

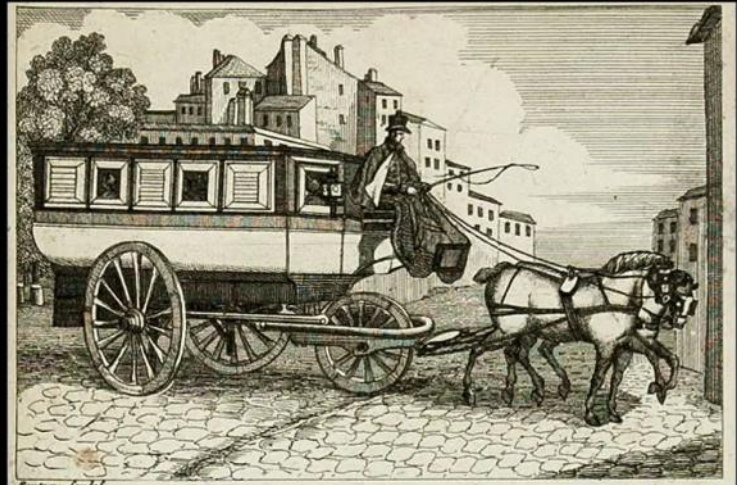
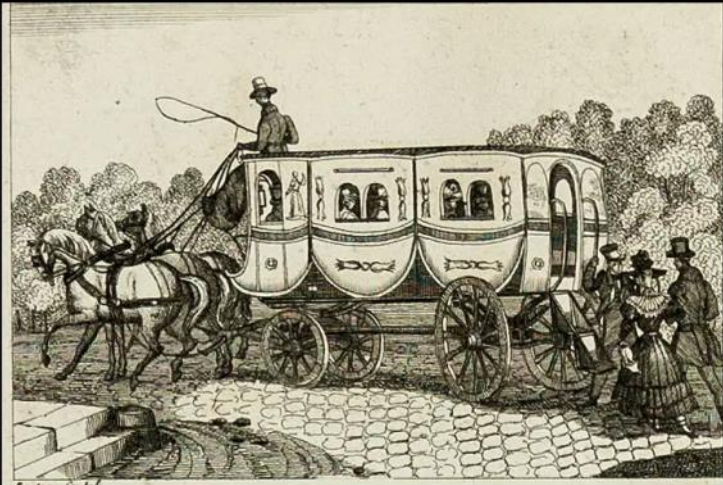


The Times

July 2023

AUSTRALIAN TIMETABLE
ASSOCIATION

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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Incl. GST

The Times

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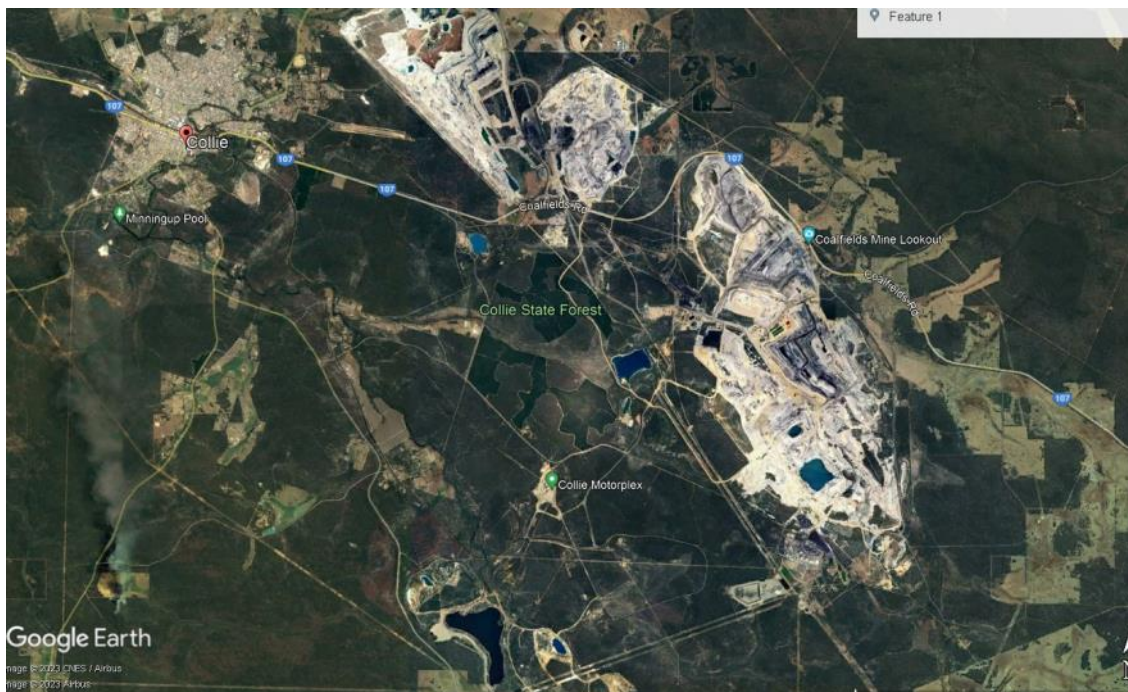
Letter to the Editor from **IAN MANNING**

