



TRANSPORT

HOBBY HORSE 1817

This early wooden bicycle wasn't a very effective form of transport, it had no pedals or brakes! To get about you had to push yourself around with your feet. In its day it was mainly used by the rich as a fun pastime, however its basic design formed the beginning of the modern bike we know today.

Safety	0
Speed	1
Comfort	1
Eco rating	5

CATEGORIES



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CHOPPER 1977

The bold design of this bicycle, when it came out in the 1970s made it hugely popular. Its very long handlebars and smaller front wheel gave it an unusual look. The Chopper even had gears, so for example if you had a hill to climb you could make less work for yourself by changing gear with the lever on the cross bar.

Safety	2
Speed	2
Comfort	4
Eco rating	5

CATEGORIES



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CHATER LEA RACER 1926

This cycle was designed for people who took racing very seriously. People could even choose their own fittings, such as the wooden wheel guards seen in the picture. By making the frame from hollow metal tubes the weight of the cycle is kept very low, allowing for much higher speeds. Springs were also added to the seat to make the ride more comfortable

Safety	3
Speed	3
Comfort	3
Eco rating	5

CATEGORIES



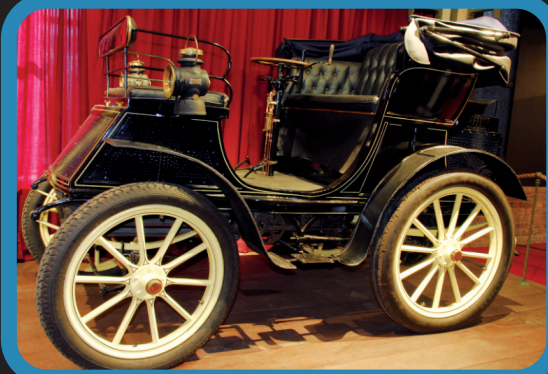
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STATE CARRIAGE 1827

This early form of transport was limited to how fast a horse could pull it! If you wanted higher speeds, you would need to add more horses! We still measure the power of our cars today by saying how much horse power they have. The carriage ride would have been very bumpy, and in the winter very cold but at least you would be dry, unlike the poor driver who had to sit on top of the carriage!

Safety	3
Speed	1
Comfort	2
Eco rating	4

CATEGORIES



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GARDNER SERPOLLET STEAM CAR 1901

This steam powered car was a bit like a kettle on wheels! It would carry water which was heated by burning oil. When the water got hot enough it would then turn into steam, the steam would then be used to power an engine which would turn the wheels. It could travel around 30 miles before needing to be filled with water again

Safety	3
Speed	2
Comfort	2
Eco rating	1

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CLEVELAND ELECTRIC CAR 1901

This car was powered by electricity, stored in a large on board battery. The battery would last for around 40 miles, and just like a petrol car it would then need to go to a refuelling station to fill up (with electricity). The car ran very quietly, was smooth and easy to drive and didn't give off fumes.

Safety	2
Speed	2
Comfort	3
Eco rating	5

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1
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PANHARD LEVASSOR MOTOR WAGONETTE 1899

This car had a petrol powered engine, forming the basis for how modern cars work today. It was noisy and gave off strong smells (petrol fumes), so bad for the environment too, it also shook a lot, making it an uncomfortable ride. Easier to run and quicker to start than other types of cars, petrol became the fuel of choice.

Safety	3
Speed	3
Comfort	3
Eco rating	1

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MORRIS 8 1939

By the time this vehicle was made, steam and electric cars were a thing of the past. Driving had become much safer and more comfortable, the windows and roof kept out the bad weather and more passengers could be carried. This type of car was even used by the military in the Second World War.

Safety	4
Speed	4
Comfort	5
Eco rating	0

CATEGORIES



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DENNIS F8 1954

This petrol powered fire engine had an important job in putting out fires. To do this it needed to move fast and be able to weave in and out of traffic to get where it needed to be. To warn other road users of its high speeds it was painted bright red and had a large bell on top which would be rung by the fireman.

Safety	5
Speed	5
Comfort	4
Eco rating	2

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1
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STEAM TRAM 1882

Before we had buses, trams like this carried people around our towns. Like trains they ran on rails. This tram was powered by steam with a top speed of 10 mph. The coaches that this tram pulled were divided into different classes; First class, for the rich would have been enclosed, warm and dry, whereas the third class coach didn't even have sides to keep out the bad weather.

Safety	2
Speed	2
Comfort	3
Eco rating	3

CATEGORIES



1
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ELECTRIC TRAM 1909

Trams soon became powered by electricity. This Hull tram drew its electricity from a wire overhead; if you looked carefully you would have seen sparks flying! It had comfortable material covered seats and was able to carry 58 people due to it having two levels. This was an excellent way of getting around, and being powered by electricity, very good for the environment.

Safety	4
Speed	3
Comfort	4
Eco rating	4

CATEGORIES



1
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AEC REGAL BUS 1949

This petrol powered bus replaced trams as the main form of public transport around towns. It could carry 35 people. Unlike the tram it wasn't limited to tracks, so the bus could travel to many more different places around Hull, allowing for more people to travel.

Safety	5
Speed	4
Comfort	5
Eco rating	2

CATEGORIES