

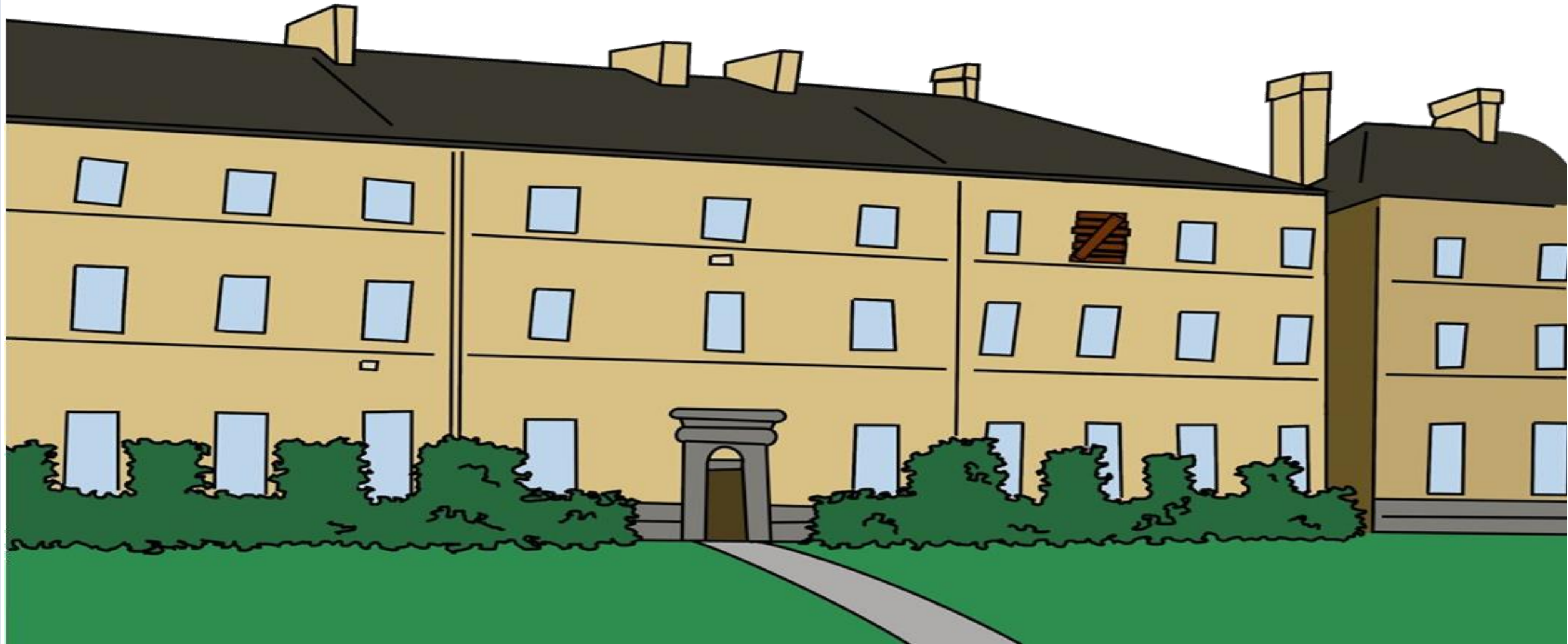
Baker Street *Elementary*

PRESENTS
"THE LIFE AND TIMES IN VICTORIAN LONDON"



Baker Street Elementary

THE LIFE AND TIMES IN VICTORIAN LONDON
A004 -- VICTORIAN TRANSPORTATION -- GETTING AROUND IN VICTORIAN
ENGLAND -- JANUARY, 2022



