626-334-7193 | XX |
| Los Angeles City Fire RA 88 | Angeles Crest-Three Points/Chilao | 626-334-7193 | XX |
| LAC East Valley Air Squad | Brackett Field LAC Command and Control | 323-881-6183 | XX |
| Sheriffs Air Rescue 5 | Batley Flats 1000-2000 LAC Command and Control | 323-881-6183 | XX |

| 7. HOSPITALS | | | | | | | |
|--|--|-------------|---------|--------------|---------|----|-------------|
| NAME | ADDRESS | TRAVEL TIME | | PHONE | HELIPAD | | BURN CENTER |
| | | AIR | GRND | | YES | NO | |
| Verdugo Hills Hospital | 1812 Verdugo Bl. Glendale, CA 91208 | N/A | 35 Min. | 818-952-2222 | | XX | XX |
| Huntington Memorial Hospital (Level 2/Trauma) | 100 W. California Bl. Pasadena, CA 9105 | 5 Min. | 30 Min. | 626-397-5000 | XX | | XX |
| Glendale Adventist Hospital LAC/JUSC Medical Center | 1509 Wilson Tr. Glendale, CA 91206 | 5 Min. | 35 Min. | 818-409-8202 | XX | | XX |
| Level 1 Trauma Center | 1200 N. State St Los Angeles, CA 90033 | 10 Min | 35 Min. | 323-226-7991 | XX | XX | |
| Providence Holy Cross Hospital (Level 2 Trauma) | 15031 Rinaldi St. Mission Hills, CA 91345 | 10Min | 30 Min. | 818-898-4540 | XX | | XX |
| Arcadia Methodist Hospital | 300 W. Huntington Dr. Arcadia, CA 91007 | 15 Min. | 30 Min. | 626-574-3456 | XX | | XX |
| Foothill Presbyterian Hospital | 250 S. Grand, Glendora, CA 91740 | 20 Min. | 20 Min. | 626-857-3170 | XX | | XX |

8. MEDICAL EMERGENCY PROCEDURES

- When an injury occurs, initiate care with available resources at scene and notify DIVS. The DIVS shall coordinate the incident and direct necessary actions.
- Scene manager (DIVS or ranking overhead) shall make notifications, determine appropriate EMS response (BLS, ALS), and recommend the most appropriate method of transport (Medivac, Ground). Establish a back-up plan.
- For serious or life threatening injuries, the DIVS or OPBD shall contact the Com Unit to advise nature and location of the incident and request appropriate additional resources. The Com Unit will notify the IC, Med Unit, Safety Officer, and OPSC.
- Upon request of DIVS, OPBD or OPSC, the Com Unit shall limit all non-essential traffic on command by declaring a "Medical Emergency" to be lifted as soon as practical.

PATIENT INFORMATION

√ Patient 1 of _____

Emergency _____ Non Emergency _____

Is helicopter medivac required for transportation?
Yes _____ No _____

Location _____

Lat _____ Long _____

Age _____ Sex _____ Weight _____

Severity: Minor _____ Delayed _____
Immediate _____

Chief Complaint _____

Any additional resources required _____

** Use East Air to Ground-

| | |
|--------------------------------------|-------------------------------------|
| 9. PREPARED BY (MEDICAL UNIT LEADER) | 10. REVIEWED BY (SAFETY OFFICER) |
| Rob Herman MEDL | Doug Elliot SOF2 <i>Doug Elliot</i> |

STATION FIRE SAFETY MESSAGE

DAY/NIGHT OPERATIONAL PERIOD 9/16-17/2009

MAJOR HAZARDS

Communications
Briefings
Firefighter Fatigue & Hydration

Complacency
Situational Awareness

HAZARD MITIGATION

BRIEFINGS: It is a requirement to conduct a briefing prior to beginning the work shift. Review all parts of the IAP with crews. If you are unsure about your assignment, obtain clarification prior to beginning work. Reassess your situation and re-brief crews whenever the situation or conditions change.

FIREFIGHTER FATIGUE & HYDRATION: Long training days can accelerate firefighter fatigue. Use the buddy system to help combat fatigue. Take rest breaks as often as necessary. Stay hydrated. Long days, hard work, hot temperatures, low relative humidity combine to create the need for constant water intake. Carry plenty, drink often, and preplan for water re-supplies.

COMMUNICATIONS: Communications are a key to safe and effective fire fighting. Make sure everyone on the crew has some form of communications, either by radio or verbally. Share the Incident Accident Plan with the crew. Read the forecast and LCES special instructions. Read and know the Medical Plan prior to its usage. Share the safety message with all of your crew and talk about it. Brief your crew as often as needed during the shift and whenever conditions change.

COMPLACENCY: If you find yourself drifting off mentally then you are beginning to become complacent. Avoid this by remaining attentive to your assigned task. Maintain situational awareness and work in pairs or small groups where you can watch for your partner (s) welfare.

