

Moseley in the Nineteenth Century: Transport.

At the beginning of the nineteenth century, Moseley was a small, rural, idyllic village. By the end of the century, Moseley had changed considerably. One regular visitor to Moseley, Thomas Anderton, writing in 1900, recalled Moseley in the early 1840s and described the changes (**Illustration 1**):¹

As for Moseley . . . it was a pretty little village in those days. The old village green, the rustic country inns (of which the "Fighting Cocks" was the chief), and some low-roofed, old-fashioned houses, backed by the parish church tower, made up a picture which still remains in my mind's eye.

Beyond Moseley Church was a pretty road to Moseley Wake Green, in which were, if I remember rightly, one or two timbered houses and some old-fashioned residences, surrounded by high trees. Many of these have now disappeared. In another direction from the church was a country road running to Sparkbrook, and near which were an important house and lands belonging to the wealthy Misses Anderton, whose possessions have been heard of in more recent days.

I now often visit Moseley, and change, but not decay, in all around I see.

The prevailing colour of the old village green is now red brick, and the modern colour does not agree so well with my vision as the more rustic tones of a bygone day; whilst the noise and bustle of tram cars, the swarms of suburban residents that emerge from the railway station (especially at certain times in the day), are fast wiping out the peaceful, pretty Moseley of my youthful days.

These new old villages often present some curious anachronisms. A grey old church, partly buried by a hoary fat churchyard, is surrounded by the most modern of shops and stores; and a primitive little bow-windowed cottage, with a few flower pots in the window, has, perchance, a glaring gin shop next door.

¹ Thomas Anderton writing in 1900 of his youth in *A Tale of One City: the New Birmingham*, billdargue.jimdo.com/placenames-gazetteer-a-to-y/places-m/moseley/; Gutenberg - <https://archive.org/details/ataleofonecityth11356gut>.



Illustration 1: Moseley Village Green, 1895.²

What part in this transformation of Moseley did transport play? How did Moseley residents react to the changes and challenges? What were the issues involved?

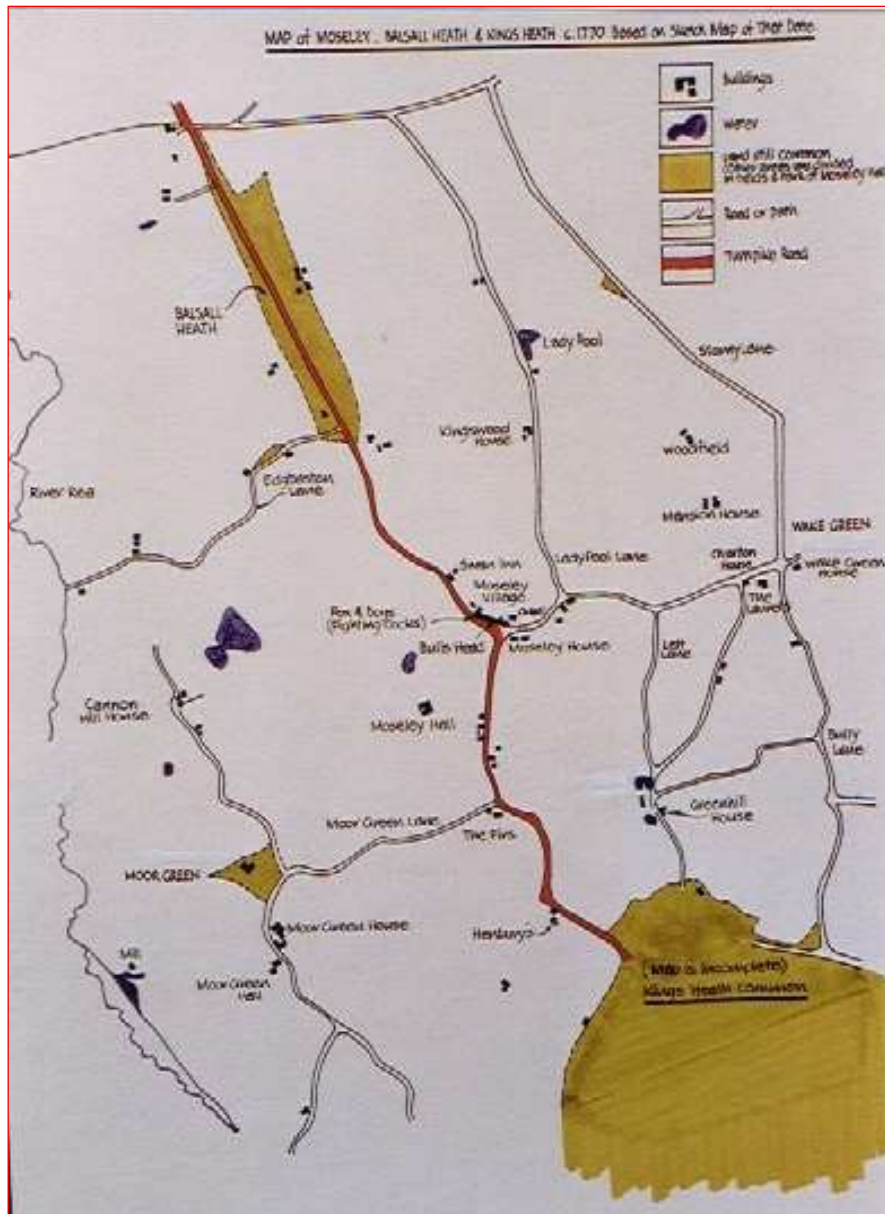
The Digbeth to Sperial Ash Turnpike Road Developments.

The earliest transport developments to impact on Moseley in the nineteenth century were associated with the Digbeth to Sperial Ash Turnpike Road that had been established in 1766/7 along the Alcester Road from Moseley into Birmingham. **Map 1** shows the route and extent of this turnpike in 1770.

Improvements in the early nineteenth century laid the foundations for improved road transport and the development of Moseley as a suburb of Birmingham in the later nineteenth century. In 1801 the turnpike was extended across the ill-drained Kings Heath, in red in this map, which opened up areas further afield and brought more traffic to and through Moseley. The turnpike was levelled, drained and straightened at the same time, enhancing the journey further and increasing traffic. However, draining and straightening the land by the Bull's Head changed the focus of Moseley Village. A small triangle of land was left, which became the Moseley Village Green we know today. The original Moseley Village Green was near the Meteor Garage site of

² MSLHA; Image, courtesy of Cockel, R.