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 Mixed.	Distance from Coalville.		STATIONS.	Tues. Thurs. Sat. 1B Mixed.
m	c			m	c		
...	...	Bunbury dep	a.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	...	...	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 Brunswick Junction.
 A telephone will be connected at Coalville.
 Coalville will be opened as a Booking Station for both Goods and Passenger Traffic.

Fig 1

THE 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-

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.

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:—

	Distance from Fremantle.
Wallsend	137 miles.
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. Fig 3

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.

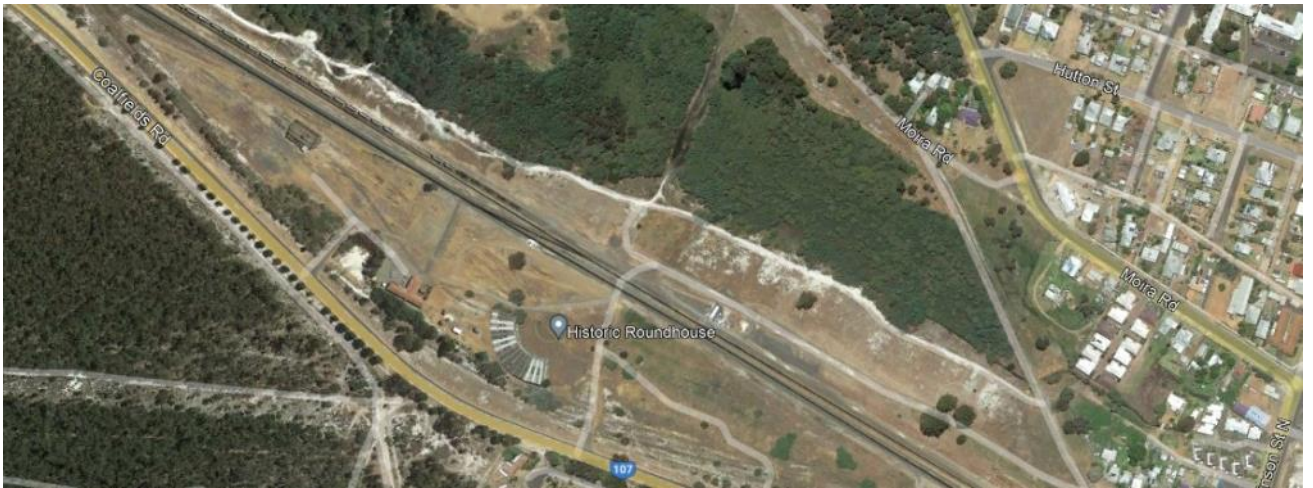
Collie-Collie Cardiff Branch. Fig 4

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.



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

STATIONS.	No. 9, Mixed.	STATIONS.	No. 12, Goods.
	P.M.		P.M.
Collie dep.	8 0	Collie-Cardiff dep.	8 50
Collie-Cardiff arr.	8 40	Collie arr.	9 30

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.

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

STATIONS.	No. 9, Mixed.	STATIONS.	No. 12, Goods.
	P.M.		P.M.
Collie dep.	8 0	Collie-Cardiff dep.	8 50
Collie-Cardiff arr.	8 40	Collie arr.	9 30

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, 136-74.—C.T.M., 9892/1904.

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

Fig 7



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.

Distance from Fremantle, via South's Mill.		STATIONS.		Wednesday only.	only.
W. 80	C. 66	YORK †	dep.	A.M. 10 0	A.M. 10 20
87	22	Mt. Hardy *	"	a	a
101	16	Marley Pool *	"	a	a
104	7	GREENHILLS †	arr.	10 50	11 10
					P.M. 3 45
					a
					a
					4 35

UP. Greenhills to York.

STATIONS.	2 Mixed.		6 Mixed.		4 Mixed.	
	Wednesday only.	Saturday only.	Wednesday only.	Saturday only.	Wednesday and Saturday only.	
GREENHILLS †	dep.	A.M. 11 5	A.M. 11 20	† P.M. 4 50		
Marley Pool *	"	a	a	a		
Mt. Hardy *	"	a	a	a		
YORK †	arr.	11 55	12 10	5 40		

Nos. 1 and 5 connect with No. 1, G.S.R., 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.

