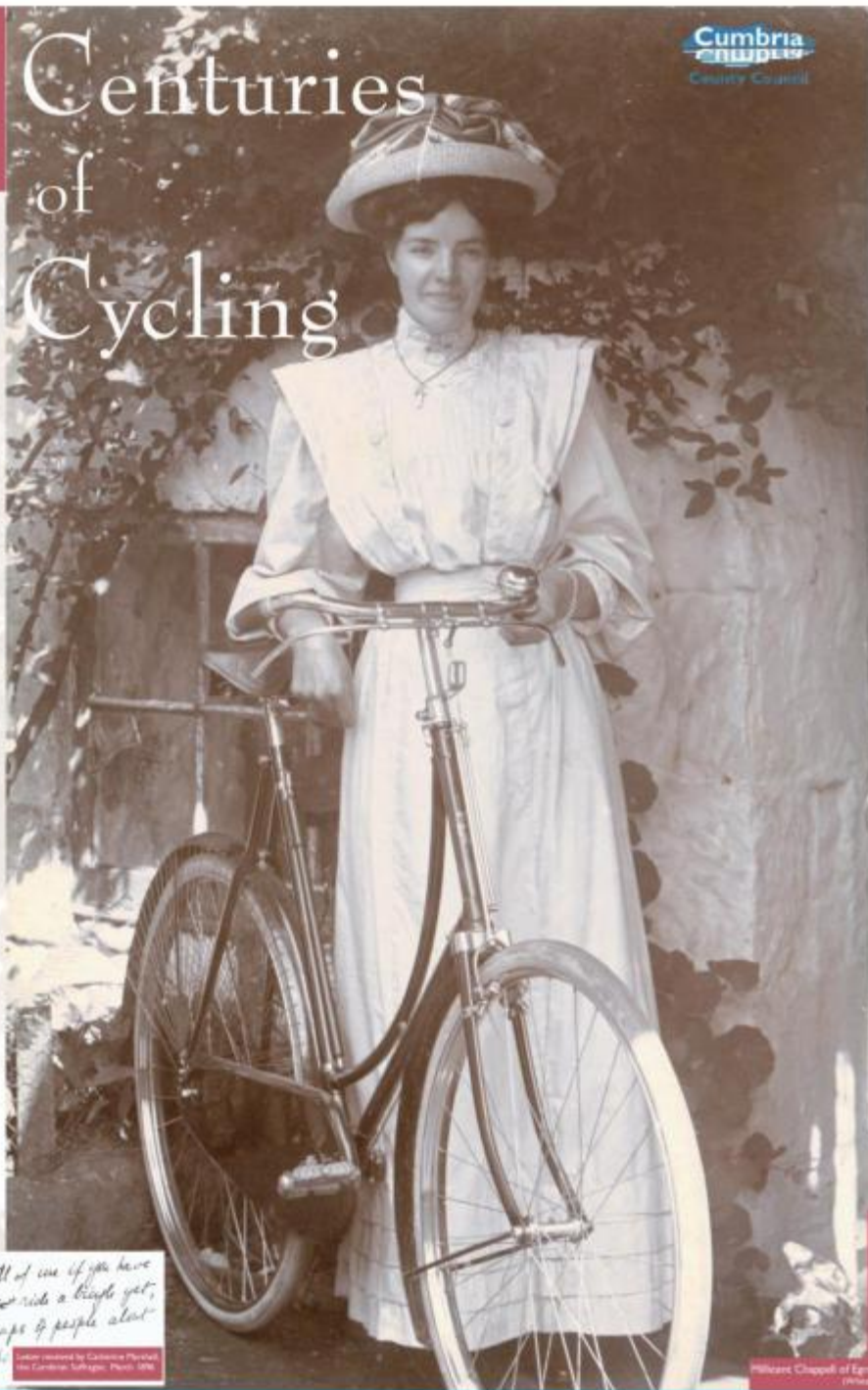


Centuries of Cycling



*Oh do tell of one if you have
begun to ride a bicycle yet,
such heaps of people about
now do*

Letter received by Catherine Pritchard
the Cumbria Telegraph, March 1896

William Chappell of Egremont, 1898
(Whitaker's Almanack)

