

# Are we nearly there yet?

## A history of transport

Over the last two hundred years, technological advances in transport have opened a world of new opportunities for people living in Britain. They have transformed society and changed the way we live and work.

Modern aeroplanes can fly to the other side of the world in less than a day. Such a voyage would have taken months by ship in the Victorian era. This ability to travel the globe quickly has made people more mobile. Journeys that required lots of planning and expense in the past, can be booked online in a matter of minutes today.

Widespread car ownership means people can be much more spontaneous with how they spend their leisure time. Fancy a day at the beach? Just jump in the car and go. It also gives some of us more freedom on where to make our home. Workers no longer need to live within walking distance of work.

Modern lives benefit from the ability to travel long distances with relative ease, but it has come at a cost. Many of the vehicles we use to get from 'A to B' emit harmful greenhouse gases into the atmosphere and directly contribute to rising global temperatures.

This exhibition examines the history of transport and imagines what modes of transport might look like in the future as we come to terms with the climate emergency our world is facing.

Select the caption you wish to read from the index below or scroll down to read them all in turn:

## **Walking and riding**

Friesland Boer Skating

Ice skates

Dog sledge

Snowshoe

Perambulator

Saddlecloth

Riding habit jacket

Decorative spurs

## **Bicycles**

The Ladies Hobby

Lucas Calcia Cadet bicycle lamp

Exeter Bicycling Club photograph

Exeter Bicycling Club badge

**“Lady Cyclists”**

Cycling Tips film

Divided skirt

“Ladies Bicycle Suit”

“Boneshaker” velocipede

“Sit up and Beg” bicycle

## **Hitting the road**

### **Travelling Fashion**

Sheriff of Exeter’s coachman’s livery

Travelling cloak

Carriage panel

Excise exchange ticket

Evening and Carriage dresses fashion plate

Skirt lifter

The George and Dragon Inn, Clyst St George

### **Animal-powered Transport**

The High Street, Exeter

Palanquin and bearers

Indian royalty in a carriage

Ox-cart

Ox cart ornament

Pocket watch stand in the shape of a sedan chair

### **Cars**

Model car

Motoring parasol

Touring: The Famous Automobile Game

Parking ticket

Playmobil Go-kart

## **Taking public transport**

### **Mail Coaches**

Coaching timetable from the Bull & Mouth Inn

Coaching pistols

Blunderbuss

Exeter to London postal route card

The Lioness Attacking the Exeter Mail Coach

Coaching glasses

The Subscription Rooms & New London Inn Exeter

“Civility” Stagecoach handbill

The New Steam Carriage

### **“Railway Mania”**

Great Western Railway network map

A Devonian railway scene

The Great Western branch line

The locomotive

### **Isambard Kingdom Brunel**

Ivybridge Viaduct

The opening of the Bristol & Exeter Railway as seen from Exwick Hill

Line of the Railway across Dawlish Sands to Hole Head

Line of the Railway up to the left bank of the Teign at Shaldon Bridge

## **Dawlish Landslip**

View of the landslip between Clerk and Parson rock, Devon

Railway track runner

Railway timetable

Lynton train at Barnstaple

Notice of the alteration of rail gauge on the main line between Exeter and Truro

Great Western Railway jigsaw puzzle

Government railway passenger warrant

*Pour le voyage*

'Speed to the West', Great Western Railway poster

'Exeter', Great Western Railway poster

Exeter Flyer's Last Run

## **Exeter Trams**

Model Greenslades Bedford OB coach

Devon General model Guy Arab II bus

Exeter Corporation bus inspector's hat

Model City of Exeter Leyland Highbridge bus

Model City of Exeter Leyland Orion bus

Tram track

Tram on Queen Street

Exeter Corporation Tramways badge

Exeter Corporation Tramways Recreation Club badge  
Tram timetables  
Selection of railway, tram and ferry tickets

## **Setting Sail**

Model canoe  
Moa femur  
Turkey femur  
Silver sugar caster  
Silver teapot  
First Lieutenant George Peard's notebook  
Harpoon head

## **Exeter's Importance as a Port**

The First Paddle Steamer to Navigate the Exe up to Exeter  
Exeter Quay with Shipping, taken from Haven Banks  
Exeter Canal below Exeter Cathedral

## **Seagoing Trade**

Fishing Scene, Teignmouth Beach and the Ness  
The Spinnaker Sail  
A First Rate Man-of-War Driving on a Reef of Rocks, and Foundering in a Gale  
Life jacket  
Eddystone Lighthouse silver pepper pot  
Bosun's whistle

## **Off to a flying start**

View in the garden of Foley House, Portland Place,  
with Mr Sheldon's Montgolfier balloon on fire

*Coelum ipsum petimus Stultitia*

John Sheldon (1752-1808)

### **The flying surgeon**

UK 24 – a typical day in UK airspace

Captain Oscar Greig

Exeter Airport and 307 Polish Squadron

Flying Jacket

Royal Flying Corps Wings

Brooch depicting emblem of Polish 307 Squadron

De Havilland Mosquito

Erecting Aeroplanes

Mars Rover parachute material

## **Adapting the city**

Broadgate, Exeter

Ancient West Gate of Exeter

Pharmacy jar

Foundation plate from Exe Bridge

Exeter Phoenix: A Plan for Rebuilding

Hippopotamus

### **Exeter Phoenix**

Dingle's Department Store

The Iron Bridge

## **Taking the next steps**

**The Future of transport in Exeter**

**Studying our city: Interactive models**

How liveable is your area?

Creating a Low Traffic Neighbourhood

What should our transport look like in the future?



# Walking and riding

We are all familiar with health advice to be more active. But the pressures of modern life can sometimes make it difficult to find the time for exercise in our busy schedules. Before mechanised transport became widespread, most people relied on their feet to get them where they needed to go. Walking was not just a form of exercise but a necessity.

Of course, travelling by foot is much slower than many modes of transport we are used to today. In the medieval period, it could take people living in rural communities a day or more just to reach the nearest town. This meant that for some people, travel was limited. It was not unheard of for people to spend their whole lives without ever leaving the county they were born in. Others had to make long journeys on foot looking for work or trade, visiting relatives or making religious pilgrimages.

Horses provided an essential form of transportation, especially for longer distances, for those who could afford to keep or hire one. The modern idea of walking as a recreational pastime, rather than a practical means of making a journey, was popularised among the upper classes in the 18<sup>th</sup> century. The Regency era 'promenade' through a public park or gardens, was an essential part of the day for the most fashionable in society. Fashion plates of the period advertised 'walking dresses' specifically for this purpose.

## **Friesland Boer Skating**

Henry Hainsselin (1815-1886)

Oil on copper, about 1845

This painting shows a young man skating across a frozen lake in the Netherlands. His skates are blades fastened over his shoes with leather straps. These were a common form of ice skate in the 19<sup>th</sup> century and much more practical than the modern skate boots we are familiar with today.

## **Ice skates**

About 1930s

Ice skates were used while skating for sport or leisure. The earliest skates are thought to date from 5,000 years ago, in Finland, and would have been used for much more practical purposes such as travelling across frozen terrain while hunting.

In the past we experienced colder winters than we typically do today; it wasn't unusual for people to be able to safely skate on the frozen Exe.

## **Dog sledge**

About 1912

This dog sledge was used during Captain Robert Falcon Scott's *Terra Nova* expedition to the Antarctic. Sledges like this one were essential for carrying the food and supplies needed by the expedition as they ventured far from human civilisation through treacherous snow and ice.

The sledges would have been pulled by a team of Siberian huskies, as shown in the Fry's Cocoa advert. One of the dogs on Scott's expedition, Czigane, survived and returned to the UK. After its death in 1915, it was donated to RAMM.

Find out more about Captain Scott's dog Czigane. Visit the Case Histories gallery on this floor or go to our Collections Explorer website.

Link: [ramm.uk/czigane](https://ramm.uk/czigane)



## **Snowshoe**

Between 1846 and 1849

Traditional snowshoes like this example, one of a pair made from an ash frame with moose hide, would have been used by the Indigenous peoples living in the arctic and subarctic regions of North America to help them

traverse the snowy landscape during winter. The large surface area spreads out the wearer's weight, allowing them to walk more easily on top of snow, rather than sinking through it. This made travelling over snow faster and less tiring.

