TRANSPORT

The Transport exhibition looks at the history of transport in Australia since the early days of the colony, focusing mainly on Sydney and NSW. The exhibition offers fascinating snapshots of life in the past, providing case studies of how technology has been used to conquer distance and isolation across this vast continent.

The Transport exhibition is divided into five sections:

• ‘Moving the crowd’ looks at the many and varied forms of public transport, from the past to the present day.

• ‘Up and over’ focuses on aviation as a way of overcoming isolation and distance.

• ‘Setting your own pace’ traces the development of privately owned forms of transport, such as bicycles and cars.

• ‘Inside information’ lets you see inside transport technology and how it works.

• ‘Alternative transport’ links the Transport and EcoLogic: creating a sustainable future exhibitions.

Above: aircraft suspended in the Transport exhibition.
### Transport

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**NSW syllabus for the Australian curriculum**

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Transport

Powerhouse programs

To enhance your students’ visit to the Transport exhibition, a variety of programs have been developed. These include:

+ Marvellous Machines Drawing Adventure, teacher-guided visit
Stage 2 (years 3–5)
With a diverse array of machines on display, the Museum provides an exciting learning environment to see these important objects first hand. Through observation, peer discussion and drawing, student gain insights into how machines work. They are asked to isolate shapes and forms of the machines, make connections and see the big picture through drawing, discussions and writing. Using a drawing book they are guided through some of the Museum’s most fascinating exhibitions including, the Boulton and Watt steam engine, Steam revolution and Transport.

This self-guided visit is well supported by materials such as a 12-min pre-visit Marvellous Machines slidecast available online, pre-visit exhibition slideshows available at the exhibition webpage and background information for teachers.

Further details and bookings, visit http://www.powerhousemuseum.com/education/

+ Transport gallery tour, led by a costumed guide
Stages 1–2 (years 1–1)
Take your students on a different kind of journey through the Museum’s Transport gallery. Explore first hand, examples of historical innovation that span an array of transport modes including air, road, rail and space. Move among the vehicles that have shaped our way of life from boats and bikes to planes and trains. Students will hear stories spanning the history of human ingenuity in transport, learn more about life in the past and how it has helped shape our future today.

Further details and bookings, visit http://www.powerhousemuseum.com/education/
Transport

Exhibition map

1. Moving the crowd
2. Up and over observation deck*
3. Setting your own pace
4. Further, faster, higher screen
5. Inside information
6. Alternative transport

AV Audiovisual

* To see aircraft suspended in the exhibition.
Before the introduction of public transport and private cars, Sydneysiders needed to live within walking distance of their workplace. The horse bus was the first reliable form of public transport and appeared on Sydney streets in the 1860s, followed by ferries, trains, trams and buses. Public transport allowed people to live away from work and to enjoy their leisure time further afield. Cities, suburbs and towns grew around transport routes.

Over the last 100 years public transport systems have come and gone, and some have come back again in a newer form. In this section you can see some of these systems.

Moving the crowd
public transport in Sydney

Objects you will see
• Central Station indicator board — see fact sheet
• 1891 governors carriage — see fact sheet
• Steam Locomotive 1243 — see fact sheet
• C-class electric tram — see fact sheet
• Horse-drawn omnibus — Sydney’s main form of urban transport between the 1860s and 1890s, making it possible for city workers to live beyond walking distance from work. Horse buses could seat 11 passengers inside with roof seating accessible by a steel ladder or curved stairway.
• ‘Lady Woodward’ ferry model — the model represents the full-size diesel-powered steel ferry built in 1970 at the state dockyard, Newcastle. The new ‘Lady’ class ferries took over from the old ‘K’ class timber ferries.

Audiovisuals
Sydney’s trams & ferries in action
• Description: a compilation of film footage showing Sydney’s colourful tram and ferry history.
• Allow: 3 minutes
• Best for: 8+ years

Interactives
Sydney’s streets — a century apart
• Description: compare photographs of Sydney’s streets taken in the early 1900s and now.
• Allow: 5 minutes
• Best for: 8+ years

Ships telegraph
• Description: send a message from a ship’s bridge to its engine room.
• Allow: 5 minutes
• Best for: 6+ years

Locomotive 1243
• Description: listen to the driver and fireman tell you about their work on Locomotive 1243.
• Allow: 5 minutes
• Best for: 8+ years

A 24-passenger horse bus built in 1898.
Australia’s growth as a nation paralleled that of its aviation industry. Long distances between urban centres, isolation and rugged terrain have made air transport one of the most useful ways of travelling within Australia. Australia’s size and isolation have probably resulted in the nation spawning more aviation pioneers per head than any other county in the world. In addition to early aviation records, Australia is one of the first countries to adopt such innovations as the flying doctor service, the hang-glider and the microlight plane.

