

THE GLOUCESTER HORSE TRAM

Ray Wilson and Rob Jones

Introduction

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This article gives a brief history of the horse trams in Gloucester. It also considers the possibilities for the completion of restoration of the horse tram and how it might best be displayed to the benefit of the public in future.

The Coming of the Horse Trams to Gloucester.

Horse trams came to Great Britain from North America in 1860 but it would be nearly twenty years before they reached Gloucester. Birkenhead was the first town in the country to have trams, while the first place in the South West was Bristol, when a service started in 1875 (1).

Tramways for Gloucester were first proposed in 1877, when The Gloucester Tramways Co. Ltd. submitted details of a projected system to the City Council (2). This new company was a subsidiary of The Imperial Tramways Co. Ltd. Mr. (later Sir) George White, one of the pioneers of the Bristol Tramways, was also one of the promoters of the Gloucester scheme. The City Council eventually gave their approval on January 8 1878, and the Company obtained an order under the Tramways Act for the construction of the lines on 8 April, 1878. The Company's original intention was to use steam locomotion, and this was passed by the House of Commons but this was, perhaps wisely, rejected by the Lords. The total length of the authorised route was 3 miles, 51 chains (5.82km). The system, comprised four routes, (see Figure 1), radiating, one in each direction, from 'The Cross', the City's central point, with branches along Worcester Street to Kingsholm and from Eastgate Street to the Great Western and Midland Railway Stations (2).

The Gloucester system was an early example of what is now called hub and spoke operation, the hub being The Cross where all routes converged. The routes cut the existing railway lines at Barton Gates (SO 83651814) and Sudbrook (Bristol Road) (82831781) but it seems that no special arrangements were made at these places. The gauge was 4ft (1.22m) (2) and the whole system consisted of single track with passing loops at intervals of typically 275 yds (250m) with the shortest distance only 85 yds (95m) and the longest 500 yds (450m) (3). Single deck cars were chosen which were relatively economical to operate as they required only one horse to pull them.

Track laying started in London Road near the St Margaret's almshouses on September 16 1878. Despite delays due to bad weather during the winter of 1878/79, the northern section between the Fleece Inn at Wotton and The Cross was available for testing in January 1879, where it was found that "the lines were true to gauge with perfectly operating points" (4). On

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Saturday May 24 1879 the Gloucester Journal reported that the system was complete and was to be inspected that morning by Colonel Hutchinson of the Board of Trade, and if all was well then public services would commence the following Monday (5). The following week's paper said that the Colonel with various representatives of the Company, Corporation and contractors, had walked all the routes returning each time to The Cross from the terminus by tramcar. The Colonel's report was favourable and the Company started services that very day (6). No doubt they were very keen to get some revenue at last.

The initial services were:-

Wotton (Fleece Inn) - London Road - Northgate Street - The Cross - Southgate Street - Theresa Place (Bristol Road).

St. Nicholas Church (Westgate Street) - The Cross - Eastgate Street - Lower Barton Street - India Road.

Kingsholm (Denmark Road) - Northgate Street - The Cross - The Royal Infirmary (Southgate Street) (6).

An additional service was added later which ran from The Royal Infirmary (Southgate Street) - The Cross - Eastgate Street - Clarence Street to the Great Western and Midland Railway Stations. Only a very short section of the authorised route was not built. This was a 550 yd (500m) section between Westgate Bridge and St. Nicholas Church in Westgate Street. The total length of the system as constructed was 3 miles 32 chains (5.44km), and the total cost of construction and equipment was £30,593 (2).

People were keen to ride the trams out of curiosity and a 'roaring trade' was done on the first Sunday, according to the Gloucester Journal, despite the fare of 2d (0.8p) between any two points on a given route (6). This would have been a significant sum for anyone on the average wage at that time. At the end of the first week the Gloucester Journal summed up that the tramways were initially popular largely on account of the novel spectacle of "vehicles gliding rapidly and frequently through the streets of Gloucester, and knots of 'corner men' gazed at them with much of the wonder the heathen Chinese bestowed on the first steam engine which entered the Celestial Empire" (6).

The receipts for the first day have been quoted at £16 (7) which at 2d per fare suggests that more than 1900 passengers may have ridden that first day. After such a promising start it is unfortunate that this prosperity was not to continue.