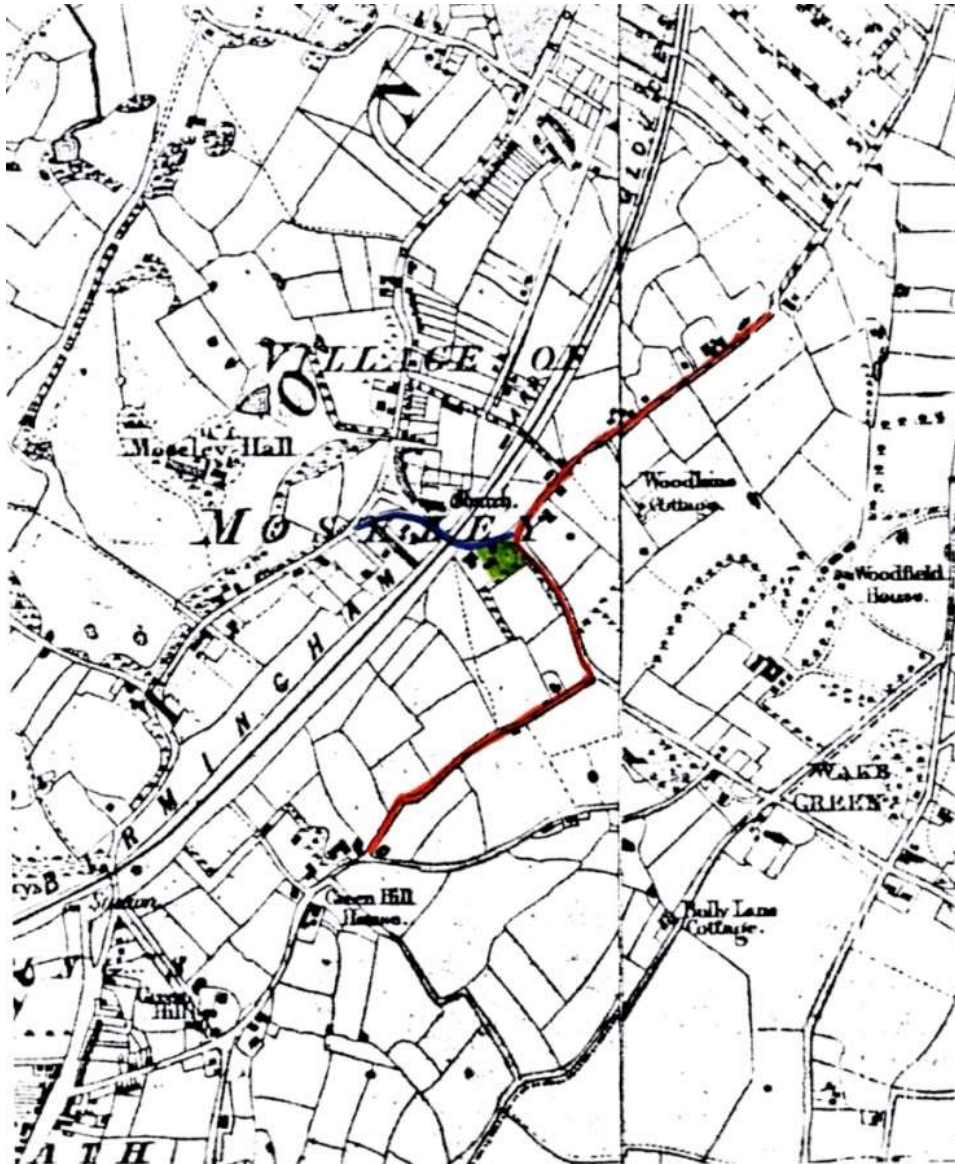
today, where the early routes, St Mary's Row, Church Lane, Wake Green Road and School Lane, met (**Map 2**).³



Map 1: The Turnpike through Moseley in 1770.⁴

³ See 'Moseley Then and Now', 'Moseley Village Green' on our website to find out more about the original and the 'New' Moseley Village Green.

⁴ MSLHGA; Fairn, A, *A History of Moseley*, (Halesowen: Sunderland Print Ltd., 1973).



Map 2: *Birmingham and Environs within a Circle of Five Miles*, Charles Henry Blood, 1857.⁵

Illustration 2 shows the area of the original Moseley Village Green. The house at the back is *Elmhurst*, probably formerly the site of an Elizabethan timber-framed farmstead, *Village Green House*. Moseley here is very rural and rustic with an earth lane, ridged, rough and not easy to traverse. There's no sign of transport other than the horse and rider. The edge of the new village green area is visible on the left, very different from later in the century.

⁵ MSLHA.



Illustration 2: The original Village Green, c. 1868.⁶

In 1801 too, a tollhouse was built beside the toll gate and fence on Alcester Road, where Park Road is now (**Illustration 3**). As this image shows, the Tollgate House was substantial, signalling that much more traffic was expected and the turnpike was now a sound road to Birmingham - smooth, wide, level, ditched and verged. Birmingham was now more easily accessible and Birmingham's carriage-class, successful businessmen and manufacturers, began to move out to Moseley to escape the crowded and polluted city. Moseley Households doubled between 1811 and 1840 from 191 to 380.



Illustration 3: Moseley Tollgate House, Mid-Nineteenth Century.⁷

⁶ Image, c. 1868, MSLHA.

Stage coaches were still the key form of public transport at this time and stage coaches ran from Moseley along the turnpike to Birmingham from early on in the nineteenth century. In 1815 a coach departed from *The Fighting Cocks* to Birmingham on Mondays, Thursdays and Saturdays, leaving the village at 10 a.m. and returning at 4 p.m. The cost, though, was 2/6 to ride inside, about £4 now, so too much for the less well-off.

Commercial traffic to and through Moseley increased. Even in the eighteenth century, about eighty pack-horses a day had brought garden produce from Evesham through Moseley to Birmingham. Travelling salesmen were now better able to travel to and via Moseley to sell their Birmingham wares. Joseph Dixon, a Haberdasher with a shop in Birmingham, wrote in his Journal that on Wednesday October 17th 1827 he breakfasted with his father at Mr Frederick Shore's near Moseley Wake Green and there 'sold some of my goods', which included pearl buttons. Simple forms of haulage would have been a very familiar sight in Moseley throughout the nineteenth century (**Illustration 4**).