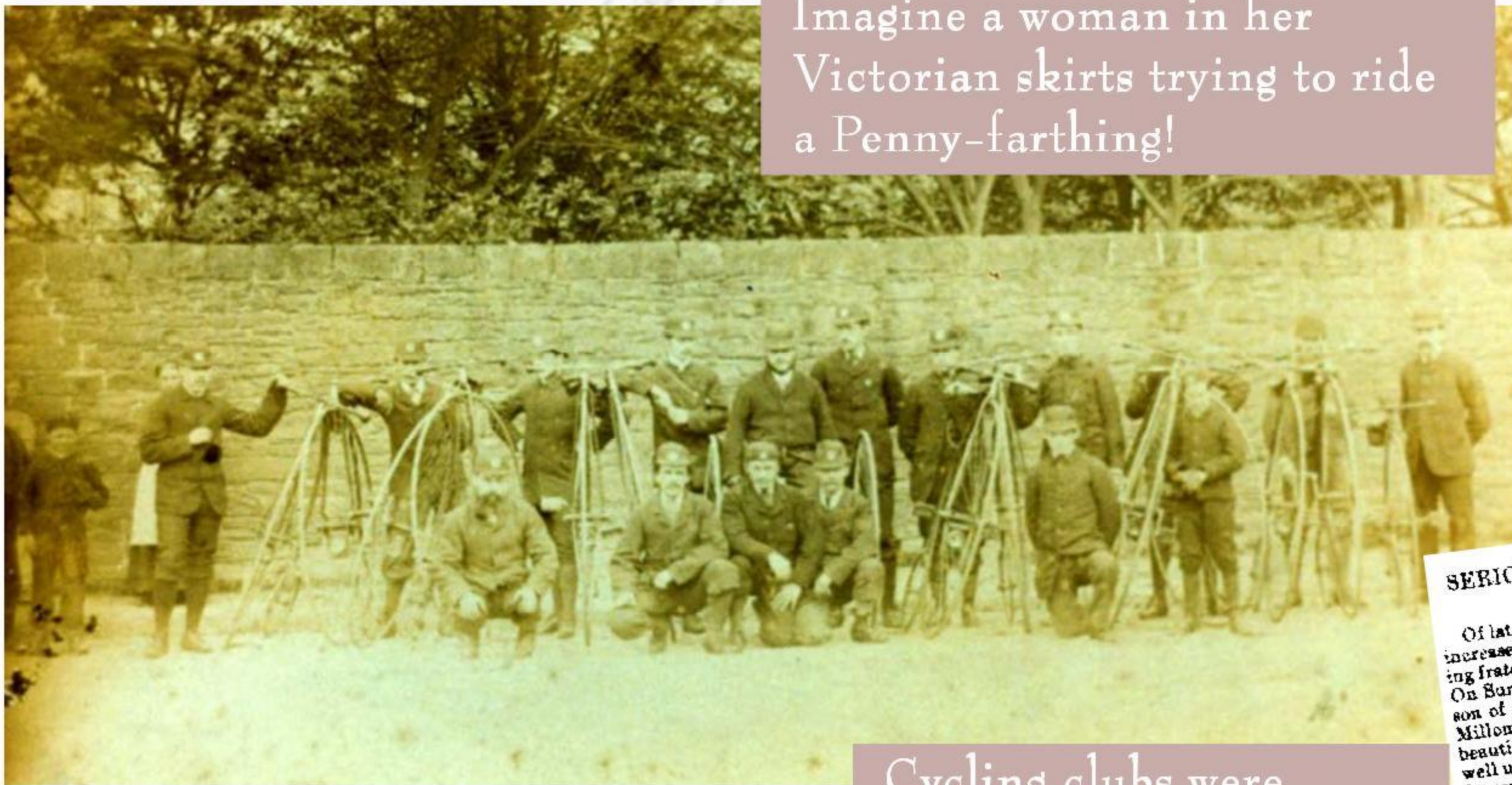
Early Years

Across the world, the early years of cycling, up until the 1870s, were mainly the preserve of rich men of leisure. The picture was no different in Cumbria. Bicycles - viewed by some as a dangerous machine - were uncomfortable, their high seating position unsuitable for women with their voluminous clothing, and their price expensive.



Intrepid adventurers of the late 1890s: Miss Clarke and Reverend CW Bean dressed for cycling, outside Drigg Vicarage (Whitehaven Archives: YPR 13/47/16)

Imagine a woman in her Victorian skirts trying to ride a Penny-farthing!



Cycling clubs were formed county-wide as more people got on their bikes

The Solway Bicycle Club of Maryport in 1883 with their high-wheel bikes - later known as the penny-farthing. Amongst the group on Netherhall Road are the club captain, T H Smith, secretary, Mr McKie and treasurer, Mr Bowes. (Carlisle Archives: DX 1892/1/1)

SERIOUS ACCIDENT TO A MILLOM CYCLIST.
Of late, cycling in Milloom has been greatly on the increase, and the pernicious proclivities of the wheeling fraternity has increased to an alarming extent. On Sunday last, a young man named Richardson, son of Mr. W. Richardson, builder of Crown-st., Milloom set out on his "iron horse" to view the beauties of nature out Broughton way. All went well until he reached Buckman Brow, but when descending this hump of nature, with his feet off the pedals, his trousers by some means or other got caught in the crank, causing the machine to fall, and from its course and run into a fence. The result was that the machine was considerably damaged, whilst Richardson received serious injuries to one of his legs necessitating several stitches being inserted by a doctor at Broughton. However, he managed to walk to the station, and returned home by train in the evening.

ACCIDENT TO BICYCLIST AT BIGRIGG.
About dinner hour on New Year's Day, Thomas Shepherd, landlord of the Miners' Arms, Bigrigg, was having a spin on a bicycle along Springfield-road, and when near St. John's Church met with an accident. The wheel of the machine came in contact with a rough piece of stone, and threw the rider violently upon the road. He lay insensible for a short time, no one being near to render assistance, and when he recovered consciousness, he was lying in a pool of blood, having received a deep cut in his nose. His face was scratched, and both hands and wrists were strained.