Operations 1879-1904

The Company's offices, depot and stables were built at India Road just off Lower Barton Street. Initially, a stud of about 45 horses was maintained here (6). At the end of the horse tram era, the number of horses employed had risen to 100 (8). The horses were an extremely valuable asset to the Company. They were sometimes referred to as 'trammers' and tended to be a medium strength horse, not as big or strong as a cart horse but faster. Horse tramway operation could put a great strain on the horses as constant stopping and starting was bad for them. At this time passengers usually expected to get on and off the tram whilst it was moving where this was practicable. Each horse at Gloucester would work a shift of typically 11 miles.(6) It is not known who supplied the ones used in Gloucester but some companies actually bred their own horses.

The City of Gloucester Directory for 1879 contained a timetable for the new services (9). It suggests that a 15-minute service was maintained on the main Wotton - Bristol Road route with four tram cars, and a 15 minute service on the two shorter major routes using two cars each. However, the Gloucester Journal's account of the opening states that at that time only six cars had been delivered and so one car rather than two was operating a 20 minute rather than a 15 minute service on each of the shorter routes (6). The earliest services started at 8-00am and the latest continued to 11-00pm.

The advertised service from The Cross to the railway stations was unable to begin until a special vehicle with extra luggage space had been delivered a few months later. The timetable therefore either refers to the later part of 1879 when the extra trams had arrived or, perhaps more likely given that it is a 1879 directory, it gives the planned services when it was expected to open in the middle of that year.

When the services started the fare was 2d (240d = 100p) between any two points on a particular route but within three weeks a 1d fare to or from The Cross was brought in). There were other changes made to the fares over the years but it seems that they were never less than 1d or more than 2d (8).

The results of the first year of operation were published by D. K. Clark in 1881 in his book 'Tramways, their Construction and Working Volume 2'. Gross receipts were £3,156 but as the working expenses were £3,930 there was a deficit £774. The number of passengers carried was a staggering 716,226 and the number of miles the trams travelled was 135,857. Clearly this state of affairs could not be allowed to continue and so after a second year when there had been no return on capital the undertaking was advertised for sale in the Gloucester Journal of 23 April 1881 (10). The Bristol and Bath Tramway Co. purchased it (11) and by July 1881 had set up the City of Gloucester Tramways Co. Ltd. to operate the system (12). The amount paid has yet to be resolved as one account puts the figure at £8000 and others are in the region of £18000 (2). Mr. George White remained as secretary of the new Company.

There was a ceremonial reopening of the service on July 2 1881, but due to the paucity of traffic the route from The Cross to the railway stations and the Westgate Street section were both discontinued (8). The track and junctions for these lines were removed except for a short length of 100 yards (90m) of track in Westgate Street from the Cross to accommodate tramcars coming in from Eastgate St. The Cross now became the terminus for the trams running along Eastgate Street to Barton Street and India Road. The Kingsholm service was suspended for a time due to insufficient numbers of passengers but due to public opinion it was restored in October 1881 (7).

The changes the new Company made appeared to be successful and it was able to pay regular dividends (7). In 1895 an Order was obtained authorising extensions from Theresa Place along Bristol Road to Tuffley Avenue, and along the Painswick Road to Cemetery Road, and also to convert the whole system to electric operation (2). The Bristol Road extension was duly opened on 10th July, 1897, but neither the other extension nor electrification was proceeded with (8). The Bristol Road extension was about a half mile (0.8km) long and ran to the junction with Tuffley Avenue (3). It served the various new roads that had been built off the Bristol Road in recent years. At about this time a new depot was built on the east side of the Bristol Road between Frampton Road and Lysons Avenue (2). The final length of the system was 4 miles 3 furlongs 5.74 chains (7.11km) (7).

Some insight into the working conditions in the latter part of the horse tram era can be gained from interviews with three former employees that were published in the Gloucester Citizen in 1949 (13). The staff worked very long hours sometimes as long as a 77 hour week. A driver's wage was about £1 a week and the conductors, who were mainly boys, earned up to 10 shillings (50p) a week. Additional boys were employed to deal with the extra horses that were sometimes used to assist on the steep gradients such as up the hill from Heathville Road to Wotton and from Worcester Street up to The Cross. Employment rules were tough and simply being late to work could result in two days suspension, and there were similar penalties for not spotting a potential passenger emerging from a side turning!