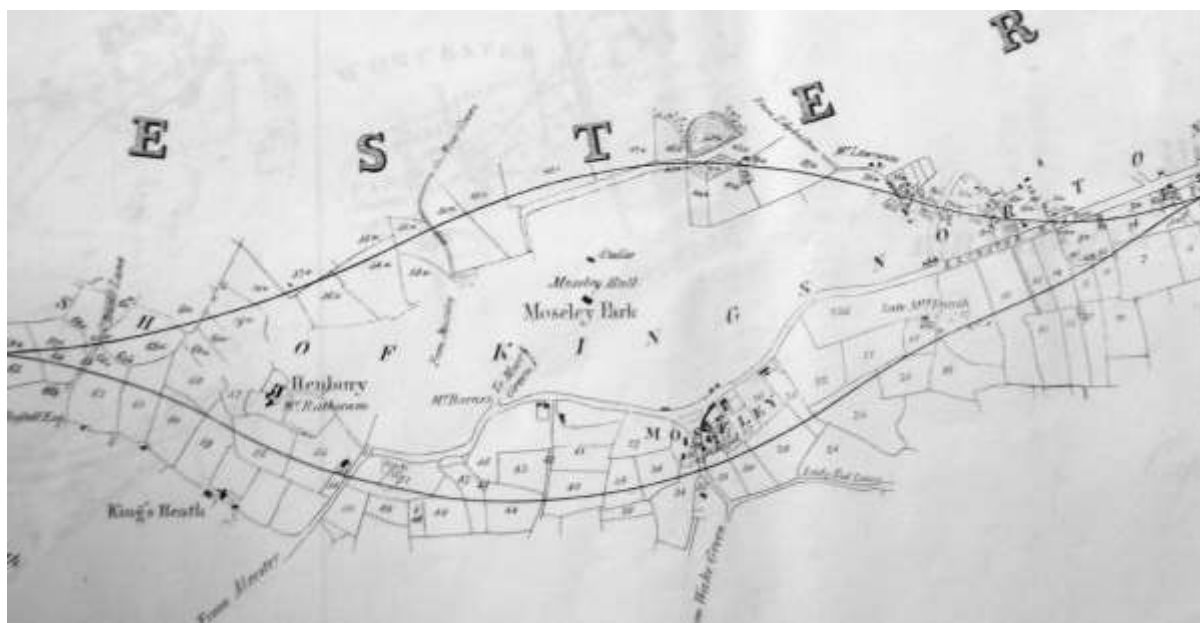
Illustration 4: Local haulage close to St Mary's Church, Moseley, 1812.⁸

⁷ Postcard, courtesy of Wagstaff, D; Hewston N., *A History of Moseley Village*, p. 37.

⁸ Baxter, M., & Drake, P., *Moseley, Balsall Heath and Highgate*, The Archive Photographs Series, (Chalford: The Chalford Publishing Company, 1996), p. 66.

The Birmingham and Gloucester Railway Line through Moseley 1840.

The building of the Birmingham and Gloucester Railway line through Moseley had a considerable physical and social impact on Moseley. Isambard Kingdom Brunel surveyed a line from 1829 to 1830, but his route was too expensive. Engineer Captain Moorsom surveyed a route in 1833, which was accepted and authorised by parliament in 1836. The line ran to the east of Moseley chapel and away from Moseley Hall (**Plan 1**).



Plan 1: Birmingham and Gloucester Railway Plans and Sections, 1835. Captain W. S. Moorsom, Engineer.⁹

Local landowners were affected, including, St Mary's Church, represented by Revd William Morrell Lawson, James Taylor of Moseley Hall, Thomas Blayney, William Shorthouse, William Congreve Russell, and William Spurrier.¹⁰ Part of church glebe land was appropriated for the line and tenants' houses were demolished, including that of Edward Dickenson, who moved to St Mary's Row and later became the Beadle.¹¹ There were detailed provisions for compensation for the landowners, but not the tenants.¹²

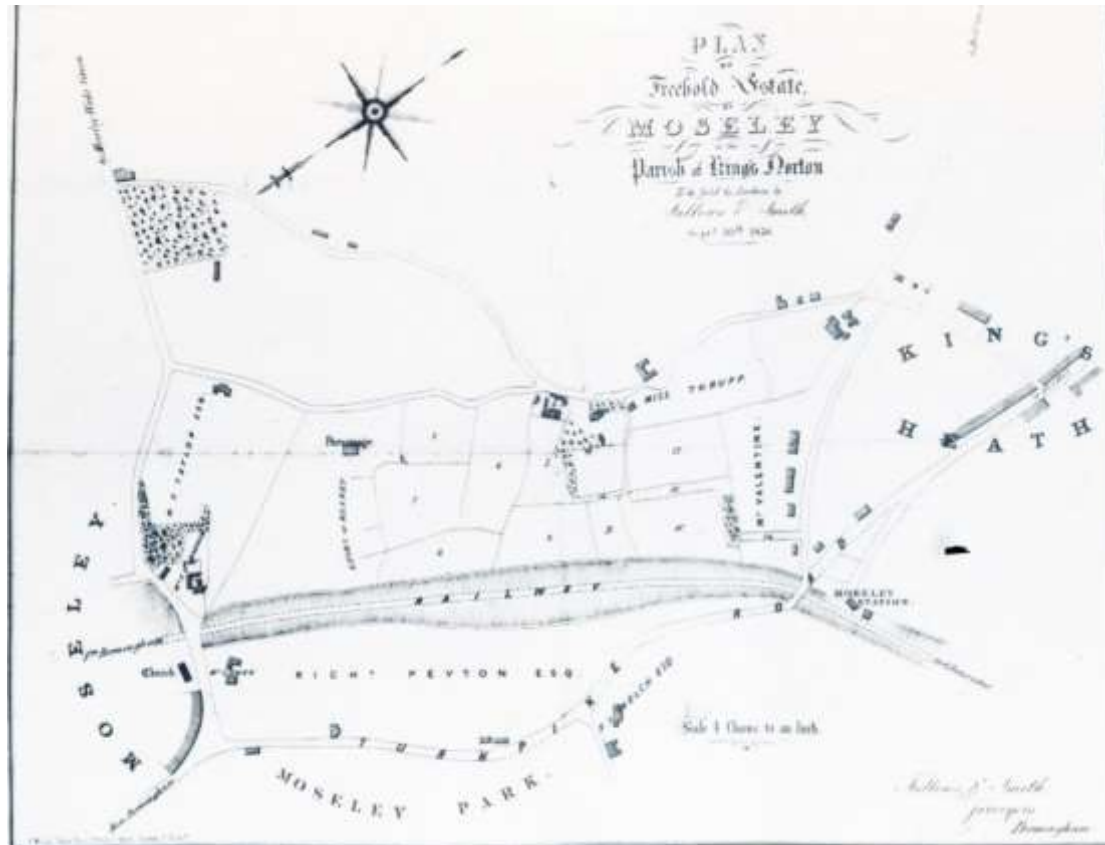
⁹ LFF 47.621, Birmingham Central Library Archives, (BCLA).

¹⁰ Courtesy of R Brown, Volunteer Archivist, St Mary's Church, Moseley.

¹¹ Courtesy of Rob Brown, Volunteer Archivist, St Mary's Church, Moseley.

¹² Fairn, A., *A History of Moseley*, (Halesowen: Sunderland Print Ltd., 1973), p. 45.

There were, however, funding and cost problems so the line did not open until 1840. Also, there was no station actually in Moseley at this time. 'Moseley Station' was in Kings Heath (**Plan 2**).



Plan 2: Plan of Freehold Estate at Moseley in the Parish of Kings Norton to be sold by Auction by Fallows J Smith September 30th 1858.¹³

The building of the railway line through Moseley brought considerable conflict. Parliament had authorised a tunnel to protect St Mary's Church, from vibration and noise, but the company pressed ahead with a cutting to save £1 500. Local people, led by St Mary's Church, took the case to the Court of Chancery and the company was compelled to cover part of the cutting to form a tunnel.