SITUATIONAL AWARENESS: What does this term mean to you? Situational awareness should mean knowing what is going on around you at all times. It means always knowing what the fire is doing, always knowing what your crew and adjoining crews are doing, and always knowing what the weather is doing. With a good situational awareness, you should never be surprised by changing conditions. It also means always having a workable contingency plan to implement if necessary.

PROVIDE FOR SAFETY FIRST

D. Elliott SOF 2

| Day & Night Shifts | | | | | | | Incident: Station Incident | | | | Wed-Thur 09/16-17/2009 0600 – 1800 & 1800 - 0600 | | | | |
|--------------------------------------|--------------------|-----------|-------------|-------------|----------------|-----------------|----------------------------|---|----------------------|-------------------|--|------------------------|-----------------|---|---|
| LCES Analysis of Tactical Operations | | | | | | | OTHER RISK ANALYSIS | | | | | | | | |
| Division Group | Direct Line Const. | Fire Line | Firing Ops. | Active Fire | Communications | Driving Hazards | Snag Hazards | LCES Mitigations | | | | Other Risk Mitigations | | | |
| | | | | | | | | Heat / Hydration | Structure Protection | Multiple Aircraft | Poison Oak | Fatigue | Mech. Equipment | | |
| <u>DAY</u> MT Wilson V/W | | | | | | X | X | Potential Extreme Fire Behavior: Review "Severe Fire Behavior Potential" (IRPG p.76). Monitor current weather conditions and forecasts. Be alert for wind slope alignment, Strengthen LCES mitigations. Set decision points. Maintain Situational Awareness! | X | | | | X | X | Structure Protection: Adhere to Wildland Urban Interface Operating Principles. Follow Structure Protection Guidelines (IRPG p. 16). Utilize Structure Assessment Checklist (IRPG p.14), Review Hazmat Checklist (IRPG p. 26), |
| Div GG/HH/II Div O/P/I/Q | | | | | | X | X | Heat, Hydration: Drink up to 8 qts. of fluid per shift at ratio of 3 to 1 water to electrolyte replacement drink (gatorade-type). Energy drinks contribute to dehydration and should not be consumed. Be familiar with signs & symptoms of heat stress illness. | X | | | | X | X | Aircraft: Keep personnel out of drop zones. Use air-to-ground freq. to communicate with aircraft. Use concise statements & clock directions when directing aircraft. Avoid "heli-mopping". Eliminate unnecessary pilot exposure. Staff dip sites when necessary to keep public clear |
| Bear Divide | | | | | | X | | Fatigue: Be alert for signs of fatigue and take breaks as necessary. Maintain 2:1 work/rest ratio. Monitor incoming resources for level of fatigue. | X | | | | X | X | Communications: Establish positive communications, Utilize human repeaters if necessary; brief/debrief with personnel you relieve and those relieving you, face-to-face if possible |
| Millard Grp | | | | | | X | | Driving: Drive defensively w/head lights on; use chocks & backers; watch for rockfall off cutbanks in burned areas. Increase following distances on dusty roads; slow down for opposing traffic. Be able to stop in ½ the visible distance on blind curves. Maintain Situational Awareness! | X | | | | X | X | Line Construction: Conduct thorough briefing for all personnel involved. Follow mitigations for downhill line construction; establish adequate anchor points Ensure LCES in place prior to engagement. Establish adequate safety zones. Follow "Look Up, Look Down, Look Around" procedures. Maintain Situational awareness |
| MT Wilson Grp. | | | | | | X | X | General Firefighting: Give thorough briefings, maintain situational awareness, establish LCES, follow 10 Std, mitigate 18, monitor weather and review forecasts. Use required PPE. Utilize Risk Mgmt. Maintain Situational Awareness. | | | | | X | X | Foot Travel: When walking through steep, rocky, and possibly wet terrain, watch footing and maintain proper spacing. Watch for overhead hazards, carry tools downhill side. Treat "hot spots" on feet before they become blisters |
| Hwy 39 Grp. | | | | | | X | X | Firing Operations: Conduct thorough briefing for all personnel involved. All personnel to be fully qualified for their assignments. LCES must be in place prior to initiation. Limit personnel present to only those necessary to conduct operation. Maintain Situational Awareness. | X | | | | X | X | Snag & Hazard Tree; Follow Hazard Tree Safety Guidelines. Limit number of personnel around snags and their exposure time; fallers must be qualified for trees being fallen. Be especially alert around snags during wind events and after dark. Maintain Situational Awareness. |
| Night | | | | | | | | Poison Oak: Get affected personnel to Med Unit for treatment; maintain good hygiene, wash clothes frequently | | | | | | | Chippers, Masticators: Personnel involved to review & sign JHA; follow JHA direction; Utilize recommended PPE; review operator's manual. Never operate mechanical equipment alone. |
| MT Wilson V/W | | | | | | X | X | Driving: Drive defensively w/head lights on; use chocks & backers; watch for rockfall off cutbanks in burned areas. Increase following distances on dusty roads; slow down for opposing traffic. Be able to stop in ½ the visible distance on blind curves. Maintain Situational Awareness! | | | | | X | X | Bear Precautions: Pick up and remove all trash from fire line. Don't store food in vehicles, tents, etc. |
| GG/HH/II | | | | | | X | X | LCES | X | | | | X | X | LCES |

Prepared By:

Doug Elliott, Safety Officer

Douglas Elliott

Date and Time:

09/15/09

1700



Today's discussion is from the Fireline Safety Category.

