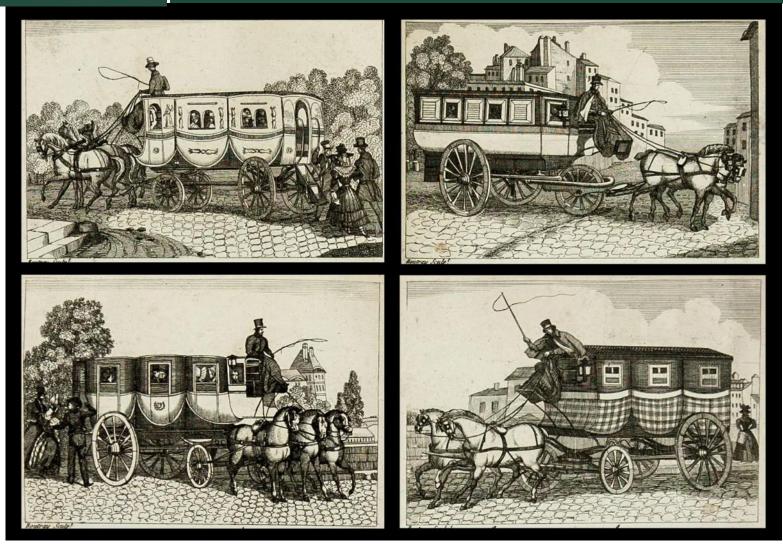
The Times

July 2023

AUSTRALIAN TIMETABLE A journal of transport timetable history and analysis





Inside: Throssell St When Public Transport came to Paris Obituaries for famous timetable collectors

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The Times

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Letter to the Editor from IAN MANNING

Geoff: Your article on the Bacchus Marsh roadsides raised an irrelevant memory. On my first trip to Ballarat in the mid 1950s I found myself sitting opposite a slightly younger boy who, like me, came from a typical chook-keeping Melbourne suburb. When the train stopped at Melton, he immediately identified the two stacks of bagged grain on the other side of the goods siding - one was obviously for wheat and the other for pellets.

Cheers, Ian Manning

Throssell Street: The terminus that never appeared in a timetable.

DAVID WHITEFORD



Opening Collie Line.

On Friday, July 1,

The **Collie Branch Line** will be opened for conveyance of **passengers** and goods, the undermentioned time table will be brought into operation. The line will be worked under the Staff and Ticket System, the section being Brunswick Junction—Coalville.

Distance from Brunswick, Junction.		STATIONS.	Tues. Thurs. Sat. 2B	Dist fro Conl		STATIONS.	Tues. Thurs. Sat. 1B
M	c		Mixed.	м	c	•	Mixed.
		Bunbury dep	u.m. 11 30			Coalville dep	p.m. 3 45
		Picton Junction "	11 50	11	68	Collie Coal Siding "	a
		Waterloo "	a	25	8	Brunswick Junct arr	5 25
		Collie Siding "				" " dep	5 45
		Collie "	a			Collie "	
		Brunswick Junct arr	1 0			Collie Siding "	a
		" " " dep	1 30		1	Waterloo ;,	a
13	20	Collie Coal Siding "	a	·		Picton Junction "	6 25
25	8	Coalville arr	3 10			Bunbury arr	6 35

No. 2 **B** runs attached to No. 10 Goods, Bunbury to Branswick Junction. A telephone will be connected at Coalville.

Coalville will be opened as a Booking Station for both Goods and Passenger Traffic.

HE TOWNSITE OF COLLIE is located 202 km south-south east of Perth. and about 54 km east of Bunbury. It is situated on the Collie River, after which it is named (it being named for Alexander Collie who explored the area). Coal was discovered by George March, a shepherd, in the early 1880s. The coalfields were developed in the late 1890s, and land set aside for a townsite. The name Collie was generally used from the beginning, and, when the townsite was gazetted in December 1897, it was named Collie. However, the selection of the name was immediately a problem, because there was already a railway station on the Perth – Bunbury line near Brunswick, named Collie. Collie townsite was therefore renamed Colliefields in January 1898. The **Colliefields Progress Committee** immediately protested at this decision, and, after further consideration, the Collie railway station was renamed Roelands, and Colliefields townsite renamed Collie in 1899.

Fig 1 [left]: Weekly notice 47, 1903, page 16. However, when the

Government railway was opened on 1 July 1898, the terminus was called Coalville. You can see Collie and Collie Siding noted on the main line in the initial timetable on page 3. Collie Coal Siding was later the first Fernbrook siding. Why the railway station was known as Coalville and not Colliefields is not known, but it was renamed Colliefields from 1 October 1898 and Collie from 1 December 1899, which was also when the original Collie was named Roelands.

To serve the expanding coal mining area, the Collie-Cardiff branch, running south of Collie, was opened to goods traffic only on 2 November 1903.

Fig 2 [Below left top]: Collie-Cardiff branch .

From the opening of the Collie to Collie-Cardiff railway to passengers, Throssell Street, or 136mile 74ch, was the Collie terminus for passengers – they were not allowed to travel between Collie station and the Throssell Street stop. But, although it is mentioned in notes appended to timetables, Throssell Street never appeared in the actual timetables.

Passengers were carried on the line from 3 May 1904, but only in a brake-

Fig 3

Fig 4

Collie-Cardiff Branch from Collie. Fig 2

This branch was taken over by the Traffic Department and opened for **Goods Traffic only** from Monday, 2nd November, 1903.

The stopping places, which are unattended sidings, are situated as under, and platform and siding conditions are to apply to all goods sent to these places :--

63.8	ulle.	2	Distance from Fremantle.	
<u>s</u>	Wallsend	 	 137 miles.	V
	Old Proprietary	 	 137 "	• • • •
	Collie Burn	 	 140 ',,	
	Cardiff	 	 143 ,,	

Ordinary Classification Rates will apply, and one mile extra is to be added for shunting to sidings.-C.T.M., 14052/1903.

Collie-Cardiff Train Service.