COLLIE-COLLIE CARDIFF BRANCH.

Distance from Fremantle.		STATIONS.		1 Goods.	3 Goods.
M. 136	C. 6	COLLIE †	dep.	A.M. 7 0	P.M. 4 0
136	49	Wallsend *	"	Conditional on Mondays.	
137	9	Old Proprietary *	"		
139	63	Collie-Burn *	"	7 40	4 40
142	53	COLLIE-CARDIFF †	arr.		

UP.

STATIONS.		10 Goods.	14 Goods.
COLLIE-CARDIFF †	dep.	A.M. 8 0	P.M. 5 0
Collie-Burn *	"	Conditional on Mondays.	
Wallsend *	"		
COLLIE †	arr.	8 40	5 40

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.

be confined to ... must be loaded vans are standing in the siding, and it is necessary to place empties in before the former are lifted, the empties must be placed behind the loaded to allow of the latter being picked up in one shunt. Nos. 21, 23, and 27 are the most suitable trains to shunt this siding. Station-master, Geraldton, to arrange accordingly.

Geraldton Stockyards Siding.—Through Mixed trains must not be detained to shunt at these stockyards when the work can be performed by the local service or Geraldton shunting engine.

POSTAL LETTERS FROM UNATTENDED SIDINGS, GERALDTON TO CUE.

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

THROUGH PASSENGERS ON No. 14.

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

SHUNTING OF DAY DAWN.

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

Mondays.—Engine leaves Cue 5.20 p.m., returning 6.7 p.m. for Tuesdays' train.

Tuesdays.—If Firewood train is running, engine and men to do necessary shunting. If not running, an engine to leave Cue 5.30 a.m. Wednesday, returning 6.30 a.m.

Thursdays and Saturdays.—Engine leaves Cue 5.30 a.m., returning at 6.30 a.m.

Fridays.—Firewood trains shunt; if not running, engine to leave Cue 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?].

EXTRÊMELY RARE ILLUSTRATED 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.

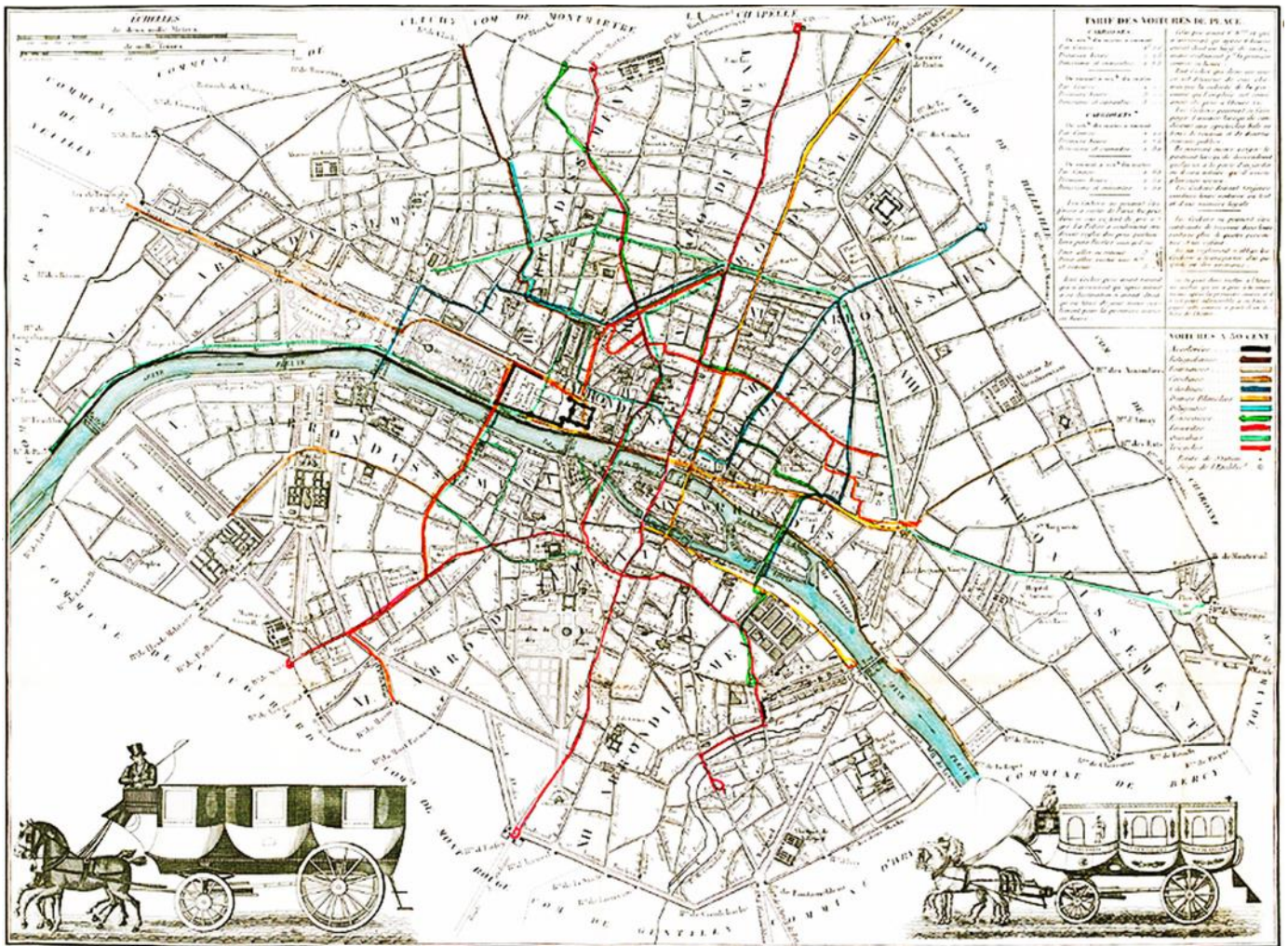
Catalogue listing: [TITLE LABEL:] *Nouvelles Voitures dites Omnibus.* [DROP TITLE:] *Nouvelles Voitures a 25 Centimes par Station, qui circulent dans Paris. 51 x 24.5 cm, folded brochure, with 4 engravings of carriage models in use.* [BOUND WITH:] *Tarif des Nouvelles et Anciennes Voitures. Folded brochure, 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:

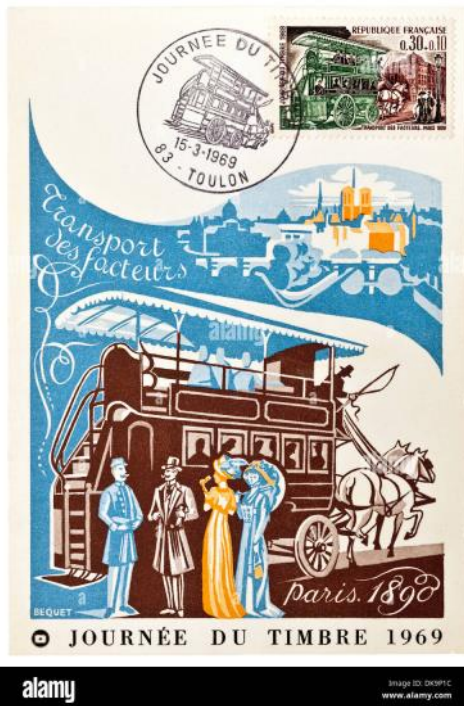
1. From Gros-Gallou for Place de la Monnaie, via the Esplanade des Invalides, Rue St Dominique, Quai d’Orsay, de Voltaire, Malaquais;
2. From Cul-de-Sac Conti near La Monnaie, to the Jardin du Roi via Quai de la Vallée and Quai St Bernard;
3. From Cul-de-Sac Conti to Porte St. Martin, via Pont-Neuf, Place du Louvre, Rue du Coq, Rue des Petits, Place des Victoires, 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;
7. 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 Vangirard, 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;
11. 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;
16. From the same point to Barrière de Charenton, via Rue de Charenton;
17. From Place St Sulpice to Rue



