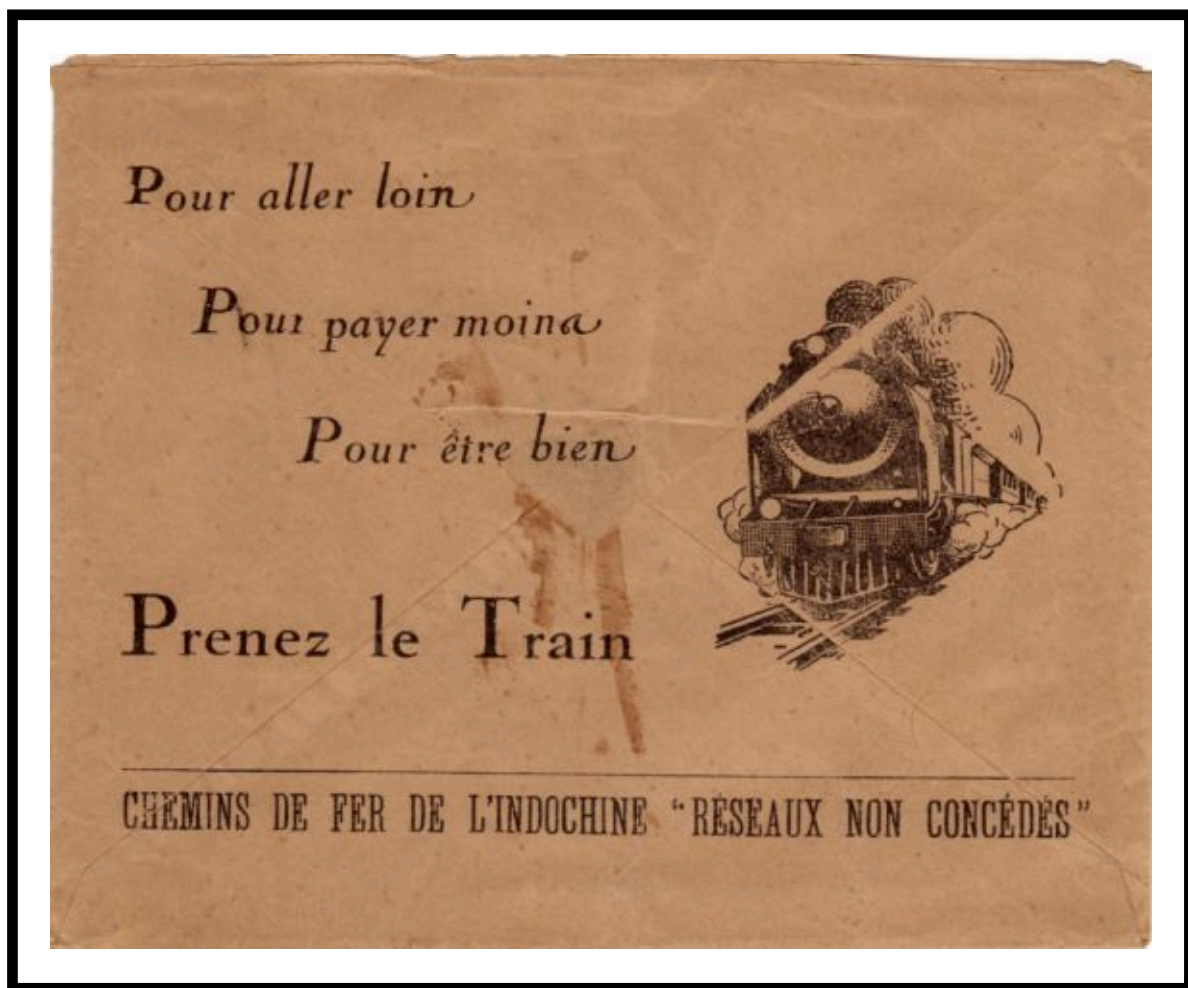


## Promotion of the Railroad

The reverse of stationery for the “Chemins de Fer de l’Indochine” (Indochinese Railroad Company) depicts a locomotive and urges patrons to “take the train.”



## Indochinese Railroad Construction Company

A sender in Yenbay used stationery for the Indochinese Railroad Construction Company for his mailing to Paris in 1905. The company that operated the railroad was not necessarily the same company that built the railroad. Specialists came to Indochina under contract for specific projects. Once construction was complete, the government either operated the rail line or contracted for its operation.



### POSTAL MARKINGS

YENBAY TONKIN 15 MARS 05

REVERSE

HAIPHONG TONKIN 16 MARS 05

PARIS XV DISTRIBUTION 19-4 05

Indochinese Railroad Company  
Southern Network

Stationery for the Indochinese Railroad Company differentiated portions of the system, e.g., the Southern Network ("Réseau Sud").



POSTAL MARKINGS

SAIGON COMMERCE COCHINCHINE 19-6 31  
registration and airmail labels  
framed Saigon-Marseille routing instruction

REVERSE

MARSEILLE-GARE-AVION 1-7 31  
TOULOUSE HAUTE-GARONNE 1-7 31

Southern Indochina Railroad Company  
Construction of the Pnompenh–Bangkok Line

The corner imprint of this 1932 mailing indicates that the stationery was for the construction of the Pnompenh-to-Bangkok Line. This line was never completed.



POSTAL MARKINGS

PNOMPENH CAMBODGE 25-6 32  
registration label

REVERSE

PARIS XVI DISTRIBUTION 25-7 32

Railroad Company of South Indochina  
Pnompenh, Cambodia

The imprint at the upper left of the envelope identifies the company and its routes. The imprint from this mailing in 1933 indicates that the rail line was providing Pnompenh-to-Battambang service and the route was being extended to Mongkolborey.



POSTAL MARKINGS

PNOMPENH CAMBODGE 26-10 33  
PAR AVION JUSQU'A MARSEILLE route handstamp

REVERSE

MARSEILLE-GARE-AVION B~~CHES~~ DU RHONE 6-11 1933

Development Department  
Indochina Railroad Company

The imprint on this envelope reads "CHEMINS DE FER DE L'INDOCHINE RESEAU NON CONCÉDÉ," indicating that it was from the Development Department of the Indochina Railroad Company. As portions of the railroad were completed, they were added to the national network.