## **Perambulator**

About 1885

Prams or 'baby carriages' as they were known, first began to appear in the 18<sup>th</sup> century but did not gain widespread popularity until the Victorian period. Queen Victoria cemented their place as a fashionable baby accessory when she purchased three for her own children.

Prams were expensive and were only available to those who could afford one. Families who purchased a pram generally employed a nanny to take the baby out in it. The rise in popularity of prams coincided with the increased recognition of the importance of fresh air to children's health and development.

## **Saddlecloth**

Between 1680 and 1750

This beautiful saddlecloth, or caparison, would have been used by a wealthy woman while riding side-saddle.

In the past, women rode side-saddle as their long skirts made riding astride impractical. It was also considered very unladylike, a notion which informed some of the criticisms levelled at women when they began to ride bicycles in the 19<sup>th</sup> century.

## **Riding habit jacket**

Between 1750 and 1760

This wool and silk jacket was part of a riding habit worn by a young girl; it would have been paired with a matching long full skirt. Riding habits were practical garments which were worn not just for horse riding, but during other outdoor pursuits or possibly while travelling.

## **Decorative spurs**

About 1800s

Spurs like these would be attached to the heel of riding boots and used by the rider to control a horse in addition to reins. Spurs today are considered to be cruel and there are strict rules governing their use in sporting equestrian events. These examples come from Argentina.

# Bicycles

The earliest forms of bicycles appeared in the early 1800s. They were primarily designed to be used as a hobby, rather than an effective mode of transport. The velocipede nicknamed “dandy horse” or “hobby horse” had two wheels but no brakes or gears. They were similar to today’s balance bikes used by children.

During the summer of 1819 velocipedes became fashionable among the young men of London society; however, they were often seen as a dangerous menace to other road users. The craze quickly faded once riders began to be fined £2 (about £145 today) for cycling along the pavement.

The first commercially successful velocipede came in the 1860s when a new design was developed. It featured rotary cranks and pedals attached to the front wheel. These bicycles lacked the suspension of modern bikes and were nicknamed ‘bone shakers’ due to being notoriously uncomfortable to ride.

Penny Farthings, so-called due to the wheels’ resemblance to the penny and farthing coins, first appeared in the 1870s. The large front wheel allowed the bicycle to pick up speed, while also providing shock absorption and enhanced comfort for the rider.

Perhaps the biggest development in bicycle design came in the 1880s with the arrival of the 'safety bicycle', the first type to resemble bikes used today.

## **The Ladies Hobby**

Possibly by William Heath "Paul Pry" (1795-1840)  
Print, 1819

This satirical print pokes fun at the new craze for bicycling in the early 19<sup>th</sup> century.

It shows a woman riding a velocipede adapted for the female rider by the addition of a seat to allow for her long skirts.

Velocipedes and their riders were a popular theme for satirical cartoons during this period.

## **Lucas Calcia Cadet bicycle lamp**

About 1920

This bicycle lamp was powered using acetylene gas produced by the chemical reaction of calcium carbide with water. The manufacturer of this lamp, Joseph Lucas of Birmingham, began his business in 1872 making lamps for ships and coaches before expanding to cars and bicycles.

## **Exeter Bicycling Club photograph**

1879

This photograph shows members of the Exeter Bicycling Club posing with their Penny Farthings. The height of the front wheel meant these bicycles were difficult to mount and could be dangerous to ride. If the wheel got caught in a rut in the road the rider could be thrown off and seriously injured.

## **Exeter Bicycling Club badge**

About 1879-1900

As cycling became a popular pastime in the UK, social cycling clubs started to be formed. Exeter Bicycling Club was one of the oldest cycling clubs in the country. Badges like this one would have been worn on a cycling cap or jacket lapel.

## **“Lady Cyclists”**

In the 1880s the introduction of the safety bicycle sparked a new bicycling craze in the UK. Many women became keen cyclists, enjoying the freedom that having their own transport gave them. At a time when the women’s rights movement was gaining popularity, female cyclists were viewed by some with suspicion, riding astride a bicycle was seen as ‘unladylike’.



There were concerns around the impact cycling could have on women's health. Female cyclists were advised not to go too fast and to avoid appearing red faced with exertion. Women were warned against the dangers of developing 'bicycle face', characterised by being 'flushed, but sometimes pale, often with lips more or less drawn, and the beginning of dark shadows under the eyes, and always an expression of weariness'. Some enterprising chemists sold creams claiming to help prevent the condition. By the start of the 20<sup>th</sup> century, medical professionals had accepted that there was no evidence of cycling being harmful to women.

## **Cycling Tips film**

British Pathé

1936

Duration 1 minute, 27 seconds

In this humorous film, competitive cyclist Evelyn Hamilton gives some cycling safety tips. Evelyn Hamilton (1906-2005) was a cycling star in the 1930s. In 1935 she cycled 700 miles from London to John O'Groats in just four and a half days. Evelyn is said to have dreamt of competing in the Tour de France but female cyclists were barred from the race.

## **Divided skirt**

Between 1910 and 1920

This innovative skirt could be converted to culottes to allow the wearer to easily ride their bicycle or take part in other active pursuits. While it was acceptable for women to wear bloomers or divided skirts for cycling, trousers were not considered appropriate for everyday wear. Skirts like this one gave women the opportunity to be comfortable riding their bicycle, while still conforming to expected social norms once they reached their destination.

On loan from Olive Matthews Collection, Chertsey Museum

### **“Ladies Bicycle Suit”**

*Punch* magazine  
1895

The new practical clothes worn by women cyclists in the 1890s often appeared in satirical cartoons like this one from *Punch* magazine. It is poking fun at the “Bicycle Suit” suggesting that it is a fashion fad.

Gertrude: “My dear Jessie, what on earth is that Bicycle suit for?”

Jessie: “Why, to wear of course.”

Gertrude: “But you haven’t got a bicycle!”

Jessie: “No; but I’ve got a sewing machine!”

## **“Boneshaker” velocipede**

Between 1860 and 1870

This type of metal velocipede was first invented in France, by the brothers Ernest and Pierre Micheaux. It was a more advanced design than the earlier wooden velocipedes, with the addition of pedals making it easier to cycle. It could reach speeds of up to 8mph. However, it quickly earned the nickname “Boneshaker” due to being very uncomfortable to ride.

## **“Sit up and Beg” bicycle**

About 1930

This design of bicycle has handlebars which curve backwards to allow the rider to sit up straight while riding, instead of having to hunch over the handlebars.

Women’s bicycles traditionally have a “step through” or open frame, instead of the cross bar seen in men’s models. This lower bar, which made it easier to mount and dismount while wearing a skirt, is still seen in modern bicycles today.

# Hitting the road

For centuries, having your own private transport was a mark of superior social status and wealth. It was not until motor vehicles began to be mass produced in the mid-20th century, that private vehicle ownership became widespread.

Buying and maintaining a carriage was expensive. As well as the vehicle itself, there were the horses needed to pull it. Plus, the staff needed to care for them and the carriage. In Jane Austen's novels she often used the type of carriage owned by her male characters as a way of establishing their place in society – a shorthand her readers would have understood. Owning a 'chaise and four', such as Mr Bingley in *Pride and Prejudice*, marked him out as a particularly wealthy bachelor.

Travelling long distances by road could be treacherous, even in the most luxurious of private carriages. Poor weather and road conditions could increase journey times considerably, and accidents were common. There was also the likelihood that travellers could become victims of crime. Highwaymen on horseback were common; the prospect of a relatively unprotected carriage with wealthy occupants on a lonely road was too good to resist.

Between the 1600s and 1700s the road across Hounslow Heath was considered among the most dangerous in England. The majority of people travelling west from

London to Bristol, Bath and Exeter would have to pass this way. The heath's heavily overgrown and wooded landscape provided the perfect hiding place for footpads (thieves on foot) and highwaymen to lie in wait for their victims.