The ‘Up and over’ observation deck is directly above ‘Setting your own pace’. There you will find information about the planes suspended from the ceiling — the Bleriot, Catalina, Cirrus Moth, Beechcraft Queenair and Skycraft Scout microlight — and see objects relating to them. Other aircraft with particular Australian significance are suspended in the Turbine Hall.

Aircraft in the ‘Transport’ exhibition
- Bleriot monoplane — see fact sheet
- Catalina Frigate Bird II — see fact sheet
- Cirrus Moth — simple, robust, cheap and easy to handle, with wings that folded back to make storage and transport easier. Dual controls made it popular with aero clubs as a training plane in the 1920s and 1930s.
- Beechcraft Queenair air ambulance — NSW’s first official air ambulance, the Beechcraft Queenair made its first flight in March 1967. Described as an ‘intensive care ward with wings’, it was fitted with piped oxygen, a humidicrib and respirator, and blood transfusion and tracheotomy equipment.
- Skycraft Scout microlight — one of the first microlight aircraft, designed by Sydney boat builder Ron Wheeler in 1974. Made from aluminium and high-strength synthetic fabrics, it can be taken apart and assembled at the airfield.

Aircraft in the Turbine Hall
- Transavia airtruck — designed by Australian Luigi Pellarini and first built in 1965. The Transavia could lift more than its own weight in useful load, take off and land over short distances in difficult terrain and was ideal for crop dusting.

Aircraft suspended above Locomotive No 1
- Hargrave box kite (replica) — Lawrence Hargrave (1850–1915) achieved international renown for his work on the development of flying machines and engines, which arguably contributed to the Wright brothers’ successful flight in 1903.
Setting your own pace
hail a taxi, jump in a car, climb on a bike …

We do it without thinking. We decide where and when we want to go. But for most of human history, travel in a private vehicle was a privilege that only the rich and powerful could enjoy.

The bicycle, which first appeared in 1791, was the first vehicle that allowed people to transport themselves independently and efficiently. A wonder of the industrial age, the bicycle was as fast as a horse but cheaper and easier to run.

Early cars were unreliable, unpopular with the horse-powered public and to many a technical mystery. However, the motor car was here to stay.

Until the 1920s, the Bradbury was one of the many popular motorbikes with sidecars and was cheaper than a motor car (although this particular example was more up-market). A range of other historic motorcycles are also on display.

- **1928 Grand Prix Bugatti** — the 1928 Grand Prix Bugatti combines more sophisticated motor-engineering with an awareness of the sculptural and aesthetic trends of the late 1920s. Designed as a racing machine and finished in French-racing blue, this car won the 1929 Australian Grand Prix at Phillip Island.
- **All Terrain Vehicle** — Quad Squad team member Jamie Kenyon rode this ATV on a journey from Istanbul to Sydney, setting a Guinness World Record for the longest quad bike expedition.
- **Hansom cab** — designed in England in 1834, the hansom cab could accommodate two people and is considered the forerunner of the taxi cab. This example is typical of the brougham-type cabs built in Sydney from the 1880s to about 1915, featuring a curved front with full doors and windows.
- **1912 spring cart** — used by workers in town or on the farm, this is often considered the horse-drawn ancestor of the ute.

Objects you will see:
- **Rickshaw** — see fact sheet
- **Bradbury motorcycle and sidecar** — the personal mobility and feeling of liberation that people had experienced with the bicycle intensified when the motorcycle appeared just before World War I.

Interactive
**Penny-farthing**
- **Description:** sit on the penny-farthing to feel what it was like.
- **Allow:** 5 minutes
- **Best for:** 8+ years

The 1928 Grand Prix Bugatti.
Inside information

The display of cut-away models and objects in this section lets you see inside transport technology and how it works. Many companies used sectioning to give potential customers ‘inside information’ on their products, such as the 1939 Chevrolet body and the 1998 Ford Fairmont Ghia. Other cut-away models, such as the Beyer-Garratt AD-60 steam locomotive, were useful in teaching apprentices.