POSTAL MARKINGS

HANOI R.P. TONKIN 24-10 39  
registration label

REVERSE

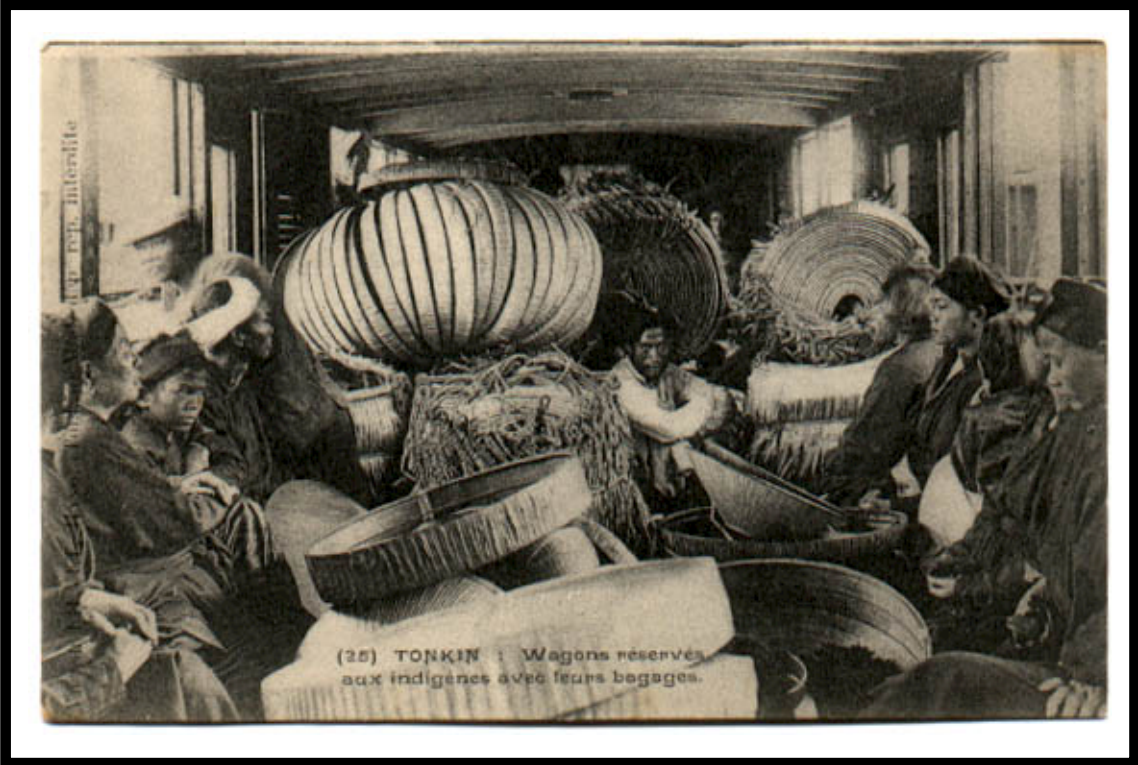
MARSEILLE ARRIVEE 3-11 39

## New Year's Greeting Railroad Theme

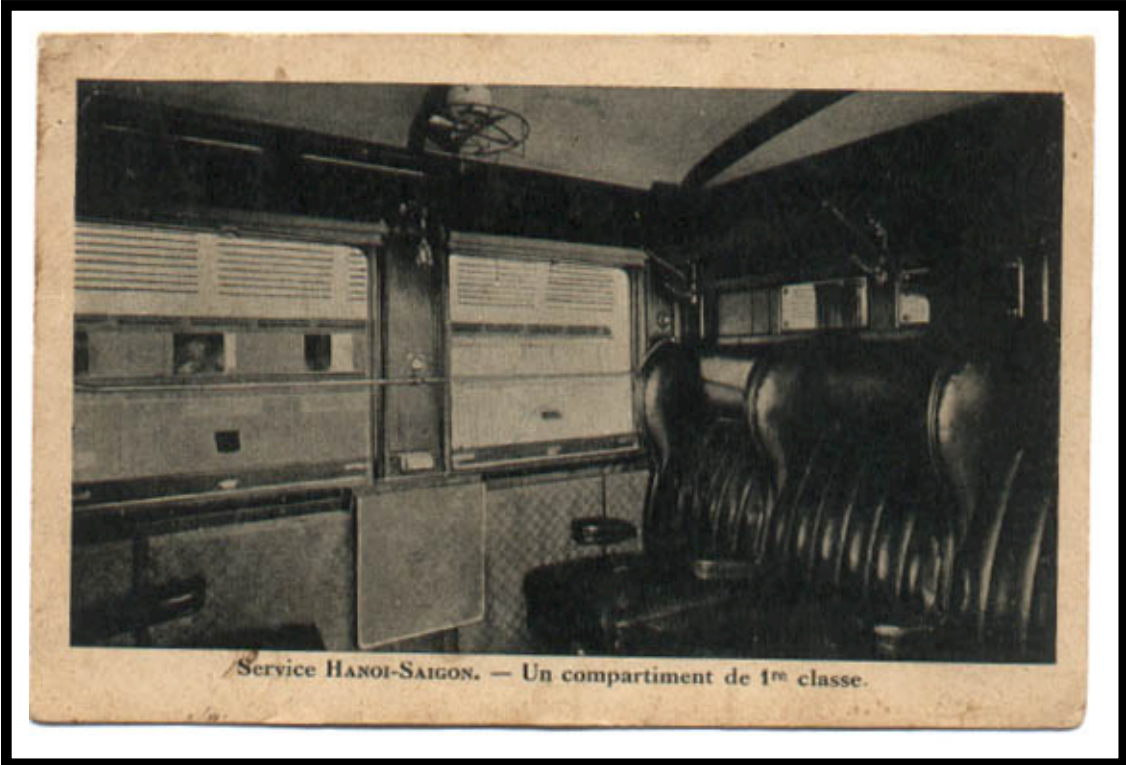
A photograph of train traveling along a river was pasted to a stylized greeting card with wishes for a Happy New Year. The item was labeled as a "souvenir of Indochina."



Train Classes of Service



Native people with their luggage in designated car.



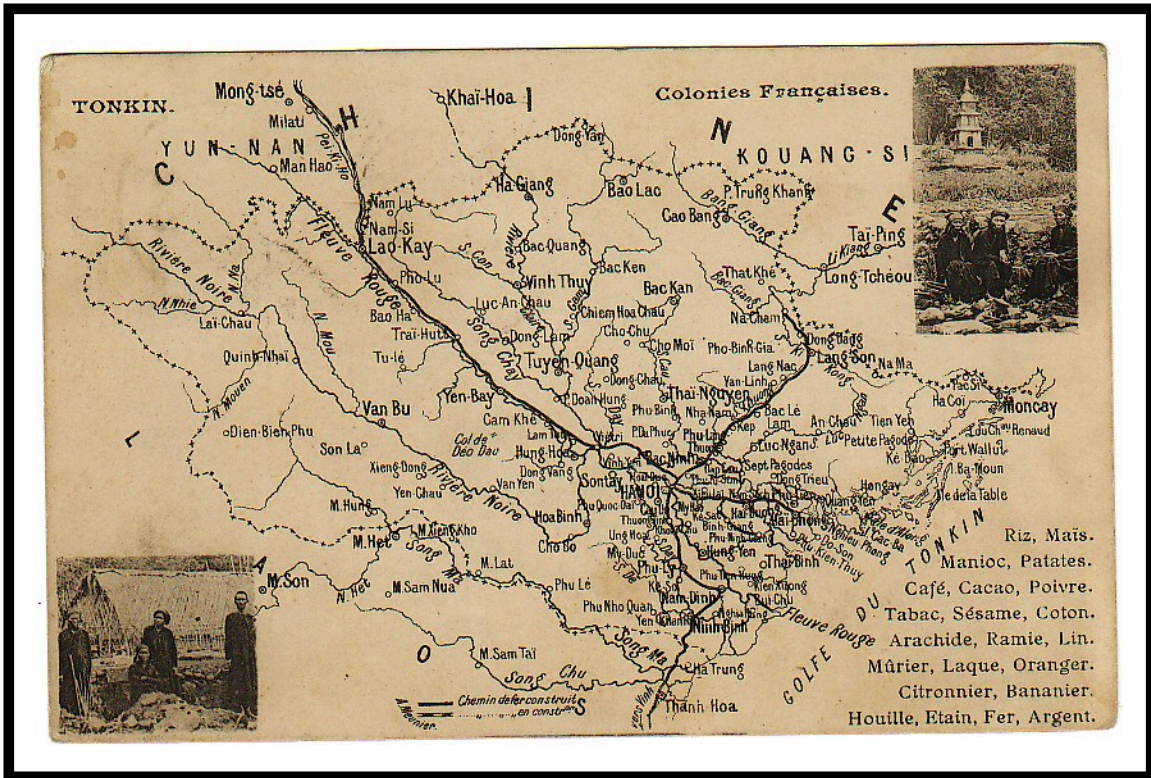
First class compartment for the Hanoi-Saigon service.