Six Minutes Home Page

Hazard Trees

Snags (dead, standing trees without leaves or needles in the crowns) and other hazard trees present a significant hazard to wildland firefighters. Snags typically have much lower fuel moistures than live, green trees; and they burn more readily. In the process, they often throw spot fires far in advance of the main fire and often burn through more quickly than green trees, falling with little or no warning. Live, green trees have been weakened by insects, disease, weather, past fires, and age present equal hazard and can fall without warning.

- The risk of injuries from hazard trees increases during the night operational period when visibility is greatly reduced.
- While the cooler, nighttime period is generally a more effective time to gain control of wildfires, the increased risk from unseen falling snags and weakened live trees may limit the widespread use of crews at night in areas of dead and dying timber.
- Environmental conditions that increase risk from hazard trees: Strong winds or erratic winds from storm cells. Night operations. Air operations - cargo drops, water or retardant drops, helicopter take off/landing, low-level flights. Steep slopes. Diseased or bug-killed areas.
- Things to consider when assessing the potential dangers of hazard trees: Trees have been burning for an extended period. High-risk tree species (those that are known for rot and shallow root systems) are in the area. Numerous downed trees. Dead or broken tips and limbs overhead. Accumulation of downed limbs. Tree decay, cavities, splits, cracks. Absence of needles, bark or limbs. Leaning or hung-up trees. Roots damaged by equipment or erosion.
- Mitigation measures to take: Identify and flag all high-risk areas until the hazard has been removed. Keep personnel out of the high-risk areas until the hazard has been removed. Use saw teams and falling bosses. Establish lookouts. Plan a quick and safe escape route. Do not turn your back on a falling tree. Maintain situational awareness.

References:

Fire Suppression Rehabilitation Guidelines
 (Specific information is provided in complete Suppression Rehab/Repair Plan)

ROADS

- Existing dirt surfaced roads used for access will be returned as close to pre-incident condition as possible.
- Existing roads that are closed, but reopened for current incident use will be returned as close to pre-incident condition as possible.

DOZER LINES

- **All mechanical lines require archaeological and biological surveys prior to rehabilitation.**
- Dozer lines will be treated by pulling outside berms back into the control line, re-contouring or out-sloping the surface to allow for drainage, and where necessary, placing water-bars in the control line.
- When dozer lines follow a ridge where there is no vegetation on either side, or where there is unburned vegetation on both sides (indirect line), re-contouring and water-bars should be designed to divert water equally to both sides of the ridge. (In some cases, chunking or berming may be used in combination with the above techniques to prevent access for unauthorized OHV use.)

HAND LINES

- **All hand lines require archaeological and biological surveys prior to rehabilitation.**
- Hand lines will be rehabilitated to allow for drainage by re-contouring and construction of water-bars. Trenching and berms, where present, will be removed and any topsoil available will be pulled back cross the hand line.
- When hand lines follow a ridge where there is no vegetation either side, or where there is unburned vegetation on both sides (indirect line), re-contouring and water-bars should be designed to divert water equally to both sides of the ridge. (In some cases, chunking or berming may be used in combination with the above techniques to prevent access for unauthorized OHV use.)

WATERBARS

- Water-bars for hand lines should be cut to a depth equal to the width of a standard fire shovel. The water-bar will be constructed diagonally across the control line at an angle of thirty-five to forty degrees. The outside end of the water-bar must be open and should discharge into an area where the ground surface is protected by vegetation that is unburned, if possible.
- Water-bars should be constructed at logical discharge points and guided by the spacing criteria as follows:

| Fireline slope % | Maximum Distance Apart (feet) |
|---------------------|----------------------------------|
| 1-14 | 150 |
| 15-20 | 90 |
| 21-40 | 50 |
| 41+ | 25 |

Recommended spacing for water-bars on firelines. Water-bars should be no further apart than this, but they may be closer. When in doubt, put in more. Adapted from: UDSSA-Forest Service, "Sale Administrator's Handbook"

WATERCOURSE

- **Mitigation of suppression impacts will be determined and directed by the Resource Advisor and/or designees.**
- Suppression activity causing ground disturbance of more than 800 square feet within 50' of streams will have appropriate erosion control treatment.