Since Tuesday, May 3,

A brake-coach is attached to Nos. 1, 3, 10, and 14 (when running), Collie-Cardiff trains.

Passengers will be conveyed between Collie, at the Eastern end of Throssell-street. Mileage 136.74, and Cardiff, but under no circumstances must they be permitted to travel between Collie Station and the mileage mentioned.

Trains stop, if required, at Collie-Burn.

Ordinary mileage fares to be charged, but no season tickets will be issued.-C.T.M., 9892/1904.

Collie-Collie Cardiff Branch.

Commencing Monday, June 20,

No. 19, Goods, Brunswick Junction-Collie, to be accelerated to reach Collie at 6.50 a.m.

No. 1, Goods, Collie-Collie Cardiff, to leave at 7 a.m., Cardiff arr. 7.40, returning as No. 10.; Cardiff dep. 8.0, Collie arr. 8.40.

No. 3, Goods, Collie-Collie Cardiff, to leave at 4 p.m., Cardiff arr. 4:40, returning as No. 14, Cardiff dep. 5, Collie arr. 5:40. coach attached to the two timetabled goods trains in each direction. Collie-Burn and Collie-Cardiff were the only passenger stops on the branch. That date marked the "opening" of Throssell Street as a passenger terminus. Note that there was a risk of not being able to travel! Throssell Street is now the main through road, coming in to Collie from Bunbury to the west, and leaving in the East to Darkan, as the "Coalfields Highway". While Collie's present main retail area is on the other side of the railway line, Throssell Street remains an important business thoroughfare.

Fig 3 [Below left middle]: Weekly notice 20, 1904, page 7.

A goods timetable was not provided in the Weekly Notices for 1903, but the mid-1904 amendment [below] gives the times of the above numbers 1,3, 10, and 14 being convenient for day journeys along the line or to Collie.

Fig 4 [Below left bottom]: Weekly notice 35, 1904, page 4.



Throssell St and Collie Rail Yesterday and Today

As of 19 November 1904, a timetabled Mixed train was introduced on alternate Saturdays only and this appears to have introduced train running from Collie platform onto the branch. This train would have coincided with the miners' Pay Saturday.

Fig 5 [Below left upper]: Weekly notice 47, 1904, page 413.

However, this notice was misleading, because the very next Notice contained an amended version. Fig 6 [below left, lower]: Weekly notice 48, 1904, page 429.

The only intermediate stopping place was Collie-Burn.

Finally, from 11 March 1905, Cardiff line passengers could use the main Collie station platform and the Throssell Street 'station' was closed.

Fig 7 [Right]: Weekly notice 12, 1905, page 251.

The Collie map [below] was printed in January 1901 and carried amendments until September 1902. Although not

shown as crossing the branch railway, a level crossing has been provided for a long time.

Fig 8 [Page 7]: SROWA Cons5698 item 0381 Collie Sheet 4 [Tally No. 504028].

Passenger services on the branch were never much more than a number of mixed and goods trains with car attached through the week. Road bus services to Collie commenced in the 1940s, but never went to Collie Cardiff. Even in 1951, there were still

Collie-Cardiff Service. Since Saturday, March 11, Mixed trains convey passengers through to and from Collie.

Fig 7

Collie-Cardiff Branch. Fig 5commencing Saturday, November 19, and each alternate Saturday thereafter, the following trains will run between Collie and Collie-Cardiff :--

STATIONS.				STATIONS. No. 9, Mixed.				STATIONS.						
Collie				dep.	Р. 8	м. 0	Collie-Cardiff				dep.	р.м. 8 б0		
Collie-Cardiff				arr.	8	40	Collie				arr.	980		

No. 9 stops at intermediate stopping places for passengers, but must not shunt en route.

Station-master, Collie, to submit particulars of tickets issued and revenue received by No. 9.-C.T.M., 9892/1904.

Fig 6

Collie-Cardiff Branch.

Commencing Saturday, November 19, and each alternate Saturday thereafter, the following trains will run between Collie and Collie-Cardiff :----

	STATIONS.					No Mi	. 9, xed,	S		No. 12, Goods.		
						P	м. '					P.M.
Collie					dep.	8	0	Collie-Cardiff	 		dep.	8 50
Collie-C	ardiff				arr.	8	40	Collie	 		arr.	9 80

No. 9 stops at intermediate stopping places for passengers, but must not shunt en route.

Station-master, Collie, to submit particulars of tickets issued and revenue received; also total number of passengers travelling by No. 9.

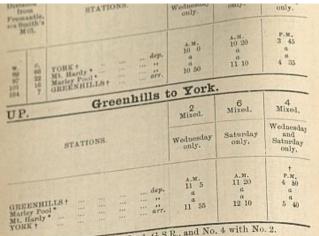
Passengers to be picked up at Throssell Street, Collie, but on no account must they be permitted to travel between Collie and Throssell Street. Mileage, 186.74.—C.T.M., 9892/1904.



Collie Map

"Goods with Car Attached" trains on the branch, but there was also one passenger train from Collie at 11.30pm on alternate Fridays, returning from Collie Cardiff at 12.01am on Pay Saturday.

The Collie Cardiff branch was extended to the Western Number 2 mine, opening on 6 May 1953. A short stub branch opened in 1979 to the Delta loading siding. Both loading sites are now dis-used and no trains have passed Throssell Street for many years although the rail is still there.



Nos. 1 and 5 connect with No. 1, G.S.R., and No. 4 with No. 2, Nos. 1 and 5 connect with No. 1, 0.5.16., and No. 4 with No. 2. + In the event of any traffic being left, in order to maintain connection with No. 2 on Saturdays, Station-master, York, to advise "Transport" so that arrangements may be made to clear.

IE-COLLIE CARDIFF BRANCH.