Moseley cutting was huge – over a mile in length with a maximum depth of 85ft - and the Gothic-arched tunnel through Moseley ridge was amongst the first and greatest railway works in the Birmingham area (**Illustration 5**). The design of the tunnel entrance was most unusual. Captain Moorsom used it again later in Southampton.

¹³ MSLHA; 383200, BCLA.

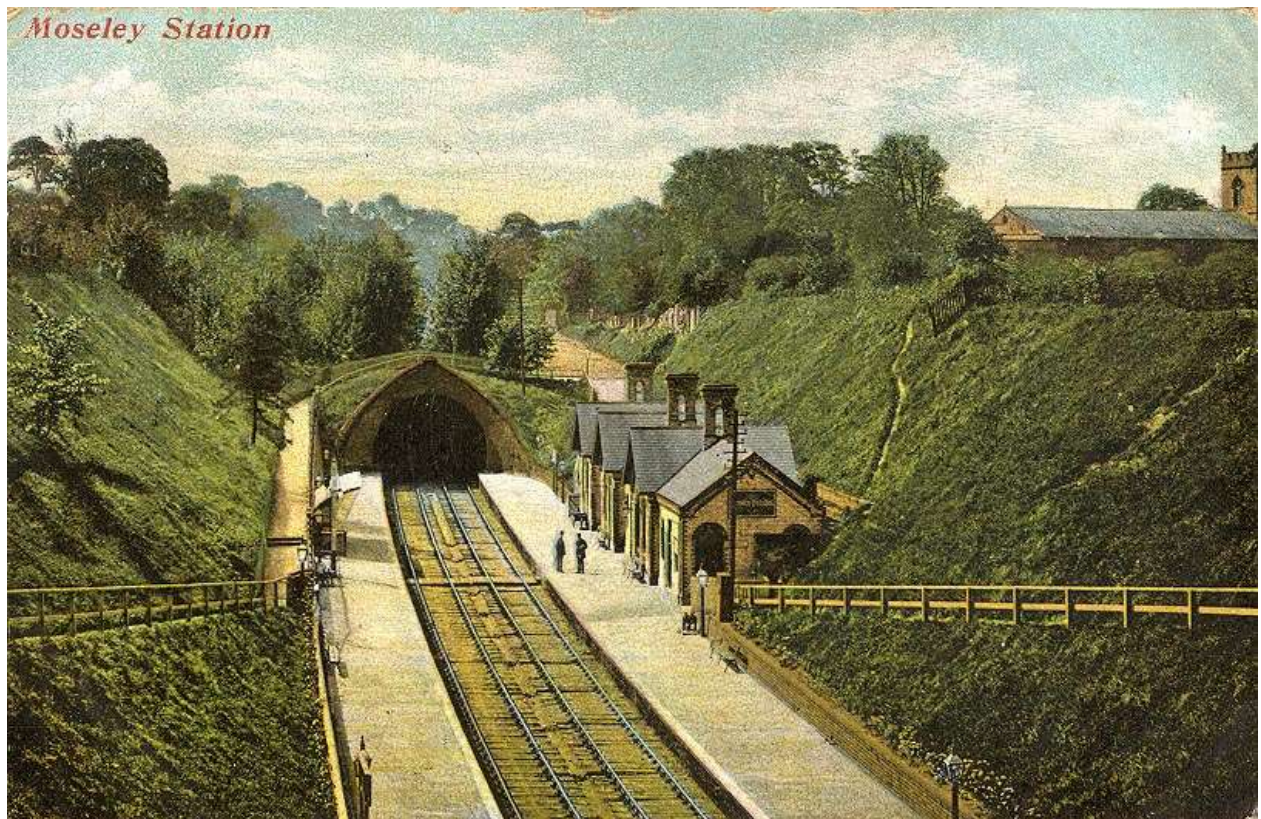


Illustration 5: The Gothic-arched Tunnel and Deep Cutting of the Railway in Moseley, 1890.¹⁴

The disturbance caused by the huge engineering works must have been tremendous, but also exciting and frightening. Local people and others visited the site to follow progress and view the navvies at work and then the first trains. Many would have had concerns, though, about the tragic deaths of men in accidents while working on the track in the parish in 1840, men who came from some distance - Richard Child of Moseley Street, aged 33, Henry Blackwell of Kimble, Wiltshire, aged 18, Robert Hawkins of Kings Heath, aged 42 and Charles Hesketh of Barton Lancashire, aged 31.

In 1849 a wooden trestle bridge was built across the railway (**Illustration 6**), giving the name to Woodbridge Road, previously called Blayney Street, after a long established local family.

¹⁴ Baxter, M., & Drake, P., *Moseley, Balsall Heath and Highgate*, The Archive Photographs Series, (Chalford: The Chalford Publishing Company, 1996), p. 74; Postcard, MSLHA & courtesy of Cockel, R and Elliot, J.



Illustration 6: The Old Wooden Trestle Bridge. ¹⁵

The Horse Omnibus.

The 1840s saw the introduction of horse omnibuses into Moseley (**Illustration 7**). These omnibuses ran to Moseley in 1846 and regularly and frequently thereafter. In 1846 there were six omnibuses daily, with four on Sundays, from New Street. However, fares were high, there were no early morning buses and there were no later buses for those wanting to stay in Birmingham for work, or for theatres and such like. These early omnibuses, then, only suited the better off and those in higher occupations where starting times were later or a matter of choice.



Illustration 7: A horse bus on the Bristol Road in the 1860s. ¹⁶

¹⁵ Baxter, M., & Drake, P., *Moseley, Balsall Heath and Highgate*, The Archive Photographs Series, p. 75; Postcard, Later nineteenth century, MSLHA; courtesy of Cockel, R., and Elliot, J.

¹⁶ www.jquarter.org.uk/webdisk/morepublictransport.

Between 1861 and 1880 the population of Moseley almost doubled, going from c. 2 400 to c. 4 300. An improved omnibus service played a role in this. From the late 1860s omnibuses became cheaper, more frequent, slightly earlier and slightly later and new destinations beyond Moseley were developed. After 1867, omnibuses ran through to *The Fighting Cocks* in Moseley at 4d inside and 3d outside, a much cheaper rate than previously, and the service had doubled to ten times a day.

However, omnibuses were still out of the range of even a skilled worker given their wage at the time was 20s. or less per week, omnibuses were still not early enough for most wage-earners and the last buses were still not very convenient for theatre and concert goers who could not afford private transport. For example, *The Prince of Wales Theatre* opened at 6.30 pm for the Comedian Harry Jackson in *Queen's Evidence* in 1879 and at 7 pm in 1880 for *Crutch and Toothpick*.

The omnibus service was very popular, though as **Illustration 8** shows. Passengers are closely packed on top and a small crowd has assembled, though these might, of course, be patrons of *The Fighting Cocks*.