## **Travelling Fashion**

If you are embarking on a journey, it is important to make sure you are wearing the right clothes.

In the past, travelling long distance by road, whether by horse or carriage, was often uncomfortable, cold and dirty. Even the arrival of train travel did not improve things much – coal-powered steam trains could be filthy. People dressed practically, often warm clothes in dark colours so the dirt would not show.

The invention of the motorcar demanded speciality clothing. The earliest cars were open to the elements so driving goggles, scarves and coats were essential to protect the driver and passengers.

### **Sheriff of Exeter's coachman's livery**

About 1920

Coachmen would be dressed in a livery to identify them as working for their employer. This uniform was worn by a coachman working for the Sheriff of Exeter. It was made by the tailors J & G Ross who had a shop at 227 High Street, Exeter.

Coaches had largely been replaced by motorcars by the time this uniform was made, but many continued to be used for ceremonial occasions.

The Sheriff of Exeter's coach continued to be in use until the position of Sheriff was abolished in 1971.

## **Travelling cloak**

Between 1825 and 1830

This cloak would have been worn by a woman while travelling by coach or carriage. It's a practical garment made from silk with a sarcenet lining and has slits for the wearer to put their arms through. The dark colour would help prevent any dirt from showing.

Travelling by carriage could be very cold and draughty, in addition to thick cloaks passengers would often use brass footwarmers filled with hot coals to keep warm.

## **Carriage panel**

Between 1758 and 1820

Private carriages were often decorated with the personal livery of their owner. This carriage panel bears the crest of the Baron Lisle of Mountnorth, Ireland. The motto *Bella Horrida Bella* is from a quote by Virgil and translates to "Wars awful wars".

## **Excise exchange ticket**

1818

Turnpike trusts maintained and repaired principal roads. This was paid for by collecting tolls from road users. Tolls were paid at tollgates along the road and a ticket like this one would be issued. It would then be shown at each subsequent tollgate along the route.

## **Evening and Carriage dresses fashion plate**

1845

Although most people travelling for long distances dressed for practicality, these so called 'carriage dresses' were designed to be the height of fashion. They would be worn by wealthy women to promenade or ride in a carriage through parks such as Hyde Park in London.

## **Skirt lifter**

About 1860

This contraption was designed to help keep women's long skirts out of the dust and mud while walking. The clip would be attached to a skirt or train with the cord looped around the wearer's wrist or attached to a belt. When the skirt needed to be lifted out of the way, the wearer would simply pull on the cord to raise their hem.



## **The George and Dragon Inn, Clyst St George**

Attributed to Charles Turner Warren (1762-1823)

Watercolour on paper, 1813

This watercolour shows a scene outside the St George and Dragon Inn in Clyst St George. The large carriage is likely a public stagecoach, while the smaller trap would be a private vehicle. Inns like this one provided refreshments, lodgings and sometimes fresh horses to weary travellers looking to break their journey.

## **Animal-powered Transport**

Before the invention of motorised transport, working animals played a crucial role in the movement of people and supplies. Horses, oxen, and donkeys could carry heavy loads on their backs. They also pulled ploughs on farmland and towed carts laden with goods to sell.

Keeping and caring for working animals was an additional household expense. But it was a priority for those living and working in rural and farming communities. Only the wealthy could afford to keep a stable of thoroughbred horses for leisure pursuits such as hunting and recreational riding. These horses became status symbols and often appear alongside their owners in historical portraits.

In the UK we tend to associate animal-powered transport with horses, whether that is riding them or using them to pull vehicles. But the type of animal used for transport varies around the world, depending on the terrain and availability of different species. Elephants, camels, llamas, buffalo and dogs are used to carry people and goods where they need to go.

## **The High Street, Exeter**

John White Abbott (1763-1851)  
Oil, 1797

This view of Exeter High Street looking towards the Guildhall shows it as a bustling shopping street filled with traders and shoppers going about their business. Many horses and horse-drawn carts are being used to carry goods through the city.

## **Palanquin and bearers**

Unknown artist  
Paint on mica, between 1860 and 1880

Palanquins were covered litters (a portable bed carried on two parallel poles) used in South East Asia. They would have been carried by four or more bearers at shoulder height and were a very pleasant way to travel, especially in the heat.

These paintings on mica were produced as souvenirs for tourists.

## **Indian royalty in a carriage**

Unknown artist

Paint on mica, between 1880 and 1910

This scene shows a royal procession in a grand carriage pulled by elephants. In India during this period elephants were often used by the nobility and wealthy people as a way of demonstrating their social status.

## **Ox-cart**

Unknown artist

Paint on mica, between 1880 and 1910

The scene shows a man on a cart pulled by two white oxen transporting various goods for sale.

The oxen are attached to the cart using a yoke around their necks. Ox carts were used in India for centuries as the primary way of moving goods, until they were largely replaced by motorised vehicles. Carts are still used in some rural areas.

## **Ox cart ornament**

About 1900s

Ox carts remain a popular method of transport in South East Asia. On special days they would often be adorned with highly decorative ornaments like this one from Myanmar.

## **Pocket watch stand in the shape of a sedan chair**

About 1890

Perhaps the most luxurious of all private transport, the sedan chair would have been used to transport the wealthiest in society for short distances. The owner would sit on a comfortably padded seat, while two footmen positioned on either side would carry them where they needed to go. This stand would have probably been used to display a pocket watch.

## **Cars**

These days most British households have access to a car, sometimes more than one. Cars have become an essential part of modern life, particularly in rural areas where public transport can be scarce.

When the first automobiles came on to the market in the late 1800s, they were bought by the very rich and became the ultimate status symbol. Throughout the course of the last century, cars became more affordable for ordinary

people. The increase in car ownership has changed every aspect of life: from where people live, shop, and work to where they spend their leisure time.

As car ownership grew, fewer people relied on public transport. As passenger numbers fell, many routes on the railway network became unviable. In the 1960s the Beeching cuts saw the closure of a huge number of routes and stations across the country. Rural and coastal areas were significantly impacted.

As we better understand the environmental impact of a reliance on cars, there is more emphasis on encouraging people to switch to more sustainable modes of transport, such as car sharing, walking, cycling and public transport. The use of electric vehicles has the potential to significantly reduce the volume of greenhouse gases being emitted into the atmosphere and improve air quality in urban areas.

## **Model car**

About 1910

This ceramic model car was made in West Africa in the early 20<sup>th</sup> century. It is based on early automobiles of the period.

## **Motoring parasol**

1911

This portable parasol was designed to protect the complexion from the elements while travelling in an open-topped car, in the same way carriage parasols were used in the 1800s. They were one of a number of accessories marketed to motorists and their passengers in the early 20<sup>th</sup> century.

## **Touring: The Famous Automobile Game**

About 1926

In this card game originally produced in 1906, players competed to complete a full set of 16 mileage cards for their journey. Problem cards such as “tyre puncture”, “collision” or “out of petrol” can be used by players to slow their opponents progress.

## **Parking ticket**

About 1960s

This parking ticket cost 6d (about £1.50 today) and entitled the holder to park for a day at the Cattle Market. As the number of private vehicles driving into the city increased, providing enough parking facilities became an issue.

## **Playmobil Go-kart**

About 1979

Ever since their invention, motor vehicles have been popular children's toys. This Playmobil Go-kart with figures is from a set produced in collaboration with American oil company Texaco.

# Taking public transport

Until recently most people could not afford to own private transport, so historically there was a need for public carriages to take travellers from place to place.

The stagecoach – so-called as the journey was split into stops or stages – dates from the 1600s and was one of the first forms of public transport. The earliest British stagecoach route, from Edinburgh to Leith, started in 1610. By the 1650s there was a network of routes crossing the country. Coaching inns, positioned along the route every 10-15 miles, allowed for changing horses, as well as providing lodging and refreshments for passengers.

In the early years, stagecoach travel was very slow: in the 1670s it took up to eight days to travel from Exeter to London. Advances in carriage design and improvements in road conditions improved journey times. By the 1820s coaches could travel up to 12mph, slashing the travel time from Exeter to London to 17 hours.