Distance from	STATIONS.	1.45	1 Goods,	Goods.
Fremantle.	COLLIE t	dep.	A.M. 7 0 Conditional	Р.н. 4 0
n. C. 135 6 136 49 157 9 139 68 142 53	Wallsend Old Proprietary Collie-Burn COL1.IE-CARDIFF +	ii arr.	Mondays, 7 40	4 4

<u>UP.</u>		STA	TIO	NS.			10 Gooda,	14 Gooda,
COLLIE-CARDI	(FF +*				 	dep.	A.M. 8 0 Conditional ou	Р.Н. 5 0
Collie-Burn Old Proprietary Wallsend * COLLIE †	* .		···· ···	 	 	arr.	Mondays, 8 40	5 40

A brake-moach is attached to Nos. 1, 3, 10, and 14 (when running)

Collie-Cardin trains. Passengers will be conveyed between Collie, at the Eastern end of Throssell Street, Mileage 136.74, and Cardiff, but under no circumstances must they be permitted to travel between Collie Station and the mileage mentioned. Trains stop, if required, at Collie-Burn.

Ordinary mileage fares to be charged, but no season tickets will be issued.

be confined the standing in the siding, and it is necessary to place haded vans are standing in the siding, and it is necessary to place emplies in before the former are lifted, the emplies must be placed while the loaded to allow of the latter being picked up in one shunt. Net 21, 23, and 27 are the most suitable trains to shunt this siding. Net commenter, Geraldton, to arrange accordingly.

detailed to shunt at these stockyards when the work can be performed by the local service or Geraldton shunting engine.

POSTAL LETTERS FROM UNATTENDED SIDINGS.

No. 1 on Monday and Thursday, and Nos. 2 on Tuesday and Friday, will stop at any unattended platform or siding between friday d Cue for the purpose of receiving loose postal letters or dealdton and Dags from settlers and others, such letters to be dealt rate mail bags the loose letter bags.

THEOUGH PASSENGERS ON No. 14.

Station-master, Yalgoo, to wire Geraldton number of through pas-sungers on No. 14, so that extra accommodation may be attached to yo. 26 at Geraldton when necessary.

SHUNTING OF DAY DAWN.

In order to avoid excessive delays to through trains the following manufaments for shunting Day Dawn, when required, are to be strictly

greated. Engine leaves Cue 5:20 p.m., returning 6:7 p.m. for adhered to.

Tuesdays manners for the second train is running, engine and men to do Tuesdays.--If Firewood train is running, engine and men to do newsary shunting. If not running, an engine to leave Cue 5:30 a.m. Wednesday. returning 6:30 a.m.

- flarsdays and Saturdays.-Engine leaves Cue 5.30 a.m., returning
- (3) a.m. Firewood trains shunt; if not running, engine to leave returning 6:30 a.m. st 690 a.m. Cos at 5'30 a.m. returning 6'30 a.m.

station-masters Cue and Day Dawn to arrange.

Fig 8

Public Transportation comes to Paris PARIS, CHEZ GODET, [1828?].

EILLUSTRATED brochure announcing the introduction of mass public transport to Paris, the second city to adopt the 'omnibus' after its invention in Nantes by Stanislas Baudry in 1826. As the present work makes it clear, however, the original purpose of such carriages was hardly to transport workers to and from their jobs, but rather to make sightseeing day-trips and everyday voyages from one neighborhood to the next both accessible and affordable to middle-class Parisians.

Evidently intended as a promotional brochure, and presumably published at Baudry's behest, the present work announces the introduction of 'new carriages from 25 centimes per station, now operating in Paris'. Four different types of public transport carriage are described: first the newly-established Omnibus (which fits at least a dozen passengers, judging by the illustration), followed by the Batignolaise, the Dame Blanche (a large vehicle distinguished by its white color and elegant trim), the Favorite, the Diligente, the Tricycle, the Béarnaise, the Écossais (with its distinctive Tartan lining), and the Caroline. Four of these (the Omnibus, the Dame Blanche, the Tricycle and the Écossais) are illustrated with fine engravings depicting the vehicle in action on the cobbled streets of Paris. The brochure offers timetables and station stops for the carriages, each of which evidently ran a different route through the city. All advertised fares begin at 25 centimes, more than affordable to the average bourgeois in the first quarter of the 19th century.

For the passenger wishing for a more private ride, the second brochure in the present work provides details of personal carriages for hire, much the same as modern day taxis. A list of passengers' and drivers' rights is given (rates vary depending on time of day; coachmen are prohibited from riding their horses too vigorously; each station is attended by an 'inspecteur permanent'; fares must be paid in advance for conveyance to spectacles, balls, and public amusements; etc.). Sample rates from popular destinations are given: taking a Courageux from Rue J. J. Rousseau to Belleville will cost just 40 centimes, while a standard Cabriolet in the city centre charges 60 centimes for the first 15 minutes of its hire, 2.5 centimes for every minute thereafter.

The omnibus – expressly designed to carry a large number of passengers in a municipal setting, with frequent stops - was pioneered and introduced by Stanislas Baudry in Nantes in 1826. His idea of a highly-organized public transportation system quickly proved successful, and some 2.5 million passengers were estimated to have ridden his omnibuses during the first 6 months of their operation in Paris. The first British omnibus commenced its route in July, 1829, and the vehicle reached New York the same year. The present work was probably issued by an operator of Baudry's own company, or by one of the numerous rival companies which quickly arose to take advantage of this new demand.