Illustration 8: A Horse bus outside *The Fighting Cocks* in the 1870s.¹⁷

¹⁷ Baxter, M., & Drake, P., *Moseley, Balsall Heath and Highgate*, The Archive Photographs Series, p. 72.

Omnibuses could disrupt Moseley's peaceful atmosphere: A *Birmingham Daily Post* correspondent warned in 1869 of an impostor who was representing herself as a servant from Leamington robbed of her return ticket to town and all her money while on a Moseley omnibus. She was appealing for the fare home (1s 10d.) and was so earnest that she had managed to get the sum from the chapel-keeper of Newhall Street and the next day from the daughter of the letter writer, one Arthur O'Neill of Hall Road, Handsworth. She promised to go home by the next train and send the amount in stamps.

Omnibus travel brought social strains too, as different social levels travelled together in close proximity as never before. **Illustration 9** features a painting by George Joy, *The Bayswater Omnibus*, 1895, and shows a fashionably dressed young lady looking empathetically at her less well-off fellow passengers.



Illustration 9: Alfred Morgan, *An Omnibus Ride to Piccadilly Circus, Mr Gladstone Travelling with Ordinary Passengers*, 1885.¹⁸

¹⁸ Paxman, J., *The Victorians: Britain through the Paintings of the Age*, (Reading: CPI Cox & Wyman, 2009), p. 103.

Private and Hired Carriages

Most of Moseley's incomers were well-to-do, successful businessmen and manufacturers wanting to escape the overcrowding and pollution of the city. They could move to Moseley because they could afford to own their own horse and carriage, provide a coach house and stables and employ appropriate staff.

Illustration 10 shows a typical Moseley carriage-owning family, the Mason family, dressed in their best, outside their substantial house, a house built for Samuel Mason, a Dale End manufacturer of pub fittings. The family is pictured with their staff, a groom, coachman-cum-butler and two domestics, all dressed according to their station, a family clearly proud of the wealth and status their carriage, staff and house represented.



Illustration 10: 110 Wake Green Road (*Windermere*), c. 1880.¹⁹

People with sufficient means could hire a variety of private transport if they could not afford their own transport or needed a specific type of vehicle, and these services came to Moseley. **Illustration 11** shows a carriage for hire stationed outside the entrance to a carriage hire depot opposite to the Village Green. The people lined up are most likely the staff of the cab hire firm.

¹⁹ Photograph, c. 1880, MSLHA; information from Gilbert, C., *The Moseley Trail*, (Birmingham: Birmingham Urban Studies Centres Committee, 1986), p. 17.



Illustration 11: Carriage Hire in Moseley Village. Later Nineteenth Century.²⁰

‘Growlers’ were also for hire by the Village Green ready to take omnibus passengers on to further destinations (**Illustration 12**). Refreshment huts were built, supposedly, to prevent drivers drinking in the local inns. The hut in **Illustration 12** was later replaced (**Illustration 13**). There was a water trough for the cab horses on the green (**Illustration 14**).



Illustration 12: The Cab Rank and Refreshment Hut alongside Moseley Village Green. Later Nineteenth Century.²¹

²⁰ Photograph, MSLHA; Image courtesy of Cockel, R. This is a portion of a photograph in possession of Mr. C. Gascoigne whose family took over the premises and established an undertakers business. The original is in his office at Kings Norton.

²¹ MSLHA; Postcard, MSLHGA; courtesy of Cockel, R. This image is a detail from a postcard.



Illustration 13: The New Refreshment Hut on the Village Green. Early 20th Century.²²



Illustration 14: 'The Water Trough, Moseley Village Green'. Early Twentieth Century.²³

²²MSLHA.

²³ Photograph, MSLHA.

Commercial Transport

Increased population that came with improved public transport also brought commercial development, shops and services. Delivery vehicles like that illustrated below (**Illustration 15**) would have become a familiar sight in Moseley.



Illustration 15: Deliveries to Moseley Village. Later Nineteenth Century'.²⁴

The Horse-Drawn Tram

A key change to Moseley in the 1860s was the introduction of horse-drawn trams (**Illustration 16**). Horse-drawn trams had carriages made of the new mass produced steel, and so could carry more people, faster and cheaper. They gave a far superior ride and had more comfortable interiors that attracted the better-off. Trams ran to and through Moseley in 1869. The middle-class supposedly appropriated the horse tram, using them, by the 1880s, as a cheaper alternative to cabs. Tram routes, like that to Moseley, followed the 'established traffic flows of a wealthy clientele' from the city to the suburbs.

²⁴ MSLHA; Photo, courtesy of Roy Cockel.



Illustration 16: A London Horse Omnibus.²⁵

Fares decreased over time making them affordable to less well-off people too, opening up Moseley to the lower middle class. Moseley took care to largely exclude the less well-off by building houses that only the better-off could afford and preventing Moseley Hall parkland from being built on. Horse tram fares never became low enough, though, to allow the working classes to use them as a matter of course.

There were problems with horse trams. There was considerable, and sometimes aggressive, competition, including racing and furious driving, stone throwing and fighting – not the kind of thing middle class Moseley residents would like! Tram lines really changed the street environment and installing them must have been disruptive, noisy and dirty, as **Illustration 17** suggests.



Illustration 17: 'Laying Track for London United Tramways at Hammersmith in 1898.'²⁶

²⁵ <http://en.wikipedia.org>

Care, though, was taken to lay tram rails flush to the road surface, so as to not create problems for other transport and roads were widened and gutters, drains, kerbs and footpaths provided.

Travelling by horse tram raised the issue of a new need for travel manners. The cartoon in **Illustration 18** depicts a gentleman who has given up his seat for a lady and is subtly suggesting a 'Thank You' is in order.



TRAM-CAR POLITENESS.
Gentleman (who has given up his seat to a Lady).—I BEG YOUR PARDON, MA'AM.
Lady (who has been obliged).—I WAS NOT SPEAKING, SIR.
Gentleman.—OH! I MEREELY THOUGHT YOU MIGHT BE SAYING "THANK YOU!"
[Exit Gentleman.]

Illustration 18: A Cartoon: 'Tram-Car Politeness', 1875.²⁷

There were also gender issues. Horse-trams were male-dominated, with gentlemen largely using the outside upper deck where smoking, usually a male habit, was allowed. Women passengers were indeed fewer than men, but still frequent passengers, though more likely to sit downstairs where smoking was banned. Women's voluminous skirts hampered them climbing to the top deck, but 'decency panels' protected them once there. One historian claims trams were 'symbols of emancipation' and 'helped 'shape a new female presence in the public environment'. Some Moseley women, then, enjoyed a freedom they had not enjoyed before.

²⁶ <http://www.hammersmithsociety.files.wordpress.com>

²⁷ *Funny Folks*, May 8, 1875, Issue 22, p. 1079.