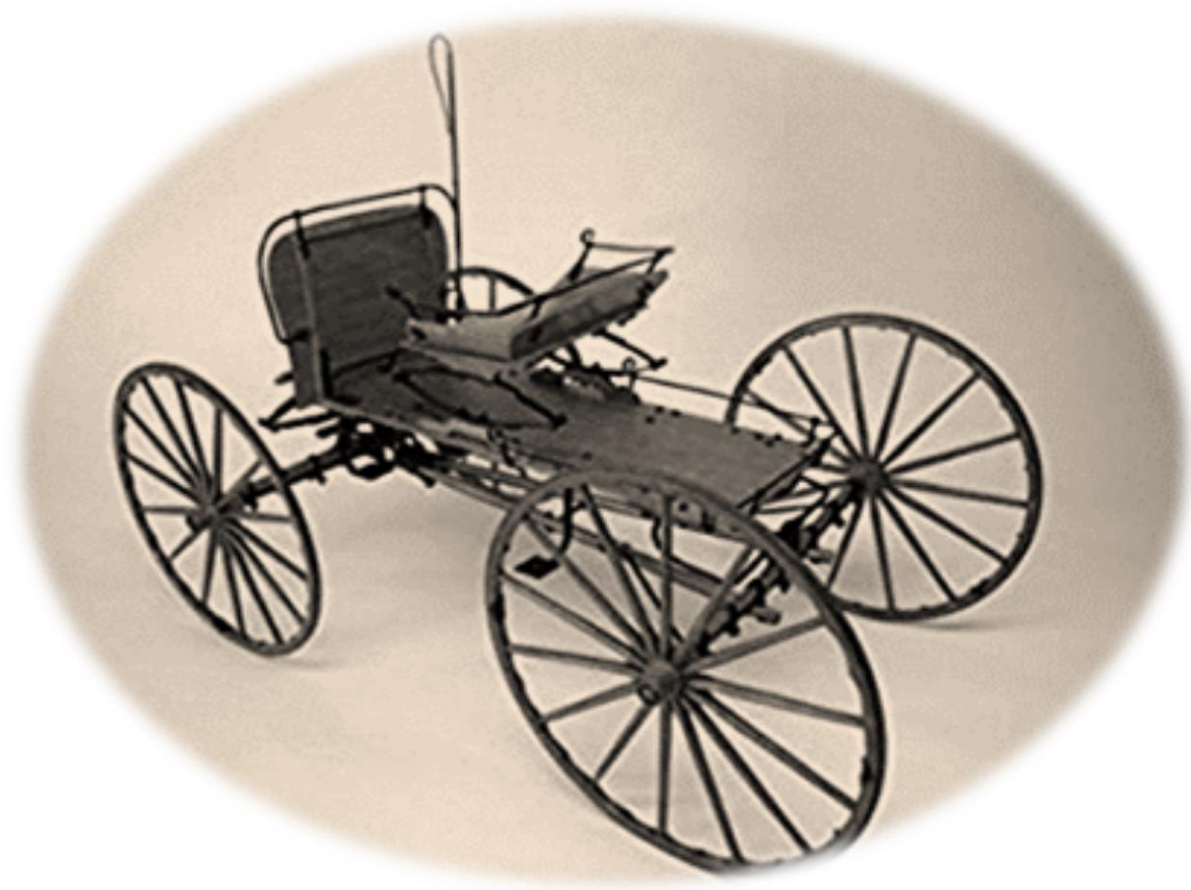
**WELCOME TO TOPIC # 004... TODAY HOLMES AND I
WILL BE LOOKING AT TRANSPORTATION DURING
THE VICTORIAN PERIOD.**



*IN 'THE ADVENTURE OF THE THREE GARRIDEBS,'
THE TERM 'BUCKBOARDS' TIPPED YOU OFF THAT AN
ADVERTISEMENT PURPORTEDLY FROM AN ENGLISH
FIRM WAS ACTUALLY WRITTEN BY AN AMERICAN.*



WHILE THE FORMS OF TRANSPORTATION WERE
QUITE VARIED IN VICTORIAN ENGLAND,
'BUCKBOARDS,' AT LEAST BY THAT TERM, WERE
NOT COMMON.