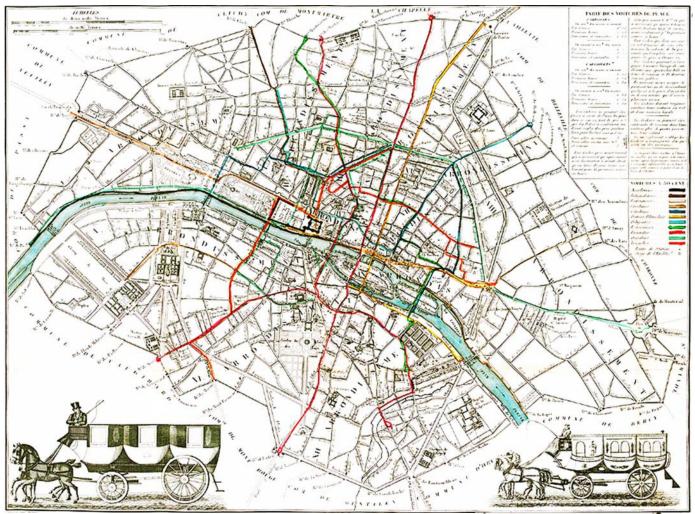
Catalogue listing: [TITLE LABEL:] Nouvelles Voitures dites Omnibus. [DROP TITLE:] Nouvelles Voitures a 25 Centimes par Station, qui circulent dans Paris. 51 x 24.5 cm, folded brochure, with 4 engravings of carriage models in use. [BOUND WITH:] Tarif des Nouvelles et Anciennes Voitures. Folded brochure, *34.5 x 19 cm. Bound in contemporary* (original?) grey card covers with manuscript title label on cover. Only one U.S. copy located (at the Met). * cf. Manuel de l'amateur d'estampes, p. 498 (under Boutray) Price: \$3.850.00.

Illustrations of the obverse and reverse of this brochure appear on our page 12.

The left-most column of the Obverse contains a listing of 17 routes,

translated as follows:

- From Gros-Gallou for Place de la Monnaie, via the Esplanade des Invalides, Rue St Dominique, Quai d'Orsay, de Voltaire, Malaquais;
- From Cul-de-Sac Conti near La Monnaie, to the Jardin du Roi via Quai de la Vallee and Quai St Bernard;
- From Cul-de-Sac Conti to Porte St. Martin, via Pont-Neuf, Place du Louvre, Rue du Coq, Rue des Petits, Place des Victoirea, Rue des Fosses Montmartre, Rue Bourbon Villeneuve, Boulevard Saint Denis, to Porte St Martin;
- 4. From Madeleine in Passy, by Place Louis XV and the Champs -Elysees;
- 5. From Carrousel to Roule, via Rue and Faubourg St Honore;
- 6. From the same Point to Passy, via the Champs Elysees;
- From the same Point to Place de la Bastille, via the Quays, Place de Grene, and Rue St Antoine:
- 8. From the same Point to Rue Bleue Faubourg Montmartre, via Rue Richelieu, Rue Bergere, Rue Cadet, and Rue Bleue;
- 9. From the same Point to the Rue de l'Est near Luxembourg, not the Quays, the Pont-Neuf, the Rue Guenegand, thence Mazarine, St German de Pres, de l'Odeon, de Vangirad, and that of the East;
- 10. From the same Point to the Barrière de Vaugirard, via Pont Royal, Rue du Bac and Rue de Searer;
- From Boulevard St Denis near Port St Martin to La Villette, via Rue de Faubourg St Martin;
- 12. From the same Point to the Madeleine, by the Boulevards;
- 13. From the same Point to Place de la Bastille, via the Boulevards;
- 14. From Place de la Bastille to Berey, via Rue Contrescarpe and Rue de Bercy;
- 15. From the same point to the Barrière du Trone, via Rue de Faubourg St Antoine;
- From the same point to Barrière de Charenton, via Rue de Charenton;
- 17. From Place St Sulpice to Rue



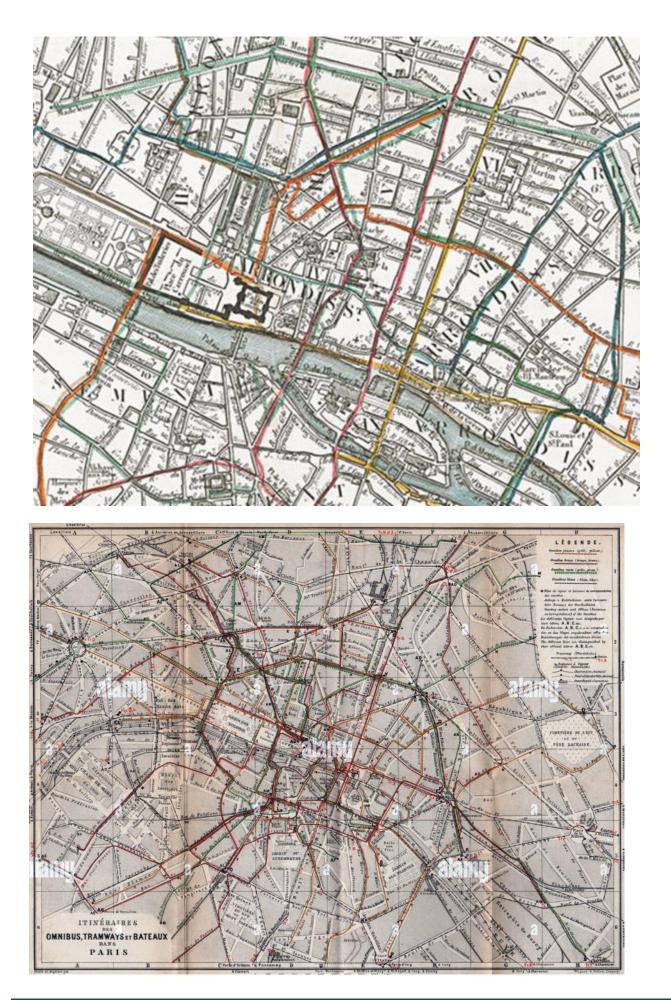
Bleue Faubourg Montmartre.