# Railroad Lines in Tonkin

A postcard with a detailed map of Tonkin depicts Northern Indochina's three major rail lines emanating from Hanoi:

- Hanoi northwest to Laokay
- Hanoi northeast to Langson
- Hanoi south to Saigon



## Train Routes



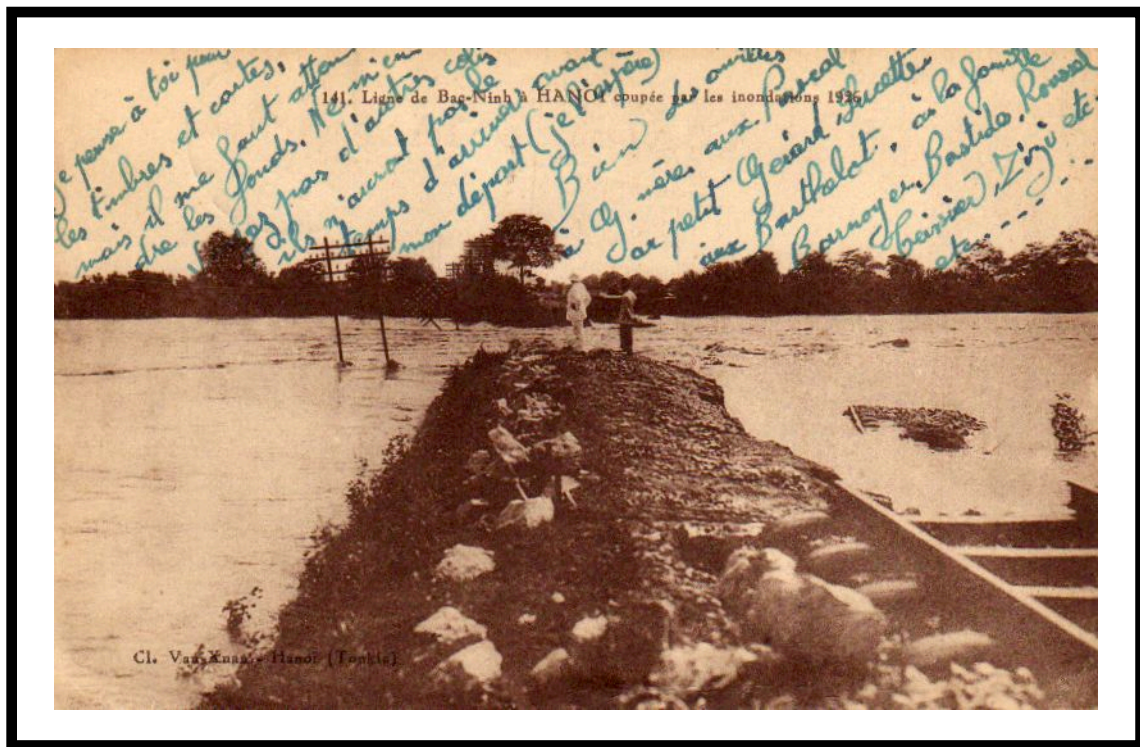
Train passing through the town of Bac-Ninh, Tonkin.



Panoramic view where the rail line approaches the sea near Cana, Annam.

## Hanoi – Bac-Ninh Section

Flooding in 1926 completely washed away the rail bed and hence severed the rail line between Bac-Ninh and Hanoi.



## Tourane-Hue Section



Ceremony commemorates opening of the Tourane-Hue rail link.



Passengers congregate near the Tourane-to-Hue train.

## Tourane-Hue Section

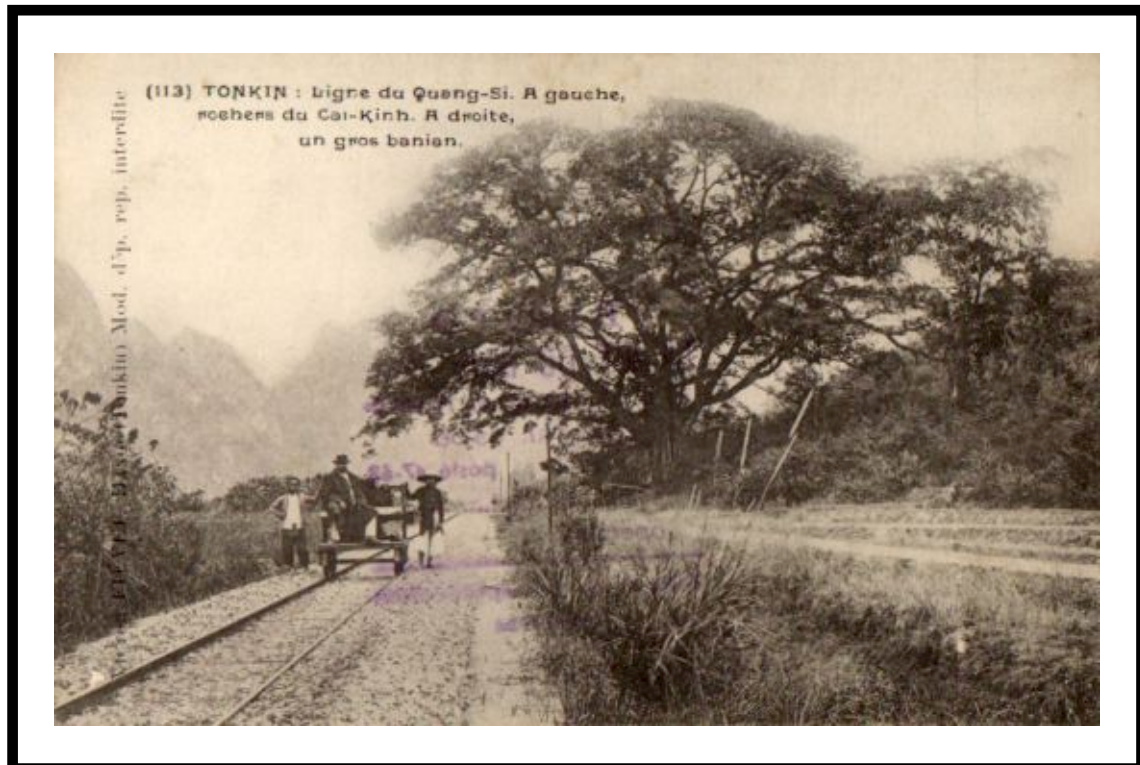
The caption on this picture postcard reads "laying track in a trench." The indication "LIGNE DE ROMANE A HUE" is likely a typographical error for "LIGNE DE TOURANE A HUE."



## Quang-Si Line



The Quang-Si Line ran from Indochina into southeastern China.



Evidently, photographs for post cards were taken by crews who inspected the tracks.

## Bienhoa – An Loc Section

The 411-kilometer Saigon-Nhatrang Line was the third section of the Transindochina Railway that was completed. The Saigon to Bienhoa section opened on 13 January 1904 and the Bienhoa-An Loc section opened soon after on 25 January 1904.

The postcard depicts an early road traffic barrier near where the railroad crosses the Donai River.



## Dalat-Tourcham Cog Railway

Over a period of thirty years, the French built a rail line from the coastal area to Dalat at an altitude of 1,500 meters above sea level. Sections of the 84-kilometer line had to be cog railways to cope with the elevation change. Going from Tourcham to Dalat, the line was built in sections like other rail lines in Indochina.