The arrival of the railways in the mid-1800s provided a quicker and more comfortable alternative to making long road journeys. Many local services such as the “Civility” between Exeter and Exmouth continued, but the rapid expansion of the railways led to a fall in demand. By the end of the 19th century there were very few routes remaining in service.



Local trips within cities and towns were made easier by the introduction of horse-drawn omnibuses and trams. Unlike stagecoaches there was no need to book to guarantee your place, and they ran to a much more frequent timetable. By the turn of the 20<sup>th</sup> century horse-drawn vehicles were being replaced by electric and motorised alternatives, and public transport, as we know it today, was born.

# Mail Coaches

Stagecoaches not only carried passengers, but also parcels and messages. In the 18th century the British postal service relied on individual couriers riding from 'post' to 'post' to deliver letters. The system had been in place for over 100 years, but it was a very inefficient way of transporting an ever-increasing amount of post around the country. The Post Office began to make use of stagecoach services between cities. This was so successful that the company began to run their own coaches to carry post and generate revenue from paying passengers. The first mail coach route between Bristol and London came into service in 1784.

Mail coaches had space for a small number of paying passengers. But it could be an uncomfortable journey. Speed was everything. Stops were made when absolutely necessary to collect post and change horses, not for passenger comfort. Not only were they fast, mail coaches gained a reputation of being safer, cleaner and less crowded than public stagecoaches.

In October 1816 the Exeter to London mail coach encountered a lion while stopped in Salisbury. The lion had escaped from a travelling menagerie. It attacked the horses but was held off by the guard with his blunderbuss, while the passengers sheltered in a nearby inn. Once the lion was collected by its owner, the coach continued its journey arriving in London only 45 minutes late.

## **Coaching timetable from the Bull & Mouth Inn**

1816

By the 19<sup>th</sup> century there were well-established coaching routes linking most cities and towns in Britain. This timetable shows the number of public coaches leaving the Bull & Mouth Inn in the City of London.

On loan from a private lender

## **Coaching pistols**

Between 1770 and 1780

Mail coaches carried valuable cargo in the post and parcels they were delivering. There was usually a mail guard onboard who would have been heavily armed with two pistols and a blunderbuss to protect against any attempted robberies. The barrel of these pistols is inscribed with the name "The Quicksilver" suggesting they may have been used onboard the Quicksilver mail coach.

## **Blunderbuss**

Between 1780 and 1795

Blunderbuss guns like this one would have formed part of the arsenal used to protect a mail coach from the threat of robbery while travelling on remote roads. This blunderbuss is inscribed with the name "The Quicksilver"

suggesting it may have been used onboard the Quicksilver mail coach. However, it is impossible to know if this was the very blunderbuss used during the lion attack in 1816.

## **Exeter to London postal route card**

Between 1785 and 1800

Cards like this one provided information on the mail coaching inns on the route and the distance between them. There were 14 stages between Exeter and London. Passengers could choose to break their journey and stay the night at one of these inns, which are described as providing the “gentlest accommodations”.

On loan from Postal Heritage Trust (OB1996.438)

## **The Lioness Attacking the Exeter Mail Coach**

Robert Pollard

About 1816

The story of a lioness attacking the Exeter mail coach quickly captured the public imagination and prints and engravings telling the tale soon appeared. There were even souvenir horn beakers produced engraved with the scene.

## **Coaching glasses**

Between 1790 and 1830

As stops between stages became shorter, it was difficult for passengers to take advantage of the hospitality offered at the inns. Coaching glasses, designed to fit perfectly in the hand without the need for a base, would be carried into the inn's yard on a tray and then filled, providing quick refreshment for weary travellers.

## **The Subscription Rooms & New London Inn Exeter**

1830

J. Lambert after W. H. Bartlett

The New London Inn's convenient location meant that it was the premier coaching inn in the city. From here you could get a coach to almost anywhere in the country and travellers could take advantage of the comfortable accommodation.

Image: Devon and Exeter Institution

## **“Civility” Stagecoach handbill**

1851

Competition between stagecoach owners was fierce, with each looking for ways to make their service more attractive to passengers. Local services like this one

between Exeter and Exmouth continued to be popular after the arrival of train travel, providing onward connections between small towns and villages.

## **The New Steam Carriage**

Henry Pyall (1795-1833) after G. Morton  
Print, 1828

Cornish inventor Goldsworthy Gurney designed and built a number of steam powered carriages in the late 1820s. In 1829 one of his prototypes made the journey from London to Bath and back, travelling at an average speed of 14mph. Gurney's vehicles were not a commercial success, and were soon superseded by the development of the railway.

## **“Railway Mania”**

Railways captured the public imagination in a similar way that space travel did over a century later. It allowed people to travel with an ease never experienced before, for work or leisure.

The world's first intercity railway opened between Liverpool and Manchester in 1830. It was built to transport materials and people from the Liverpool docks to Manchester's cotton mills, as a more efficient alternative to the canal network.

It was an immediate success and rival railway companies sprung up, looking to emulate the success seen in northern England. There was a rapid expansion of the railway network, such as the Great Western Railway (GWR) line from London to Bristol which was completed by 1841 and was soon extended further south.

The Bristol to Exeter Railway opened in stages. It eventually reached Exeter in 1844 with a station on the current site of Exeter St Davids. The railway provided a faster way of bringing people and goods into the South West, creating new opportunities for trade and tourism.

As with many aspects of Victorian society, train travel was strictly segregated by class. Passengers went in either first, second or third-class carriages, but even the cheapest ticket provided a more comfortable journey than travelling by road.

## **Great Western Railway network map**

About 1920s

This map shows the extent of the railway network by the 1920s. Many of the local stations shown here are no longer in service, having been closed during the Beeching cuts in the 1960s.

## **A Devonian railway scene**

This is a model of a small, rural branch line 'halt' station and goods yard, based loosely upon the Great Western Railway's extensive branch line network around 1910-1930. It is evocative of the type of railways that would be seen in rural south west England (particularly in Devon and Cornwall).

## **The Great Western branch line**

Branch line railways were a crucial link between rural areas and larger urban centres, transporting people, goods, fuel and livestock back and forth. Many branch lines opened in the mid to late 1800s and remained open until the 1960s, when road travel took over as the main form of transport.

## **The locomotive**

The locomotive hauling this branch line service is a model of the Great Western Railway 101 Class. A single example was built in 1902 and designed by George Jackson Churchward, the Chief Mechanical Engineer of the GWR. Unusually, this locomotive was initially designed to burn oil, but it was rebuilt in 1905 to burn coal – a more conventional fuel. The tank engine was destined for passenger work on branch lines around Bristol but remained at GWR's Swindon Works as a shunter. It was scrapped in 1911.



## **Isambard Kingdom Brunel**

1806-1859

Isambard Kingdom Brunel was the most influential British engineer of the 19<sup>th</sup> century. His many engineering projects ranged from steamships to tunnels and bridges and the Great Western Railway. His work played a vital role in the development of public transport and transformed the landscape of Britain.

In 1833 Brunel was appointed as chief engineer for the Great Western Railway, an ambitious project to build the first railway line between London and Bristol. This new line was soon extended from Bristol to Exeter and then Exeter to Plymouth.

When developing the route from Exeter, Brunel formulated an experimental design for an atmospheric railway, where trains are propelled by air pressure through a pipe running between the rails. The first atmospheric train ran between Exeter and Teignmouth in September 1847. But the venture would ultimately fail within a year, proving too costly and unreliable compared to steam-powered locomotives.

### **Ivybridge Viaduct**

William Dawson (1790-1877)

Watercolour on paper, between 1845 and 1855

The Ivybridge Viaduct was one of five designed by Isambard Kingdom Brunel between Totnes and Plymouth. The original viaduct seen here was replaced in 1890.

## **The opening of the Bristol & Exeter Railway as seen from Exwick Hill**

W. Hake  
Print, 1844

The first train from London Paddington arrived in Exeter at 12:30pm on 1 May 1844. The journey took five hours with an average speed of 39mph.

