

Transport: Activity 3a -Getting Around Town **TEACHERS' NOTES**

Learning Objectives

- Discover the kinds of transport used in towns in the mid-to-late Victorian period
- Appreciate that urban transport integrated with the railway
- Compare urban transport in the Victorian period and today

Sources



Source 1a. Photograph of James Town's first double-decker horse-drawn omnibus in Worthing, c1885



Source 1b. A closeup detail of 1a



Source 2a. Photograph of a later "improved" version of James Town's omnibus, 1897



Source 2b. A closeup detail of 2a



Source 3. Photograph of a single-decker bus or "brake" that ran from Findon to Worthing, c1899

WORTHING BUS		FINDON BRAKE	
Time	Destination	Time	Destination
7.0	Worthing	7.0	Findon
7.15	Worthing	7.15	Findon
7.30	Worthing	7.30	Findon
7.45	Worthing	7.45	Findon
8.0	Worthing	8.0	Findon
8.15	Worthing	8.15	Findon
8.30	Worthing	8.30	Findon
8.45	Worthing	8.45	Findon
9.0	Worthing	9.0	Findon
9.15	Worthing	9.15	Findon
9.30	Worthing	9.30	Findon
9.45	Worthing	9.45	Findon
10.0	Worthing	10.0	Findon
10.15	Worthing	10.15	Findon
10.30	Worthing	10.30	Findon
10.45	Worthing	10.45	Findon
11.0	Worthing	11.0	Findon
11.15	Worthing	11.15	Findon
11.30	Worthing	11.30	Findon
11.45	Worthing	11.45	Findon
12.0	Worthing	12.0	Findon
12.15	Worthing	12.15	Findon
12.30	Worthing	12.30	Findon
12.45	Worthing	12.45	Findon
1.0	Worthing	1.0	Findon
1.15	Worthing	1.15	Findon
1.30	Worthing	1.30	Findon
1.45	Worthing	1.45	Findon
2.0	Worthing	2.0	Findon
2.15	Worthing	2.15	Findon
2.30	Worthing	2.30	Findon
2.45	Worthing	2.45	Findon
3.0	Worthing	3.0	Findon
3.15	Worthing	3.15	Findon
3.30	Worthing	3.30	Findon
3.45	Worthing	3.45	Findon
4.0	Worthing	4.0	Findon
4.15	Worthing	4.15	Findon
4.30	Worthing	4.30	Findon
4.45	Worthing	4.45	Findon
5.0	Worthing	5.0	Findon
5.15	Worthing	5.15	Findon
5.30	Worthing	5.30	Findon
5.45	Worthing	5.45	Findon
6.0	Worthing	6.0	Findon
6.15	Worthing	6.15	Findon
6.30	Worthing	6.30	Findon
6.45	Worthing	6.45	Findon
7.0	Worthing	7.0	Findon

Source 4. Timetable for the Worthing bus and the Findon brake, 1899



Source 5. Photograph of a hackney carriage, bath-chairs and donkey cart waiting at Worthing pier 1880



Source 6. Photograph of a hackney carriage waiting outside a building in Worthing, c1880

Transport: Activity 3a -Getting Around Town **TEACHERS' NOTES**



Source 7. Photograph of a hansom cab in Worthing c1900

Hackney Carriages, &c.	
FARES FOR HACKNEY CARRIAGES, &c. IN THE DISTRICT OF WORTHING.	
Carriage drawn by two horses, or by one horse. 1ST CLASS.	Description of Carriage.
Carriage drawn by one horse or by a pony or ponies, mule or mules. 2ND CLASS.	
Carriage drawn or propelled by hand. 3RD CLASS.	
Carriage drawn by two asses, or by one ass. 4TH CLASS.	
Carriage drawn by two goats or one goat. 5TH CLASS.	

Source 8. A list of different kinds of hackney carriage from an 1892 directory



Source 8b. Audio version of 8a

Source 1

This early horse-drawn bus looks very similar to a coach. Access to the top deck is by a steep ladder at the back. The starting and finishing points of the route are marked on the side ("Heene" and "Broadwater", partly hidden by the large wheel) and other stopping points are written on the side of the driver's seat. The Conductor at the back is holding a bugle or horn, this was used to announce the arrival of the bus.

Source 2

This later "improved" version of James Town's horse-drawn bus looks quite different. The top deck seats are facing forward, and access is by a spiral staircase with a handrail. There are many advertisements around the top, as well as the destination on the side.

The people on the bus and the crowd standing around it are watching the opening of the new pier in 1897.

Source 3

The brake was a simple form of single-decker bus, and brought passengers from Findon into Worthing. As in source 1, the driver has a horn to announce the arrival and departure of the bus.

Comparisons between bus transport then and now

Similarities:

We have both double-decker and single-decker buses now, as in Victorian times.

The destination is shown on the front and side.

There are advertisements on buses then as now.

Bus services link the town centre or outlying villages with the railway station.

Differences:

The Victorian buses were horse-drawn, today we have motor buses.

The Victorian buses had open top decks, today most buses are covered unless they are tourist buses with open tops.

Today, access to the top deck is inside the bus, not outside.

Source 5

As well as the horse-drawn hackney carriage on the right, there is a donkey cart on the beach, and several bath-chairs on the left. Two of the bath-chair operators are sitting in their chairs, others are sitting on a bench on the beach as they wait for a fare.

Note the penny-farthing bicycle leaning against a post on the left of the picture.

Source 6

These hackney carriages are waiting outside Worthing station - note two members of railway staff on the right. The driver standing by his horse is wearing a top hat and formal coat.

Source 7

The hansom cab driver is also wearing a top hat and smart jacket or topcoat.

Source 8

This extract from an 1874 directory lists the different kinds of "taxis" that were available. The "carriages propelled by hand" would have been mostly bath-chairs which were often found in seaside resorts where many visitors were invalids. Note the group bath-chairs on the left in Source 5.

Comparisons between taxi transport then and now

Similarities:

There would be taxi ranks in popular places such as near the pier, or the railway station, as today.

Hackney carriages were licensed and fares were regulated.

Differences:

Before the arrival of motor taxis, there were carriages pulled by horses, donkeys, ponies and even goats, as well as bath-chairs pushed by men.

Hackney and hansom drivers tended to wear more formal clothes than taxi drivers today.....