Cycle accidents made the news (1894 and 1887)

As to Letting the Town Hall for Ladies' Cycling School.

81. Read letter from Mr. G. C. Watson, of Tangier Street, Whitehaven, Cycle Agent, requesting to know whether the Council would let the Town Hall for a Ladies' Cycling School for two afternoons a-week, and the Town Clerk was instructed to write to Mr. Watson that he could have the use of the hall at 5s. for each occasion, but that he was to understand that if the hall was required at any time for any other purpose he must forego the use of it.

Minutes of Whitehaven Borough Council, 20 March 1896 (Kendal Archives: WDX 451) (Whitehaven Archives)



Hooked for Life!

Alfred A Gardiner posing with a tricycle on his fifth birthday in 1900.

John James, his father, was a cycle builder and agent and Alf himself went on to run a cycle shop on the corner of High Street and Wood Street in Maryport until the 1960s. (Carlisle Archives: DX 1892/1/7)



Cycling for the

Masses

As the 20th century arrived, people were out and about on their bikes, and the surviving photographs show us that the pastime had been embraced by all classes, ages and by both sexes.

Look at the variety of cycles and clothes!



Cycle club outing, about 1900 (above). (Carlisle Archives: DFCCL/8/96)



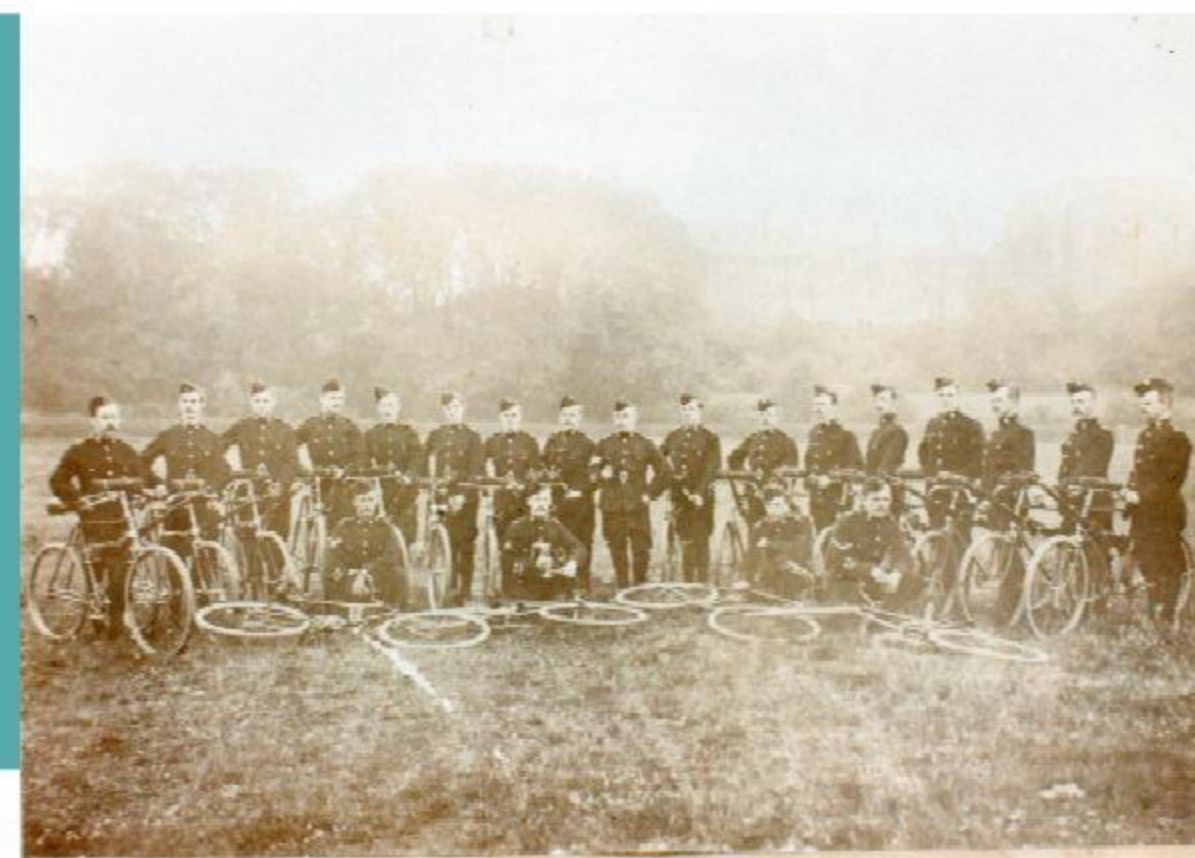
Group of cyclists, possibly at Furness Abbey, early 1900s. (Barrow Archives: BDX 659)



Sepia photograph (left) of J J Gardiner on a Bradbury Cross Frame cycle with one of his brothers, Thomas, in the early 20th century.

Thomas kept a shop at 97-99 Senhouse Street, Maryport and sold household furniture, perambulators, mail-carts and hearth suites.