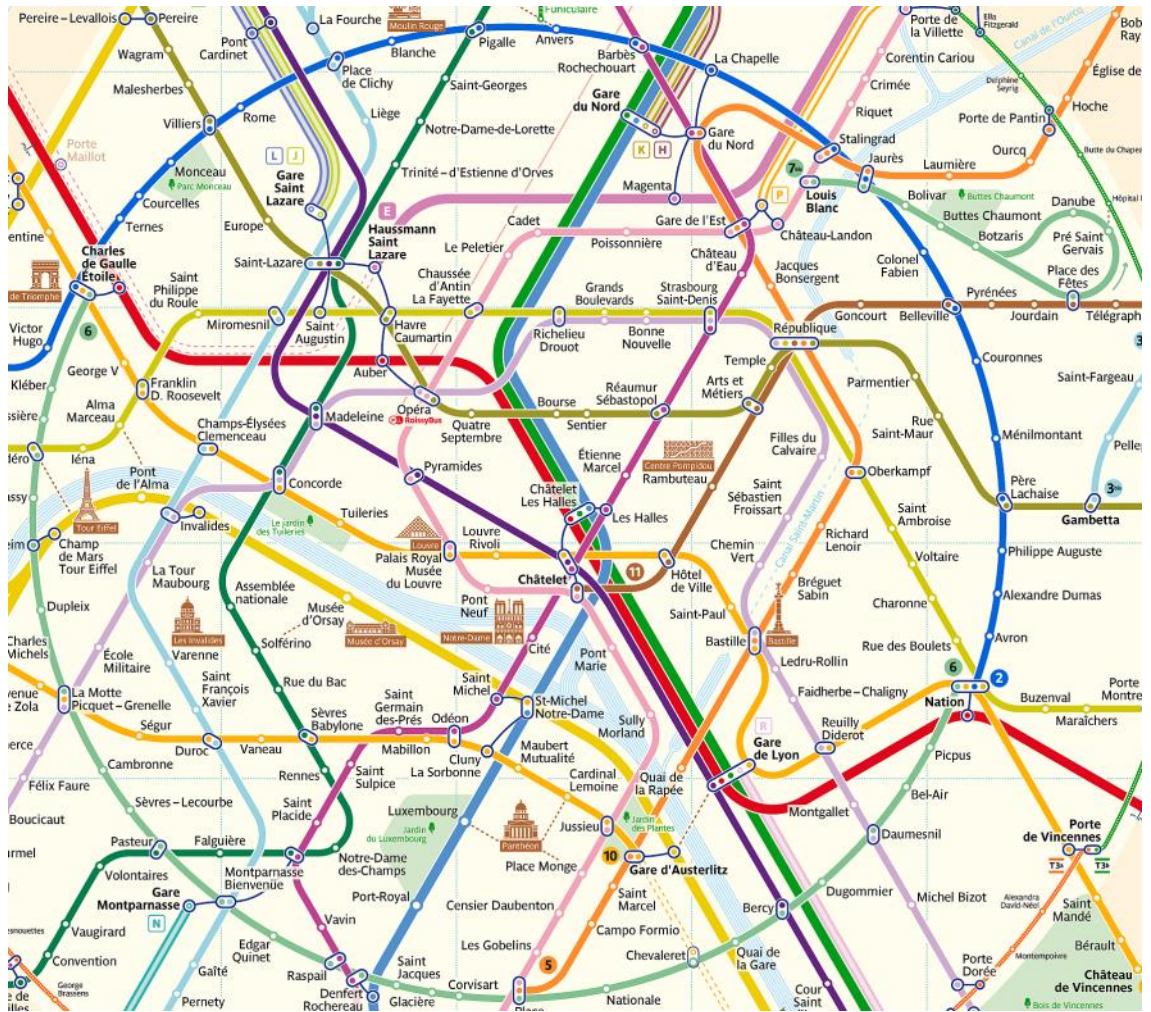
Bleue Faubourg Montmartre.

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.

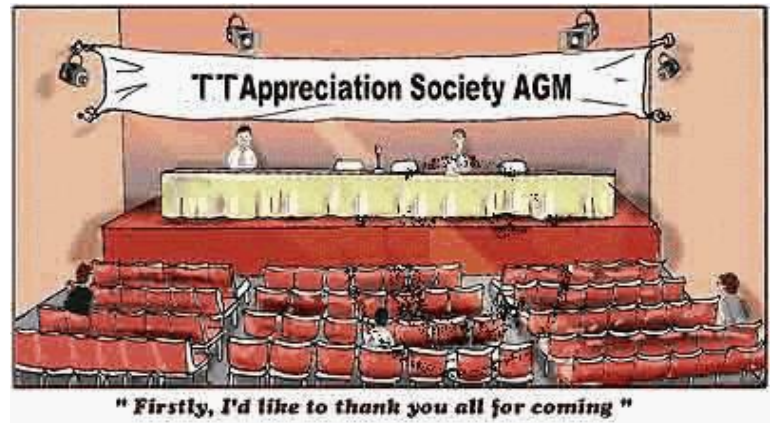
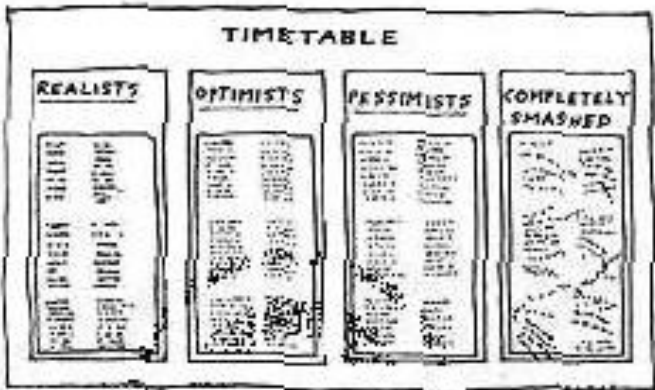
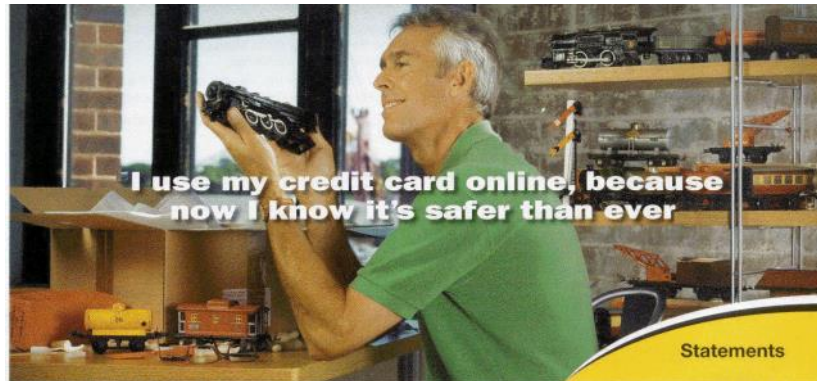