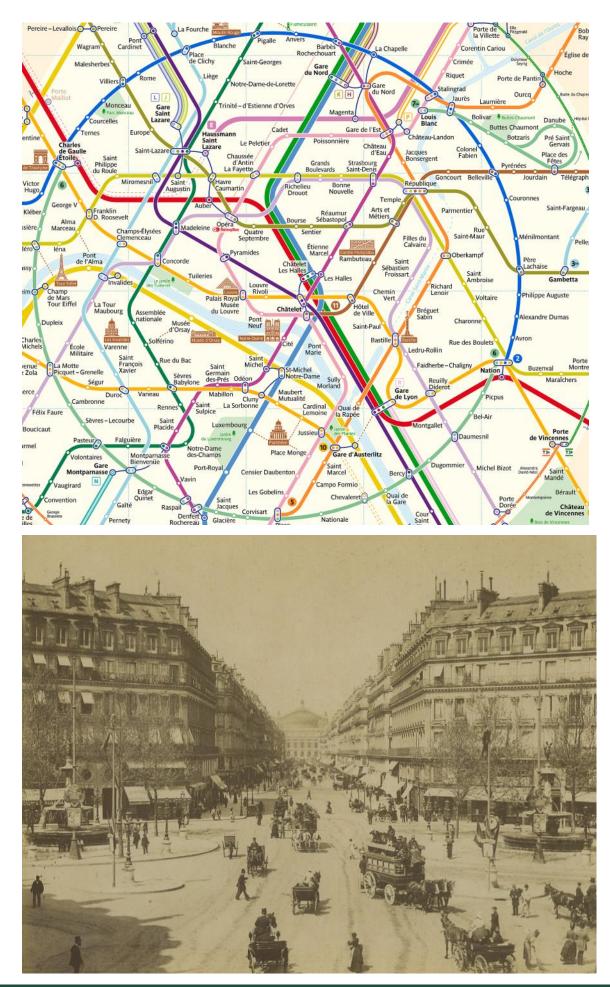
Above is an 1830 map of Paris which shows many of these routes, with a enlarged colour-coded key at far right. On page 10 (top), there is an enlargement of the central portion of this map; The bottom map on page 10 is from 1898 and shows not only the horse bus routes, but also tram and rail routes (?). The map on page 11 shows the modern central Paris transit network.

Page 16 has further images illustrating Paris and French Public Transport in the 19th Century.











NOUVELLES VOITURES A 25 . PAR STATION qui circulent dans PARIS. Nour parlerene d'aberd des presueres qui art

ont été établica 9 . DES OMNIBUS The sur son passage près la flue du Bac, au bout du Pont Royal .

- The true stan parsing previous for the du Bac, and board du Fond. Regul.
 Pister the force state power la Haw de la Monaie, par l'Explanable decommendation. But Statement du Const. do Statement Matematica.
 Ha the Valid de la Constance Statement du Constance Statement. Matematica.
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- 84
- la Rui X Statione. Du miene Point et la Rue Neue Fanhourg Mentmarter, par la Rue Richelen, la Rue Bergere, la Rue Lidol, et la Rue Blaue. Du miene Point et la Rue de Ekst per le Lancenbourg, par les Quais, le Point-Sengi, la Rue (soningand, celler Maurice, M'German des Peirs, de Wideon, de Sugarant, et colle de Est. Du miene Point à la Barriere de Fangurard, par le Point Reyad Ja Rue du
- Bac, et de Seorer. Du Boulevard S^t Denis prèr la Porte S^t Martin, à la Villette, par la Ruie

SERVICE REGLE DES BATIGNOLAISES

Californess In advantation of the Internet of front to trappe or word means doe batteries that the the Internet of front to trappe or word means doe batteries for the other barrens of the advance of the doe of the price Is that hered. Therewere out inductors proved Sub-presenting por them 5 Monters, Theories Inter Mahon, Chancerie & Isain, et have Order, 21 Monters, Barten Mahon, Tet Mahon, Chancerie & Isain, et have Order, 21 Monters, Barten Sub-

A PARIS Ches GODET Cash Follows Nº 21 his



DES DAMES BLANCHES

Le Bureau principal est Cul-de Sar de la Planchette Porte Saint-Martin. Cer Fritures ne font jurgu à present que le trajecte la Porte S'Martin à la Nadelene et lettour et celui de la Parte S'Martin à la Place de la Bustille et Retaur De la Porte S'Martin à la Place S'Marte

ITINERAIRE DES FAVORITES

<section-header><text><text><text><text><text>

On treme les Faverites à la Place Dauphine dans la Cour de la S⁶Chapelle na Palais de Justice à la Chapelle nu Faulé S⁶Denis, à la Barrare d'Italie, na Parnis S Eustache, et nu coun de la Rue Nontaigne près les ChamperRipries.

LES DILIGENTES

Du Marché S¹, Jean a la Rue S¹, Lazare . Par la Rue de la Chanassie d'Antin, Narché et Rue S¹, Honore, Alace du Palai Royal, Rues S¹, Donie, des Lombards de la Verereie, et Reteur .



TRICYCLES ou VOITURES & TROIS BOUES

Bantes ou FOIL DES A TROIS ROLES Bantes que parsourie ces dites Voltares De la Place da Victores à la Place de la Batella, por la Ban Cresis-dor-Pate Change, Seig el Bureau Centra, Jor Bane Cogniliere, el Fancena, Fapetanes, Manarced, aux Uner Corniel S Lascre, Michel el Conto, des Pathol Rais de Terle, du Parc Band, du channes, de Paradorde France Pathol Rais Royale, et Rui Vistanes. De la Place de Falais Royal, le Universit de Inaddes par la Ban Undergrand la Place de Palais Royal, le Carroneel, le Pant Boyal, les Paux du Bas, et de

Sures. De la Para des Fectoires au Carreginar de la Croix Rouge, Barde Serves Seg-par la Rous Croix des Petits Champs, St. Univers de Cabro Socie Port-Sing le Quai. Conti des Rous de Sance de Barge, et du Pare. Le Sorie est rejel de manière que toutes les des minutes un Festure part par change destination. Le Para June Station à Castro pour ou diffé-entes Federacion de 35 ^{Contom}.

