

Adelaide Fire Brigade 1894

Locations of Fire Reels

From the Sands and McDougall Directory for 1894.

FIRE BRIGADES BOARD.

Under Act 495, 1890.

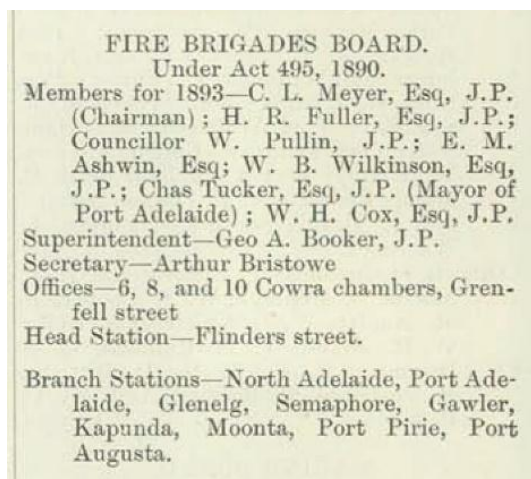
Members for 1893 C. L. Meyer, Esq, J.P. (Chairman) H. R. Fuller, Esq, J.P.; Councillor W. Pullin, J.P.; E. M. Ashwin, Esq; ST. B. Wilkinson, Esq, J. P.; Chas Tucker, Esq, J.P. (Mayor of Port Adelaide) ; ST. H. Cox, Esq, J.P. Superintendent—Geo A. Booker, J.P. Secretary Arthur Bristowe. Offices—6, 8, and 10 Cowra chambers, Grenfell street

Head Station—Flinders street.

Branch Stations—North Adelaide, Port Adelaide, Glenelg, Semaphore, Gawler, Kapunda, Moonta, Port Pine, Port Augusta.

Metropolitan Fire Brigade (Head station). Geo. A. Booker superintendent of Fire Brigades SA. Between Chancery Lane and Hanson Street.

Tynte Street, North Adelaide. 110, Fire Brigade Station with Thos Gabrielson in charge.



From the Sands and McDougall Directory for 1894

Friday 21st April. Foundation Stone for the Fire Station laid 1892. Wakefield Street.

Evening Journal (Adelaide, SA : 1869 - 1912), Saturday 17 February 1894, page 5

THE ADELAIDE FIRE BRIGADE.

TRIAL OF A NEW STEAM-ENGINE.

A Vulcan steamer is now under offer to the Adelaide Fire Brigade Board by the makers— the Fire Appliances Manufacturing Company, London and Northampton, for whom Messrs. A. W. Dobbie & Co. are the local agents. The price quoted is £400. This engine, which has double cylinders, has a pumping capacity of 450 gallons per minute, and can throw a jet of water through a 1 1/8-in. hose a distance of 170 ft., and can attain a pressure of 100 lb. in nine minutes. The boiler is made from the best Lowmoor iron with solid steel cross tubes, and the