Trains were still a new and exciting form of transport, as seen here by the number of people who've come to watch the train pass by.

## **Line of the Railway across Dawlish Sands to Hole Head**

William Dawson (1790-1877)  
Watercolour on paper, between 1845 and 1855

This view of the newly opened South Devon Railway at Dawlish shows the feat of engineering involved in creating a railway line through this landscape.

## **Line of the Railway up to the left bank of the Teign at Shaldon Bridge**

William Dawson (1790-1877)

Watercolour on paper, between 1845 and 1855

This watercolour depicts a section of the South Devon Railway, which was constructed in the 1840s as part of the work to expand the railway network from Exeter to Plymouth.

William Dawson was a local artist who was particularly known for his watercolours of the South Devon Railway.

## **Dawlish Landslip**

One of the most scenic stretches of railway in the South West is the Riviera line. It connects Exeter and Paignton, passing between Dawlish and Teignmouth it runs directly along the sea wall. The proximity to the coastline offers passengers breathtaking views but has repeatedly put the line at risk of damage from the elements.

Since this section of the line first opened as part of Brunel's atmospheric railway in 1846, there have been numerous times when landslips have blocked the line. A serious incident occurred in February 2014 when a winter storm led to severe damage, meaning the railway was closed for two months.

## **View of the landslip between Clerk and Parson rock, Devon**

1852

This reproduction of a lithograph print shows a landslide on the South Devon Railway between Dawlish and Teignmouth in 1852, just 6 years after this part of the line was opened. Following the incident passengers were transported to Dawlish Warren where they were put on a special train to continue their journey.

## **Railway track runner**

Before 1967

This iron track runner was uncovered during an archaeological excavation of Central Station Yard, a disused part of the station which has now been redeveloped for housing.

## **Railway timetable**

About 1870s

This railway timetable was typical of the late 19<sup>th</sup> century, featuring adverts for local businesses as well as transport information.

## **Lynton train at Barnstaple**

Between 1908 and 1935

The Lynton and Barnstaple railway opened in 1898 and provided a transport link from Barnstaple to the seaside villages of Lynmouth and Lynton which were popular destinations for holidaymakers. It closed in 1935 after falling passenger numbers meant it was no longer viable.

## **Notice of the alteration of rail gauge on the main line between Exeter and Truro**

1892

Rail gauge is the distance between the two rails of a railway track. In the early years of the railway, competing companies often used different gauges leading to so called “gauge wars”. Track was gradually standardised, the stretch of railway between Exeter and Truro was one of the last to be converted.

## **Great Western Railway jigsaw puzzle**

1934

This puzzle was purchased in Brighton by Mr Tarry for his son. It was part of a series advertising the GWR holiday line. This design featuring Exeter Cathedral was a

bestseller over a ten-year period, highlighting Devon's popularity as a holiday destination.

## **Government railway passenger warrant**

1940

This travel warrant was issued by the RAF Recruiting Centre, Exeter for a single journey between Torquay and Exeter. It authorised D.V Joyes to a single, third-class journey as part of his recruiting duties during the Second World War.

## ***Pour le voyage***

Fashion plate from La Femme Chic  
1910

The French caption on this fashion plate translates to 'for the journey'. It shows a woman dressed in the height of fashion to embark on her journey by train in a luxurious first-class carriage.

## **'Speed to the West', Great Western Railway poster**

Charles Mayo  
1939

Throughout the 18<sup>th</sup> and 19<sup>th</sup> centuries Devon became a very popular holiday destination; tourism remains a key

part of the economy today. The fashionable and wealthy began to holiday on the coast to escape the crowded, polluted cities, and take advantage of the purported health benefits of fresh air and sea bathing.

The arrival of the railway made travel to the South West for leisure much more accessible, leading to a tourism boom. The expansion of the railway from Exeter, combined with employment reforms, led to increased leisure time and provided working class people the opportunity for daytrips to the seaside.

### **'Exeter', Great Western Railway poster**

Leslie Carr

Between 1923 and 1947

As the tourism industry grew, railway companies began producing iconic posters, featuring popular tourist destinations, to advertise their network as the ideal way of travelling for holidays and leisure.

This artwork was also sometimes used by Great Western Railway's competitor Southern Railway, which suggests it may have been a joint commission by the two companies.

### **Exeter Flyer's Last Run**

British Pathé

Duration 1 minute, 47 seconds

1965

This archive film footage shows the *Exeter Flyer's* journey from London Waterloo to Devon. It was the last regular passenger service to use Torrington Station, which was closed on 4<sup>th</sup> October 1965 as part of the Beeching cuts. Milk trains continued to use this line to transport milk from Devon dairies to London until 1978.

## **Exeter Trams**

As Exeter expanded in the 19th century and the population grew, people began to live further from the city centre. The suburban residents needed to travel into the city for work, shopping and leisure. In 1882 a network of horse-drawn trams was introduced linking Heavitree, Mount Pleasant and St David's Station with the city centre.

The horse-drawn trams were a huge success but by the early 20<sup>th</sup> century many cities were retiring horse-drawn trams in favour of electrification. Exeter was quick to follow the trend. It was a huge undertaking involving laying miles and miles of track. The first electric tram came into service in April 1905.

In March 1917, the number 12 tram on the Heavitree to Dunsford Hill route lost control while travelling down Fore Street – it collided with a horse-drawn cart before turning over on Exe Bridge. One passenger, Mary Findlay was killed, and a number of others injured.



The final Exeter tram ran in 1931 after which they were replaced with buses.

Images: Devon and Exeter Institution

### **Model Greenslades Bedford OB coach**

About 1990

Greenslades offered day trips and holidays by coach. Greenslades coaches had "silent guides"; passengers were provided with an information leaflet, and the driver would display a corresponding number as they passed places of interest.

### **Devon General model Guy Arab II bus**

About 1999

Devon General Omnibus & Touring Company was founded in 1919 and operated as the main bus service operator in Devon for much of the 20<sup>th</sup> century. The company took over bus services in Exeter in 1970.

### **Exeter Corporation bus inspector's hat**

About 1960s

This hat would have formed part of the uniform of a bus inspector. The role of the bus inspector was to check passenger tickets, but also to regulate the service and deal with any problems such as vehicle and staff shortages.

## **Model City of Exeter Leyland Highbridge bus**

About 1998

Until 1970 bus services in Exeter were run by the Exeter Corporation with their distinctive green and primrose livery. Unusually, Exeter uses letters rather than numbers to identify routes, something that continues today.

## **Model City of Exeter Leyland Orion bus**

About 1999

The 'K' route to Pennsylvania came into service in 1948, one of several new routes introduced to provide connections for the new post-war housing estates being built in the city.

## **Tram track**

Between 1905 and 1931

This is a fragment of the track from the Exeter tram line. It was probably picked up as a souvenir when the tram tracks were being removed.

## **Tram on Queen Street**

1906

This postcard shows the new electric tram service on Queen Street outside of the Royal Albert Memorial Museum.

## **Exeter Corporation Tramways badge**

About 1906

This brass badge would have been worn on the uniform caps of Exeter Corporation Tramways staff.

## **Exeter Corporation Tramways Recreation Club badge**

1924-5

This badge was worn by members of the Exeter Corporation Tramways Recreation Club. Recreation clubs organised entertainment and sporting activities for employees and their families.

## **Tram timetables**

About 1922-3

These attractive brightly coloured timetables were the perfect size to slip in a pocket or bag.

## **Selection of railway, tram and ferry tickets**

Between 1905 and 1939

This selection of transport tickets includes one for the Teignmouth and Shaldon ferry, possibly one of the oldest passenger ferry services in the country. There was no bridge over the Teign Estuary until 1827, so the ferry saved passengers a 14-mile trip by road.

# Setting Sail

Devon has a long maritime history, with Plymouth as the county's major port. It was from Plymouth in the 16th century that Sir Francis Drake and Sir Walter Raleigh set off to distant lands, and from where the *Mayflower* sailed across the Atlantic to the New World. These journeys marked the start of Britain's colonial era and changed the course of history.