Cue l'adures une fois arravées à leur destination revisanent par la même Boute

LES BEARNAISES

LES DEARCAIDES Celvidiares fond un Service regulare dans di giore des Omnibus. Elle parcament pare 25 ^{contests} di le Hare de Liberere da Parce Santo silipica par la lue Sorre dans der Richers la Parce de Richers (a hars) com de Arthe Compete dans de la Parce da Lance, le quas de Liber, le Das Cogi les hars Dauphan, de Barry, N° de Sone, et da Part Barrhere, le Teherser consolenta par la minier Rate. Les Penesans par evalente la sanore de Parte Janues Harvier, la Nove ingeneral es pine sorrers aux Barranes Rate de Barrane, Ina. Nove Barrane der Richerer, N° 34, et Place S' Sulpice N'D. Cher, R' hard Lannador.



ITINERAIRE DES ECOSSAISES

Ces Voitares es bornent au Service d'une seule Light Elle parament pou 35 (¹⁰⁰⁰) es harda Labé Botharte, Totharte, 37 Statcha, Barbon Ellenore, de Gree, J. Honi, aux drav. Martha, Gernier J. Laare, Mohel le Gonte, J^R Inege, J^R Crai, de la Berlannere Nille-de Trough J. Materia, de Jouge La Service J. Martha, des la Construction Tamadel, Rue de Pascie S Bernard, junge à Celle de Forcio. Sant-Histor, a Borne

Danning, and the Parties someonic paper does not been been weeken weeken. Alternative constants facilities are Public sure toute la Espace la magneta estimative communication la parana de la chartera esta dubia de autoritativa communicational la parana autornadianese où la papara ar e malte a confetti estimative communicative arte ara esti art. Rue da Esubareza Instituctuative ara esti art. Rue Mantanetto Y HA Gali Marrie Rue Stancia VIII Gali Marrie Rue Stancia esti de la Reiner Cali Manumerel Mar Stancia VIII Gali Marrie Rue Stancia de la Reintonnessi II St. Cali Cambal. Rue St. Katasan an com de colle de Jane, Cali Combal. Rue St. Katasan anom de colle de Jane, Cali Combal. Rue St. Katasan acom de colle de Jane, Cali Combal. Rue St. Katasan acom de colle de Jane, St. Cali, La Rein, Cali de Ruelan-soure Rue St. Rictor au com de colle de Jane, St. Cali, Cali Combal. Rue St. Rictor au com de colle de Chara St. Cali Candon, Stancia Neu St. Rictor au com de colle de Davies St. Cali Candon, Stancia Neu St. Rictor au com de colle de Davies St. Cali Candon, Calina -Stancia Calina Stancia Calina St. Cali Calina (Calina (Li Calina -Stancia Calina St. Calina Stancia (Calina (Li Calina -Stancia Calina Stancia).

LES CAROLINES

LES CAROLINES Intersion des leutes que parceurent es dires fointeses. Re la Parce du Louver per la Ban de la Balachéque à la Barrine de Hand, par la bane du la 18 Houre, de J. Mane, J. Scans, de harrine de Hand, par la bane du la 18 Houre, de la Nate Papet per la Gelle de Levile Mér-tanya, De Parce du Louver, le fait des Taderes de Tont Royal de (un l'Oraye, et l'Explanado du Interior de la Nate Papet per la Gelle de Levile Mér-tanya, De Parce du Louver, le fait des Taderes de Tont Royal de (un l'Oraye, et l'Explanado du Interior de l'augurant, per la Tent Louis, OII, he bane de Banano, Esta a la Barrier de Kangenant, per la Tent Louis, OII, he bane de Banano, Esta du Romero, de Mannacett, de Border, S. Channe, Mellamante, de Banano, Esta du Romero, de Mannacet, de Carolina, Da Carolo, S. Banere, J. Nazar, de Band, de Campiane, Dae Tontano, la Bane des Gaparino, Lamanto, Heirier, M. Perez, de Correction, de Charten De la Ande du Holdel, XY), aux Instrument Naremane et de Gordenge fais Bandones J. Stanis, du Leviller, Karrier, Kaher, de Tonnana, S. Naviat, de Lavador, et du Rocker.

aner en panoneg 5: como, da renne conver anner se renner de l'enterne de l'Arcade, et du Bacher. De la Rue St. Lavare: N 24 à Chaillet, par les Ruce St. Lavare, la Féptimere A Angendime, du Champe Dyrece.

TARIF DES NOUVELLES ET ANCIENNES VOITURES BERLINES DU DELTA Des Gachets d'Abonnements seront deltarie par l'Administration le Prix est fixé à 1º 25 Cent par Gourse, et à 2º par Heure.

CITADINES

Ces Voitures rivalisent celles ci-tessus pour le Service de l'Interi	ieur et l'on fait des Compositions avantageuses pour l'éxtérieur.
CARROSSES ou FIACRES	CABRIOLETS
De 6 Heuresdu matin à minuit par Cource. 1 ⁶ 50° Première Heure	De ane à guinze Minuter 60 Pour chapter Minuter en sus De ô heures du matin à minut par course 16 25
Demonaut à 6 Heures du matin par Course	Premiere heure 1 50 Denxieme et suimantes 1 95
Promière Heure et suivantes 5 Jour iller à Bueire Pour y aller y rester une heure et revenir. 6	De minut à 6 heures du matin par course 1 75 Pour chaque heure 22 50 Pour aller à Bioétre
Four y aller y rester me have et revenir	Pour y aller y rester une heure et revenir