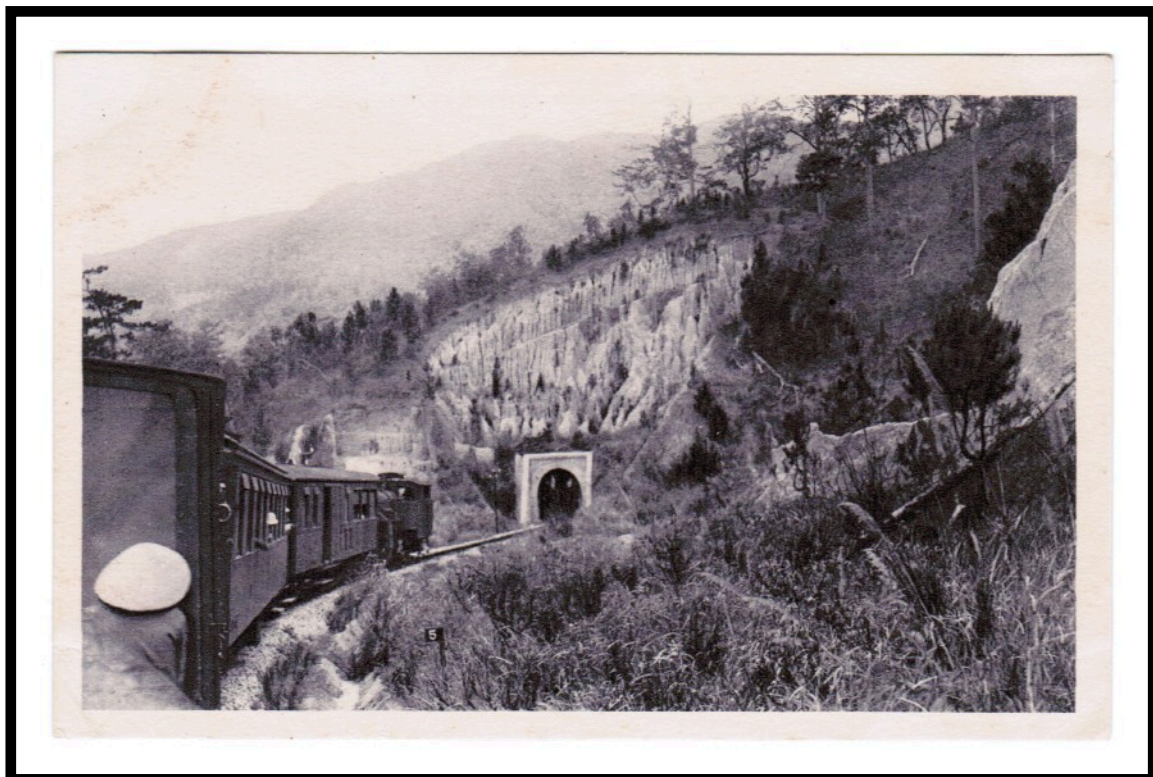


Between the outer rails is the serrated central rail that the cog system engages.



## Dalat-Tourcham Cog Railway Construction

Postcards depict the entrance to a tunnel on the Dalat-Tourcham Cog Railway at different times – during construction of the railway and when it was in operation.

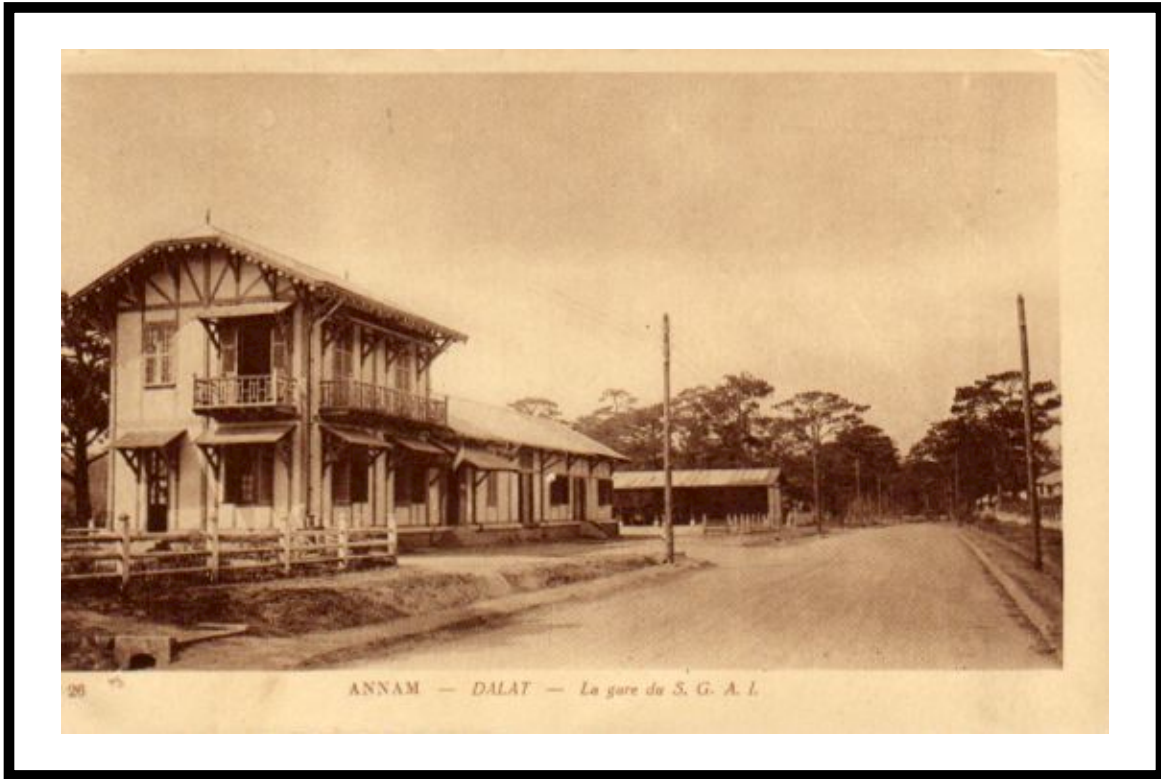


## Dalat-Tourcham Cog Railway

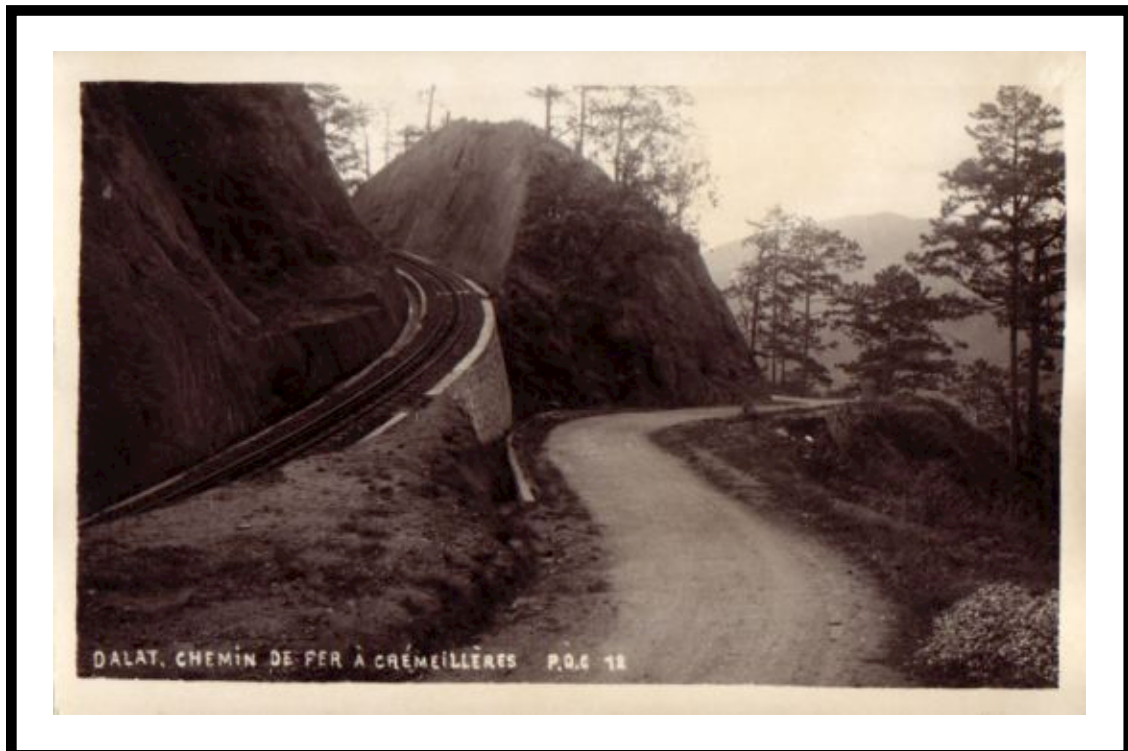
A small station was situated at the curve at Kabeu ("La courbe de Kabeu"). Kabeu, at 663 meters above sea level, was one of the few stops along the rail line.