VOITURES A 50 CENT.	
Accélérées	
Ratignolaises	
Fountainaises	
Carolines	
Citadines	
Dames Blanches	
Diligentes	
Écossaises	
Favorites	
Omnibus	
Tricycles	
Points de Station	
Siège de l'Établis!	



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: [Obituary of two timetable collectors](#) ...



AATTC

Australian Association of
Time Table Collectors Inc.
The Timetable Nutters

Freud on the interpretation of timetables

(Famous timetable collectors #1 of a series)

It 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 Horotalgesellschaft*- 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 Baedeker carelessly thrown from the passing Simplon Orient Express 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 Baedeker- 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 dampflocks, 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 well-known 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



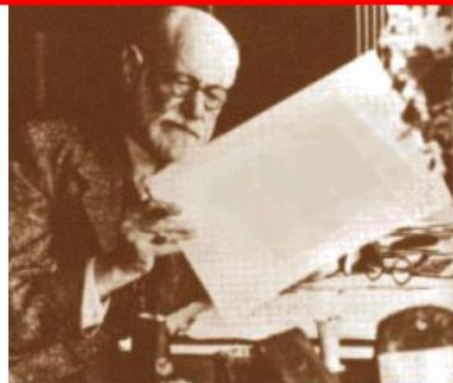
first timetable—and even when near death's door at his home in Hampstead England would often take it out and fondle it

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 *, ♥ and ♣ 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

Berner Alpenbahn-Gesellschaft
Bern-Lötschberg-Simplon
und mitbetriebene Linien
(S. E. B., E. Z. B., G. T. B. und B. S. B.)

Bern-Neuenburg-Bahn
(Direkte Linie).

Dienstfahrplan.

Gültig vom 15. Mai 1933 bis 14. Mai 1934.