INSTREAM IMPROVEMENTS (WATER SOURCES)

- All building and other materials such as plastics, canvas, plywood, dimension lumber, etc., will be removed from such sites to a suitable disposal site or be recycled.
- All trash, cardboard, hoses, fittings, and pumps will be removed from the site.

HELISPOTS, HELIPORTS, SAFETY ZONES, DROP POINTS, AND OTHER CLEARINGS

- **All heli-spots, heliports, safety zones, drop points, and other clearings require archaeological and biological surveys prior to rehabilitation.**
- All clearings constructed to support suppression activities will be returned as closely to pre-incident conditions as is possible.
- At a minimum, berms will be pulled or raked back into the site, if needed the site will be crowned to facilitate surface drainage.
- In some cases, chunking, berming or other barriers may be used in combination with the above techniques to prevent access for unauthorized OHV use.
- All areas cleared by heavy equipment must be surveyed for archaeological/biological resources prior to rehabilitation.

IMPROVEMENTS

- Improvements such as fences, gates, guzzlers, flood control basins, drainage structures, drainage channel, culverts, and paved roads damaged by suppression activities will be repaired to pre-fire conditions.
- When dealing with damages to private property, repairs/mitigations to improvements that are beyond the capacity of suppression resources, notify the Resource Advisor and/or designee and also the compensation claims unit.

ARCHAEOLOGICAL SITES

- **Any impacts to archaeological sites will be evaluated and mitigated on a case-by-case basis prior to rehabilitation activities.**

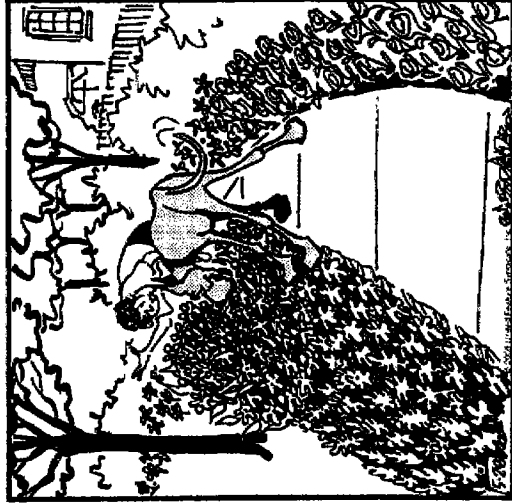
Human Resource Message

Are you a Human Being or a Human Doing?

Is your life so filled with stimuli, responsibilities, long working hours; so full that it is almost impossible for you to sit still and do nothing? If so, you may be a human doing!

If you are a human doing, you can learn to be a human being with some very easy practice – be bored! You might ask, “How can I be bored on an incident assignment?” During incidents we know we work long hours, in harsh terrain and in adverse weather conditions. Our work assignments are generally approached with aggression – we go all out until the shift is completed. That is our human doing part.

But how can you shift from human doing to human being? Easy! Practice the art of relaxing, of just “being” rather than “doing”. It doesn’t take hours and doesn’t happen during the work shift. Instead, practice “being” off-shift while in camp, en route to your station or at home. There isn’t a special technique, other than consciously doing nothing. Just sit still, and pay attention to your thoughts and feelings. At first you may get a little anxious, but each day will get a little easier, and take less time.



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*When they start the
game, they don't
yell "Work ball!"
they say, "Play
ball!"*

Jan Cawthon, Human Resources
Specialist, 909-553-2829

"Do you have to stop and smell all the flowers?"



CODE OF CONDUCT INCIDENT PERSONNEL

Each individual on this incident is responsible for:

- Being *ready and able* to perform their assigned duties effectively
- Conducting themselves in a manner that treats people with dignity, equity, courtesy and respect
- Abiding by agency ethics and conduct regulations
- Reporting any harassment or other inappropriate behavior

Each individual on this incident has the right to:

- Work in an environment characterized by safe work practices
- Work in a fair and harassment free environment
- Say "No" to unwelcome advances or requests for favors
- File complaints or grievances through appropriate avenues

There is zero tolerance for inappropriate behavior on this incident, including:

- Illegal drug use
- Alcohol use
- Unsafe work practices and activities
- Discrimination
- Sexual harassment
- Fighting, threatening and abusive behaviors
- Other violations of USDA and Forest Service standards of conduct

Each firefighter is expected to be physically and mentally prepared to perform emergency duties at any time.

Anything less than strict adherence to these guidelines could result in immediate dismissal from the incident.

The public expects our best efforts; they see us as professionals in what we say and do. Let's continue to show them we are!