The 1879 projected timetable offered a service at 10 minute intervals from the termini on Sundays between 2-00pm and 10-00pm and riding the trams just for leisure appears to have been very popular (14). However, Sunday trams were not universally welcomed and six weeks after the opening a petition objecting to trams on Sundays had attracted 1400 signatures (14). The Company responded by offering to pass all places of worship at a walking pace during the times of services, not to use signal bells on a Sunday and not to pick up or set down passengers within 60 yards (55m) of The Cross where St Michael's Church was situated (15).

Sadly at least two fatal accidents involving horse trams occurred, and in each case a small child was knocked down by a tram. The first of these was near Norfolk Street in 1879 and the second was near Theresa Street in 1901 (8).

The Vehicles

It is possible that a total of 20 tramcars saw service in Gloucester between 1879 and 1904. Unfortunately, only scant and sometimes contradictory records survive for the tramcars although it is clear that 14 were included in the 1904 sale. They were all single deck vehicles, which were normally pulled by just a single horse, and the traces were hitched to alternate ends for outward and return journeys. An extra horse was sometimes used to assist on steep gradients.

Two cars delivered from Bristol in January 1879 were 'gaily painted' throughout in green and lavender' (4). Four months later at the opening of the services there were now six cars which had been built by the Bristol Wagon Co. and the Loughborough Locomotive and Engineering Works (6). Six cars were insufficient to operate fully the services advertised on the timetable shown in Figure 2. However, after two to three months, two new tram cars built by the Gloucester Railway Carriage & Wagon Co. Ltd. were delivered. The Company could now operate two cars on both the Kingsholm and Westgate to India Road routes. All eight cars were of the saloon type and were licensed to carry 22 passengers. They were equipped with longitudinal seats down each side so the passengers sat facing inwards, towards each other (8).

At about the same time, the same firm provided a special car which had extra luggage space, and this was allocated to the service to the railway stations which could now be operated fully. A tenth car was announced in September 1879 which had two compartments, one with cushions and one with open windows for smokers. It is reported to have had a swivel body to avoid having to take the horse round and hitch it on to the opposite end of tram for the return journey (7). It is possible that four more cars were added in 1880 to make a total of 14.

After the sale to the City of Gloucester Tramways Co., services were reduced, and it has been suggested that the daily service could be provided by the equivalent of only 7.5 cars compared to the equivalent of 10.5 cars previously in operation (8). It has been stated that six new cars were bought from George Starbuck of Birkenhead, four of the existing ones renovated at the Gloucester Railway Carriage & Wagon Co. Ltd. and the remainder were scrapped (8). That would provide an operating fleet of ten which would have been more than adequate.

There is photographic evidence that three or four open 'summer' cars were provided from 1898 onwards (8). If there were four, the total number of tramcars then available was 14 and the total for the whole of the horse tram period was 20. The 'summer' cars had open sides with side curtains that could be drawn in bad weather to protect the passengers. They were equipped with six transverse seats to accommodate about 24 passengers.

The End of the Horse Trams in Gloucester

By the end of the 19th century, many towns and cities had moved on to electric trams since they were cheaper to run, larger and faster, going upwards of twelve miles per hour. Indeed Cheltenham went straight for electric trams when they introduced tram services in 1900. The Gloucester trams were not without competition as a fleet of horse buses was operated in the City by Mr George Symonds. The Tramways company also operated horse bus services from 1897 which competed with Symonds on routes out to Hucclecote and Tuffley. All this heavy traffic caused damage to the carriageway which was reported from time to time in the local press.

On December 1 1899 the Town Clerk informed the Council that the Company, without any previous arrangement with the Corporation, had made an application to the Light Railway Commissioners for an Order authorising them to construct and work Light Railways in and near the City(2). The new system was to be electrified and on the narrower gauge of 3ft-6in (1.1m).