(Carlisle Archives: DX 1892/1/5)



Cyclist Section, 3rd Volunteer Battalion of the Border Regiment taken in about 1905. (Carlisle Archives: DX 1892/1/29)

Millicent Chappell with two friends on bicycles near Calderbridge, enjoying the summer in August 1909. (Whitehaven Archives: YDX 597/5)



Suffragist Catherine Marshall's letters reveal her correspondents' cycling interests

Do you see many bicycles at St Andrew's. Their names are legion round about here. We saw two girls learning at Swiss Cottage the other day, it really was very amusing. One could just manage to wobble for about 20 yards without getting off, the other could never succeed in mounting the machine but each time she tried, she got the back of her dress hung up on the seat in some inexplicable way, and at last gave up in despair.

Dora Horley of Harrow to her friend Catherine Marshall at St Leonard's School, in Scotland, 15 March 1896

'Do you see many [bicycles crossed out] lady bicyclists at St Andrew's, their names are legion round about here. We saw two girls learning at Swiss Cottage the other day, it really was very amusing. One could just manage to wobble for about 20 yards without getting off, the other could never succeed in mounting the machine but each time she tried, she got the back of her dress hung up on the seat in some inexplicable way, and at last gave up in despair.'

designing & making an arrangement for carrying a camera on a bicycle

Paul Colbeck, 20 July 1896
I am busy now in my spare time designing and making an arrangement for carrying a camera on a bicycle. I hope to have it finished before House End [Keswick]... I suppose you heard of the fire at the Humber bicycle works, people who are waiting for bicycles now and have been for months are further off than ever from getting theirs.'

'I passed Mr Hart on Sunday but did not stop and speak to him as he might not agree with bicycling on Sunday

Paul Colbeck to his cousin Catherine Marshall, 30 April 1896
I passed her at Sunday but did not stop & speak to him as he might not agree with bicycling on Sunday



Stopped outside Swarthmoor Hall near Ulverston in the early 1900s. Right until the 1950s, delivery boys and their bikes were a common sight across Cumbria. Was this one? (Barrow Archives: LC 170 A.LOW)

Out & About

Margaret and Percy Duff Collection



Cumbria Archive Service is always glad to take care of old photographs that record the county's history.



- Details, where known:
- 1 Cyclists, 1928
 - 2 Having tea, 1934
 - 3 K Cycle works, Kendal; in the distance George Braithwaite and Mr Philipson
 - 4 Mr and Mrs Michael Johnson on Burton Road, Kendal
 - 5 Lound, Kendal in about 1936
 - 6 Group outside row of unknown houses
 - 7 Sandside
 - 8 1932 or 1933 Cyclists
 - 9 Lake Thirlmere
 - 10 Cyclists at Lake Thirlmere
 - 11 Bike repairs: Jack Greenbank and George Elvey
 - 12 K Cycle works, Kendal; Mr Philipson with beard
 - 13 Wrynose Pass, 1929; Josh and Vic Taylor [and others]
 - 14 Repairs on the Road: Jack Greenbank fixing a puncture (Kendal Archives)

A Serious Business

As the popularity of cycling grew, so did the number of local businesses that supplied and maintained bikes. As the commercial listings show, the county had cycle dealers, cycle manufacturers, as well as suppliers of all manner of biking accessories.



CYCLE AGENTS & DEALERS.
 Allison Gen. 18, West st. Aspatria, Carlisle
 Altham Thomas & Son, 40 & 43 Burroughgate & Albert iron works, Penrith
 Armstrong Wm. (repr.), 33 Great Dockray, Penrith
 Bates Wm. Evans, Calderbridge
 Beattie Jn. Ravenscroft, Kirkcamburton, Carlisle
 Beattie Jn. F. Kirkbride, Carlisle
 Beaumont J. & Son, 28 Scotch st. Carlisle
 Beck Jas. 35 John st. Maryport
 Billings Hy. 2 Vulcan's la. Workington
 Clarkson Jn. Edgar, 135 Louthier st. Carlisle
 Cleveland Cycle Shop, 8 Tail st. Carlisle
 Coates Wm. 23 West st. & Blencogo, Wigton
 Dawson James, High Bridge end, Ulpha, Broughton-in-Furness (Lancs)
 Dickson Jn. 16 Market pl. Cockermouth
 Dodd Wm. 4 Market pl. Wigton
 Dunn Albt. jun. 29, Washington st. Workington
 Fisher J. Neil Ltd. 2 New Town road & 54 & 56 Port road, Carlisle
 Grisdale Jn. Jas. Calliwaite, Penrith
 Halford Cycle Co. Ltd. 60 Scotch st. Carlisle
 Hodgson Japh. 31 Main st. Keswick
 Horsley Wd. Crossgate, Lamplugh, Workington
 Jackson Hugh, 91 Louthier st. Carlisle
 Kenyon Angus, 51 Church rd. Harrington, Workington
 Kirk Jas. Herb. Colgate, Penrith
 Lee Wm. 5 Lonsdale rd. Carlisle
 Lightfoot Jn. Mealsgate, Carlisle
 Laiden Eldred, Braithwaite, Keswick
 Mellor Chas. 38 Queen st. Millom
 Mills R. (repr.), 58 Shaddoogate, Carlisle
 Moore Jn. South st. Cockermouth
 Myhill Sydney F. 139 Botchergate, Carlisle
 Pelleymounter & Co. 42 Lupton rd. Millom
 Renny Anthony, Filnaby, Maryport
 Ritchie Bros. 41 John st. Maryport
 Seales Chas. 20 West Tower st. Carlisle
 Shipley Saml. C. 7 Main st. Brumpton
 Simpson J. (& repr.), Shelton, Penrith
 Taylor Japh. 11 Duke st. Whitehaven
 Taylor Mark, 21 King st. Whitehaven
 Twiss Jas. 4 & 6 Annetwell st. Carlisle
 Turner Ernest, Albert st. Senecale court, Main street, Keswick. See Advt. index
 Wilkinson Japh. 43 Washington st. Workington