## Dalat-Tourcham Cog Railway



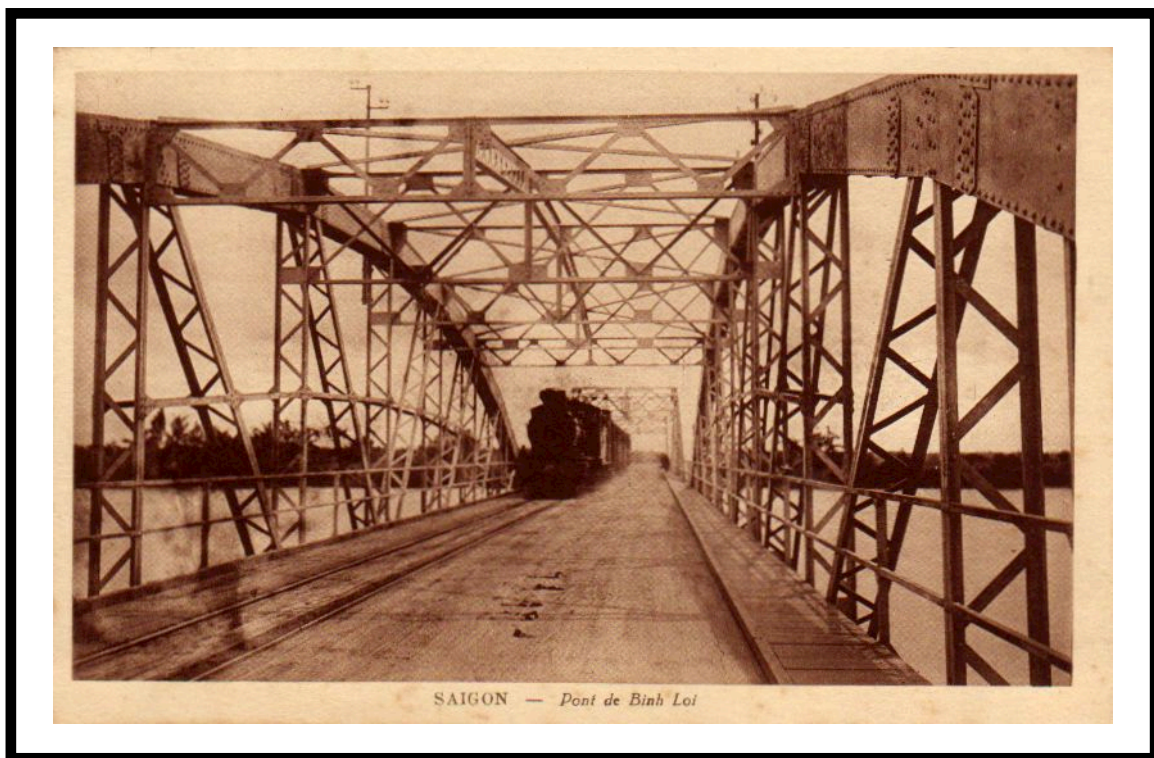
The train station at Dalat is for the "S. G. A. I."



The steep grades required a cog system for portions of the rail line.

## Binh Loi Bridge

The Binh Loi Bridge was the first important bridge in easing transport to and from the city of Saigon. It was put into operation in 1902 by the French administration. In its early history, the bridge was notorious as a place where people who had lost their taste for life drowned themselves in the swift currents of the Saigon River.



Train crosses the dual-use Binh Loi Bridge.

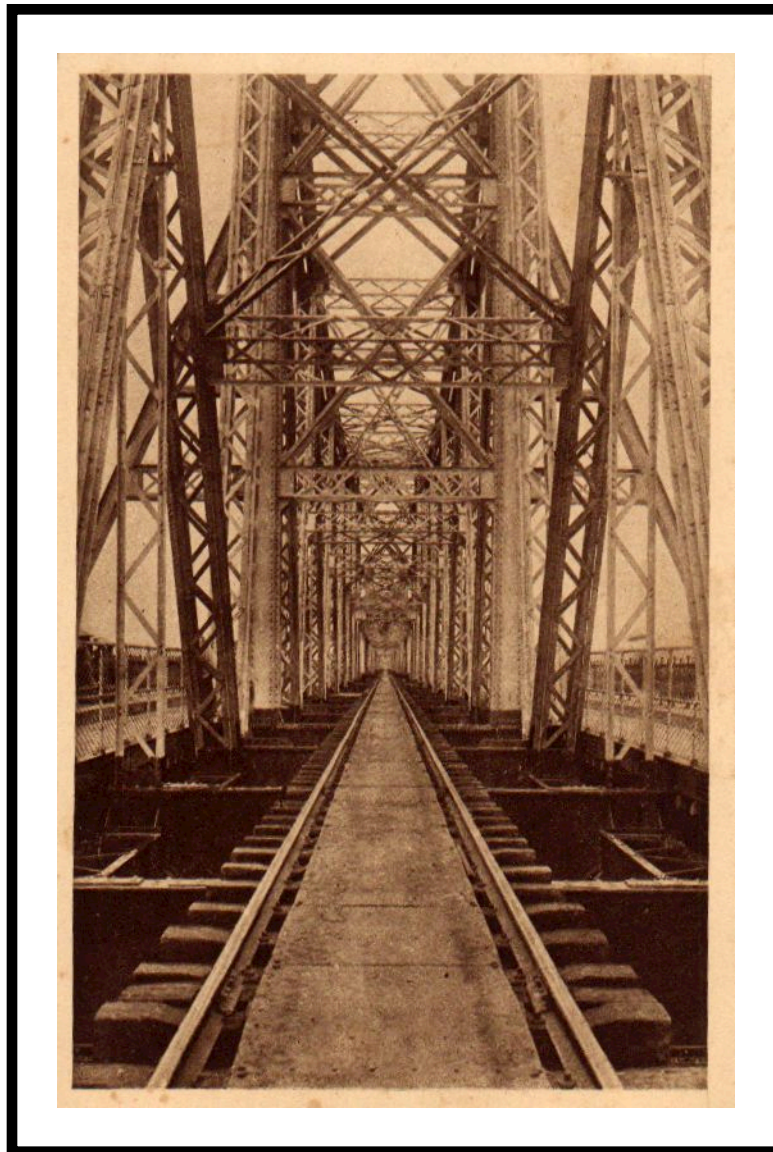
## Doumer Bridge

When completed in 1902, the bridge over the Red River at Hanoi allowed direct rail connection to the city. The picture on this period postcard demonstrates the considerable span of the structure, 1800 meters. On the postcard, it is called simply the Red River Bridge. The bridge was ultimately named after Paul Doumer who served as Governor General of Indochina from 1897 until 1902. Doumer went on to become the President of France in 1931 but was assassinated soon afterward in 1932.