In the past, travelling by ship could be perilous. Prior to modern navigational and communication methods, once a ship was out of sight of land the crew were largely on their own. Before the invention of steam-powered vessels, ships were reliant on the wind to get them to their destination. Too little wind could leave a ship stranded and its crew at risk of running out of food and water. Too much wind could be equally perilous. Storms could appear with no warning and cause catastrophic damage by sending vessels, crew and passengers to the bottom of the ocean.

The journeys could also be very long: in 1620 the *Mayflower* took 66 days to reach Cape Cod. Passengers lived in cramped conditions below deck meaning diseases spread quickly.

## **Model canoe**

Before 1836

This model canoe was collected from Hudson's Bay, north-eastern Canada, but was intended to be a replica of typical indigenous canoes of this period from the northwest of the country.

Canoes would have been used both for fishing and the transportation of people and goods.

## **Moa femur**

Collected between 1877 and 1888

The sub-fossil bones of this extinct bird were collected by Captain Setten of Exmouth. Between 1877-88 he commanded *Pleiades*, a ship which carried emigrants from England to New Zealand. It sailed roughly once a year with the voyage lasting around 95 days.

## **Turkey femur**

Between 1520 and 1550

This bone could be the remains of one of the first turkeys to be consumed in England. Turkeys were introduced to England by naval navigator William Strickland in 1526, on his return from North America. In the 16<sup>th</sup> century expeditionary voyages to North America brought back

many items such as tomatoes, potatoes and tobacco, which are common today, but would have been hugely exotic 500 years ago.

## **Silver sugar caster**

About 1733

When sugar was first introduced to England in the 1500s, as an imported product it was an expensive luxury. The North Atlantic Slave Trade provided enslaved people to work on new plantations in the Caribbean and Americas, this increase in production brought the cost of sugar down and it became something ordinary people could enjoy. The taste for sugar in Britain directly drove an increasing demand for enslaved labour in the Americas.

## **Silver teapot**

About 1796

Tea drinking is considered a quintessentially British pastime, but tea was not introduced to Britain until the 1600s. First served as a novelty drink in coffee houses, it gained popularity when the East India Company began importing tea direct from Canton (Guangzhou), China after 1713. The pineapple on top of this teapot symbolises another exotic luxury imported by ship.

## **First Lieutenant George Peard's notebook**

Between 1825 and 1828

Naturalist George Peard kept this notebook while sailing on HMS *Blossom*. This voyage of discovery took him to the Pacific islands of Rapa Nui, Pitcairn, Tahiti, Hawaii and the Bering Straits. Peard collected shells, birds, minerals and ethnographic trade items throughout his expedition.

## **Harpoon head**

Before 1828

This harpoon head made from walrus ivory was collected by George Peard during his time sailing through the Bering Straits. Peard's ship, HMS *Blossom*, was voyaging to find a shipping passage to link the Atlantic and Pacific Oceans.

## **Exeter's Importance as a Port**

Exeter was a principal settlement in Roman Britain, archaeological evidence suggests that the main port was located at Topsham and goods would then be brought by road into the fortress.



Exeter canal leading from the river Exe to Exeter quay was constructed in the 1560s. It is one of the oldest artificial waterways in the UK. The canal was originally constructed to allow boats to bypass several weirs, built across the river in the medieval period, that restricted the movement of goods into the city. Until the canal was built, barges would unload their cargoes at Topsham, which were then transported to Exeter.

John Trew was commissioned to build the canal and the first stretch opened in 1566 – the weir which controls the level of water in the quay is still known as Trew's Weir. The canal went through a number of extensions and changes, making it suitable for seagoing vessels, until it reached its current form in the 1830s.

## **The First Paddle Steamer to Navigate the Exe up to Exeter**

Attributed to W.H Cox  
Oil on canvas, about 1832

Coal-fired paddle steamers like this one would have been a new and exciting sight on the river Exe in the 1830s. The use of engine power, rather than relying on wind, was revolutionary and made shipping much more efficient. The last operating coal-fired paddle steamer in the UK is the *Kingswear Castle* in Dartmouth.

## **Exeter Quay with Shipping, taken from Haven Banks**

Thomas Rowlandson (1756-1827)

Watercolour over pencil on paper, about 1790

This view of Exeter quay gives an insight into the bustling activity which took place here during the 18<sup>th</sup> century.

## **Exeter Canal below Exeter Cathedral**

Arthur Enock (1828-1917)

Watercolour on paper, between 1890-1900

This watercolour shows the industrial buildings around Exeter quayside in some detail. Warehouses and other buildings had sprung up alongside the quay to store and process the many goods being brought in by ship.

## **Seagoing Trade**

The building of the canal unlocked Exeter's potential as a significant trade port. By the 17<sup>th</sup> century, the wool trade had become an important part of the city's economy: it was estimated that in 1700 one in five people in Exeter were involved in the industry. Woollen cloth made up the bulk of Exeter's outward trade, with wine, sugar, linen and tobacco being imported in return.

Exeter became an affluent and influential city due to its trade and was one of the biggest export ports in southern

England. The Custom House on the quay was built in the late 1600s to control the movement of goods into the city and collect the excise duty owed.

The canal's traffic declined with the end of the woollen cloth trade in Exeter and the arrival of the railway, but it continued to be used commercially well into the 20<sup>th</sup> century. Commercial trade finally ended in the 1970s.

## **Fishing Scene, Teignmouth Beach and the Ness**

Thomas Luny (1759-1837)  
Oil on panel, 1831

Thomas Luny painted many scenes of the South Devon coastline throughout his career. This painting shows how the hauling in of fishing nets, like many other tasks related to the fishing industry, was a communal activity involving women and children as well as fishermen.

## **The Spinnaker Sail**

Nicholas Matthews Condy (1818-1851)  
Oil on panel, about 1840

As engine-powered ships gained prominence, sailing became associated primarily with sport and leisure rather than commercial use, something which continues today.

Artist Nicholas Matthews Condy spent much of his career in Plymouth where he used his knowledge of maritime vessels to inform his paintings. He developed an interest in yacht racing, and this became the subject of much of his work.

## **A First Rate Man-of-War Driving on a Reef of Rocks, and Foundering in a Gale**

George Philip Reinagle (1802-1835)  
Oil on canvas, about 1826

In the past, going to sea could be extremely dangerous with ships, passengers and crew subject to the overwhelming power of the ocean. Much of the safety equipment we take for granted today, such as lifeboats and floatation devices are relatively modern developments.

It was not until the sinking of the *Titanic* in 1912 that lifeboat regulations began to be overhauled and it became a legal requirement to have enough lifeboats for every person onboard.

### **Life jacket**

About 1920

This Board of Trade standard life jacket is made from cotton canvas filled with kapok, a type of vegetable fibre.

Life jackets like this one were standard issue to the Royal and merchant navies in the early 20<sup>th</sup> century.

Before the introduction of life jackets, drowning was considered an occupational hazard for sailors. Cork life jackets were first developed for the RNLI in 1854, they made being at sea much safer, but they were also very heavy and limited mobility. The use of lighter materials like kapok made them much more comfortable.

## **Eddystone Lighthouse silver pepper pot**

1846

Lighthouses have kept ships safe at night for centuries. This pepper pot is in the form of John Smeaton's lighthouse at Eddystone Rocks, which was built in 1759 and lasted until 1882, when it was replaced by another on an adjoining rock and re-erected on the Hoe, Plymouth.

## **Bosun's whistle**

Between 1500 and 1650

This whistle would have been used on ships to pass commands to the crew when a voice could not be heard over the sound of the wind and sea. Its high pitch meant that the sound would carry and could be heard even in the stormiest of weather.

# Off to a flying start

Humans have dreamt of flying for all of recorded history. People took their inspiration from birds and wanted to experience flight for themselves. Scientists, such as Leonardo Da Vinci, believed that the secrets of flight could be learnt from studying bird wings, and tried to translate this mechanism to flying machines that could sustain human flight.

Da Vinci's flying machines from the 1480s are among the most well-known designs. But many others attempted to create similar winged inventions over the centuries, with little success and sometimes fatal results. When the first human successfully took to the air in 1783, it did not involve wings at all; it was by balloon.