So Cal. Team 3 Supply Unit

Needs your help

If you come across any portable fire pumps, portable tanks, or if you are in possession of any chainsaws issued from the Zone Caches (borrowed from the supply unit), please complete the following information, and return to Supply:

| Item | Location (lat / long would be great!), or unit in possession: | Identifying numbers (Cache Property numbers / serial numbers): |
|------|---|--|
| | | |
| | | |
| | | |
| | | |
| | | |

DEMOB SCHEDULE SEPTEMBER 16

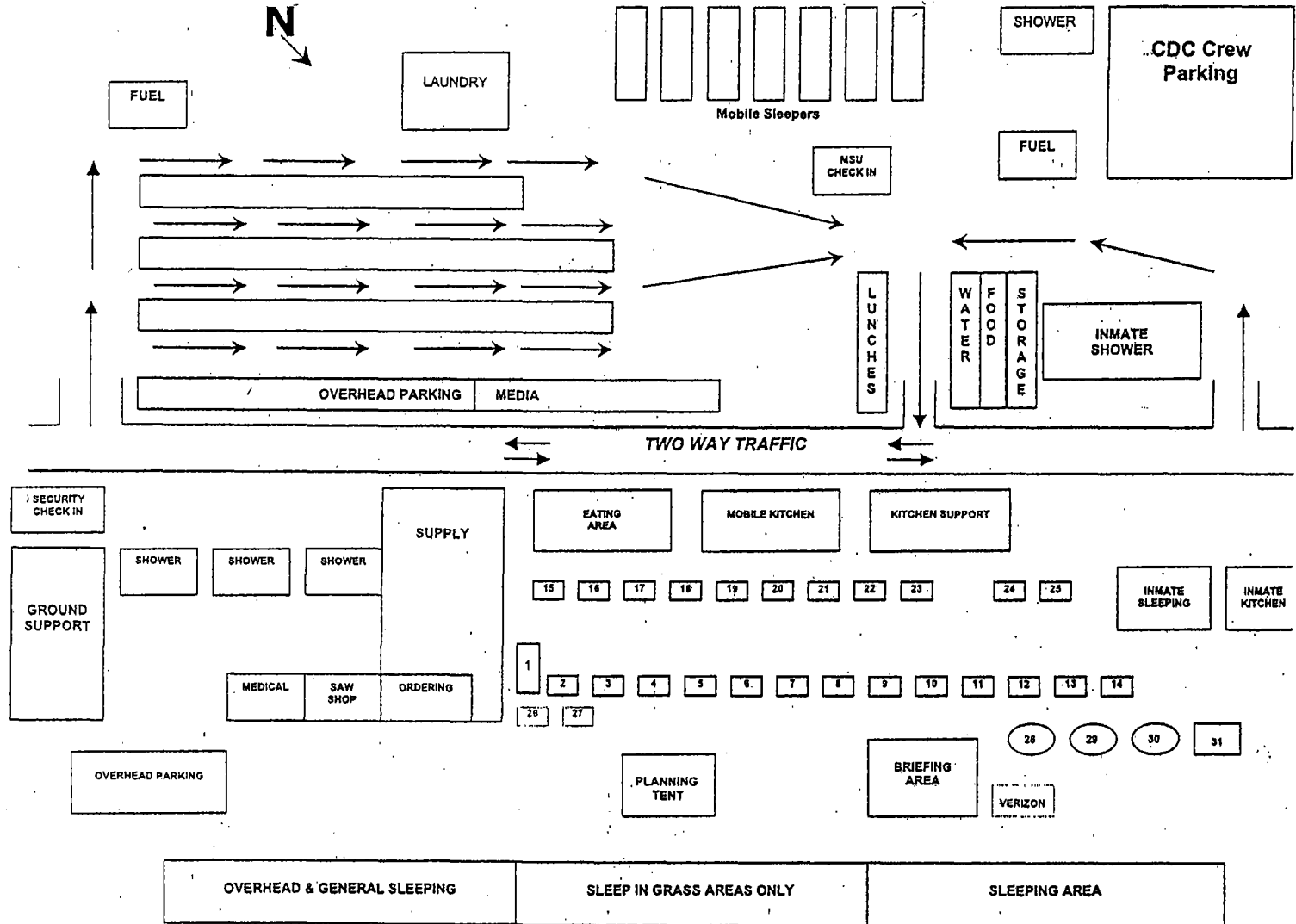
STATION CA-ANF-003622

| REQ # | TIME | | |
|--------|------|--------|-------------------------|
| O-194 | 1030 | (DOCL) | RIOS, DEBRA J |
| O-262 | 1000 | (DOZB) | LOWRY, LAEL |
| O-332 | 0630 | (EQPM) | MAEZ, ALBERT |
| O-356 | 1030 | (CTSP) | RIOS, THOMAS J |
| O-390 | 0630 | (PIO2) | COFFEE, ELIZABETH |
| O-408 | 0930 | (GISS) | EISTER, MATTHEW |
| O-435 | 0900 | (OPBD) | SHEPPARD, GEORGE |
| O-436 | 0700 | (OPBD) | CALVERT, VALDO |
| O-455 | 1000 | (EQPM) | FARMER, ROBERT D |
| O-456 | 1100 | (EQPM) | JONES, STAN |
| O-489 | 1200 | (PIO2) | HUSCHKE, JOHN F |
| O-501 | 1100 | (CRWB) | MCKNIGHT, MERRILL A |
| O-531 | 0700 | (HMGB) | LYNDE, MATT |
| O-586 | 0800 | (COMP) | DOWNING, ELAINE |
