

This final thesis makes an attempt to give account of the development of fiacre and cab carriage transport in Prague.

It concentrates on two main themes. Firstly, it deals with the development of this type of transport in the historical, cultural and industrial growth of the city, technical aspects and institutions. Secondly, the thesis attempts to capture the charm of old Prague dominated by this phenomenon of horse drawn public transport throughout the whole of the 19 century. Since horses were the main driving power in the city at that time, Prague absorbed them and made them part of its culture. Many sights and crafts remind of the specific horse culture in the city. There are not only various pieces of horse tack, former stables and riding halls, but also means of transport, such as horse-drawn wagons and cabs of today's tourist promenade transport. Part of the charm of the city was also linked with the typical men-about-town coachers or cabmen who have been part of the atmosphere of the city until today, and the author also tries to show their everyday life.

The thesis describes the overall development of the public transport in Prague from the first punts and rafts, ferrying passengers across the Vltava River, and sedan chairs, carrying their customers along the streets of old Prague, via the first horse-drawn omnibuses - forerunners of buses - the arrival of the first steam trains at new municipal railway stations, and horse-drawn trams (street cars) - forerunners of electric trams - to the first bicycles, motor cycles, cars, electric trams, buses, trolleybuses and the underground.

Fiacres since the end of the 18 century (1789) and cab carriages since the mid-19 century (1854) were a distinctive phenomenon of Prague transport. It existed alongside with other modes of transport and had been their equal counterpart until the equilibrium was lost.

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