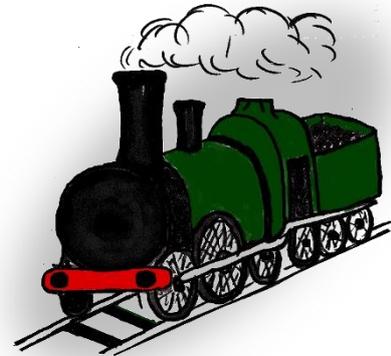


Worksheet 4

The Railway

Background information

The first railways were made of wood and the first trains were carts pulled by horses on the wooden tracks. These railways were used to transport goods and materials. In the early 1800's men began experimenting with steam engines to power the railway. Richard Trevithick built the first steam locomotive in 1804. But it did not work very well and broke the rails. Engineer George Stephenson was the first to build a train that carried passengers on a public railway in 1825. By the start of the Victorian Age, in 1837, trains were much better and Britain was gripped by 'railway mania'. Thousands of miles of public railways were made between 1830 and 1850. This brought many changes to Britain.



- Goods and materials could be transported faster and cheaper.
- Because goods could be transported quickly it was easier for everyone to get fresh fruit and vegetables.
- Poorer Victorians could now afford to travel because of the cheap tickets in 3rd class.
- People could now move around in search of work.
- Families could now travel for fun. A popular trip was one to the seaside.

Railway mania reached Horsham in 1834. There were several suggestions for railway lines to be built that connected to or ran through Horsham before one was ever built. Before railway lines were built they needed permission from the government. The first line suggested for Horsham was 'Stephenson's railway'. This line was to run from London to Brighton with a stop at Horsham. But the government decided to give permission to build a different line to Brighton that did not stop at Horsham and went through Three Bridges instead.

The second suggestion was in 1838. This idea was for a branch line from Horley to Horsham. Public meetings were held and people showed their support by signing a petition. Unfortunately that also did not happen.

Three suggestions for railway lines connecting to Horsham were made in 1844. One was a branch line from Three Bridges. 500 people signed a petition supporting the line. In 1845 the Government finally agreed. By 1848 the line was ready and opened.



Let's become History Detectives.

Over the page there are two sources about the railway written by people at the time the railways were being built.

1. Read through the sources (you may want to do this out loud with the class).
2. Answer the questions about the sources.
3. Discuss your answers with the class.

N.B. Don't forget to check the glossary for words you don't understand.



VICTORIANS



Source 1: Poster about a petition for a new Railway to Horsham.

London and Horsham RAILWAY.

To the Honorable the Commons of the United Kingdom of Great Britain and Ireland in Parliament assembled.

The Humble Petition of the INHABITANTS of the TOWN of HORSHAM, in the COUNTY of SUSSEX, and its Vicinity, unanimously agreed to at a Public Meeting, held at the TOWN HALL, on the 17th day of NOVEMBER, 1838.

Your Petitioners are informed that a BILL is about to be presented to your HONORABLE HOUSE for making a RAILWAY from the LONDON and BRIGHTON RAILWAY to HORSHAM, to be called the LONDON and HORSHAM RAILWAY, which will afford to the People of that place and its Neighbourhood the advantage of a RAILWAY COMMUNICATION with LONDON.

HORSHAM is a TOWN of considerable importance in WEST SUSSEX; it has a large MARKET for CORN, CATTLE, and POULTRY; a greater number of FAIRS held in it than in any other Town in the County, and its population is rapidly increasing.

Although the MARKET IS LARGE, yet, inasmuch as HORSHAM is entirely dependent upon LAND CARRIAGE to LONDON, it cannot compete with other Places; at GUILDFORD, for instance, the PRICE OF WHEAT IS HIGHER than at HORSHAM by from 20s. to 30s. a load, in consequence of the former TOWN possessing the advantage of WATER CARRIAGE to the METROPOLIS, and the GROWERS OF WHEAT in the Neighbourhood of HORSHAM, notwithstanding they produce it of excellent quality, are compelled to submit to this Disparity in Price, and they sell to Dealers who are induced by the quality of the grain to send it to LONDON, at very great expence.

If on the other hand, HORSHAM possessed the Advantage of a RAILWAY COMMUNICATION with LONDON, the MARKET for CORN, and also for CATTLE, and POULTRY, would be very much improved; at the present moment, notwithstanding the difficulties under which it labours, much CATTLE IS DRIVEN and SENT IN VANS to LONDON, at GREAT COST, and if the RAILWAY in question be made, the quantity of CORN, CATTLE, and POULTRY, that would be sent from HORSHAM to LONDON would be GREATLY INCREASED.