In the event, after an extremely complicated set of negotiations which involved the County Council, the Corporation bought out the Tramways Company and obtained their own order. The purchase price was finally agreed at £26,000, which was £4,000 less than the asking price, and the transfer took place on September 30 1902 (2). The Company, however, continued to operate the services on the Corporation's behalf until 1st January, 1903. Among the items included in the sale were the India Road and Bristol Road depots, which were valued at £4700 and £4400, with 40 and 60 horses, respectively, at the two depots valued at £2500. The track was valued at £9800 and 14 tram cars, 8 omnibuses, 6 charabancs (a long open vehicle with transverse seats) accounted for £2400 (8).

The system constructed by the Corporation comprised the whole of the horse tramway system together with authorised extensions to Cemetery Road, Stroud Road (with a short extension from Tuffley Avenue to Reservoir Road), Westgate Bridge, with a short extension over the bridge (4 furlongs 6 chains), a new section from Barton Street to Tredworth via Parkend Road and to Churchdown Lane, Hucclecote, making a total route mileage of 8 miles 7 furlongs 6.5 chains (14.33km) (2).

Horse drawn services were progressively withdrawn over the winter of 1903/04. On November 9 1903 in the Bristol Road opposite the Wagon Works, the first of the rails of the old track were ceremonially lifted by the retiring Mayor. This was followed by the Mayor's successor lowering the first of the new track for the electric trams. After that the last

through car ran taking the Mayor and Corporation from this ceremony back to the Guildhall (2). Horse car services were gradually withdrawn as the electrification progressed, until on 17th March, 1904, the last horse tram ran, after giving 25 years service (2).

The Surviving Gloucester Horse Tram

The length of the saloon of the tram is about 15ft 6in (4.72m) (see Figures 3 and 4). The overall width is 6ft 6in (2.00m) and height is 8ft 4in (2.54m). The number it was allocated is not known. A tram does not have a 'front' or a 'back' but has 'ends'. It was usual to denote these by the numbers "1" or "2" or the letters "A" or "B" but it is thought that none were found during restoration. The horse tram does not have a detachable truck (or chassis), like an electric tram, but was equipped with running gear, that is, springs, axles and wheels which were mounted on trunnions (brackets) fixed to the car body. These had been removed at some stage after 1904. During the restoration work the makers plate shown in the illustration on page 27 was found on the inside of the shutter ventilator in the gablet above an end canopy (16). It indicates that the car was built by the Starbuck Car & Wagon Company of Birkenhead. George Starbuck formed Europe's First Tramcar Manufactory and manufactured trams at Birkenhead between 1864 and 1886. The plate shows it is one of the batch known to have been supplied by George Starbuck and Co in about 1881 when the City of Gloucester Tramways took over the tramway operation.

The horse tram was found in 1966 being used as a garden shed near the Pilot Inn, Hardwicke (Figure 3). The then curator of Gloucester City Museums, the late J N Taylor, arranged for it to be housed at Linden Secondary Modern School between 1966 and 1976 where an effort was made by Staff and pupils to restore it. This provided a valuable temporary home for the vehicle but unfortunately, during this period, some of its component parts were lost or irretrievably damaged and regrettably almost all the new work was subsequently found to be unsound. In 1976 two further offers of voluntary aid were received but neither materialised. (7)

The tram was moved to the newly opened Transport Museum in the old fire station (1913-1952) in Longsmith Street, where the Special Temporary Employment Programme (STEP) of the Manpower Services Commission made it possible for the museum to employ personnel to carry out restoration work on the tramcar. One person was employed for 52 weeks and one other person for 26 weeks during a thirteen month period in 1978-79. During this time the tram was partially restored into its present incomplete condition (see Figure 4) before the programme ended and no further funding was forthcoming at that time (7).

Restoration of the wooden framework and floor was completed but a number of other tasks remain on the bodywork. In addition the running gear will need to be replaced. A total of about £250 was spent on timber, preservatives, nuts, bolts and other hardware (7).

Traces of two different liveries were found. One of these was blue and white and the other gold, yellow and brown, but it has not proved possible to determine which was the earlier one. Destination boards were positioned along the full length of the tram cars with advertisement boards fitted above these. The destinations painted on the boards of the surviving tram included MIDLAND STATION and THERESA PLACE. Tracings were taken of some of the lettering on the destination boards and these are now in the files at the Gloucester Folk museum. Advertisements were usually displayed inside tramcars and fragments of advertisements for Matthew's Upholstery store were found during the restoration (7).