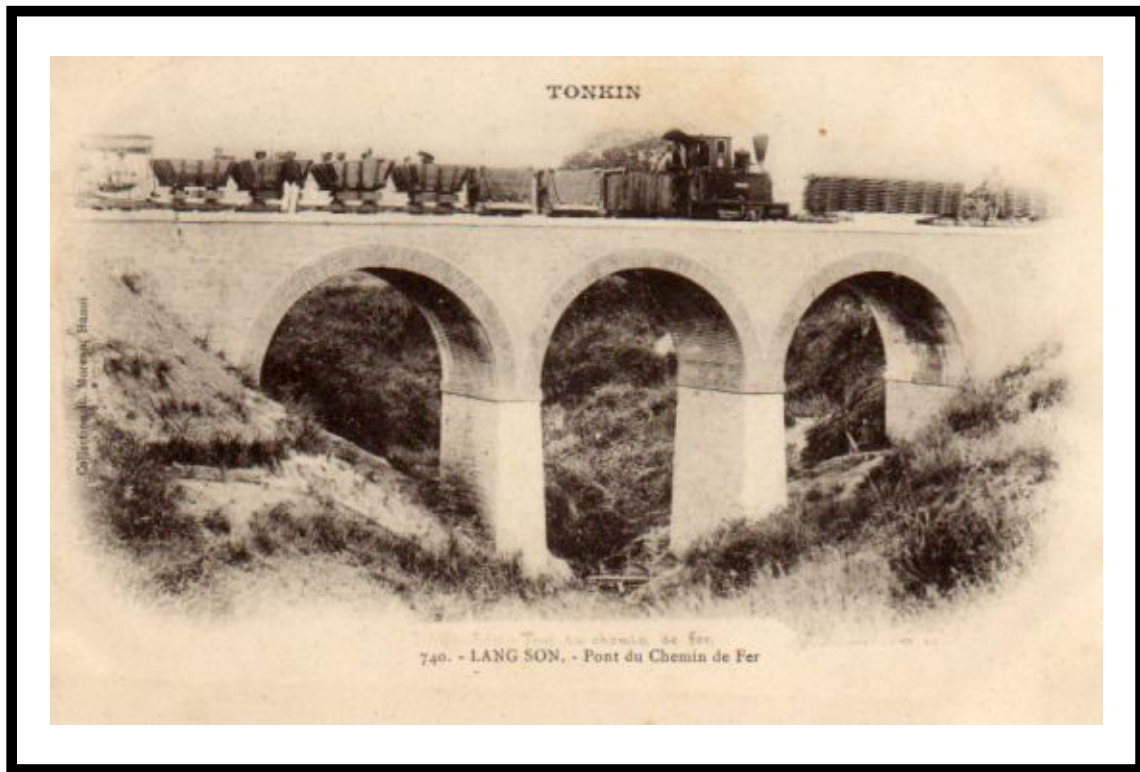
## Doumer Bridge

A lengthwise view of the Doumer Bridge gives an entirely different perspective. The far end almost appears to vanish at the horizon.



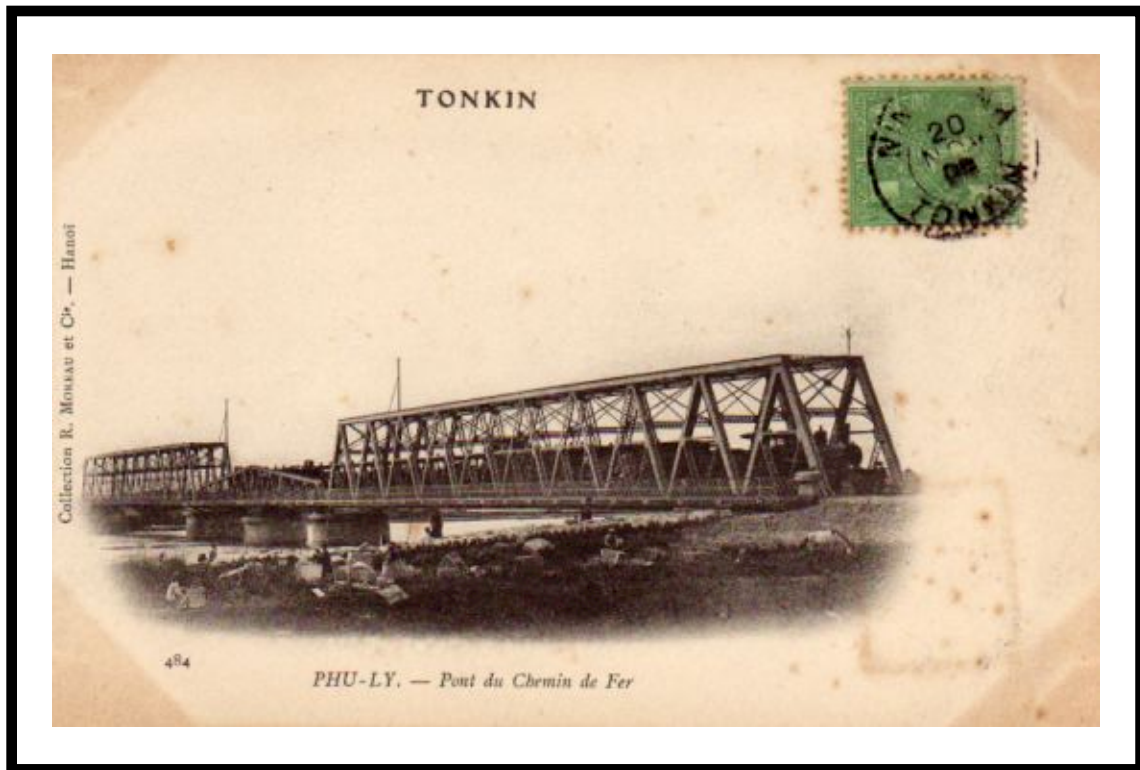
## Railroad Bridge Lang-Son

The train on this railroad bridge at Lang-Son appears to be a narrow-gauge variety typically used in mining operations.



## Railroad Bridge Phu-Ly

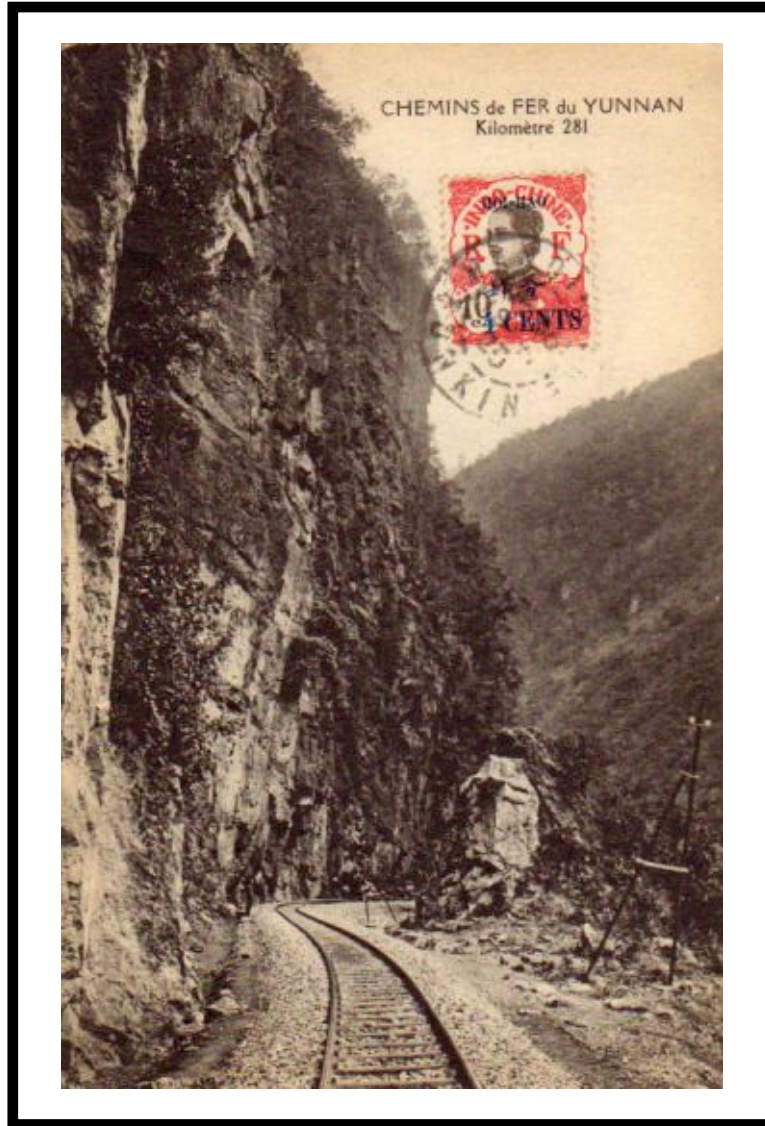
Located midway between Hanoi and Nam-Dinh, the railroad bridge at Phu-Ly traversed one of the Red River Delta's many rivers.