Objects you will see:
- Beyer-Garratt AD-60 steam locomotive model — the largest steam locomotives ever to operate in NSW. When introduced in June 1952, they were the most powerful in Australia.
- 1939 Chevrolet body — the first Australian-made car to have an all-steel body. It is made of only four pieces of prefabricated steel, shaped by giant presses and then welded together.
Alternative transport

Cars remain the most popular form of transport in cities. They are less polluting than they used to be but there are more of them. Freeways have not solved traffic congestion and in burning fossil fuel, cars emit large amounts of CO₂. Government, industry and communities are seeking new solutions, including better urban planning, more efficient public transport, and ways of using renewable energy in all modes of transport. This area provides a link between the Transport and EcoLogic: creating a sustainable future exhibitions.

Objects you will see

- Solar Sailor model — a hybrid ferry powered by wind and sun, battery or liquid petroleum gas, either separately or in combination. Designed by Australian Robert Dane in 1996, it is the world’s largest solar powered commercial vessel.
- Bishop Austrans model — an innovative mass transport system being designed and developed by Sydney engineer Arthur Bishop. These electrically operated vehicles combine light rail and taxi services, and can move along a narrow track built beside existing rail and road carriages.

Audiovisuals

Honda Insight
- Description: explains how the Hybrid car works.
- Allow: 5 minutes
- Best for: 7+ years

Bishop Austrans
- Description: demonstrates how the Bishop Austrans rail system could work in Sydney.
- Allow: 2 minutes
- Best for: 10+ years
Fact sheet — Steam Locomotive No 1243

**Object**  
Locomotive, steam, No 1243

**Designer**  
Beyer Peacock & Co, Manchester, England

**Maker**  
Davy and Company for the NSW Government Railways

**Place**  
Atlas Engineering Works, Sydney

**Date**  
1882

**Size**  
H: 4.1 m W: 2.7 m L: 8.5 m

**Materials**  
Metal, glass

**Acquisition**  
Gift of State Rail Authority of NSW, 1988. 88/5

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**What is it?**

Locomotive 1243, built in 1882, is one of eight locally manufactured mainline steam passenger engines. It was one of the few built in NSW in the 19th century when the free trade economy saw colonial builders unable to compete with British and American manufacturers.

**How was it made?**

The locomotive, designed for Australian conditions by Beyer Peacock & Co of Manchester, England, was based on their successful tank locomotives, which they supplied to the Metropolitan Railway in London. It was known as an ‘Australian eight wheeler’ because of its wheel arrangement. Most were manufactured by Beyer Peacock in the United Kingdom, but to assist local industry the last eight were made by Davy and Company at the Atlas Engineering Works, Sydney.

**How was it used?**

The locomotive initially worked on the main express passenger lines and mail trains on the Great Southern and Western Railways. These locomotives also hauled the first trains on newly opened sections of the railways. They were later replaced by faster and more powerful locomotives and were subsequently moved to branch lines or were used as assistant engines. By 1954 only ten of the original 68 engines remained in service. In 1955, Locomotive 1243 was taken out of service to be used in the NSW Railways centenary celebrations at Sydney Central Station and for special excursions. It was feted as the oldest engine still running on steam. From 1960 to 1982 it became part of the official Vintage Train together with the governor’s carriage of 1891, now displayed beside Locomotive 1243 in the Museum. The Vintage Train attended town centenaries and local government celebrations all over the state. In 1969, Locomotive 1243 even featured in the film *Ned Kelly.*

**Why was it important?**

This was the first class of locomotive on the NSW Railways to be built in relatively large numbers. Engines like Locomotive 1243 were the mainstay of the expanding NSW railway system for about 20 years.
**Fact sheet — Bleriot XI monoplane**

**Object** Aircraft, Bleriot XI monoplane  
**Designer** Louis Bleriot  
**Maker** Bleriot Aeronautique  
**Place** Levallois, Paris  
**Date** Early 1914  
**Size** Wingspan: 11 m  
**Materials** Wood, canvas, wire  
**Acquisition** On loan from Department of Civil Aviation. L611

**What is it?**  
The Bleriot XI monoplane is thought to have been a ‘Looper’, a special stunt machine especially designed for aerial acrobatics. It was used to fly the first airmail in Australia from Melbourne to Sydney in 1914.