A member of Gloucester City Council made an imaginative proposal in 1980 that the tram should be fully restored and used on the city streets as a horse drawn bus. Unfortunately, it was found on investigation that there were a large number of engineering problems which meant that this was not feasible. In particular, there were concerns regarding stability on roads which camber and have potholes compared to operating on a level track and whether a single horse could pull the tram over what would be a very irregular surface compared to a smooth level track. There were also queries about the strength of the structure and the fact that a large amount of steel would be needed to give the required strength which would make it much heavier. Finally, differences in basic design between a horse tram and horse bus might make steering a problem. Trams are guided by the rails but a horse bus has a steerable front wheels. This arrangement would prove difficult to fit on the horse tram (7).

It meant that the horse tram simply remained on open display in the museum where it was visible through the glass doors. Unfortunately, due to lack of resources the museum has only been actually open on very rare occasions or by special arrangement. On September 14 2004 the horse tram was moved from display into storage.

The Future of the Horse Tram

The introduction of the horse trams and horse buses in Gloucester revolutionised public transport in the City. Cabs and carriages were available for public hire at this time but they were only affordable by the relatively wealthy. The frequent services to and from The Cross from the four corners of the City provided by the horse trams had a large impact on both the commercial and social life of Gloucester. Research by members of an organisation called the British Horse Tram Enthusiasts indicates that the surviving Gloucester horse tram is possibly the third oldest single deck tram in the country. The horse tram is also one of only eight vehicles that are known to survive out of the thousand or so built by George Starbuck and Co. Ltd. Two of these vehicles are not actually in the country as they are in Brussels and Oporto, respectively. It is therefore clear that the Gloucester horse tram has both national as well as local significance. Every effort should therefore be made to complete its restoration and provide a suitable place where it can be displayed with information boards so that visitors and residents will be able to appreciate the role of the horse trams more than one hundred years ago.

One of the authors (RJ) is currently the Honorary Secretary of the British Horse Trams Enthusiasts which is a non profit making body that helps people restore trams and provides specialist assistance in making parts for horse trams. They have considerable experience of the restoration of this type of vehicle including Wolverhampton 23 for the Black Country Living Museum, Pwllheli and Llandbedrog No 1 for Pwllheli Town Council and Birkenhead No 7 for Wirral Borough Council. In 2003 Rob Jones was able to inspect the incomplete Gloucester horse tram in the Transport Museum through the courtesy of Nigel Cox, the curator of Social History, at the Gloucester Folk Museum. In his opinion, there are no insuperable problems regarding its restoration.

A major challenge will be where to display the restored horse tram where it will be both clearly visible and secure. At present the future of the City's museums are far from certain. It is certainly hoped that the horse tram can be accommodated on one the museum sites wherever they might be in future. It would be perhaps more appropriate to locate the restored horse tram out of the museum close to where it actually operated. Such a place would be in the pedestrian area near The Cross but this would require a secure glazed shelter and this may

prove to be too expensive. On the other hand the Eastgate Shopping Centre would provide a secure indoor location where it would be seen by a large number of visitors and residents.

However the first task is to complete the restoration. The outstanding major tasks may be summarised as follows (7)

- Form and fit one of the concave waist-panels.
- Re-glaze 18 windows and window-beads.
- Hang two sliding doors and rebuild two panelled door-housings.
- Rebuild the two long seats.
- Remake 14 advertisement panels and two ventilation-louvres.
- Refit hand brake staff and mechanisms, steel dashes and four steel steps.
- Refit hand-rails, bell push and supply missing fittings.
- Repaint, completely including exterior livery.
- Restore two paraffin-lamps and reflectors.
- Manufacture and fit all the running gear.

The biggest and possibly the most expensive problem will be casting four replacement wheels, machining the journals for the bearings out of brass and fitting the wheels to the axles. Four axle boxes will need to be fabricated as will the trunnions to attach them to the body of the tram. The exterior livery and preferably the interior should be painted by a specialist coach-painter. An early task will be to make detailed costings for all this work. The costs will be dependent on how much suitable volunteer labour is available.