When French brothers Etienne and Joseph Montgolfier first brought their hot air balloon to Paris, they faced stiff competition from other inventors. Ultimately the Montgolfiers won the race for the first successful human flight. As a test run, they sent up a sheep, duck and chicken as their first passengers. All landed safely but the spectators said the animals were "much astonished" by the experience. The first human passengers ascended in November 1783.

It was not until 1903, that the Wright brothers built and flew the first successful aeroplane, and the aviation age took off. In the 121 years since then, travelling by air has

become familiar for many people, meaning journeys that would have taken days or even weeks by ship happen in a few hours.

**View in the garden of Foley House, Portland Place,  
with Mr Sheldon's Montgolfier balloon on fire**

Charles Francis Greville (1749-1809)

Drawing on paper, 1784

Ballooning attempts were a crowd-pulling spectacle in the 1780s. Sheldon and his collaborator Allen Keegan received permission to use the gardens of Foley House to launch their balloon. Disaster struck when the balloon caught fire during the launch and was quickly destroyed.

These works were produced by Charles Francis Greville whose house overlooked the scene and recorded the occasion.

On loan from The British Museum (1880,1113.4516)

***Coelum ipsum petimus Stultitia***

Paul Sandby (1731-1809)

Print, 1784

This satirical print depicts John Sheldon's failed ballooning attempt, showing the balloon as an enormous human bottom from which flames erupt and smoke billows.

Early ballooning attempts were often portrayed in the press of the day as a frivolous waste of time with little scientific value. Despite this they were an extremely



popular spectacle amongst the public, and prints such as these were in high demand as souvenirs of the event.

The Latin title of the print translates to '*Heaven itself we seek Folly*' which perhaps speaks to the way in which hot air balloons and aeronauts were perceived at the time.

On loan from The British Museum (1868,0808.5399)

### **John Sheldon (1752-1808)**

John Keenan (active 1780-1819)

Oil on canvas, before 1803

This portrait of John Sheldon was painted while he was working as a surgeon at the Devon and Exeter Hospital.

Conserved with support from The Pilgrim Trust, Aurelius Charitable Trust, Finnis Scott Foundation, The Leche Trust, RAMM Development Trust and Friends of RAMM

### **The flying surgeon**

John Sheldon was an eminent anatomist and surgeon who began his career in London before moving to Exeter. He worked at the Devon and Exeter Hospital in Southernhay.

While working in London, Sheldon developed a passionate interest in hot air balloons. Following the

Montgolfiers' first successful hot air balloon flight in June 1783, ballooning soon became a craze among the wealthy and fashionable in Paris and London.

Sheldon was determined to be one of the first Englishmen to make a hot air balloon flight. He commissioned his own balloon, which was set to make its maiden flight in September 1784. Sheldon's balloon became a public spectacle. Crowds gathered to see it take flight. However, disaster struck when the balloon caught fire before it even left the ground.

Sheldon was not deterred. He persuaded French aeronaut Jean Pierre Blanchard to let him join him in his balloon by offering to fund the expedition. They took flight in October 1784. The balloon was laden with provisions, a basket of pigeons, Blanchard's pet dog and Sheldon's scientific instruments. This cargo made the balloon too heavy to make a proper ascent. To solve the issue, Blanchard is said to have thrown Sheldon's instruments over the side, leading to a mid-air argument between the two men. This ended Sheldon's career as an aeronaut.

## **UK 24 – a typical day in UK airspace**

2019

Duration 2minutes, 47 seconds

This animation produced by NATS Holdings shows a typical day of air traffic over the UK. NATS provides air

traffic control services to flights travelling through UK airspace as well as to 14 UK airports.

## **Captain Oscar Greig**

1889-1969

Captain Greig was an experimental aviator during the First World War. He flew with 25 Royal Flying Corps. Greig's job was to carry out photographic surveys of the battlefield. Being a pilot was arguably one of the most dangerous jobs during the war, and Greig would have received limited training before stepping into his flimsy biplane. He had no seatbelt or parachute and was expected to perform risky and intricate manoeuvres while under enemy fire.

On 24 January 1917, while flying over Vimy Ridge, the famous German air ace 'The Red Baron' (Baron von Richthofen) shot down Greig's plane. Greig was wounded in the encounter and damage to his aircraft forced him to land. Taken as a prisoner-of-war, eventually Greig escaped from a camp in Silesia and made his way back to Britain on foot.

Captain Greig's passion for flying continued after the war and he was even known to deliver post on Dartmoor by air.

## **Exeter Airport and 307 Polish Squadron**

Before Exeter Airport functioned as a commercial airport, it was used as a military airfield and was known as RAF Clyst Honiton. It played an important role during the Second World War, where from 1941-1943 it was home to the Polish 307 Squadron. This squadron was one of a number agreed between the British Government and the Polish Government in Exile but was the only Polish night fighter squadron flying alongside the RAF in the Second World War.

307 Squadron's job was to protect the South West of England from enemy bombing raids. They played a crucial role in defending the city during the Exeter Blitz in May 1942.

## **Flying Jacket**

Between 1955 and 1969

This civilian flying jacket was worn by Captain Oscar Greig. It is likely to have been worn during Greig's later life and demonstrates his continued love for aviation.

## **Royal Flying Corps Wings**

Between 1914 and 1918

These flying wings were worn by Captain Oscar Greig on his Royal Flying Corps uniform during the First World War.

## **Brooch depicting emblem of Polish 307 Squadron**

Between 1940 and 1943

This brooch was made by Edek Ziomek during his time as an aircraft engineer in the Polish 307 Squadron in Exeter. After the war Ziomek became a British citizen and worked for Dagenham Motors and De Havilland.

## **De Havilland Mosquito**

1963

This model is of the De Havilland Mosquito. It depicts aircraft TT35, RAF No 3 Civilian Anti-Aircraft Co-operation Unit CAACU, Exeter 1963. It flew from Exeter Airport and was the last example of this type to be in service with the RAF.

An earlier version of the Mosquito was flown by the Polish 307 Squadron during the Second World War.

## **Erecting Aeroplanes**

Sir Muirhead Bone (1876-1953)  
Print, 1917

This print by war artist Sir Muirhead Bone shows an aircraft factory during the First World War, a time when demand for new aeroplanes soared.

The First World War was the first major conflict to use aircraft in a military context. The Royal Flying Corps initially provided aerial reconnaissance to the British Army but were soon drawn into active aerial battles with German pilots, known as 'dogfights'.

At the outbreak of war in 1914, the Royal Flying Corps had 100 aircraft, by the end of 1918 the newly formed Royal Air Force had over 22,000.

## **Mars Rover parachute material**

Made by Heathcoat, Tiverton  
2020

The technologies of aviation pioneered in the early 20<sup>th</sup> century eventually led to space exploration. There is still so much we don't know about what lies beyond our planet, and scientists are constantly looking to learn more.

The Mars Rover is a remote-controlled vehicle designed to travel on the surface of Mars and collect scientific data to help us understand more about the planet. When the latest Mars Rover, *Perseverance*, was launched by NASA in July 2020, an integral part of its design was developed in Devon. The massive parachute, used to slow the rover down on its descent to the planet's surface, was made from material specially created and manufactured by Heathcoat Fabrics, based in Tiverton.

# Adapting the city

Exeter is an ancient city and one which has undergone immense change over the centuries.

The Roman city was surrounded by a fortified wall, parts of which still survive. People and goods would enter the city through gates, with the South Gate at the end of South Street being the main entrance to Exeter.

The city's original narrow roads were not designed for large horse-drawn vehicles. As the city expanded as a trading hub and more people came to live and work in Exeter, congestion became an increasing problem. The decision was taken to widen key roads in the city centre, which involved the demolition of Exeter's historic gates, including South Gate which was pulled down in 1819. Management of traffic on the city's roads remained a significant problem, which was made worse by the arrival of the motor car. By 1927, The *Times* newspaper was reporting:

*"Not a few of those motorists who have occasion to visit the West of England during the summer months leave Exeter with feelings of relief and memories of unpleasant traffic 'jams' in narrow streets."*

In the 1930s, traffic congestion in Exeter had become such an issue that a bypass was built to divert some of the traffic away from the city centre. The High Street today is

pedestrianised, with only buses and deliveries allowed, and many of the roads around the city centre are one-way, to alleviate traffic congestion.