THE OPTIONS FOR TRANSPORTING GOODS AND PEOPLE CHANGED GREATLY FROM THE BEGINNING TO THE END OF THE 19TH CENTURY.



AS ROAD SURFACES IMPROVED IN THE EARLY 1800s, LONG-DISTANCE TRAVEL DEPENDED PRIMARILY ON COACHES.



*THESE LARGE, ENCLOSED VEHICLES CARRIED
PAYING PASSENGERS ALONG SET ROUTES.*



PULLED BY TWO HORSES, THE WEIGHT WAS GREAT ENOUGH TO REQUIRE THEM TO CHANGE HORSES ABOUT EVERY TEN MILES (USUALLY AN INN WAS ATTACHED TO THESE DESIGNATED STOPS) AND THE RIDE WAS LONG, UNCOMFORTABLE AND EXPENSIVE.



THE WEALTHY, HOWEVER, WOULD HAVE GONE BY PRIVATE COACH AND CHANGE HORSES AT SIMILAR STOPS ALONG THE ROUTE AS WELL.



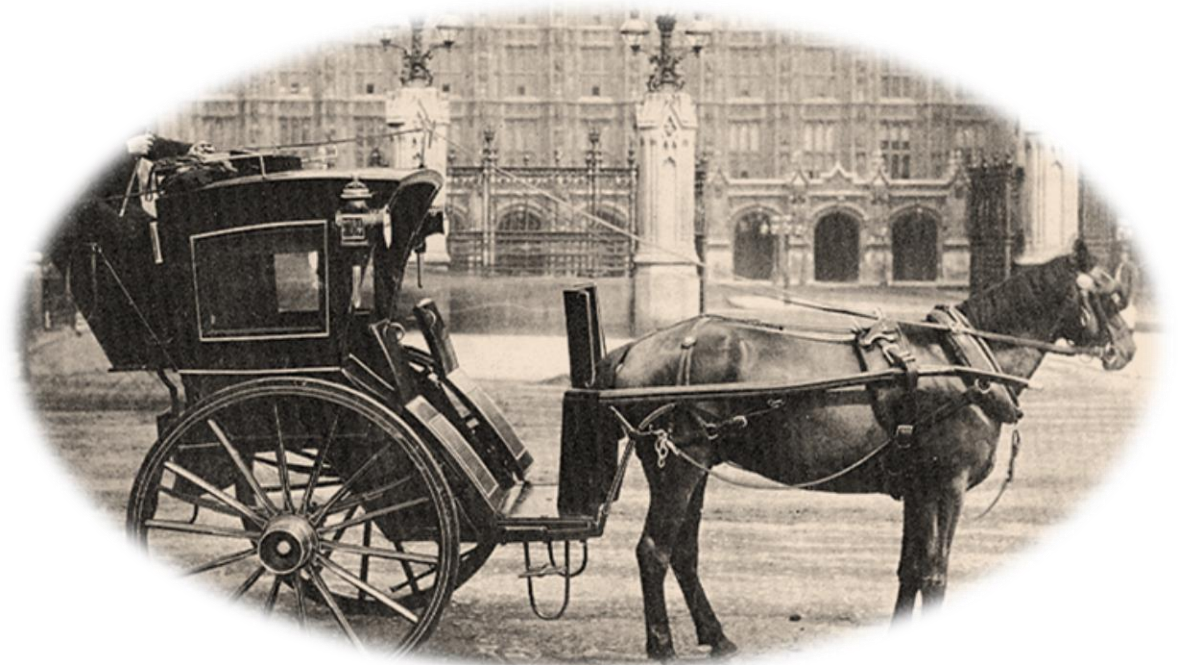
*COACHES WERE REPLACED BY RAILWAYS BEGINNING
IN THE 1840s.*



BESIDES BEING MUCH LESS EXPENSIVE, THE RIDE WAS MORE COMFORTABLE AND FASTER. GENTRY WOULD RIDE FIRST CLASS, THEIR SERVANTS AND TRADESPEOPLE IN SECOND, AND THE REST IN THIRD... OVER TIME, THE SOMETIMES, ROOFLESS THIRD-CLASS WAS UPGRADED, AND SECOND-CLASS COACHES WERE ELIMINATED.