Industrial Archaeology

At the time of writing, 100 years after the passing of the horse trams in Gloucester, the surviving horse tram appears to be the sole visible remains of the system. It is even unlikely that any of the original track remains buried in-situ as it was intended that all the 4ft (1.22m) gauge was to be replaced by 3ft 6in (1.07m) gauge track when the system was electrified in 1903/04. The routes used the main streets and they can all be followed today as full details of the tracks and passing loops are shown on the 25 inches to the mile O.S. maps of c.1881 and c.1901 (3). The following gives brief details of the key sites associated with the horse trams.

The Cross [SO 83161856] was the hub of the system with routes radiating out to the north, south, east and west.

India Road, Depot, Stables, Offices and Terminus [SO 84141775] This was the original depot situated near the junction with Lower Barton Street and the India House Inn. Some of the buildings survived until at least 1972 when they were shown on the 1:2500 OS map. The site is now occupied by a residential development called Ascot Court.

Bristol Road Depot [SO 82561717] In 1897 when the line was extended southwards, a second depot was built on the east side of the Bristol Road between Frampton Road and Lysons Avenue. The buildings were still extant in 1972 when they were shown on the 1:2500 OS map as a woodwork factory. At some later date a petrol filling station was built on the site but by September 2004 this had been disused for some time and the site is likely to be redeveloped again.

Fleece Inn, Wotton Terminus [SO 84461895] The Fleece which advertised itself as a Family and Commercial Hotel was located in the angle between Cheltenham Road and

Kenilworth Avenue. It was demolished in 1965 and the site is now occupied by flats. It provided temporary stabling until the depot in India Road was operational.

Theresa Place, Bristol Road Terminus (1879-97) [SO 82621733] The original terminus in Bristol Road was at the southern end of Theresa Place, an imposing ashlar faced terrace, between Theresa Street and Alma Place. The terrace which dates from 1836 is now numbered 73-91 Bristol Road and is on the eastern side of the road. It was the home of some of Gloucester's merchants.

Tuffley Avenue, Bristol Road Terminus (1897-1901) [SO 82311683] In 1897 a half mile (0.8km) extension took the southern route to the present Avenue Hotel at the junction with Tuffley Avenue.

Westgate Street Terminus [SO 82901876] The terminus was located halfway along the length of St Nicholas Church in Westgate Street.

The Royal Infirmary Terminus [SO 82911825] The service to Kingsholm may have started from the Royal Infirmary. The buildings were demolished in the 1970s and replaced by Southgate House, currently the offices of the Bank of England and other businesses.

Commercial Road Terminus [SO 83021838]

This is shown as the starting point in the 1879 timetable for the short lived service to the railway stations.

Kingsholm Terminus [SO 83491948]

The terminus at Kingsholm was approximately half a mile (0.8km) north of the junction with Denmark Road.

The Railway Stations Terminus [SO 83631853]

The short-lived service to the railway stations terminated at the old Great Western Railway station on the site of the present Gloucester station. It also served the then Midland Railway station which was adjacent to the GWR station and on the site of the present long-term car park.

Concluding Remarks

This has been a very brief account of the history of the horse trams in Gloucester which revolutionised public transport in the area in the period 1879 to 1904. Almost three-quarters of a million passengers were carried during its first year of operation which indicates the large impact the trams had on both the commercial and social life of the City. Nearly forty years ago the sole survivor of the twenty or so horse trams was rescued in a near derelict state and has been partially restored. It is one of only three known single deck horse trams that survive and one of only eight surviving vehicles built by George Starbuck and Co. Ltd. which was Europe's first tramcar manufacturer and built 1000 trams at Birkenhead between 1864 and 1886. The Gloucester horse tram is therefore of national as well as local importance. The closure of the Transport Museum in Gloucester is an appropriate time to consider its future. Every effort should be made to complete its restoration and eventually to put it on display again in the City. In this way, the public will be made aware of the significance of the horse trams before they are totally forgotten.