Les Contres autoint interctor à toute requirant d'est nume nume progra son out qui pri des leurs Explores Les Contres donnet interctor à toute requirant d'est nume nume progra son out qui pri des leurs Explores Les Contres donnet integrises conductes leurs charges autoint d'anne manière legisle, il leur est exposit à aller moderiment dans les descentes et au detour des Rues, il leur est éxpressément définitu de numence leurs biennas, ou de les faire galliper Tout (volter qui replusent de marcher à l'heure qui experso des prix excelute le teur) en qui controlement de les faire galliper manière qui replusent de marcher à l'heure qui experso des prix excelute le teur) en qui controlements en quelque manière qui replusent des Rues, il leur est éxpressément définitu de numence leurs biennas, ou de les faire galliper teur controlement in reglement 2. Jean suivant les circonnetances mis à l'est rayé des controles des chers, eu traduit demant les tribunaux. Il y a cur chaque Place de Actationnement un Inspecteur permanent chargé d'y maintenir l'ordre d'assurer l'execution des Révelements d'éconter les plaintes du Public, et de donner à tous ceux qui en auraient benoin, des renseguements, sur les sour service de la Place. Ces Inspecchaus portent une margine destantive : Les Cochers ne pouvent être, forces à sorte de Purie, les prix dans ce cur se fiint de gré à gré . Les Cochers ne pouvent être, forces à sorte de Purie, les prix dans ce cur se fiint de gré à gré . Les Cochers ne pouvent être forces à sorte de reven dans leur l'intures plus de guatre personnes et un enfant . Anoun règlement n'ablige les Cochers à transporter des paquets on des animans:

VOITURES DES ENVIRONS DE PARIS

LES CITADINES De la Place de l'Hotel de Ville à Belleville, 25[°] ent et Retour Mem. De la Place de l'Eglise des Petids Péres près celle des Victures à Belleville, 25[°]. LES COMPLAISANTES LES COURAGEUSES De la Place du Caire Nº 36 à Belleville, 134. Rue J.J. Rouese a Belleville 10

LES PARISIENNES L'ESPÉRANCE Rue de Rohan Nº 6.pres le Carons Pour Versailles et Retour mêmes îleu que celles co-contre Rue de Rivoli Nº 1. Elles partent de 'a lleure en 'a H?" en Ele 8 en Hiver, toutes les H?" pour les suilles, Rotan

LES ACCÉLÉRÉES ET DILIGENTES Rue de Bohan Nº 2 . pour Saint Germain , Poissy, et Retour.

VOITURES REUNIES

Rue dos Possos S. Germain L'Aucerois Nº 26 pour 3' Germain et Retour, Naulty et Conchenve, flue Batme M. S. Fillemonhle Montfermeil, Gapty, an même Bursan LES CELERIFERES

Passage du Bois de Boulogne FS Saint Denis . Pour 3ª Denis 3? Leu , Tuverry, les loitures parlent tous les Jours deux foir glieures du matin et 4 II^{eu} du soir en lliver, à O^{bour} du matin et 5th du soir en l Gillards du matin, et 410° du sous en lloves, a O^{man}da matin act 55 du sous en Ele-Burenaux des différentes VOITURES pour les Environs de PARIS. Rue S¹⁹ Appaline N² II. Pour Lantin, Bondy, Levasy, Linny, Clichy, Fillemanhles, Montfermed, Courtry, et le Paut Dammartin, mêmes lleures que les précidentes. Place Dauphine N² 5. Pour Unas, Konthley, et les envirens. Rue Maxarine N² 56 Pour Appann, Linas, Monthley, Longjunion, Prasage Dauphine. Rue Corbed Lécomme Menney, Rue Mayarine N. 2000.

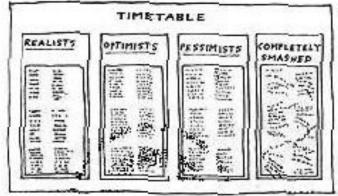
D'Autres Petites Voituves Stationnées près la Place Louis XII partent à tous momens pour les suilles S! Cloud, Senilly, S! Germain, et autres endroits voieins de ces floutes.

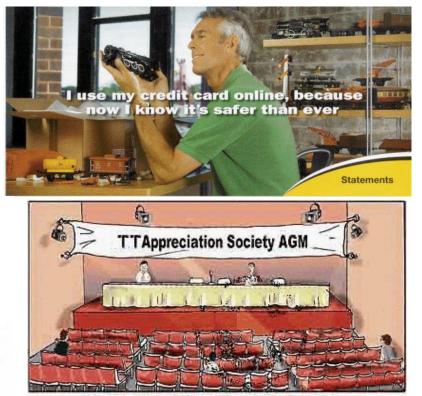
C. 12

Letter to the Editor

TERRY LE ROUX, A COLLEAGUE OF THE EDITOR has drawn the Editor's attention to the following curious obituaries on Spotify:. <u>Obituary of two timetable collectors</u> ...







" Firstly, I'd like to thank you all for coming "





AATTC

Australian Association of Time Table Collectors Inc. The Timetable Nutters

Freud on the interpretation of timetables

(Famous timetable collectors #1 of a series)

t is not generally recognised that Sigmund Freud, noted psychoanalyst and closet harmonica player was also one of the world's first timetable collectors and in fact founded the *Bavarische Institut für Horolalgesellschaft*- the Bavarian Timetable Institute.

Young Sigmund was born in 1856 in Freiberg, Moravia, now known as the Czech Republic. Always a sickly child, he became enraptured with Kursbuchs at an early age. In his later psychoanalytical stage, he attributed this fixation to being

struck on the head by a Baedecker carelessly thrown from the passing Simplon Orient Expres by Agatha Christie, who was researching one of her thrillers at the time. Freud's biographers have discounted this as a fable, not the least because of Christie's known preference for Cooks Continental Timetable over Baedecker- and because she hadn't been born when Freud was an infant. Other sceptics point out that the Orient Express did not commence running through Vienna until 1886, a fact Freud knew because he incorporated it into his family coat of arms (page 16).