Your Petitioners, therefore, being satisfied that a RAILWAY COMMUNICATION from HORSHAM to LONDON would be productive of infinite BENEFIT to the TRADE and AGRICULTURE of HORSHAM and the surrounding COUNTRY, humbly pray your HONORABLE HOUSE TO PASS THE BILL for the LONDON AND HORSHAM RAILWAY.

Petitions of which the above is a copy now lie for Signatures at the following places--viz.--THE KING'S HEAD, RICHMOND HOTEL, BLACK HORSE, and SWAN INNS, HORSHAM; SUSSEX OAK, WARNHAM; QUEEN'S HEAD, BUCKS GREEN; KING'S ARMS, BILLINGSHURST; KING'S HEAD, SEINFOLD; RED LION, COWFOLD; BLACK HORSE, NUTHURST; BURRELL ARMS, WEST GRINSTEAD; and the SELSEY ARMS, COOLHAM GREEN.

Printed by Charles Hunt, West Street, Horsham.

Poster No.: 1998.526 © Horsham District Council's Horsham Museum and Art Gallery

London and Horsham Railway, 1838

Horsham is a town of importance in West Sussex. It has a large market for corn, cattle, and poultry. More fairs are held in it than any other town in the County. And its **population** is getting bigger.

Although the market is large, Horsham is dependent upon **Land Carriage** to London. It cannot compete with other places like Guildford where the price of wheat is higher than at Horsham by 20 to 30 shillings per load. This is because Guildford has the advantage of **water carriage** to London. Also the growers of wheat in the Horsham area have to live with this price difference even though their wheat is very good and it costs them even more to send it to London.

If, on the other hand, Horsham had the advantage of a railway connection with London, the **market** for corn, and also for cattle, and poultry, would be much better. At the moment cattle is **driven** and sent in **vans** to London at great cost and with difficulty. If the railway is made the quantity of corn, cattle and poultry that would be sent from the Horsham to London would be greatly increased.

Glossary:

Petition – a formal written request by many people that is made to a person/group in authority – e.g. the government.

Land Carriage – transport by carts/carriages over land.

Water carriage – transport by barges, boats on the water e.g. rivers or canals

Market – the desire for a type of good or service.

Driven – the process of making a herd of cattle move from one place to another

Source 2: Burstow, H. 1911. [Reminiscences of Horsham](#), *Free Christian Church Book Society Worthing Road, Horsham*, p68.

'On Monday morning, the 19th Feb., 1848, the new line was opened for traffic. The station terminus here was but a little plain wooden structure standing about midway between the present Station and the "Railway Hotel." A great many people went up to see the departure of the first train. There was no ceremonious send-off, but there was a public dinner at the "King's head" in the afternoon, at which Mr. Henry Padwick presided. I was present when the first train steamed out of the station. It was not a very long one, but as the first journey was free of expense it was very full. Some of the cars were covered and some were open; these latter — the 3rd class — were at once nick-named "rubbish carts." When steam was put on the wheels of the engine would not bite the rails, and the train would not move, but the application of a little sand made matters right, and amid cheers the first trainload of people started its interesting journey.'

Source 1

Source 1 is poster that was used to advertise a petition that was printed out and sent all around the Horsham area. People who supported the petition signed it.

Looking at the Source:

1. Why was Horsham a town of importance?

2. Name three ways Horsham transported its goods at this time?

3. What were the problems with this way of transporting goods?

4. How would a railway make things better?

5. This source is written by people who really want the railway. Does this mean everyone in Horsham wanted a railway?

6. Is there any way you find out what other people thought about the railway?



Source 2

This source was written by a man called Henry Burstow who was born in 1826 and died in 1916. The source is from a book he wrote with the help of William Albery in 1911. In this source Henry talks about the first train journey on the railway that was finally built to Horsham in 1848.

Looking at the Source:

1. Name two things that suggest people were excited about the new railway.

2. Who would have travelled 3rd class?

3. Why were the 3rd class cars called 'rubbish carts'?

4. How much did the first journey cost?

5. Henry Burstow wrote this in 1911 but it happened in 1848.

- a. Do you think all the details are accurate?

- b. Why?