## Indochina – Yunnan Line

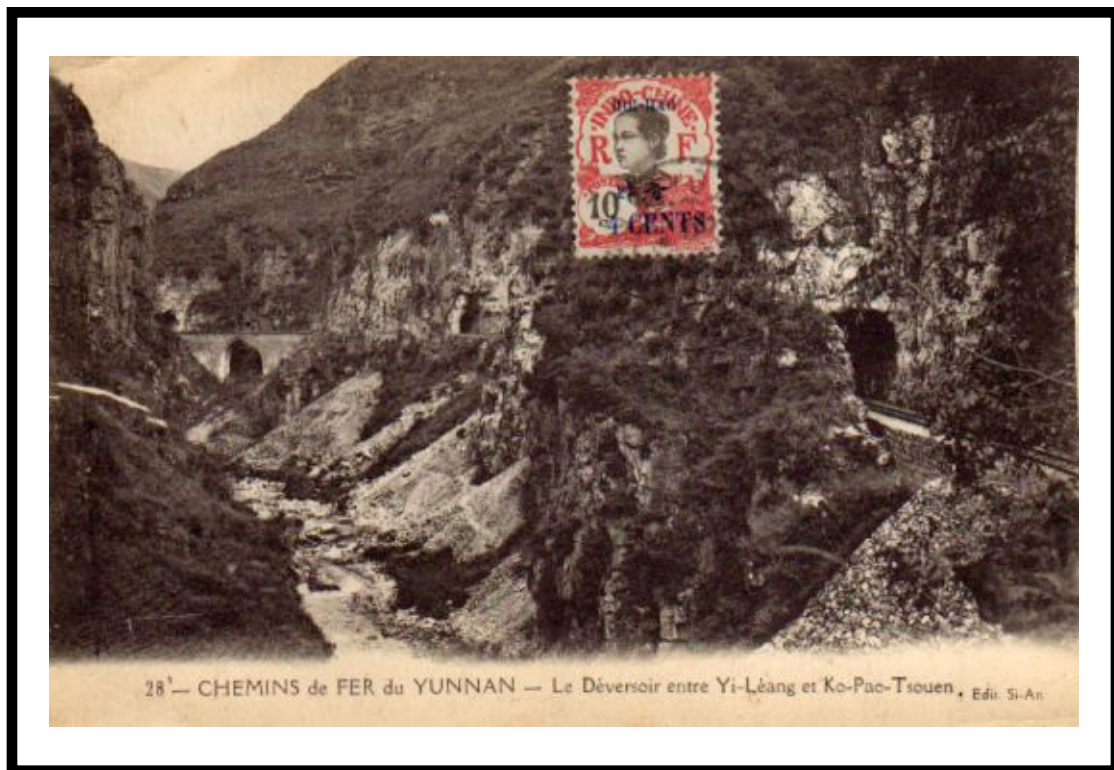
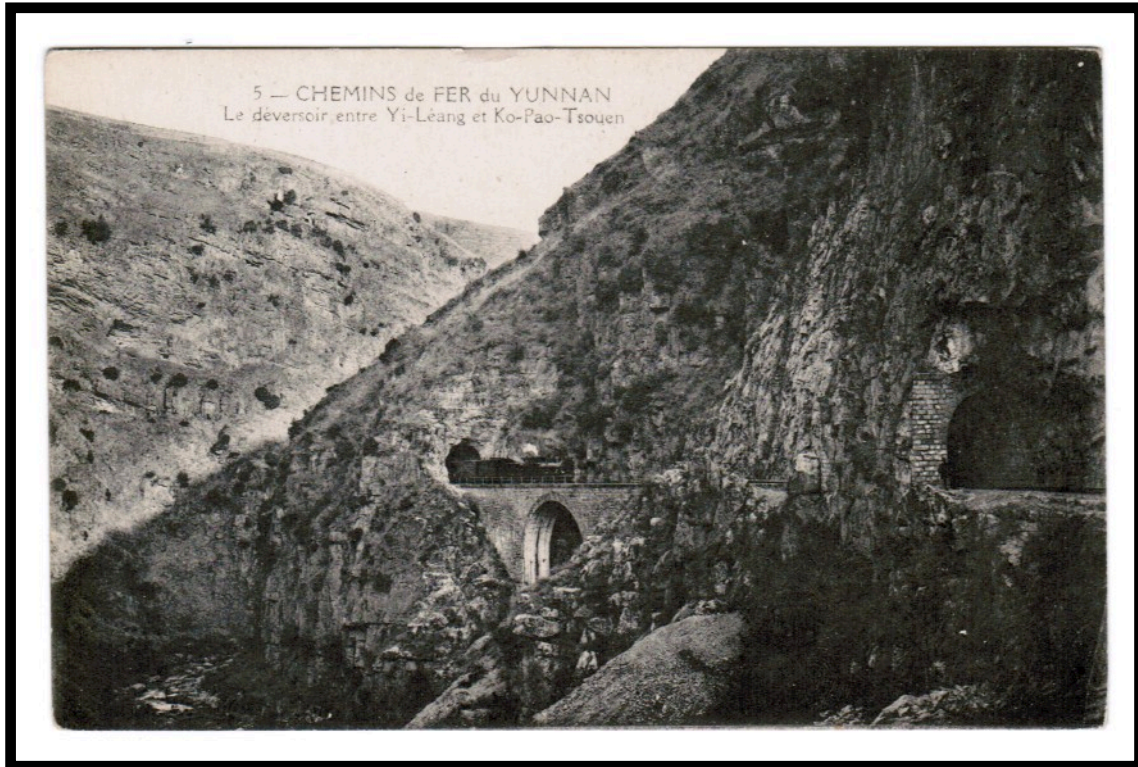
Construction of the Indochina-Yunnan railroad was an engineering marvel that was built at tremendous sacrifice. Eventually, over one-fifth of the 60,000 coolies who constructed the rail line died from hardship or disease. The route was marked with 172 tunnels and 107 bridges over its 290-mile length.



Rail beds had to be cut into near vertical rock walls.

POSTAL MARKINGS  
HANOI-GARE TONKIN 19-11 23  
REVERSE  
HANOI-GARE TONKIN 19-11 23

## Indochina – Yunnan Line



Tunnels had to be cut through rock in multiple places as these views of the connection between Yi-Léang. and Ko-Pao-Tsouen show.