**How was it made?**  
The Bleriot XI was largely designed by French engineer Louis Bleriot and built at his factory, Bleriot Aeronautique, in Levallois, near Paris. It is a canvas-covered, shoulder wing, single seat aircraft with a box girder fuselage and a bamboo tail skid. Two bicycle wheels at the front are mounted on a relatively heavy undercarriage. The aircraft is powered by a 50 hp rotary Gnome engine.

**How was it used?**  
A Bleriot XI was used by Louis Bleriot in the first epic flight across the English Channel on 25 July 1909. After this, Bleriot capitalised on his fame to become the world’s most successful aircraft manufacturer of his day. A year later, a Bleriot aircraft was flown at Bolivar, north of Adelaide, arguably Australia’s first controlled powered flight. The Museum’s aircraft was originally owned by stunt pilot Maurice Guillaux who arrived in Sydney by ship in April 1914, with his Bleriot in the hold. He demonstrated the first loop-the-loop in Australia and went on to create history by flying the first official Australian airmail and airfreight from Melbourne to Sydney. When he landed in Sydney on 18 July 1914 after three days and seven refuelling stops, he had completed the longest airmail flight in the world.

**Why is it important?**  
The Bleriot XI was the most significant and long-lived aircraft design of the era, forming the embryonic air force of many European countries. The Museum’s Bleriot XI pioneered commercial aviation in Australia with the first airmail and airfreight flight from Melbourne to Sydney in 1914.

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![The Bleriot XI monoplane.](image-url)
**Fact sheet — Catalina flying boat**

**Object**
Aircraft, flying boat, Catalina PB2B–2

**Designer**
Isaac Macklin Laddon, Chief Engineer, Consolidated Aircraft

**Maker**
Boeing Aircraft of Canada Ltd under licence from Consolidated Aircraft of San Diego, California

**Place**
Vancouver, Canada

**Date**
1944

**Size**
H: 5.5 m W: 5.2 m L: 19.5 m

**Wingspan**
31.7 m

**Materials**
Metal, fabric

**Acquisition**

**What is it?**
This Catalina flying boat is one of 168 ordered by the RAAF for service during World War II. The route across the South Pacific between Australia and South America was pioneered in this aircraft in 1951.

**How was it made?**
The Catalina is a twin-engine, high-winged monoplane, designed by Isaac Macklin Laddon, of the American company Consolidated Aircraft. The name Catalina was coined by the British, probably after an island near the Consolidated factory in San Diego. The Museum’s Catalina was built in 1944 by Boeing Aircraft of Canada under licence from Consolidated and arrived in Australia on 3 September 1945. The metal wing with fabric-skinned ailerons and trailing edges, features wingtip floats which can be retracted electrically so that in flight they form the wingtips. The bow of the all-metal hull has a mooring compartment, a gun turret, window and a wide cockpit. Left and right gunner stations are behind the wing.

**How was it used?**
Because of their ability to land and take off in calm water, good carrying capability and great endurance over long distances, Catalinas were used by virtually all the Allied services as torpedo-bombers, transports or for air sea rescue during World War II.

The Museum’s Catalina saw some service in air sea rescue squadrons and with the New Guinea administration after World War II, before being used in 1951 by Captain P G Taylor and his crew of four to pioneer the South Pacific air route between Sydney and South America. Taylor renamed the aircraft *Frigate Bird II* and changed its registration to VH–ASA (Australia–South America). After an eventful flight of 13600 km and eight fuel stops, the aircraft successfully touched down in Valparaiso, Chile.

**Why is it important?**
The Catalina was the most successful flying boat ever produced and established an impressive war record. This aircraft’s historic flight to Chile meant that Australians had pioneered every ocean air route except the Atlantic. *Frigate Bird II* is one of the few of the 168 RAAF Catalinas to survive.
**Fact sheet — C-class electric tram No 11**

**Object**  Tram, electric, C-class, No 11  
**Designer**  Built to an American pattern  
**Maker Body**  Hudson Brothers (later Clyde Engineering Co), NSW  
**Place**  Sydney  
**Maker Bogies**  Peckham Motor Truck & Wheel Co  
**Place**  Kingston, New York, USA  
**Date**  1898  
**Size**  
- H: 370.0 cm  
- W: 222.0 cm  
- L: 720.0 cm  
**Materials**  Timber, metal  
**Acquisition**  Gift of NSW Government Railways, 1962. B1481

**What is it?**
This C-class electric tram is one of 97 trams built by two local companies between 1896 and 1900 to replace the steam trams and cable trams in Sydney.