| O-591 | 1800 | (EQPI) | MARTIN, WILLIAM M |
| O-593 | 0700 | (INJR) | ROSE, SHERRY |
| O-637 | 1100 | (EMTP) | PAIGE, STEVE |
| O-652 | 1200 | (FEMT) | SEYBERT, MATTHEW |
| O-653 | 1100 | (FEMT) | ORDILLE, MATEO |
| O-740 | 1400 | (SEC1) | JAMES, GAYLA |
| O-759 | 1300 | (READ) | DUNCAN, FREDDIE |
| O-5005 | 0630 | (GSUL) | MAEZ, ALBERT |
| O-5011 | 0700 | (GSUL) | JONES, STAN |
| C-124 | 0730 | (CC) | CC LOS PADRES CREW # 1 |
| E-360 | 1800 | (AMBU) | AMBU GLN RA-21 |
| E-424 | 0900 | (DOZ2) | DOZ2 BILL WELCH (E-424) |
| E-541 | 0900 | (PU) | DONNA EVANS |
| E-628 | 1200 | (MEC) | R & R TIRE AND RUBBER |
| E-725 | 1300 | (DOZ2) | DOZ2 PNF DOZ # 3 |
| E-726 | 1000 | (DOZ2) | DOZ2 MNF DOZ # 3 |
| E-823 | 1200 | (MISC) | MOBILE SLEEPER #14230 |

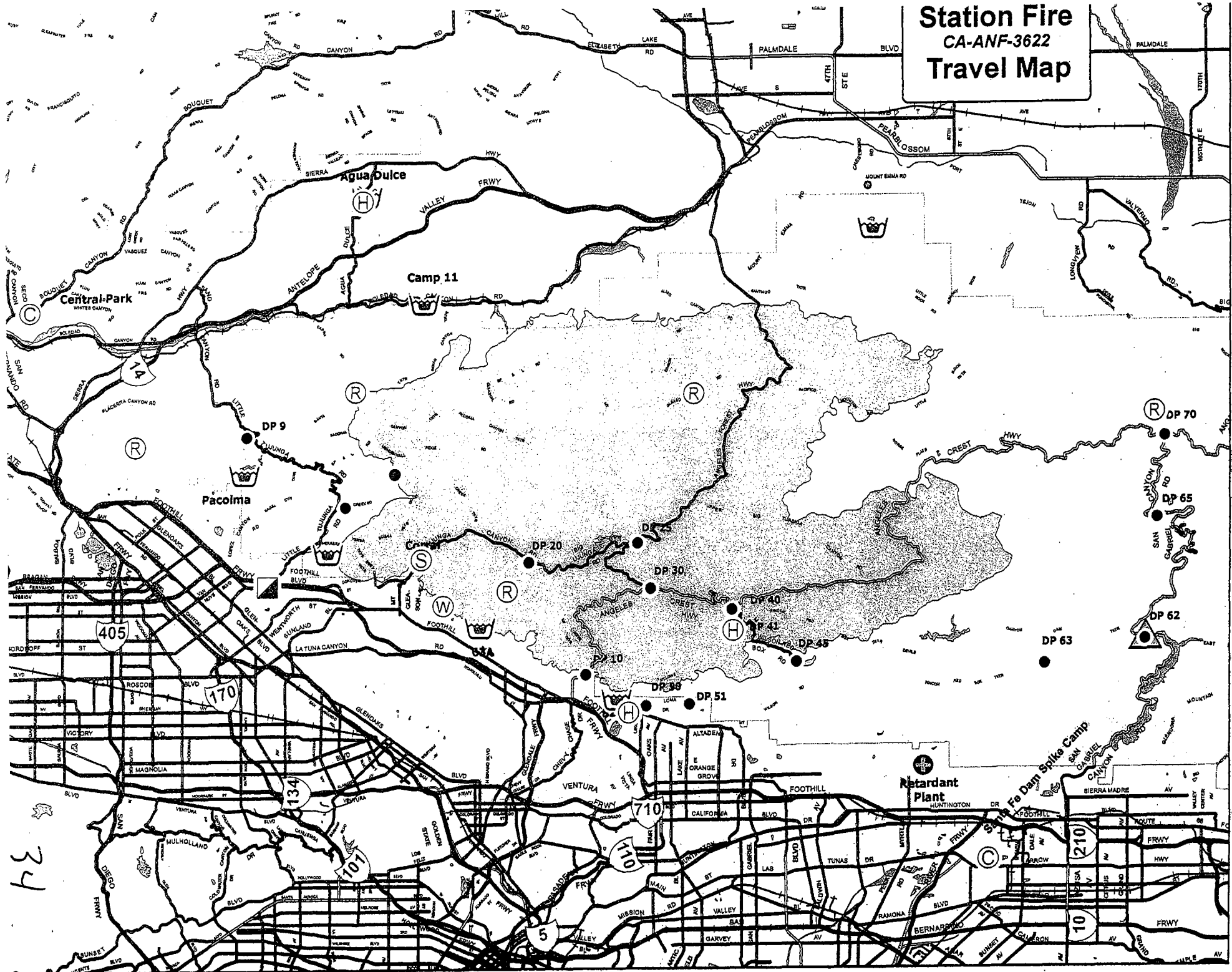
- 1- PIO
- 2- PLANS
- 3- PLANS
- 4- OPS
- 5- PLANS
- 6- PLANS
- 7- FINANCE
- 8- TECHLINE (COM)
- 9- MICHELLE'S
- 10-INFO
- 11-LACO FINANCE
- 12-MEDICAL/COMP-CLAIMS
- 13-LACO FIRE
- 14-LACO SHERIFF
- 15-IC/LOFR
- 16-HRSP/SAFETY
- 17-OPS
- 18-FINANCE
- 19-FINANCE
- 20-CAL FIRE
- 21-CAL FIRE
- 22-COM TRAILER
- 23-LACO COM TRUCK
- 24-OES
- 25-CHP
- 26-GIS
- 27-SIT
- 28-COMMUNICATIONS TENT
- 29-DOCUMENTATION
- 30-LOGISTICS
- 31-DINS/REPAIR