As the city is changed and renewed, archaeologists are finding reminders of its past. Many artefacts in RAMM's collection come from excavations which have taken place during redevelopment work in the city.



## **Broadgate, Exeter**

J. Lake

Watercolour on paper, 1848

Despite its name, Broadgate was a narrow street linking Cathedral Yard with the High Street and the main entrance into Cathedral Close. It was only three metres wide and by the 19<sup>th</sup> century it became difficult for large carriages to navigate the street. This was a particular concern for large stagecoaches passing through on their way to the Royal Clarence Hotel. The hotel's owner petitioned for the removal of the gate to make their passage easier. Broadgate was demolished in 1824.

## **Ancient West Gate of Exeter**

George Townsend (1813-1894)

Watercolour on paper, 1874

This artist's impression of the West Gate of Exeter is unlikely to be entirely accurate as it was demolished in 1815 as part of redevelopment in this area of the city.

Exeter originally had five defensive gates in the Roman wall surrounding the city. These were subsequently rebuilt in the medieval period; none of them survive today.

## **Pharmacy jar**

Between 1520 and 1530

This beautiful pharmacy jar was discovered during excavations prior to the building of Harlequins Shopping Centre in Paul Street. It would have been used by an apothecarist to store wet drugs. It is thought to be one of the earliest examples of such a jar found anywhere.

## **Exeter Phoenix: A Plan for Rebuilding**

Thomas Sharp  
1946

Following the Second World War, Thomas Sharp visualised a plan for rebuilding Exeter; however, you can see many ideas weren't realised. This included replacing the Rougemont Hotel with a bus station connected to Exeter Central station via an underpass below Queen Street.

## **Hippopotamus**

*Hippopotamus amphibius*

Lower jaw and teeth of a hippopotamus from the Pleistocene epoch (130,000-114,000 years ago). This fossil was discovered during the 1968 construction of the Honiton Bypass and was donated to RAMM by the Ministry of Transport.

## **Foundation plate from Exe Bridge**

1770

This commemorative plate is from the foundation stone of the new bridge across the river Exe. It was designed in 1770 to replace the medieval bridge and provide easier access for horse-drawn vehicles across the river and into the city. It was paid for by an additional toll levied by the city's Turnpike Trust. The building of this new bridge was beset by problems, but it finally opened in 1778.

## **Exeter Phoenix**

The Exeter Blitz in May 1942 devastated the city. Huge swathes of its centre were reduced to rubble. Families across the city lost their homes, and many historic buildings were completely destroyed.

After the war a massive programme of rebuilding in the city was needed. Town planner Thomas Sharp was appointed to oversee the redevelopment. Sharp's plan was submitted to the Council in May 1945, it was titled 'Exeter Phoenix', likening the city to a phoenix rising from the ashes.

Sharp was very conscious of the historic character of Exeter and the high quality of some of its buildings, yet he recommended rebuilding the city in a modern style. He tried to offer a mix of new shops and offices with the old.

Sharp's plan also incorporated several central car parks, enabling people to drive into the city to work, shop and spend leisure time.

Sharp's plans for the city were controversial and, in the end, they were only partially adopted. This included the original 1950s Princesshay shopping precinct.

## **Dingle's Department Store**

Cyril Arthur Farey (1888-1954)

Watercolour and pencil on paper, 1949

Following the devastation of the Exeter Blitz, the city underwent an intense period of rebuilding. This drawing of Dingles (now Hotel Indigo) captures a time when cars were allowed to drive along the High Street, an area restricted to bicycles and public transport today.

## **The Iron Bridge**

David Harris

Acrylic on board, 1998

Constructed in 1834-5, the Iron Bridge linking North Street with St David's Hill was designed to make entry to the city much easier for large horse-drawn vehicles. Previously they had to use the steep Lower North Street.

However, the Georgian bridge was not built to withstand the weight of modern traffic and in recent years measures have been introduced by Devon County Council to restrict the number of large vehicles crossing it.

# Taking the next steps

Over the last two hundred years the ways in which we travel have changed beyond recognition. We are much more mobile than people in the past. Some people commute long distances for work and travel to far-flung places on holiday. The way in which we live and organise our lives are often centred around using a car. Population growth means cities and towns are expanding, and residents are living further from everyday amenities such as schools, shops and GP surgeries, and often have to drive to access them.

In recent years it has become clear that a reliance on fossil-fuelled vehicles is taking a terrible toll on the health of our planet and contributing to the climate emergency.

We all have a carbon footprint. This is made up from all the greenhouse gases produced directly and indirectly by activities we participate in or benefit from. These gases are released into the atmosphere and contribute to pollution and global warming.

Transport is the largest-emitting sector of greenhouse gases in the UK, producing 26% of total emissions in 2021. By cutting the number of individual journeys taken, this figure can be significantly reduced. In 2020, during the COVID-19 pandemic, the reduction in flights caused international aviation emissions to fall by 64%.

# The Future of transport in Exeter

Exeter City Council is working towards making Exeter a carbon neutral city. To achieve this, we will all need to think about transport. By making small changes, such as replacing some car journeys with public transport, driving an electric vehicle, or making shorter journeys on foot or bike, collectively we can make a big difference to the city's carbon footprint.

But to encourage people to leave their cars at home, campaigners argue there needs to be affordable, reliable and safe alternatives, such as regular public transport services, cycle lanes and pedestrian routes.

The recent introduction of Low Traffic Neighbourhoods in the city, where traffic is restricted on particular roads, have proved controversial. With so much of our lives centred around using cars, changing to different modes of transport is going to be a challenge. But the positive outcomes of fewer car journeys, such as reducing air and noise pollution, safer places for children to play and boosting the economy through increased footfall, will have the potential to benefit us all.

## **Studying our city: Interactive models**

Academics and students from the Computer Science department at the University of Exeter have been

developing these interactive tools to explore different aspects of our city and how we can move around it.

In the lead up to this exhibition they shared their ideas with residents and community groups from different areas of Exeter and invited them to contribute to the development of these live research projects.

## **How liveable is your area?**

This interactive shows a combined liveability index of different areas of Exeter based on a variety of data sources. Explore how different areas in Exeter can access important services such as GP practices or parks.

## **Creating a Low Traffic Neighbourhood**

Watch this video to see how different Low Traffic Neighbourhood (LTN) designs affect things like pollution levels, travel distances and other measures of quality of life in the area. In Exeter, the introduction of LTNs has proved controversial with some residents, and the impact of LTNs on traffic flow and accessibility were one of the key concerns expressed by participants in community sessions run in the lead up to this exhibition.

With thanks to: Federico Botta, Diogo Pacheco, Hugo Barbosa, Will Frost, Scott Deverinne, Ahmad Hussain, Zdenek Plesek, Tomas Muniagurria, Ted Proctor and Oscar Rilot.



## What should our transport look like in the future?

Animation by Molly Saunders, 2024

RAMM, in partnership with University of Exeter and Exeter Science Centre, ran a series of sessions with local neighbourhood and community groups this year. These sessions explored transport-related challenges faced by local residents, such as congestion, public transport and inequalities of transport access.

The groups were also asked to tell us about their vision for a positive transport future in the city. This animation brings together their ideas.

*“I think Exeter isn’t that bad for traffic- especially compared to other busy cities.”*

Grandisson Court resident

*“Transport needs to be reliable, regular, affordable and genuinely useable. It should be fully accessible for ALL in society.”*

Heavitree resident

*“I do use public transport in Exeter but have to allow extra time as often it is late or doesn’t turn up.”*

Grandisson Court resident

Thanks to: Meet and Remember Club, Bodley Close Residents Group, Grandisson Court Residents Group, Heavitree residents and people from local disability groups.