Moseley Railway Station 1867

A particularly significant development was the railway station built in Moseley in 1867, behind St Mary's Church (**Illustration 19**). The station meant Birmingham was less than half-an-hour's train ride away and so people who could not afford a private carriage or to hire transport could now live in Moseley. The station was located in the heart of the village, making Moseley particularly attractive to incomers rather than other local villages like Harborne, Yardley and Northfield where the station was distant from the centre. Thomas Lewis, writing in *Birmingham Faces and Places* in 1890, thought there was 'no prettier station or one more picturesquely situated than that which was opened at Moseley about seventeen years ago'.



Illustration 19: Moseley Station, c. 1900.²⁸

When the new station opened in 1867, six trains from New Street stopped at Moseley and seven left Moseley for town each weekday. One service that particularly reflects the Moseley middle-class was the dinner train that left New Street at 1 pm. arriving at Moseley at 1.11 pm. and a train picked up the after-dinner passengers at 2.48 pm arriving at New Street Station at 3.05 pm. By about 1877 thirty trains per day were going to Birmingham New Street Station.

²⁸ Baxter, M., & Drake, P., *Moseley, Balsall Heath and Highgate*, The Archive Photographs Series, p. 74; Postcard, courtesy of Cockel R., and Elliot, J.

Gradually, train travel opened up nationally to the less well-off, though for some time there were carriages for different classes - 1st, 2nd and 3rd Class with clear differences in comfort. **Illustration 20** is *The Three Railways* that went with an article about the Epsom Races. Here we can see the scrum for seats in an open 3rd Class carriage, a more decorous and comfortable 2nd class carriage and at the top the luxurious 1st class with its elegant passengers.



Illustration 20: *The Three Railways*. 1847.²⁹

Cheap fares were introduced for third class passengers in the 1860s, and by 1865 almost two thirds of the total passenger journeys (excluding season tickets) were third class. In 1875 The Midland Railway Company abolished second class.

²⁹ *Illustrated London News*, 22 May 1847 from Gerholt D., *Bristol's Stage Coaches*, Illustration 108, p. 268.

The Station Master at Moseley was William Collyer from 1871 to 1875, Henry Scobie in 1875, William Towle in 1876 and Charles Willcox from 1878.

Ribbons of small Victorian terraces usually followed the railway, but Moseley, to a large extent, escaped this fate, - those wealthy middle class residents building houses only affordable to the better-off and the parkland *cordon sanitaire*, at work again. Some housing was built for lower classes, changing the character of the village to some extent - Laburnum Grove, for example, that backed onto the railway and was for railway workers and clerks, commercial travellers, cashiers and retail salesmen (**Illustration 21**).



Illustration 21: Moseley Station with Laburnum Grove above left. Late Nineteenth Century.³⁰

Having a station at Moseley opened up the village to a range of outside influences. Visitors came by train to the village, benefitting local shops, inns and amenities like the Botanical Gardens (**Illustration 22**) along Wake Green Road. Local people could now more easily travel to a range of destinations and events. Day excursions and week-end trips became accessible to all but the poorest. Seaside resorts developed and more people enjoyed holidays by the sea. Trains brought the latest newspapers and magazines.

³⁰ MSLHA; Postcard, courtesy of Cockel, R., and Elliot, J.



Illustration 22: Moseley Botanical Gardens, Wake Green Road. Late Nineteenth Century.³¹

By 1891 Moseley's population had increased by over half as much again to c. 7 200 and by 1901 was 11 074, bringing an average of 342 new residents per year over the period 1881-1900. That's more housing, shops and services and more privately owned carriages, more hired vehicles, more public transport passengers, more commercial vehicles. Moseley was getting busy!

Steam Trams

Steam trams were introduced into Moseley in 1884 and ran through the village regularly from 1887. They had an enormous impact on the village. They were frequent at every ten minutes from 1890 to 1897 and every nine minutes in 1898 and 1899 and journeys were short at only ten minutes. The Moseley Terminus was *The Fighting Cocks* and the steam locomotive went round the small grass triangle of the Village Green and hooked up at the other end of the trailer. They dominated in the street as **Illustration 23** suggests and the noise, sparks, steam, danger and chaos can be imagined. Several women are climbing to the top deck in this image, despite their long skirts, and the supposed male

³¹ MSLHA.

‘ownership’ of that area. By 1885 there was a tram terminus in Moseley village (Illustration 24).



Illustration 23: A Steam Tram by the Village Green in Moseley, 1902.³²



Illustration 24: The Tram Depot Building. Early Twentieth Century.³³

³² Baxter, M., & Drake, P., *Moseley, Balsall Heath and Highgate*, The Archive Photographs Series, p. 70; Turner, K., *Birmingham Transport*, Images of England, (Brimscombe Port: Tempus Publishing Ltd., 1998), p. 51. This a Falcon Trailer No. 18 probably on service K to Kings Heath; Postcard courtesy of Elliot J.

³³ Postcard, courtesy of Cockel, R.

Steam trams brought considerable conflict to Moseley. For example, The Birmingham Daily Post in 1886 reported on disturbances caused by people, particularly young men and women, who came to Moseley on the omnibuses and trams to pick up cabs and traps of various kinds to go on to the Alcester Lanes End Inn and the Billesley Arms, returning late at night and then drinking in Moseley inns. Sunday afternoons were particularly busy. Cabs and traps competed for passengers causing road safety issues and engine drivers used the alarm bell very liberally creating noise pollution. The visitors milled around in the village, jostling pedestrians and singing loudly and some damage was done to fences by blackberry gatherers and apples and turnips were stolen.

There were other complaints about trams too. They reduced the value of property and made tenants difficult to get. Noise pollution was caused by the rumble of the trams and the almost uninterrupted jangling of bells. This went on from 7.30 every weekday morning to nearly 12.00 pm each night.

Sunday opening hours were an issue in Moseley. Inns were obliged to serve travellers at any time of day, but locals only in regulation hours. **Illustration 25** suggests the rule was widely ignored!



Illustration 25: 'Moseley - Sunday Morning May 4th 1873'. 'Bona-Fide Travellers Requiring Refreshment'.³⁴

³⁴ Gilbert, C., *The Moseley Trail*, p. 12.

Steam tram fares became very cheap - Penny stages were introduced in Moseley from 1885, opening up Moseley further to a wider social group, as did new routes into Moseley. **Illustration 26** shows the junction of steam tram routes at Park Road and the Alcester Road.



Illustration 26: The Junction of the Tram Routes at Park Road and Alcester Road, 1900.³⁵

Many were saddened by the physical changes to Moseley. One writer talked about an early image of Moseley (**Illustration 27**) and compared this with Moseley at the end of the century (**Illustration 28**). He wrote:

We present our readers with a view of Moseley Village as it looked before the tramways had laid their lines of steel round it, and before the green had been railed around with iron railings and made 'genteel', with a modern lamp of typical nineteenth century construction at each corner of its triangle. The Old Bull's Head has made way for a modern brick structure and the cottages have been taken down to make room for the erection of shops of the ultra-modern type. The old church still watches over the village and

³⁵ Postcard courtesy of Cockel, R; Scott Russell & Co Art Publishers Birmingham series 115.

the same old tower remains, which for hundreds of years has been a landmark in the district.