NOT TO SCALE

STATION INCIDENT FACILITIES MAP



Station Fire
CA-ANF-3622
Travel Map



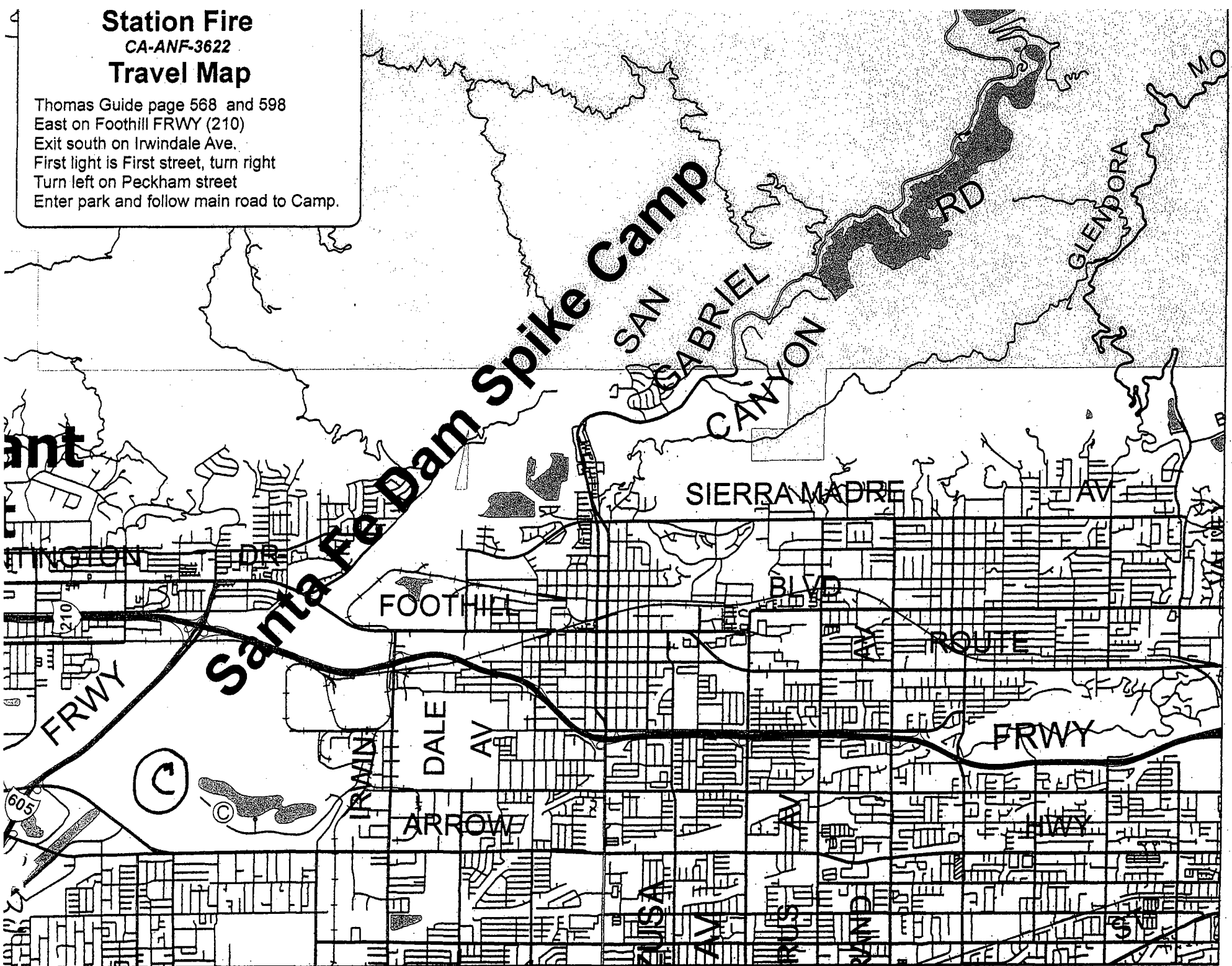
34

Station Fire

CA-ANF-3622

Travel Map

Thomas Guide page 568 and 598
East on Foothill FRWY (210)
Exit south on Irwindale Ave.
First light is First street, turn right
Turn left on Peckham street
Enter park and follow main road to Camp.



STATION FIRE PHONE LIST

Station Communications Unit

| Comm Unit 818-897-4696 | NAMES | OFFICE | CELL |
|--------------------------------|---------------------|-------------------|------------------|
| Incident Commander | MIKE WAKOSKI | 626-334-3850/9313 | 951-236-1925 |
| Deputy Incident Commander | KEN KEMPTER | 626-334-3850/9313 | 909-224-4315 |
| Safety | DOUG ELLIOTT | 626-334-8420 | |
| Safety Officer - Night | | | |
| Liason Officer | DON GARWOOD | 626-334-9313 | |
| Information Officer | MARC PEEBLES | 626-334-7582 | |
| Operations | | | |
| Op Section Chief | JOHN FORSTER | | 949-330-9904 |
| Opps | | | |
| Air Opps | GERALD COSEY | 626-334-8760 | |
| Air Opps | HANK REIMER | 626-334-8760 | 949-769-0124 |
| Planning Opps | DAN ODOM | 626-334-7013 | |
| Contingency | | | |
| Division Group | ANDY VERDUGO(T) | | 949-614-6133 |
| Planning | | | |
| Plans Section Chief | DENA SICKLES | 626-334-7024 | 949-330-9934 |
| Deputy Section Chief | TOM PHELPS | | |
| Resources Unit | TODD/ERIC/CHRISTINE | 626-334-8416 | |
| Situation Unit | PETE LAWRENCE | | 858-750-9904 |
| Documentation Unit | JAN/DEBRA | | |