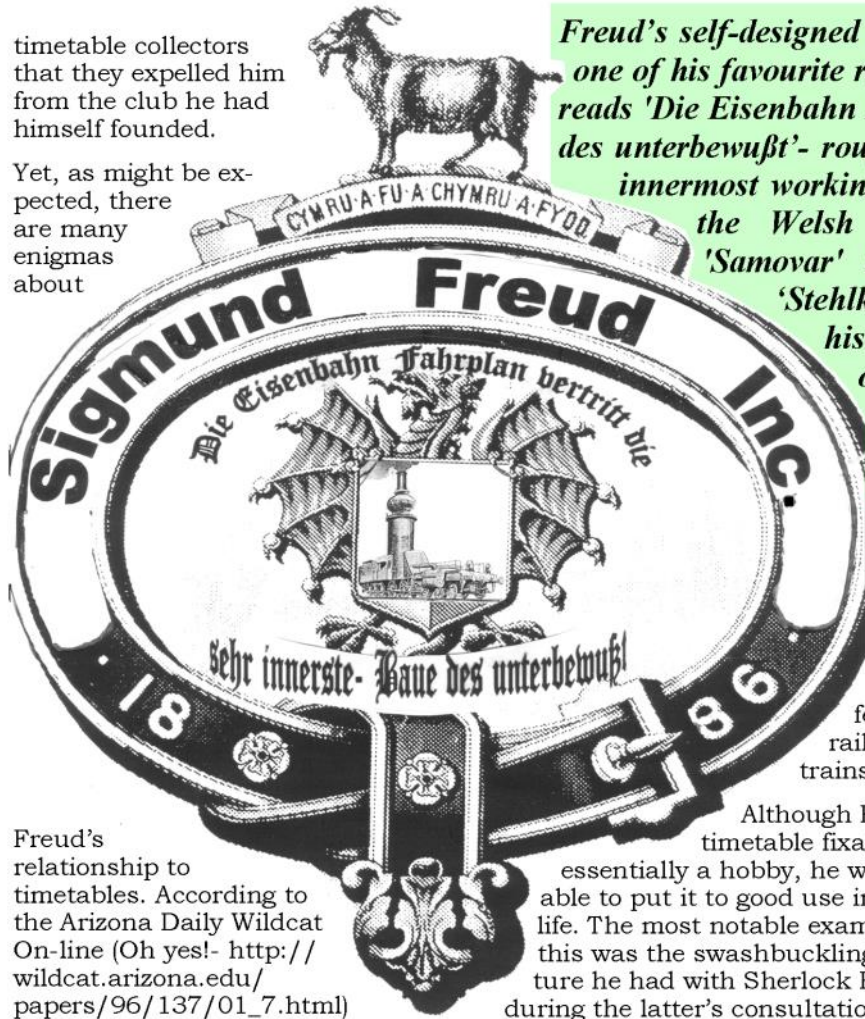


Bern.
Buchdruckerei Eicher & Roth.
1933.

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

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

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 the Welsh inscription as 'untranslatable'. The 'Samovar' locomotive, which he described as a 'Stehkesseltenderlok' came to him in one of his opium-induced dreams. The goat, another Welsh symbol, is reputed to refer to a incident in Freud's childhood, involving his Nanny.

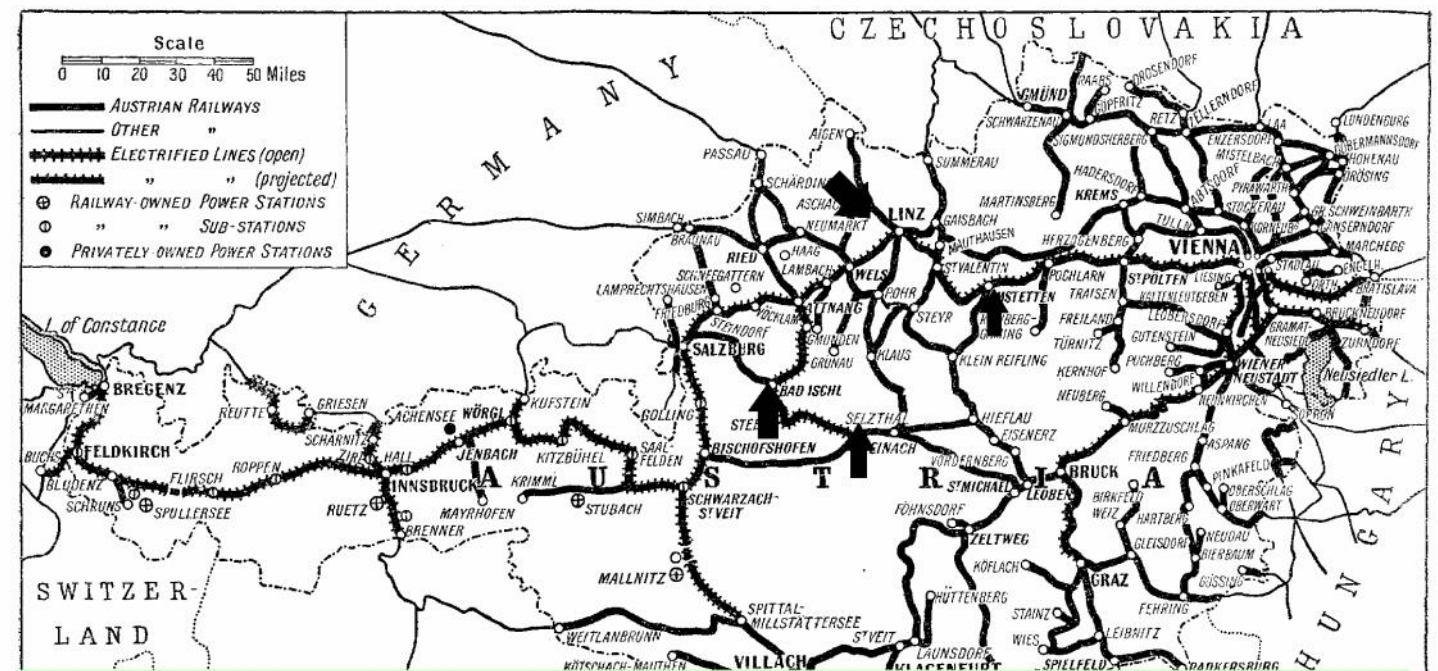


Freud's relationship to timetables. According to the Arizona Daily Wildcat On-line (Oh yes!- http://wildcat.arizona.edu/papers/96/137/01_7.html) Sigmund Freud never learned how to read a railway timetable and he was always accompanied on jour-