CYCLE MANUFACTURERS.
 Bell T.F. 18, 20 & 22 Abbey st. Carlisle
 City Cycle Co. (The), Dalton's Agricultural mark, Botchergate, Carlisle
 Shipley Jn. Main st., Brumpton
 Tiffin Wm. Thos. & Son, 3 Irish Gate brow, Carlisle

CYCLE ACCESSORIES DLR.
 Taylor Harry S. Roper street & 35 Louthier street, Whitehaven

CYCLE AGENTS & DLRS.
 Atkinson Tom, Taby, Penrith
 Higgins Josiah (repairs), Lake rd. Bowness, Windermere
 Braithwaite Bros. Yard 20, Stricklandgate, Kendal
 Fawcett Wm. (repr.), Killington, Kirtby Lonsdale, Carnforth (Lancs)
 Gibson Alex. Church st. Ambleside
 Jackson Wm. 2 Market st. Kirtby
 Stephen, Penrith
 Morris S. 27 Main st. Kirtby Lonsdale, Carnforth
 O'Loughlin Thos. 66 Stricklandgate, Kendal
 Park E. V. & Son, 104 Stricklandgate, Kendal
 Parkinson GHM. (welder), Knot st. Kendal
 Robinson William B. 44 Main street, Kirtby Lonsdale, Carnforth
 Shepherd L. H. 61 Kirkland, Keasda
 Shinnam Philip, Lake rd. Bowness, Windermere
 Smith Larry, Ash st. Bowness, Windermere
 Spenser Wm. 10 Braithbarrow, Appleby
 Taylor & Bishopam (Ernest Jackson, propr.), Millers 36, Ambleside
 Taylor Edward, Holme, Carnforth
 Waller Jas. Rose & Crown Motor & Cycle works, Stricklandgate, Kendal

Look at all the places where you could buy bikes!



Advertising leaflet for Hercules bicycles, about 1925 Barrow Archives (DX 1892/1/12)

Listings (left) show Lancastrian towns in 1932, and Cumberland and Westmorland towns in 1938. Whitehaven Archives

Cycles & Gramophones REPAIRED.
 Prompt Repaired, Hounds Broughton and Re-lined at Shortest Notice. at
MARK TAYLOR'S.
 21, KING STREET, WHITEHAVEN. Phone 252

Cycles. Cycles. Cycles.
 Large Stock of Ladies', Gent's, Boys' and Girls' CYCLES, from £4 15s.
MARK TAYLOR,
 21, KING STREET, WHITEHAVEN.
 Phone 252.

CYCLING FOR CLERGYMEN.
 A SPECIAL OFFER

The Cycle Magazine Magazine

As every cleric in the spring world of the present century is aware of a large number of important and interesting matters that are being written in the pages of the magazine, every cleric who is engaged in his work, and the opportunity is often for clerics who have no time to read the magazine in their spare time. The Rev. S. S. Hender of Whitehaven is quoted in the second number of THE CYCLE MAGAZINE as follows: "I have been reading the magazine for some time and find it very interesting and useful. It contains a lot of information on the subject of cycling, and is well written and easy to read. I have been able to find many things that I have not known before, and I have been able to put them into practice. I have been able to find many things that I have not known before, and I have been able to put them into practice. I have been able to find many things that I have not known before, and I have been able to put them into practice."



Sole Agent for over 20 Years for the
New Premier Cycle Co.
 Manufacturers by Royal Appointment.

Helical Tube Frames, Dunlop Tyres, and Plated Kinn, &c.

£10 10s - Nett Cash.

List Free. Repairs of every description by Experienced Workmen.

H. W. FLETCHER,
 Cycle Agent,
 102, Main Street,
 COCKERMOUTH.

Best value in Suits,
 Unshrinkable Underwear,
 GREAT VARIETY OF
 Cycling Hose, Shirts,
 Hats, and Caps.
Smalls Bros. & Hall.

ROVER CYCLES.
 The Rover has set the fashion to the world.

UNDER THE DISTINGUISHED PATRONAGE OF ROYALTY.

Every Cycle speaks for itself. BEING MADE OF BEST MATERIAL.

Lamps, Bells, Bags, Colls, Wicks & Sundries. **LISTS FREE.**

H. W. FLETCHER,
 CYCLE AGENT,
 102, MAIN STREET,
 COCKERMOUTH

AGENT for the PREMIER CYCLES.
 The largest Cycle Makers in the world, making over 21,000 Helical Tube Cycles last year, 1895

Every Machine is guaranteed OF THE BEST QUALITY & WORKMANSHIP.