| Check-In | | | |
| DeMob Unit | MIKE /KARL | 626-334-3760 | FAX-626-334-3781 |
| Fire Behavior Analysis | DAN FELIX | 626-334-3717 | |
| IMET | VALERIE MEYERS | 626-334-3717 | |
| Logistics | | | |
| Logs Section Chief | JACK VAN LEAR | | 760-685-8265 |
| Logs Section Chief | TOM PHELPS | | 858-805-1527 |
| Deputy Logs | | | |
| Supply Unit | SCOTT ASHBACH | | 858-750-9650 |
| Ordering/Buying | DENNIS | 626-334-7631 | |
| Ordering/C-E-O | STEVE HURDLE | 626-334-7075 | 949-330-9909 |
| Facilities Unit | NEIL GRAF | | 949-769-0466 |
| Ground Support Unit | DAN FROELICH(T) | 626-334-9383 | |
| Communications Unit Leader | ERIC MARTINEZ | 949-330-9915 | 858-735-7784 |
| Communications Unit Leader | BOB EVANS(T) | 949-330-9915 | 949-614-6141 |
| Medical Unit | BOB HERMAN | 626-334-9271 | 949-330-3129 |
| Food Unit | KORY BELMONTEZ | 626-334-9346 | 949-614-4715 |
| Medical Unit | FAX818-834-6084 | | |
| Finance | | | |
| Finance Section Chief | RICH TOBIN | | 619-792-9400 |
| Procurement | | | |
| Cost UNIT | JUDY REYNOLDS | 626-334-7460 | |
| Comp Claims | MATT/ | | 626-664-2795 |
| Purchasing | | | |
| Fed Time | ERIC | 626-334-8923 | FAX626-334-8974 |
| Other Important Numbers | | | |
| ANF Dispatch | FAX661-723-2710 | 661-723-2706 | |
| Expanded Dispatch | FAX661-269-0133 | 661-723-8549/2594 | |
| Human Resources | | | |
| South Ops | | | |
| OES | | | |
| Copy Trailer | FAX 818-897-4717 | | |
| USFS Union Rep | | | |
| Cal Trans | | 323-259-2352 | |
| Los Angeles DWP | | 213-367-4211 | |