Illustration 27: Moseley Village before Trams, c.1880.³⁶



Illustration 28: Moseley in the late 1890s.³⁷

³⁶ Reproduced in *Birmingham Faces and Places in 1889*, Turner, K., *Birmingham Transport*, Images of England, p. 15.

In 1884, a Moseley resident calling himself 'An Old Inhabitant' wrote to *The Birmingham Daily Post* complaining about the 'wholesale' cutting down of trees in Moseley Park required to widen the road for the accommodation of the Tramway Company. He claimed he would rather do without trams than the beautiful trees and rookery and requested that someone should step in and, at least, to arrange to leave a line of trees and the 'busy rookery at the edge of the new footpath'. Reverend W. H. Colmore, of St Mary's Church, set up an 'Anti-Steam Tram Nuisance Society'.

Trams brought the drama and sorrow of accidents to Moseley Village too. In one very sad case reported in the *Birmingham Daily Post*, an under two year old ran out into the road and was killed by a tram. The child had been in the charge of a young girl who had left her to take another baby she was looking after back home. There were several eyewitnesses. The driver was exonerated, but the parents of *The Coffee House*, Moseley Green, were admonished and considered negligent for allowing a young girl to look after their child.

Rail Transport and Travel

Rail transport became part of everyday life. In 1890, about thirty trains ran to and from Moseley each day. Fares became cheaper making a move to Moseley viable for those with less to spend. The station continued to be manned by a station master, Charles Willcox in 1881, from 1886 John Belcher and then until 1899, Henry Harris. A new railway bridge was proposed, but not completed until 1908. Rail travel helped social and sporting clubs connect with like-minded people elsewhere. For example, Moseley Golf Club, founded in 1892, took part in eighteen team matches in 1895 in places as far away as Kidderminster and Arden. Moseley's Golf Club also benefitted from visits from professional golfers touring the country playing exhibitions.

The railway helped improved the postal service. There were more arrivals and dispatches at Moseley Post Office. A cheap parcels service was introduced in 1883. By 1890 an Annuity and Insurance Office operated at the Post office. By 1886, pillar Boxes and Wall Boxes were introduced to Moseley with collections and sites increasing over the period.

³⁷ Postcard courtesy of Cockel, R.

Cycling

Cycling gained ground in the mid - 1880s with the new Safety Bike, which had a smaller front wheel, diamond frame and rubber tyres. At first cycles were expensive at about £20 each and only affordable to the better-off Moseley resident. In the late 1890s less expensive bicycles and a second hand trade meant more people could afford bikes and women took up cycling too.



Illustration 29: An advertisement for a safety bicycle that was to cause the great boom of the 1890s.³⁸

³⁸ <http://www.encyclopedia.org>

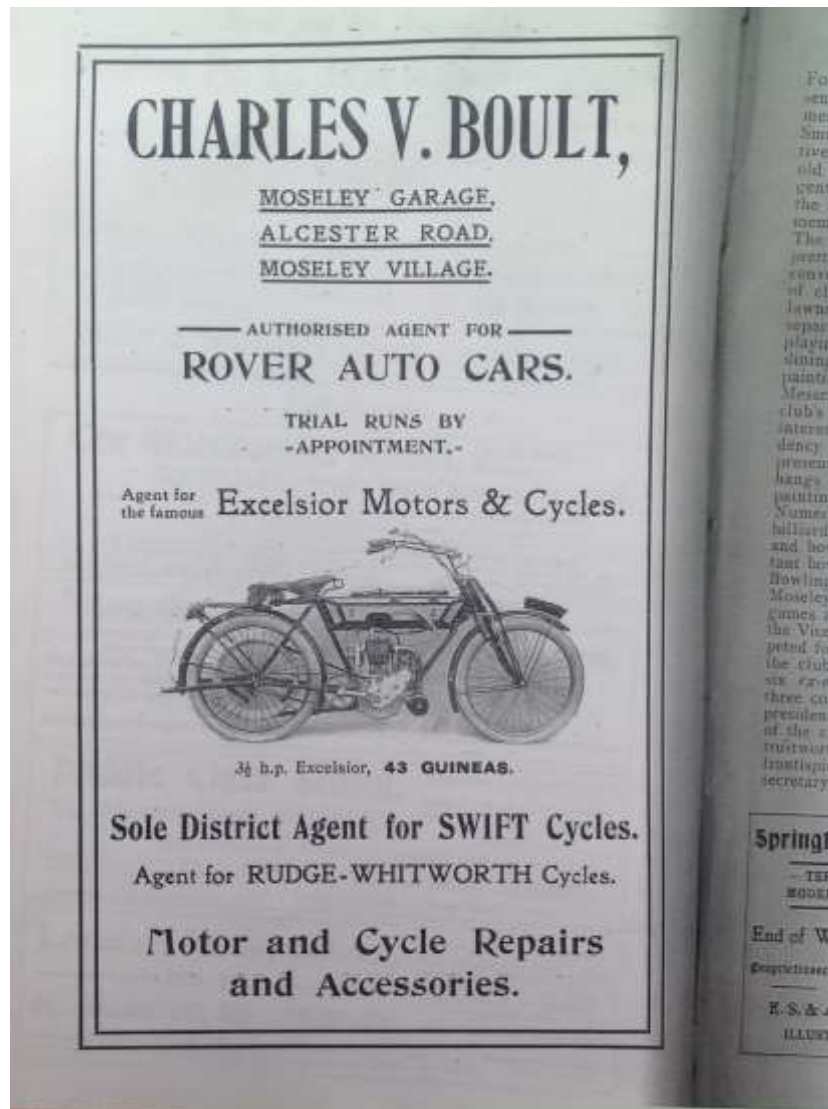


Illustration 30: An advertisement for bicycles from the Moseley Society Journal. Early Twentieth Century.

Conclusion

In conclusion, then, transport developments had a huge impact, good and bad, on Moseley and its residents. Public Transport services helped secure Moseley early for the middle-classes. The population expanded significantly, particularly in the later nineteenth century with the Moseley Station and steam trams, which brought more housing and facilities and the lower middle classes. There were physical improvements to Moseley, but also changes, the destruction of the environment, pollution and social problems. Travel became cheap and easy. There was a raised awareness of the outside world. Classes were brought together. Women gained greater freedom.

Suburbs like Moseley developed from the introduction of public transport, providing healthier living conditions for more and more people. The suburbs introduced a new way of living, but it brought a new separation between home and work that potentially isolated women and children. The 'Victorian Home Life' was an outcome of this, with its advantages and disadvantages.

By the end of the nineteenth century Moseley was thronged with transport and people, its surroundings built up and its separation from Birmingham gone, leading to incorporation in 1911 - all a very far cry from Moseley's idyllic rural village origins (**Illustration 31**).