**How was it made?**
The C-class tram was built to an American pattern by Hudson Brothers, Sydney, with bogies supplied by Peckham Motor Truck & Wheel Co, Kingston, New York. This tram features a single saloon passenger area comprising two timber benches facing inwards and seating 22 passengers with standing room in the centre aisle. The varnished timberwork interior has a lantern roof with sidelights of coloured glass, which gave the tram a festive appearance when operating at night. Sliding doors at each end for passenger access lead to outside platforms where the driver’s controls are located.

**How was it used?**
No 11 went into service on the early electric tramline from Rose Bay to Ocean Street, Woollahra, on 29 August 1898. C-class trams were also used at North Sydney and provided the bulk of Sydney’s first city electric service, which opened in 1899 operating along George Street from Circular Quay to the railway. Power for these trams was generated in the Ultimo power station and they were housed in the Ultimo tram depot. These buildings were converted in the 1980s to become home to the Powerhouse Museum. With the demand for larger trams, the C-class was superseded by larger bogie cars from 1900. They continued to operate on the North Sydney lines until about 1926 after which they were used in other roles, especially as breakdown vehicles. No 11 was converted to No 11S and then to No 57S in 1909, the ‘S’ indicating that it was a service vehicle. Because of their re-use as service vehicles, C-class trams were a familiar sight in Sydney until 1960.

**Why was it important?**
The C-class trams were the first electric trams produced in quantity for Sydney.
Fact sheet — governor’s railway carriage

Object: Governor’s railway carriage
Designer: The office of the Mechanical Engineer, NSW Department of Railways
Maker: NSW Department of Railways
Place: Carriage Workshops, Eveleigh, Sydney
Date: 1891
Size: L: 14 m
Materials: Wood, metal, glass, fabric
Acquisition: Gift of State Rail Authority of NSW, 1993. 93/124/1

What is it?
The governor’s railway carriage is the oldest of five special cars still surviving today that were built between 1891 and 1920 for the exclusive use of royalty, governors-general, governors, premiers and railway commissioners.

How was it made?
The governor’s carriage was built in 1891 at a cost of £3009 at the Carriage Workshops of the NSW Department of Railways at Eveleigh in Sydney. It is mounted on two four-wheel bogies and is divided into a central main saloon with a ladies boudoir and toilet at one end and a gentlemen’s smoking room and toilet at the other. Small outside platforms with decorative cast-iron barriers are at either end of the carriage. Local timbers of silky oak, blackwood, satin wood, cedar, myall and huon pine are featured throughout the interior.

How was it used?
The carriage was used for 22 years for official journeys around NSW by various state governors, the first being VAGC Villiers, Earl of Jersey. The Earl of Jersey also used it to travel every week from Sydney to his country residence ‘Hillview’ near Moss Vale. The carriage remained in service until 1913 when it was put into storage in the paint workshops at Eveleigh. From 1959 to 1974 it then formed part of the Vintage Train which attended town centenaries and local government celebrations all over the state. The train was hauled by Locomotive 1243 which is now displayed alongside the carriage in the Museum.

Why is it important?
The governor’s carriage is significant in relation to the history of the NSW governor and shows the importance of rail transport at the time. It also represents the work of the most skilled artisans in the railways, especially in the use of local timbers and late Victorian decorative arts in the interior carriage design.
Fact sheet — Central Station indicator board

Object
Indicator board, Sydney Terminal Station (Central Station)

Designer
Interlocking Engineers Office of the NSW Government Railways, Sydney

Maker
Signal Interlocking Shop of the NSW Government Railways

Place
Redfern, Sydney

Date
1906

Size
H: 2375 mm W: 360 mm L: 6200 mm

Materials
Timber, metal

Acquisition
Gift of State Rail Authority of NSW, 1982. B2450

What is it?
The indicator board stood for 76 years on the main assembly platform of Sydney Terminal Station (Central Station) displaying departure times, platform numbers and stopping patterns.

How was it made?
The board was built in 1906 at the Signal Interlocking Workshop of the NSW Railways in Redfern, Sydney, and is made of timber and metal. It comprises 22 vertical panels, each with slats for station names, a clock and a window for platform numbers. There is a main clock at the top of the indicator board. The board was removed from Central Station and replaced in 1982 by a new passenger display system using computer technology. It is now on display in the Museum, restored to its appearance of the late 1930s with its late Victorian decorative embellishments and a cream, chocolate and caramel colour scheme. The board is set to show an entire Sunday of departures in 1937 to allow the optimum number of panels and stations to be displayed.