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whole work is finished in the finest style. None but the best materials have been employed in its construction. There are several details in all calculated to secure perfection in the special work of fire extinguishing. By means of one of these the engine can be fed in three different ways. It is fitted with sight feed and magazine lubricators. The coal bunkers are so arranged that the stoking of the furnace takes place at the rear of the engine instead of between the wheels, which is the custom in the engine at present in use. To afford the public an opportunity of judging of the completeness of the fire service a public trial of the new machine took place on Friday afternoon, when to mark the occasion there was a brigade procession. All the appliances at present on hand were out, and their brilliant appearance in the street caused quite a sensation. At the head of the procession was the engine at present in use, drawn by two horses. Then came a two-horse reel, followed by the Vulcan steamer, also with two horses. Then another, with a couple of animals, and lastly the one-horse reel. There were in all twenty-two men on the appliances. The whole arrangements were under the personal supervision of Superintendent Booker. Leaving the station in Wakefield-street a course was taken along Pulteney and Rundle streets to King William-street, thence to the Post-Office. All along the street admiration was expressed at the turn out, and complimentary remarks were freely passed in regard to the stalwart fellows who so skilfully handled the beautifully kept apparatus. If the brigade had the same number of men always available at the head station as was the case on Friday no one would be in a position to remark on the numerically weak condition of the service. Still whatever strength and appliances may be, nothing but praise can be bestowed upon the efficiency of the men and the effective manner in which they perform their work when duty calls them out. In this they paid a high testimony to the able management of the Superintendent, Mr. Booker. Arriving at the Post-Office all the appliances, with the exception of the new engine, went back to the station to be ready in case of a call. A trial was then made with the Vulcan. Some thousands of people congregated in the vicinity, being doubtless drawn there by the alarm that the Post-Office was on fire. Hundreds followed the procession, and by the time the engine got to work traffic near the scene was completely stopped. Among those present were Messrs. C. L. Meyer (Chairman), Aldermen Tucker and Fuller, Councillor Wells, and Messrs. E. M. Ashwin and W. Thomas (Mayor of Kapunda) (members of the Board), and Mr. A. Bristowe (Secretary), the Treasurer (Hon. T. Playford), the Chief Secretary (Hon. J. H. Gordon), the Mayor and members of the Corporation, and Adelaide representatives of the various Insurance Companies and members of the suburban Corporations. Apologies were received from the Lieutenant-Governor, Sir Charles Todd, and Mr. W. B. Wilkinson, a member of the Board. In 8 min. 45 sec. 100 lb. of steam pressure was recorded. Just to show the contrast a stream from the ordinary hydrant was directed on to the Post Office, going up some 50 ft. Then the engine got to work, and very soon streams of water were pouring off the parapets of the tower like miniature waterfalls. It took two men to hold the nozzle in position, and when it threw water high into the air and over the crowd a general laugh was caused, and the congregated multitude dispersed as the showers descended. First of all a nozzle of 1½in. was tried and a heavy stream of water poured up as far as the belfry, and cast sprays upon the people within. Then one of 1¼in. was put on, and the crowd applauded as a large volume of water washed the face of the clock, splashed over the roof, and fell from all the ledges in torrents into the streets. Endeavouring to drive people from the lookout the men with the nozzle managed to wet the boots of those who were standing on the topmost platform, while it is said that the flag flying at the staff, 175 ft. from the ground, was touched. At any rate at a good 140 ft. from the road the tower was well damped. After being at work for some half an hour the men collected their hose and went to the head station. On arrival there light refreshments were partaken of. His WORSHIP the MAYOR (Mr. C. Willcox) proposed the toast of "The Fire Brigade Board." He said it must be gratifying to all who were present to have witnessed the efficient work the engine had done. (Hear, hear.) Every one who saw the test must have felt it was a severe one, but it was successful, and it must be said that the engine had carried out all that was expected of it. The

machine was one of the most powerful south of the Line, and he himself had seen the water from it wet the dome of the tower of the Post-Office just under the iron railing. (Hear, hear.) He paid a high compliment to the efficiency of the brigade, which he said had broken the records, and done quicker time than the American and English brigades. Mr. C. L. MEYER responded. It was gratifying to the Board to hear such complimentary things said about the brigade. It was not generally known that the Corporation of Adelaide held the purse-strings, but if the present expenditure was continued it would put Adelaide in the position of being the best protected city in Australia. After visiting Melbourne he thought they could "run rings" round that city. The citizens and the Insurance Companies were satisfied with the brigade. The citizens could well be, because the rate of fire insurance premiums in Adelaide was smaller than those of any other city in Australia. The reason of this was that the brigade turned out so quickly and showed such efficiency that there had been no serious conflagration since the present system was instituted. The Corporation could well afford to be satisfied, because the insured property was protected as well as the uninsured, and the citizens could afford to pay the annual contribution, because the rates of premium were so low. They had seen the difference between the water from the ordinary main, which hardly went up to the first story, and the engine, which he was told had thrown water high enough to touch the feet of the men standing on the tower of the Post-Office. That was 153 ft. from the ground. During the last two or three years the Superintendent had asked for an extra engine, because he relied not only upon quantity, but also upon force, and the Board knowing his ability had given him the most efficient apparatus. When it was remembered that one-half of the city was uninsured it would be seen that the Board were cosmopolitan, and did not care whether the property was insured or not. Some time ago the Board passed a minute saying that they would not go to a fire outside the limits of the city. The reason for this was that the brigade might go three or four miles to a grass fire while something serious might occur in the city. He asked the company to drink to the toast "The Corporation of Adelaide." His Worship the MAYOR, Aldermen SKETHEWAY and TUCKER, and Councillor MYERS responded. Mr. T. SCHERK, M.P., tendered the toast "Superintendent Booker," to whose ability and energy he paid a high compliment. Superintendent BROOKER responded. He always tried to do the best for the Board and the people generally. He did not care where the money came from, but he wanted a lot more before the system could be perfect. It would not be so until the whole of the metropolitan area, extending over ten miles, was placed under the control of the Board. Before the company dispersed the Chairman made a call out, and two engines and the ladder fully equipped passed out of the station in a few minutes.