Illustration 31: Moseley Village, 1868.³⁹

Janet Berry

³⁹ MSLHA; Postcard, MSLHA; courtesy of Cockel, R., and Elliot, J.

Bibliography

Primary Sources

- **The Cadbury research Library, University of Birmingham:**

C1/10/11	<i>Moseley and Kings Heath Journal</i> , No. 10, March 1893.
B.COL 08.2	'Moseley Station', <i>Birmingham Faces and Places</i> , Vol. 1, No. 8, 1 December 1889.
JC/7/1-173	<i>Moseley and Kings Heath Journal</i> , No. 10, March 1893.

- Anderton, Thomas, *A Tale of One City: the New Birmingham*, billdargue.jimdo.com/placenames-gazetteer-a-to-y/places-m/moseley/ ; Gutenberg, <https://archive.org/details/ataleofonecityth11356gut>.
- *The Grand Junction Railway Companion*, 1837, published in Birmingham, Liverpool and London, Google eBooks, http://books.google.co.uk/books?id=zuO4qwFCS2YC&pg=PA92&source=gbs_selecte_d_pages&cad=3#v=onepage&q&f=false
- Showell's *Dictionary of Birmingham*, www.gutenberg.org/files/14472/14472-h/14472-h.htm.
- **BCLH:**
 - *Birmingham Faces and Places*, 1889
 - *Maps*
- **Trade Directories:**
 - BCLLH
 - www.onlinetradedirectories.com
- **Newspapers:**
 - www.britishnewspapersarchives.com
- **MSLHA:**
 - Images
 - Maps

- **Postcards:**

- Roy Cockel (The Moseley Society Local History Group / The Moseley Society)
- Joyce Elliot (The Moseley Society)
- MSLHA

Secondary Sources

Ballard, P., 'The Garden History Society' *Rus in Urbe*: Joseph Chamberlain's Gardens at Highbury, Moor Green Birmingham, 1879-1914', *Garden History*, Vol. 14, No. 1 (Spring, 1986), pp. 61-76, The Garden History Society, <http://www.jstor.org/stable/1586818>.

Barker, T., and Gerhold, D., *The Rise and Rise of Road Transport, 1700 -1990*, (Basingstoke: The MacMillan Press Ltd., 1993).

Baxter, M., & Drake, P., *Moseley, Balsall Heath and Highgate*, The Archive Photographs Series, (Chalford: The Chalford Publishing Company, 1996).

Best, G., *Mid-Victorian Britain 1851-1875*, (St Albans: Panther Books Ltd, 1973).

Bold, A., *An Architectural History of St Mary's Church 1405-2005* (Moseley: St Mary's Church Parish Office, 2004).

Burke, T., *Travel in England*, (London: B. T. Batsford Ltd., 1945-6).

Clark, G. K., *The Making of Victorian England*, London: Methuen & Co., Ltd., 1968).

Cockel, R., *Moseley Village Walks from the Dovecote*, (Birmingham: The Moseley Society, 2006).

Fairn, A., *A History of Moseley*, (Halesowen: Sunderland Print Ltd., 1973).

Freeman, M.J., & Aldcroft, D.H., Editors, *Transport in Victorian Britain*, (Manchester: Manchester University Press, 1988).

Gerhold, D., *Bristol's Stage Coaches*, (East Knoyle: The Hobnob Press, 2012).

Gilbert, C., *The Moseley Trail*, (Birmingham: Birmingham Urban Studies Centres Committee, 1986).

Gilbert, C., *Memories of Birmingham's Steam Trams*, Light Railway Transport League Publication, (Ian Allen Ltd, 1965).

Hardy, P.L., & Jaques, P., *A Short Review of Birmingham Corporation Tramways*, (Walsall; H.J. Publications, 1971).

Hearn, G., *A History of the Church of St Anne, Moseley, Birmingham* (Halesowen: Sunderland Print Ltd., 1974).

Hewston, N., *The History of Moseley Village*, (Stroud: Amberley Publishing, 2009).

Jenson, A.G., *Early Omnibus Services in Birmingham 1834-1905*, (Biggleswade: London, An Omnibus Society Publication).

Jenson, A.G., *Birmingham Transport*, Vol., (Walsall: W. J. Ray & Co Ltd, 1978).

Kellett, J. R., *The Impact of Railways on Victorian Cities* (London: Routledge & Kegan Paul, 1969).

Mirams, R. V., *Moseley Milestones: A History of The Moseley Golf Club, 1892-1992*, (The Moseley Golf Club: John Goodman & Sons (Printers) Ltd., 1993).

Paxman, J., *The Victorians: Britain through the Paintings of the Age*, (Reading: CPI Cox & Wyman, 2009).

Price, F., *The Moseley Church of England National School: A History 1828-1969*, (Birmingham: Woodcraft print & Design Ltd., 1998).

Semsel, C. R., *More than an ocean apart - The street railways of Cleveland and Birmingham, 1880-1911*, The Journal of Transport History 22/1, Department of History, Case Western Reserve University, Cleveland OH 44106, USA. E-mail asemsel@hotmail.com.

Schmucki, B., *The Machine in the City: Public Appropriation of the Tramway in Britain and Germany, 1870 -1915*, Journal of Urban History;
<http://juh.sagepub.com/http://www.sagepublications.com>.

Thomson, D., *England in the Nineteenth Century (1815-1914)*, (Harmondsworth: Penguin Books Ltd., 1964).

The Transport Museum, Wythall, *A Century of Transport - Introduction & Early Developments*.

Turner, K., *The Lost Railways of Birmingham*, (Studley: K A F Brewin Books, 1991).

Turner, K., *Birmingham Transport*, Images of England, (Brimscombe Port: Tempus Publishing Ltd., 1998).

Websites

www.bgfl.org/bgfl/custom/resources ftp/client ftp/teacher/history

www.bgfl.org/bgfl/custom/resources ftp/.../moseley/...2/page9

[billdargue.jimdo.com/placenames-gazetteer-a-to-y/places-m/Moseley /](http://billdargue.jimdo.com/placenames-gazetteer-a-to-y/places-m/Moseley/), Anderson, Thomas, *A Tale of One City: the New Birmingham*

www.iquarter.org.uk/webdisk/morepublictransport

homepages.ihug.co.nz/~awoodley/carriage/turnpike.html

www.petergould.co.uk/local_transport_history/fleetlists/tramways

www.turnpikes.org.uk/The%20Turnpike%20Roads

www.talktalk.co.uk/reference/encyclopaedia/hutchinson/m0037709/

<http://www.victorianlondon.org/cookies.htm>

<http://www.national> archives.giov.ukezproxe.bham.ac.uk/currency/d...

Contacts /Consultants

Rob Brown, Volunteer Archivist, St Mary's Church, Moseley.

Roy Cockel, The Moseley Society Local History Group.