But that's as maybe, in any event Sigmund pestered his parents from an early age for a copy of the Austrian equivalent of Ian Allan's ABC guide to locomotives and could be seen every evening after school hanging out with the other spotters at the end of No. 1 Bahnsteig at the local Hauptbanhoff. It was here, while filling in time between dampfloks, that Freud first spotted a wall-sheet timetable- and was immediately entranced. He said in later years that he was attracted by the orderly march of numbers and symbols across and down the page. It was typical of Freud's wellknown obsessive- nay even Aspergian- personality that tabular information would appeal to him. Sigmund's parents were soon rescuing him from the attentions of the local transit police after he was caught steaming one such timetable from its display board, using a pressure line he had hooked up to his favourite lok.- Die Wahnsinnige. Freud forever treasured this-his

first timetable—and even when near death's door at his home in Hampstead England would often take it out and fondle it

In his Gymnasium (grammar school) days, Freud was the butt of ridicule and many practical jokes by his fellow students, who regarded his obsession with collecting every edition of the Working Time Table as a symptom of sissiness, if not outright homosexuality. Freud was to deny it in his declining years, but his compatriot Carl Jung later voiced the opinion that

it was Freud's suppression of these unpleasant taunts-and not the classic primal scene—that lead Freud down a long and tortuous path towards the psychoanalysis of repressed memories as a driving force for the Id. Freud's doctoral thesis was particularly interesting in that he made his first use of these analytical techniques to examine the sublimation of his natural libidinous instincts towards

a fixation of the terminology and symbolism of the Bavarian State Railways Fahrplan. Here he developed his later notorious railway 'symbolic equivalences', such as trains in tunnels (timetables of tunnel lines were always his favourites-see the BLS WTT from his collection at right and our cover), the previously unguessed at unconscious meanings behind the term 'fly shunting' and the disturbing motives behind Bradshaw's selec-



Freud and his first wall-sheet timetable. They were both still well-preserved in the 1930s. He had cleverly steamed the timetable off the notice board at the Vienna Hauptbanhoff.

tion of symbols such as *, \bullet and \clubsuit in the compilation his timetable. He went on to give an explanation of the importance attached to the shape of the locomotive chimney top by railway enthusiasts- an assertion that so offended his fellow



timetable collectors that they expelled him from the club he had himself founded.

Eisenbahn

sehr innerste-

Yet, as might be expected, there are many enigmas nun about

Freud's

relationship to

Freud's self-designed Coat of Arms. Loosely based on that of one of his favourite railways—The Taff Vale—the inscription reads 'Die Eisenbahn Fahrplan vertritt die sehr innerste- Baue des unterbewußt'- roughly translated as 'timetables reveal the innermost workings of the unconscious' Freud described CUNRUA FU A CHYMRU A FYDD the Welsh inscription as 'untranslatable'. The 'Samovar' locomotive, which he described as a 'Stehlkesseltenderlok' came to him in one of fahrplan beririn his opium-induced dreams. The goat, another Welsh symbol, is reputed to refer to a incident in Freud's childhood, involving his Nanny.

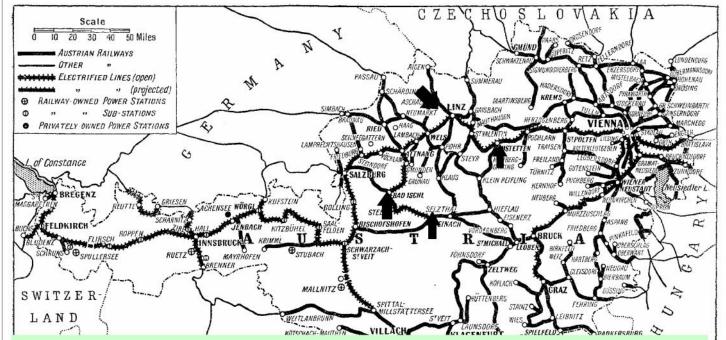
> neys. Other sources say that he harboured a morbid fear of railway trains. Although Freud's

timetable fixation was essentially a hobby, he was often timetables. According to able to put it to good use in real the Arizona Daily Wildcat life. The most notable example of On-line (Oh yes!- http:// this was the swashbuckling advenwildcat.arizona.edu/ ture he had with Sherlock Holmes papers/96/137/01_7.html) during the latter's consultation with Sigmund Freud never learned how Freud over his cocaine addiction. The to read a railway timetable and he story, recounted in Nicholas Meyer's was always accompanied on jour-The Seven-Percent Solution (Ballantine

Baue des unterbewuß

breakneck train chase across Austria to capture the notorious Baron Von Leinsdorf, who had kidnapped the lovely Nancy Osborne Slater. It was Freud's encyclopaedic knowledge of Austrian railway timetables and of its complex track work that enabled the pair's commandeered train to head off the Baron's own train via the Bad Ischl cut-off, and effect a rescue. It may have prevented an 1891 outbreak of World War Isomething for a timetable collector to crow about.

Books NY 1974), involved a



The Great Chase. Through his clever knowledge of timetables, Freud was able to direct Sherlock Holmes' purloined train south through Amstetten, Steinach and Bad Ischl (arrows) catching Baron Von Leinsdorf's own Vienna-Salzburg special (which had come by the congested Linz route to the north), just before the border at Salzburg. According to historians, the successful chase avoided an early outbreak of World War I.

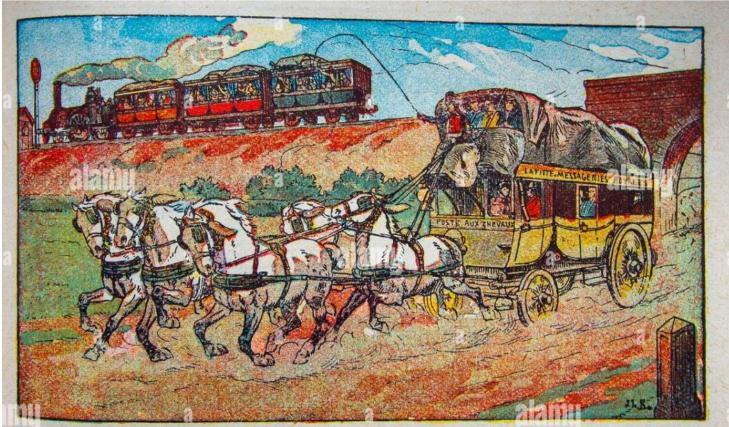


FIG. 79. — Il fallait 3 jours aux diligences pour aller de Paris à Lyon; les premiers chemins de fer y menaient en 12 heures.