H. W. FLETCHER,
 CYCLE AGENT,
 102, MAIN STREET,
 COCKERMOUTH.
 - LISTS FREE. -

The Cumbrian Cycle Co.,
 WORKINGTON.

Support Home Industries. Ride a "Cumbrian" Cycle.

RACING MEN

Note that "Cumbrian" Racers ARE MADE TO LAST.

High Pressure, High Gears, and Long Cranks.

Cycle Frames £1 per month. Cylinders and Machines Sold at Reduced Rates.

Enamelling, Plating, and Repairs of every description.

25, STATION ROAD, HATFIELD, HANTS.

H. W. FLETCHER,
 CYCLE AGENT,
 HAVING A GOOD STOCK OF
SADDLES, BELLS, BAGS, AND LAMPS.

Specially Prepared Lamp & Lubricating Oils for Cycles. Sundries, &c.

A few Second-Hand Machines, **CHEAP.**

Agent for the Hardy Cycles. **LISTS FREE**

102, Main St., Cockermouth.



All kinds of enterprise



Jim Beck's cycle shop at 34 John Street, Maryport in about 1900. Previously Jim Beck had kept a cycle shop in Senhouse Street but was asked to leave due to his bicycles blocking the pavement. Carlisle Archives (DX 1892/1/12)

New business opportunities popped up everywhere. Mark Taylor tapped in to two popular interests of the day - repairing bicycles and gramophones.

Dacre Fox had his own good idea, and wrote from London in 1896 to ask for a loan from Augustus Helder of Whitehaven to buy a bike so he could set himself up offering lessons.

"There is a perfect craze amongst the upper middle and upper classes now for bicycle riding at 2/6 a lesson. I can for me in 6 months make £50 clear. I know men who are already earning money at it: the profit is almost clear profit... the teaching is both pleasant and healthy."

Dear Mr Helder
 I am offered a pneumatic safety, perfect condition 2nd hand for £6. 10. Will you help me to purchase it? I have also two pupils in hand ready to have lessons at once @ 2/6 per hour.



Window displays at Alf Gardiner's cycle shop, Maryport 1949-1953 (Carlisle Archives: DX 1892/1/1)

Peddalling



Langdale Valley, 1950 (Whitehaven Archives)

On

As cycling became established it was increasingly common to see people enjoying trips out on their bikes and in some towns, such as Kendal and Barrow, the bicycle became and remained a popular means of transport for journeys to work.



Along the shores of Loweswater, 1950s (Kendal Archives: Hardman)



The early days of Marchon Ltd in Whitehaven were 'powered by pedals'; Otto Secher (left) and his brother-in-law Frank Schon here cycling to work in about 1941. Both men were future Managing Directors of what was to become for some 50 years, one of West Cumbria's largest businesses. (Whitehaven Archives: YDB 59/12/1)



Billings family from Millom on a day trip, 1930s (Whitehaven Archives: YDX 400/26)



Dennis and Eileen Morrow of Ulverston (Barrow Archives: LC 170 CY.RAN)
Brookfield Cycling Club, Wigton in 1935 (Carlisle Archives: DFCF 7/134)



Novel ideas: an early bike rack (above) and exercise bikes, 1950



From Pedal Cycle to Motor Cycle

The number of pedal cyclists in the country at the present moment is estimated to be something like 6,000,000. As a motor-cyclist, I know there are far too many on the road for my liking. But bicycle making firms are doing excellently, so I suppose the estimated number is somewhere about right.

Many years ago I was an ardent cyclist. How I loathed up-hill work. The level road was not so bad, but there was always an effort. More than this, the wind seemed to be always facing me. Strange, but true, and many cyclists have experienced the same strange meteorological phenomenon. Bicycling is supposed to be a necessity, for it is undoubtedly a cheap way of getting about the country.

I am thinking, though, that if the 6,000,000 cyclists realised the absurdly low cost of running a motor-cycle, they would give up using their own energy for propelling their machines, as I did many years ago. "It is all very well you talking," I can hear some saying, "but in these times of trade depression, how on earth can I afford to run a motor-cycle?"

Afford to run a motor-cycle? Why, it does not take any affording. Considering everything, it is easier and cheaper to ride a machine than it is to walk, train, tram or bus to your work. Affording? Why, you will save money if you invest in a light-weight two-stroke.

MILLOM CYCLING CLUB.

ILLUMINATED PARADE

On Wednesday evening the illuminated and fancy decorated cycle parade, which had been postponed from the previous Wednesday on account of the unfavourable weather, presented by the members of the Millom Cycling Club, was held. Considerable interest was displayed in the affair and the local schoolmen entered into the venture with commendable enthusiasm. Upwards of 30 pedal-cyclers turned out, and when the procession left the Castle Hotel it presented quite an imposing spectacle. No pains had been spared in the matter of "get up" and some of the costumes were excellent, especially that of Mr G. Hutchinson. The highest interest was "not so much in the parade" but unfortunately the rather high wind considerably interfered with the continuity of the illumination. The affair was quite a novelty, and being the first of the kind in Millom, the roads traversed by the illuminated wheelers were crowded with hosts of eager spectators. There was one or two trifling mishaps, but beyond the upsetting of a machine nothing serious happened. In order to encourage the arduous efforts of the cyclists, prizes were offered for the best turnout, and carried off by the following: 1st, Mr G. Hutchinson; 2nd, Mr H. Johnson; 3rd, Mr W. Miles; 4th, Inspector Bell; 5th, Mr T. Ellis; 6th, Mr A. Gregson. A collection was taken en route, in aid of the funds of the National Lifeboat Institution, and a good sum realised.