**EVEN WITH THE EXPANSION OF THE RAIL SYSTEM,
THE HORSE REMAINED THE MAINSTAY OF 19TH
CENTURY TRAVEL.**



WHETHER PULLING OMNIBUSES (TWELVE-PASSENGER PUBLIC COACHES) IN THE CITIES OR CARRIAGES IN THE COUNTRY, THEY KEPT THE NATION ON THE MOVE.



AT THE SAME TIME, THEY WERE EXPENSIVE. ONLY ABOUT 100,000 OF THE 18 MILLION LIVING IN ENGLAND IN 1848 HAD THEIR OWN HORSES.



IN THE COUNTRY, DIFFERENT HORSES WOULD HAVE BEEN KEPT FOR WORK, CARRIAGES, OR HUNTING, AND PONIES AND DONKEYS MIGHT PULL A SMALLER, LIGHTER WAGON, SUCH AS A DOG OR DONKEY CART, FOR SHORTER VISITS OR HUNTING.



IN THE CITY, MOST WOULD HAVE STABLED THEIR ANIMALS AT A LIVERY BECAUSE OF THE CARE REQUIRED... THE MAJORITY OF CITY DWELLERS, HOWEVER, WOULD HAVE OPTED FOR RENTING A HORSE FROM SUCH STABLES—EVEN IF THEY HAD THEIR OWN CARRIAGE.



THE TYPE OF CARRIAGE OWNED WAS A SIMPLE SOCIAL CLASS MARKER. CLOSED CARRIAGES HELD THE HIGHEST STATUS, AND WITH A COAT OF ARMS ON THE SIDE, COMMANDED THE RIGHT OF WAY ON THE ROAD.



THOSE PULLED BY FOUR HORSES WERE MORE PRESTIGIOUS THAN TWO, AND ONE HORSE INDICATED SOMEONE FROM THE LOWER MIDDLE CLASS.



*FOR THOSE WITHOUT HORSES OR CARRIAGES AND
LIVING IN THE CITY, THE HANSON CAB WAS THE
GO-TO VEHICLE FOR PRIVATE TRAVEL.*



BECAUSE THE DRIVER RODE BEHIND THE PASSENGERS, AN UNMARRIED WOMAN RIDING IN ONE WITH A NON-RELATIVE OF THE OPPOSITE SEX COULD EASILY RUIN HER REPUTATION... THE PRIVACY AFFORDED THE OCCUPANTS PERMITTED AN UNSEEN KISS OR TWO.



THE SUBTLETIES OF THE CHOICE OF TRANSPORTATION DESCRIBED IN VICTORIAN WRITINGS MIGHT BE LOST ON THE MODERN READER BUT FOR THE 19TH CENTURY ENGLISH PERSON, AND ESPECIALLY FOR THE TRAINED OBSERVER SUCH AS YOU, THEY PROVIDED A GREAT DEAL OF INFORMATION ABOUT ITS OCCUPANTS.



THUS, EVEN BEFORE A PERSON KNOCKED ON THE DOOR OF 221B, THEIR MODE OF ARRIVAL SAID MUCH ABOUT WHO WOULD SOON BE ASCENDING THE STAIRS.



SO, WE HAVE COMPLETED TOPIC # 004 IN OUR SERIES...

IN TOPIC # 005, WE WILL LOOK AT SCOTLAND YARD.



REFERENCES FOR THIS TOPIC:

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"THE LIFE AND TIMES IN VICTORIAN LONDON"

IS CREATED THROUGH THE INGENUITY & HARD WORK OF:

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