How was it used?
The indicator board displayed departure times, platform numbers and station names at which trains would stop, and was a popular meeting place, especially during the First and Second World Wars. It was mechanically operated by station staff from ground level through a series of rods, gears, cranks and counterweights.

Why is it important?
The indicator board is an important part of the history of NSW Railways. It recalls the halcyon days of the NSW Railways when trains such as the Brisbane Limited, Melbourne Express and mortuary train to Rookwood were familiar sights, and is of sentimental value to thousands of residents of NSW and visitors. Technologically, the board is important as an ingenious locally designed system that would allow the efficient and effective display of timetabled information that could be both easily changed and readily understood by passengers.

Central Station indicator board in 1937.
Fact sheet — rickshaw

Object: Rickshaw (jinrikisha)
Designer: Unknown
Maker: Unknown
Place: Japan
Date: About 1880
Size: H: 135.0 cm W: 90.0 cm L: 215.0 cm
Materials: Timber, metal, lacquerware, fabric
Acquisition: Purchased 1892. H626

What is it?
This jinrikisha or rickshaw, built about 1880 in Japan, is a light, two-wheeled cart used as a taxi-like form of transport drawn by a rickshaw runner. The term jinrikisha is Japanese, coming from ‘jin’ meaning man plus ‘riki’ meaning power plus ‘sha’ meaning vehicle. Later this was shortened to the colloquial term ‘rickshaw’.

How was it made?
We know the rickshaw was in use in Japan in the late 1860s, but the inventor is unknown. The Museum’s rickshaw has two shafts and a doorless, chairlike body, mounted on springs with a collapsible hood covered in oilskin. The chair back, sides and shafts are of black lacquerware over timber. Steel is used in the lower edges of the seating compartment to give greater support and for the tyres and axles which join the wheels. The wheels have timber hubs with brass hub bands. The seat squab, arm rests and topside of the seat cushion are upholstered in black leather, while a blue and white striped cotton fabric is used for the seat and seat cushion. Underneath the seat there is a storage compartment.

How was it used?
The rickshaw was instantly popular and became the chief form of public transport in Japan, with 210,000 vehicles used daily in 1896. It was also exported overseas from 1873, mainly to China and Southeast Asia. The life of a rickshaw runner was hard and often the vehicle he pulled was where he ate, slept and kept his few possessions (in the compartment under the seat). As new methods of transport were developed in Japan including buses and automobiles, the demand for rickshaws gradually declined and by the 1930s only a handful remained. They have now virtually disappeared as a form of public transport.

Why is it important?
The rickshaw created a huge impact throughout the East as a convenient, mobile and speedy form of personal transport. Very few rickshaws remain in existence, with the Museum’s example a rare survivor.
Further reading and resources

**On the move: a history of transport in Australia**
by Margaret Simpson

This richly illustrated book explores the fascinating stories behind the many forms of transport and travel in Australia from basic bullock drays to the high-tech vehicles of the 21st century. Drawing on the Powerhouse Museum’s significant transport collection, *On the move* gives a unique insight into how different modes of transport were adapted to meet the challenges of distance and isolation across this vast continent. Find out how Afghan cameleers maintained their packsaddles to stop saddle sores, how Holden cars cornered the market, how Australian aviators conquered the skies, and why riding in a Cobb & Co coach could make you feel seasick. This book is a must for anyone wanting to see transport history really come to life.

Recommended for transport enthusiasts and anyone interested in Australian social history, innovation and design. This book is also an invaluable resource for upper primary and secondary students of Australian history, design and technology.

Available from the Powerhouse Museum Shop for $35.95 or by mail order from Powerhouse Publishing on (02) 9217 0129 or www.powerhousemuseum.com/publications

Search the Powerhouse Museum collection online

Many of the objects your students will see in the *Transport* exhibition can now be found in our online collection database, which contains over 63,000 objects from 1880 to the present day with everything from steam engines to fine glassware, postage stamps and robot dogs. This interactive database includes thousands of images and information about the Museum’s collection, much of it made available for the first time. Search the database at www.powerhousemuseum.com/collection/database/

For more information on the exhibition
*Transport*, visit the Powerhouse Museum’s website

For more information about education support or your booking, contact Bookings at the Powerhouse Museum:
Telephone — (02) 9217 0222
Fax — (02) 9217 0622
Email — edserv@phm.gov.au

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