CYCLING JOTTINGS.

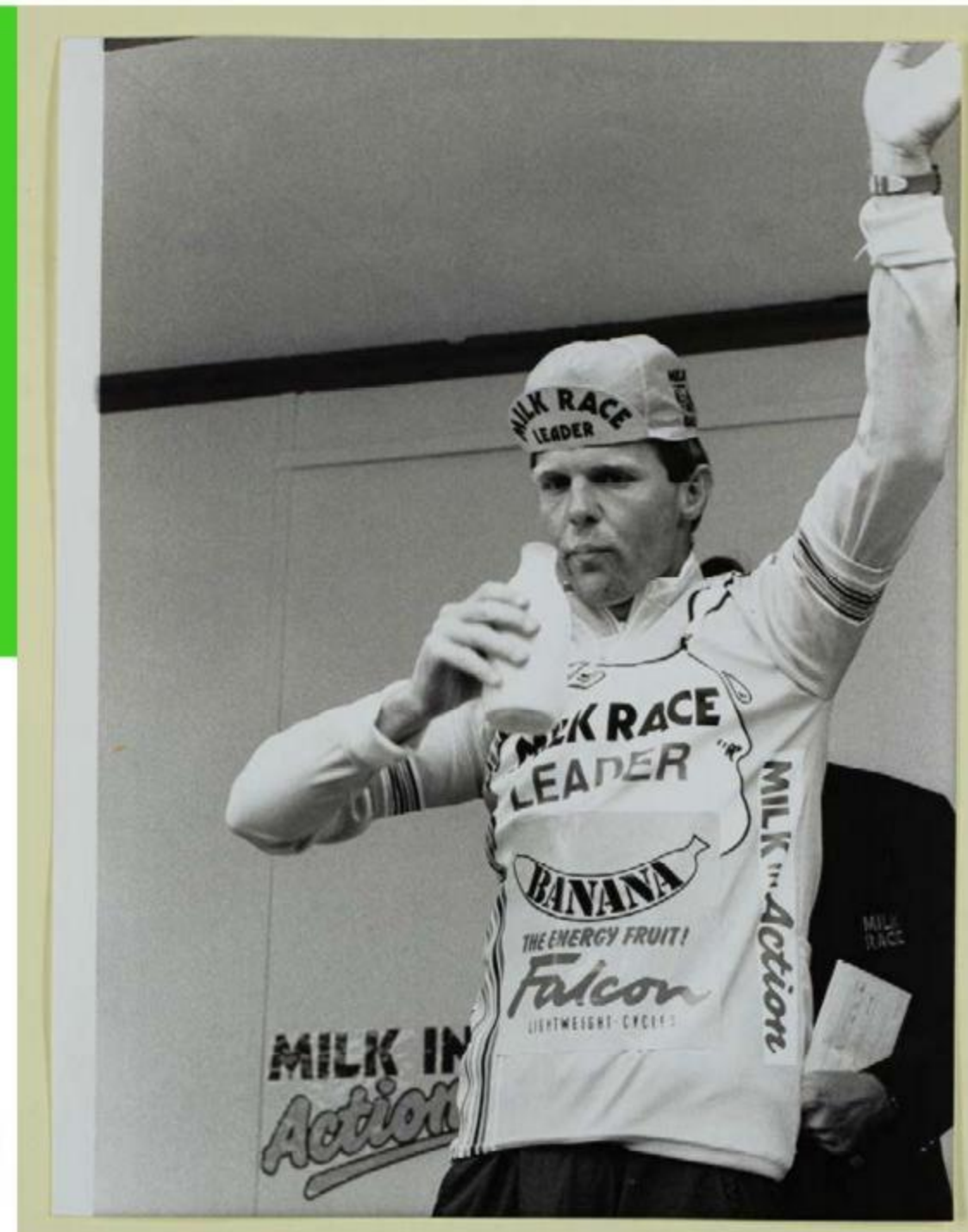
What anxiety is felt amongst cyclists for the weather to change from the dreariness of rain and dirty roads to early spring. Only on a few rare occasions are the machines rescued from their places and the usual accompanying equipment of a spare tire, pump, and other accessories, the condition of mind of our able-bodied cyclists is such that they are ready to take to the road or water, as the case may be, to enjoy the benefits of a healthy and cheerful life. It must be acknowledged when it is seen that there are now more than 12 million and a half of pedal-cyclists in the United Kingdom.