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- (16) J F Rhodes, Personal communication, 2004



The Starbuck Car & Wagon Co Ltd Makers Plate Found in the Gloucester Horse Tram During Restoration Work in 1979

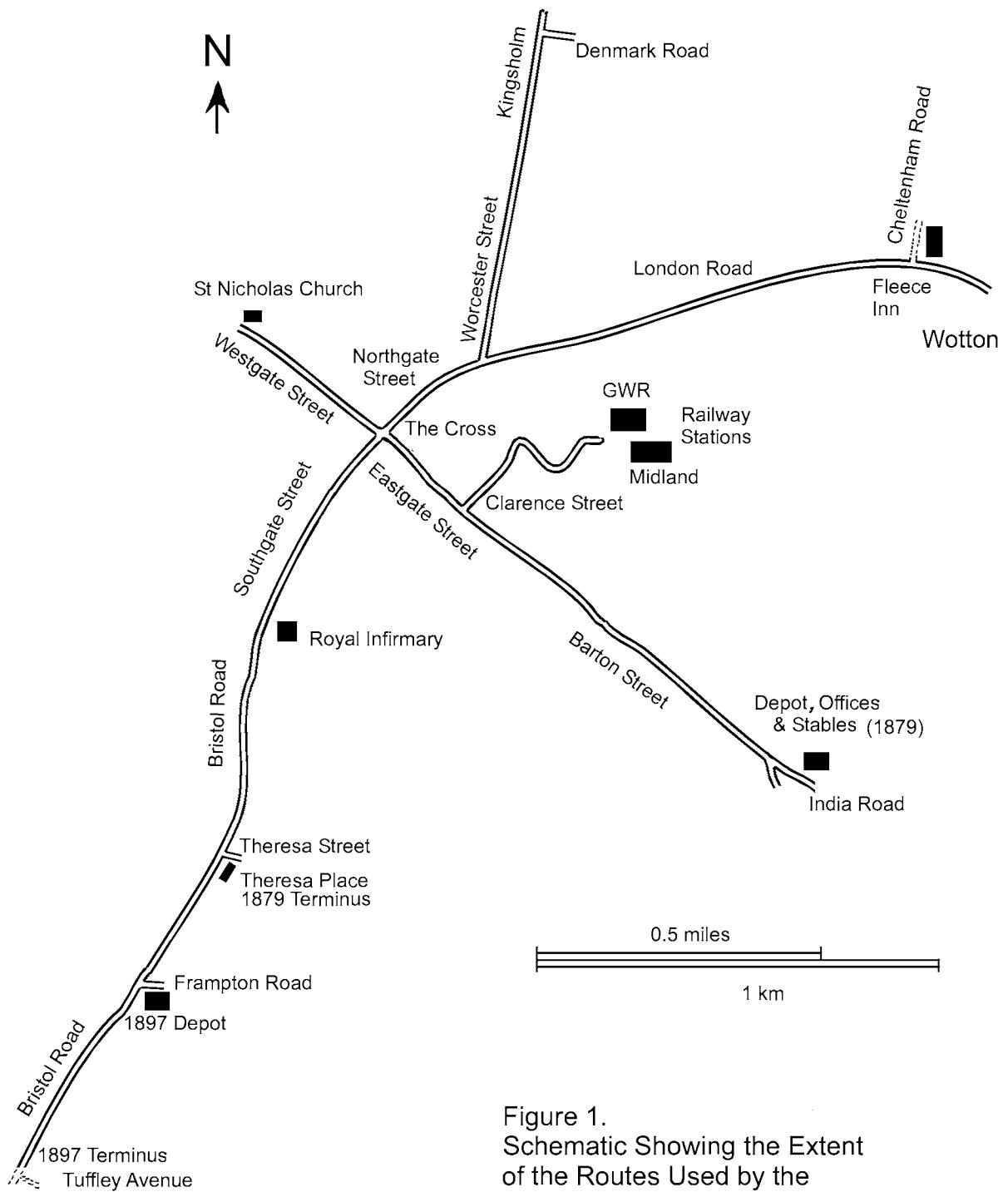


Figure 1.
Schematic Showing the Extent
of the Routes Used by the
Gloucester Horse Trams (1879-1904)

THE GLOUCESTER TRAMWAY CO. LIMITED.

TIME TABLES showing the Times at which the Cars may be expected to arrive at and depart from the several Stations. But their departure or arrival at the times stated is not guaranteed, nor does the Company hold itself responsible for delay or any consequences arising therefrom.