South Australian Register (Adelaide, SA : 1839 - 1900), Monday 26 February 1894, page 6

FIRE AT HYDE PARK.

Shortly before 10 o'clock on Sunday morning flames were seen issuing from the premises of Councillor Lapidge, ironmonger and tin-worker, in King William-road, Hyde Park, and in the course of an hour the contents of the shop, workshop, and upper floor were destroyed. It appeared that Councillor Lapidge's eldest son, Mr. John Lapidge, was in charge of the premises, and started the fire. He had dropped a stud on the floor in the shop, and lit a candle to look for it. While he was searching a quantity of loose paper, kept for wrapping up parcels, caught alight from the flame of the candle, and he was unable to put out the fire. He called a neighbour, and gave the alarm to the Unley constable, who telephoned for the Metropolitan Fire Brigade. Superintendent Booker, with the horse-reel and six men, went out promptly, and prevented the fire from spreading beyond the balcony of the attached dwelling-house, occupied by Mr. Carter and family, who had taken out their furniture. Mrs. Carter, who was ill in bed at the time, was removed to a neighbour's house. Councillor Lapidge, who has a store at Mylor, was at his residence in the hills, and a message was sent to him through Lance-Corporal Bertram, of East Stirling. It is understood that the building is mortgaged for £500,

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and was insured with the Colonial Mutual Company for £250, and the contents with the S. A. Insurance Company for £300, though Mr. John Lapidge believed that the stock-in-trade, which included appliances for carrying out Government contracts for tinware, was uninsured. The Mayor and a large number of other residents of Unley witnessed the excellent work performed by Superintendent Booker and his men, and were generally agreed that the Corporation ought to establish a branch brigade service in the town, which would entitle it to the assistance of the metropolitan staff and the use of the steam-engine. With the low pressure of water in the district the engine would be invaluable in certain cases. The cost to the ratepayers would not exceed £40 per annum to each Ward of the Corporation, which covers one of the most populous suburbs of Adelaide. The proposal which was recently before the Corporation, and adjourned, found one of its strongest opponents in Councillor Lapidge. Superintendent Booker's appearance at his fire was an act of grace, as the Corporation had been notified that the brigade could not in the absence of business relations attend to fires in the municipality. The Mayor (Mr. Holland), himself an ex-volunteer fireman, is a warm advocate for energetic action to protect the town against the spread of fires. It is difficult to estimate the damage done by the flames to Mr. Lapidge's property on Sunday morning, but it probably amounts to several hundreds of pounds, and represents a most serious loss to the owner. In addition to the stock and tools referred to there were articles of furniture and a number of valuable paintings, besides money representing two years' saving and the Militia equipments of the eldest son and other sums. The sums were contained in a cashbox, which suffered in the flames, not being, of course, fireproof.

Evening Journal (Adelaide, SA : 1869 - 1912), Thursday 20 September 1894, page 3

A NEW FIRE-ENGINE.

In the presence of a representative body, including Mr. C. L. Meyer (Chairman of the Adelaide Fire Brigades Board), Alderman Tucker (representing the City and Suburban Corporations), the Mayor of Port Adelaide (Mr. B. Sigrist), Councillor Blair (Port Adelaide). Mr. A. Bristowe (Secretary to the Fire Brigades Board), Messrs. J. and K. Johnston (representatives of Messrs. Shand, Mason, and Co.), and others interested, a trial took place on Wednesday afternoon, September 19, in front of the Metropolitan Fire Brigade Station, Wakefield-street, of a new steam fire-engine manufactured and sent to the colony by Messrs. Shand, Mason, & Co., of London. Superintendent Booker, of the Metropolitan Brigade, had charge of the engine, and carried the test through successfully. The steam pressure was brought to 120 lb. in 8 min. 30 sec. from the time when the fire was lighted, and Mr. Booker expressed the opinion that he could have got more pressure, but he ran her with plenty of water in the steamer. With a 15/16th jet a stream of water was thrown some 150 ft. high, and when two ¾th jets were working almost the same height was reached. Taking the test right through it was highly satisfactory according to Mr. Booker, who said that he had never worked a better engine. It ran smoothly and without any oscillation or vibration. He considered it a perfect piece of mechanism. There was an excited crowd of school children around, who delighted in running in and out of the falling water, and generally amusing themselves and getting in the road of the firemen. After the test was over a select company assembled in the Boardroom of the Fire Station, where Mr. C. L. MEYER proposed the health of Messrs. Shand, Mason, and Co., and their Adelaide representatives (the Messrs. Johnston). To his mind—and he was a layman—the engine did its work very well; and although the Adelaide Fire Brigade Board did not want an engine, he hoped that the Port Corporation would see their way clear to purchase the one they had seen at work. The importance of Port Adelaide and the numerous risks there warranted a greater amount of fire-saving appliances than they possessed at the present time. The Insurance Companies and the Board had only the welfare of Port Adelaide at heart when they said that further appliances were necessary. The Mayor of Port Adelaide was present, and he put it to him that it was very advisable for Port Adelaide to have a steam fire-