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 able to put it to good use in real life. The most notable example of this was the swashbuckling adventure he had with Sherlock Holmes during the latter's consultation with Freud over his cocaine addiction. The story, recounted in Nicholas Meyer's *The Seven-Percent Solution* (Ballantine

Books NY 1974), involved a 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 I—something for a timetable collector to crow about.



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.

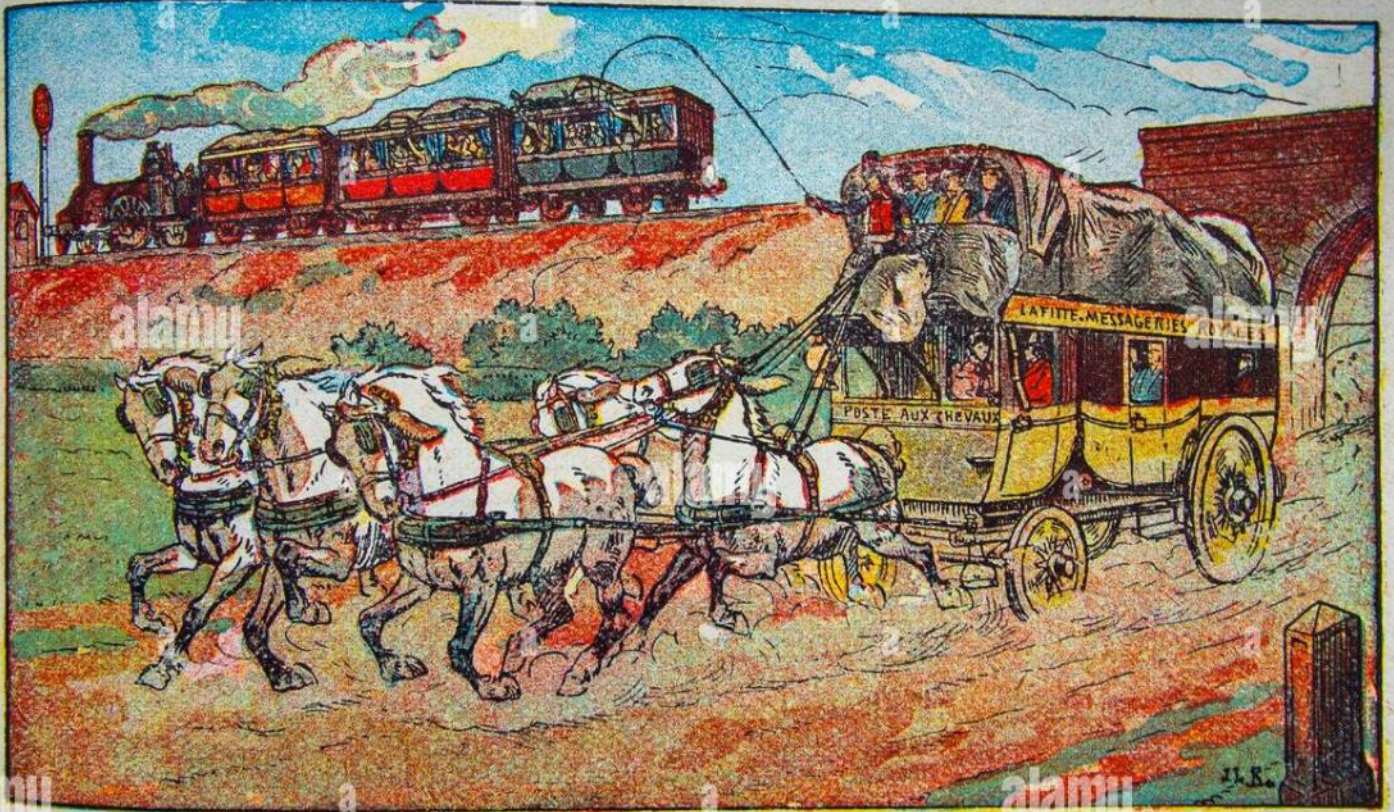


FIG. 79. — Il fallait 3 jours aux diligences pour aller de Paris à Lyon; les premiers chemins de fer y menaient en 12 heures.



Souvenir du Royaume de Lilliput - Paris