WOTTON TO THERESA PLACE.

DOWN.	Car Letter	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Wotton dep.	A	8 0	9 0	10 0	11 0	12 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0
" "	B	8 15	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15
" "	C	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30
" "	D	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	10 45
Cross dep.	A	8 10	9 10	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10	7 10	8 10	9 10	10 10
" CARS TO PASS ON "	B	8 25	9 25	10 25	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25	8 25	9 25	10 25
" BELL SIDING. "	C	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40
" "	D	8 55	9 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55	8 55	9 55	10 55
Theresa Place .. arr.	A	8 20	9 20	10 20	11 20	12 20	1 20	2 20	3 20	4 20	5 20	6 20	7 20	8 20	9 20	10 20
" "	B	8 35	9 35	10 35	11 35	12 35	1 35	2 35	3 35	4 35	5 35	6 35	7 35	8 35	9 35	10 35
" "	C	8 50	9 50	10 50	11 50	12 50	1 50	2 50	3 50	4 50	5 50	6 50	7 50	8 50	9 50	10 50
" "	D	9 5	10 5	11 5	12 5	1 5	2 5	3 5	4 5	5 5	6 5	7 5	8 5	9 5	10 5	11 5

* SATURDAYS ONLY.

THERESA PLACE TO WOTTON.

UP.	Car Letter	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Theresa Place .. dep.	A	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30
" "	B	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	10 45
" "	C	9 0	10 0	11 0	12 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0	11 0
" "	D	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15	11 15
Cross dep.	A	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	10 40
" "	B	8 55	9 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55	8 55	9 55	10 55
" "	C	9 10	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10	7 10	8 10	9 10	10 10	11 10
" "	D	9 25	10 25	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25	8 25	9 25	10 25	11 25
Wotton arr.	A	8 52	9 52	10 52	11 52	12 52	1 52	2 52	3 52	4 52	5 52	6 52	7 52	8 52	9 52	10 52
" "	B	9 7	10 7	11 7	12 7	1 7	2 7	3 7	4 7	5 7	6 7	7 7	8 7	9 7	10 7	11 7
" "	C	9 22	10 22	11 22	12 22	1 22	2 22	3 22	4 22	5 22	6 22	7 22	8 22	9 22	10 22	11 22
" "	D	9 37	10 37	11 37	12 37	1 37	2 37	3 37	4 37	5 37	6 37	7 37	8 37	9 37	10 37	11 37

KINGSHOLM TO CROSS.

DOWN.	Car Letter	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Kingsholm .. dep.	E	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30
" "	F	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45
" "	E	9 0	10 0	11 0	12 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0
" "	F	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15

CROSS TO KINGSHOLM.

UP	Car Letter	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Cross dep.	E	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45
" "	F	9 0	10 0	11 0	12 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0
" "	E	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15
" "	F	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30

INDIA HOUSE LANE, LOWER BARTON ST., TO CROSS.

UP	Car Letter	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
INDIA HOUSE LANE .. dep.	G	8 0	9 0	10 0	11 0	12 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0
" "	H	8 15	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15
" "	G	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30
" "	H	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45

* SATURDAYS ONLY.

CROSS TO INDIA HOUSE LANE, LOWER BARTON ST.

DOWN	Car Letter	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Cross dep.	G	8 15	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15
" "	H	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30
" "	G	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45
" "	H	9 0	10 0	11 0	12 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0

* SATURDAYS ONLY.

TO OR FROM RAILWAY STATIONS & COMMERCIAL ROAD, SOUTHGATE STREET.

A Car will leave the Commercial Road for Midland & G.W.R. every 20 minutes, from 8.40 am. to 8 p.m.
Fare: One Penny all the way.

SUNDAY TIMES.

Cars will run from the different Termini every Ten Minutes, from 2 p.m. to 10 p.m.

F. J. FARRELL, Manager.

Figure 2. Timetable Published in City of Gloucester Directory for 1879-80. (13)



Figure 3. The Gloucester Horse Tram in 1966 in a garden at Hardwicke



Figure 4. The partially restored Gloucester Horse Tram in September 2004
[Photographs courtesy of the Gloucester Folk Museum]