engine. The Corporation would only have to contribute two-ninths of the cost. The MAYOR of PORT ADELAIDE was pleased to be present at the trial of the beautiful engine. When they looked at the simplicity of the machine he thought it was all they could desire. He would bring the matter again under the notice of the Corporation. He felt that they had not gone far enough in the way of protecting the town from fire. He had advocated a steam float, but when they could get an engine of the sort they had seen at work it would answer all requirements. They had large warehouses at the Port, and they should have more protection. If he were in the same position next year one of his first moves would be to see that Port Adelaide should be supplied with one of those engines. Protection had made wonderful progress during the last three or four years, and when he considered the insurance premiums he had to pay then and now—and he considered other residents in the same light—a great amount of money had been saved to Port Adelaide. Alderman TUCKER supported the toast. The Port had too many risks for the small protection they had against fire at the present time and he hoped the firm would be successful in disposing of their engine to Port Adelaide. The toast having been duly honoured, Mr. R. JOHNSTON responded. He thanked the company for their expressions of opinion. He had entertained no doubt as to the capabilities of the engine from what Messrs. Shand, Mason, & Co. had said in their letter. They claimed that it combined the lightest possible draught with the most efficient power of throwing water for extinguishing fires and he thought it had succeeded in that. The firm should know how to turn out a first-class engine, as it had been first established in 1774. and it had been in the hands of the present firm for nearly fifty years, and they had been making improvement on improvement. He thanked the Fire Brigades Board and Mr. Booker for the trouble they had taken in thoroughly testing the engine. Superintendent BOOKER, in proposing the health of the Mayor of Port Adelaide, said he had never seen a better engine during all his eighteen years' experience. Mr. SIGRIST, during his response, said it had been his hobby to see the fire brigade at Port Adelaide as efficient as that in Adelaide and until that time had come he would consider that the Port Brigade was deficient. The company then dispersed.

Express and Telegraph (Adelaide, SA : 1867 - 1922), Saturday 8 December 1894, page 6

ADELAIDE FIRE BRIGADE STATION.

THE LATEST IMPROVEMENTS.

"Prevention is better than cure" is an old proverb, but when preventive measures are often neglected and sometimes futile, it is as well that the cure should be as perfect as possible. Superintendent Booker and the members of the Metropolitan Fire Brigade fully appreciate the latter portion of this statement, and certainly they have brought their cure for fires to the greatest possible state of perfection. Up to the present the Adelaide station has been rightly looked upon as one of the most complete in Australia, but alterations which have recently been made will probably place it in the van. In a few words the description of the improvements is this:— When a man gives an alarm in the street by ringing the bell enclosed in the alarm-case he indicates at the station the position of the fire, rings a large gong, turns up the gas, rings a bell in every room throughout the station, marks the clock, opens the stable doors, and causes a whip to drop on the backs of the horses, thus driving them into harness. The sceptical public may feel some diffidence in accepting this statement, but anyone who doubts cannot do better than go and see. By means of electric wires all the actions de-scribed were carried out last night in a second. The station from being in tranquillity was suddenly changed to commotion ; firemen darted into the big room from all sides, some leaving their pipes and conversation, others the piano, and more the billiard-room; the powerful black horses urged on by the whips galloped like a flash into their places; the harness dropped on to their backs, the doors flew open, the firemen donned their gear and found their places, and in an incredibly short time all was ready for the start. The order

was given and in another minute the station was quiet and appeared as if the serenity of the scene had never been disturbed. The alterations were all carried out by the firemen under the supervision of the superintendent, and reflect the greatest credit upon all. Lately also the old stables have been taken down and entirely new ones, consisting of loose boxes, have been erected in their place. Everything about the station is the pattern of neatness and order, and a visit there is extremely interesting.