It is not so long ago, though, that only a few unstable peddlers were seen, and they were regarded with the same degree of scorn as the pedantic schoolmaster for repeating phrases. Last week our Millom cycle enthusiasts fully illustrated a portion of the early jottings by the illustration of repeating a portion of the

In and out of love with cycling

A read through the local Millom Gazette reflects a changing mood. In 1896 the Illuminated Parade captured much attention, and a weekly cycling column appeared (left), but by 1931 an article (above right) was calling for cyclists to take to the motor cycle instead.

Tour of Britain

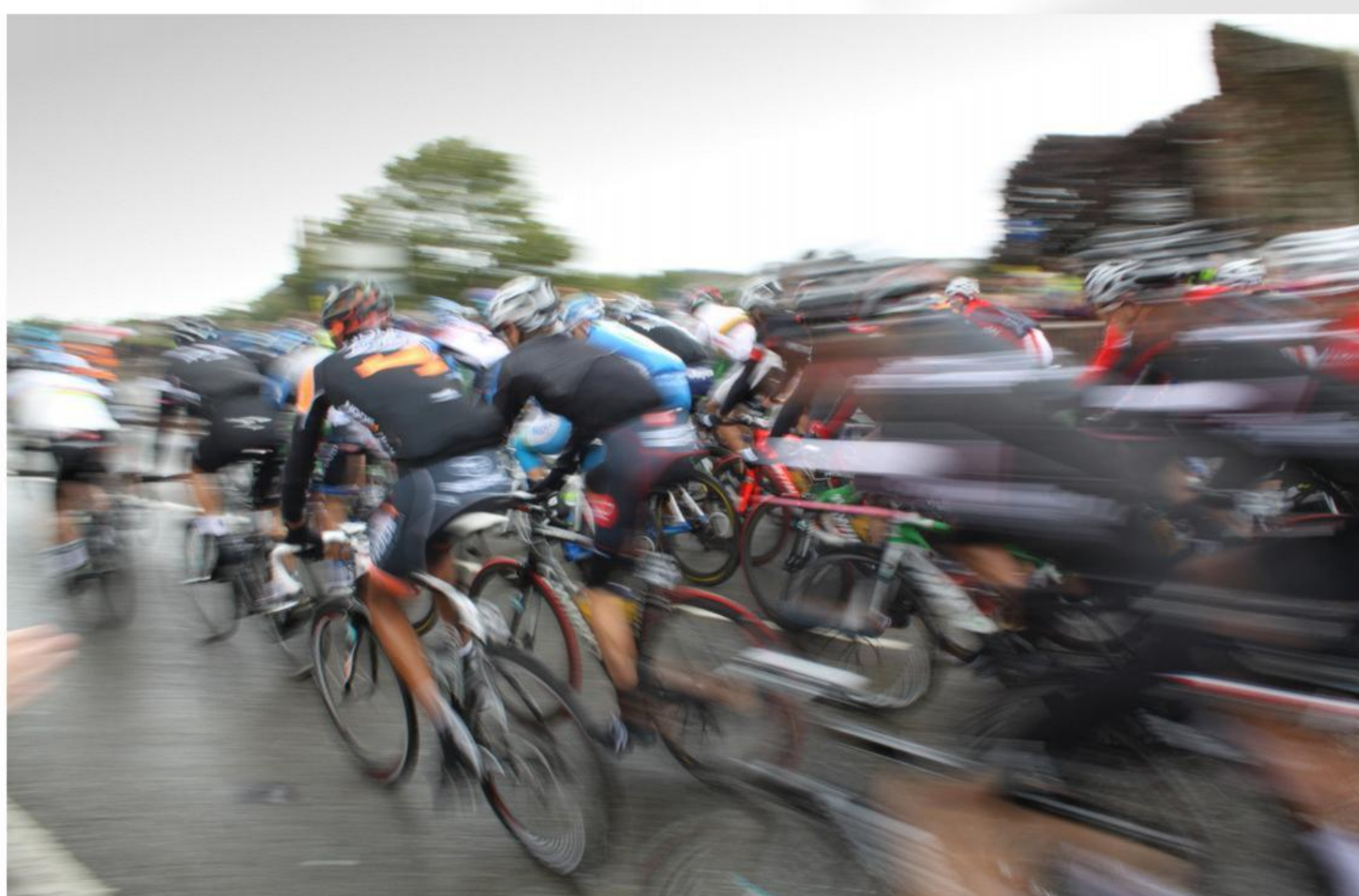


The county has long enjoyed welcoming cyclists to enjoy its many roads and routes, including for modern-day cycle races.

The 'Tour of Britain' dates back to the first British stage races held just after the Second World War, since when various different events have been described as the Tour of Britain, including the Milk Race.

Shane Sutton (now Head Coach at British Cycling) in the Milk Race leader's jersey at Carlisle in 1990 (above)

Tour of Britain 2012, outside Carlisle Castle (left)



Mountain biking in 1994 (right)

Border City Wheelers at Carlisle Castle Criteriums in 1990 (below right)

British champion Brian Smith on Kirkstone Pass in Tour of Britain in 1994 (below left)

Brian Smith, the then British champion, is riding up Kirkstone Pass with a bandage on his arm after a car got onto the route and hit the peloton, injuring Smith. Smith is now a commentator for Eurosport and ITV.



All photos Carlisle Archives and Cumbria County Council/ Barry Alcock



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