## Indochina – Yunnan Line

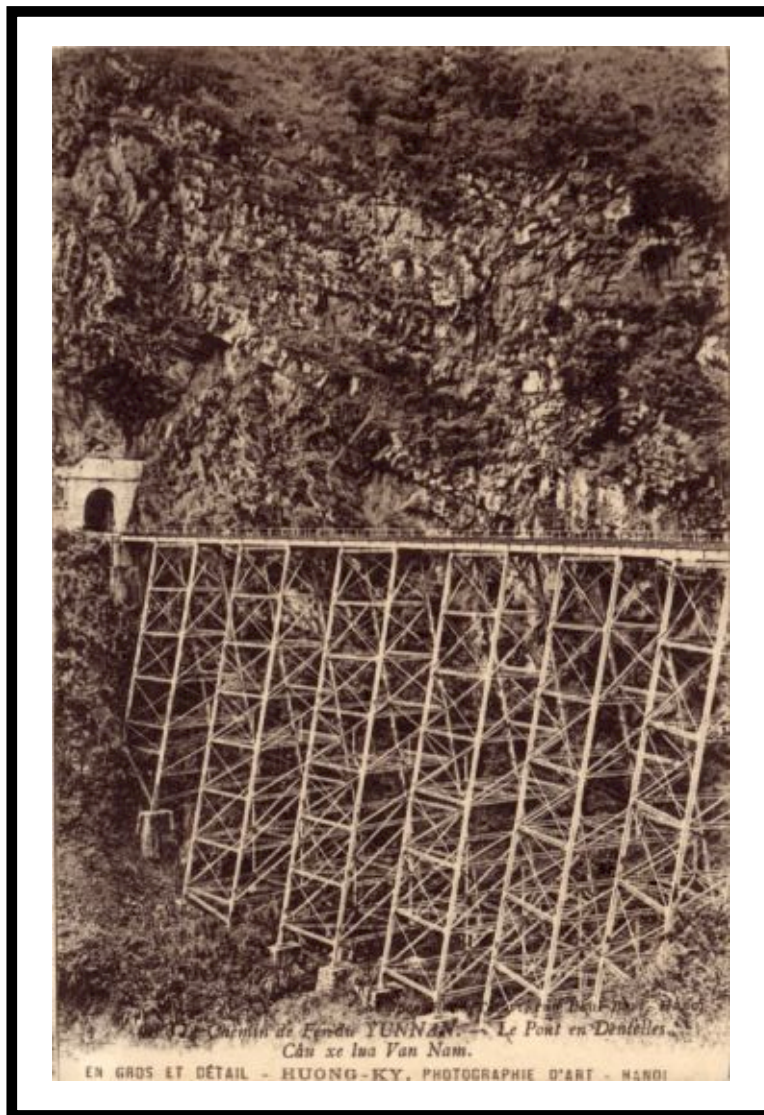


Section of rail line at kilometer 41.



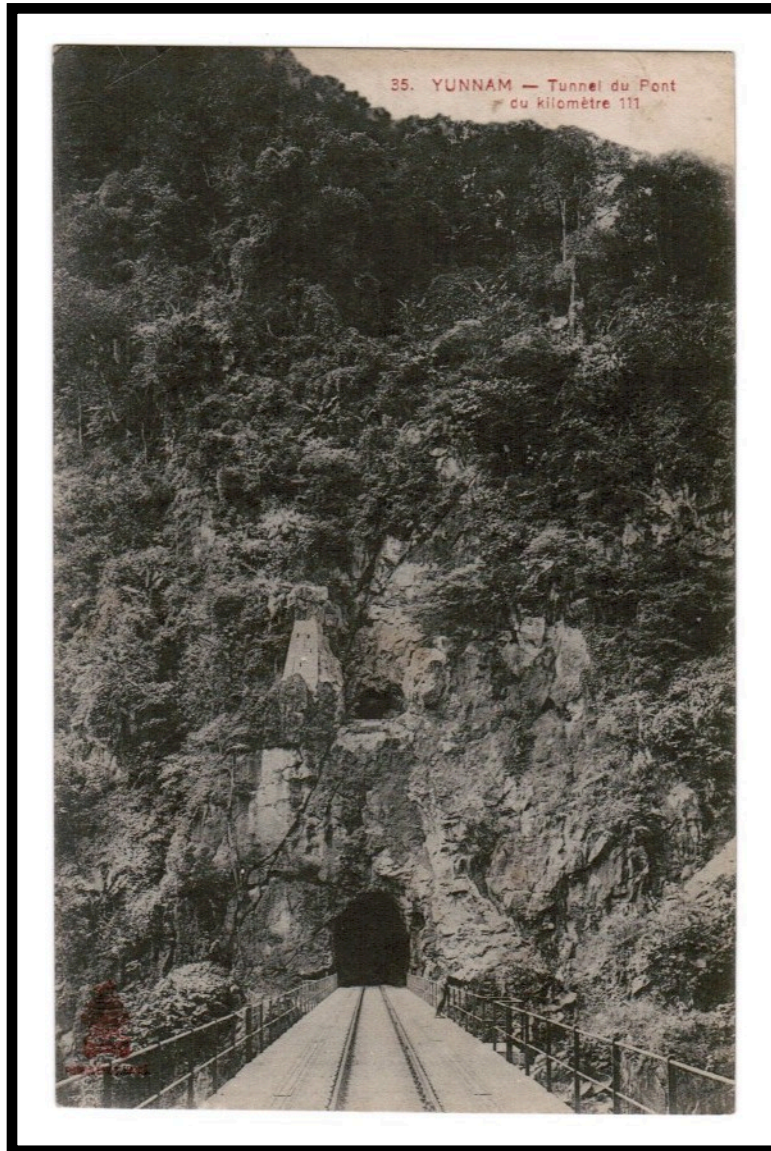
The rail bed had to be reinforced to support the enormous weight of trains.

## Indochina – Yunnan Line



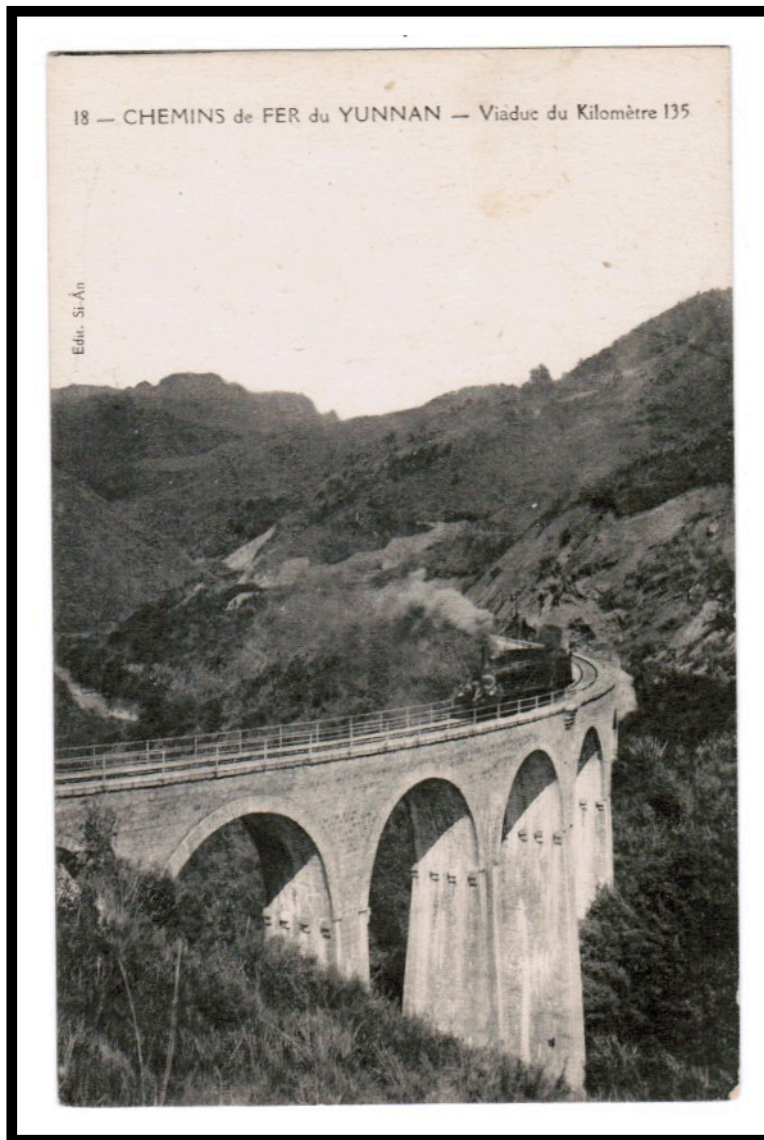
A trestle bridge spans a canyon.

## Indochina – Yunnan Line



Combination of bridge and tunnel at kilometer 111 demonstrates engineering achievement.

## Indochina – Yunnan Line



Train on viaduct at kilometer 135 provides scale of support structure.

Indochina – Yunnan Line



The Wan-Tung Waterfall dwarfs a train on the Yunnan Line.

## Terminus of the Indochina – Yunnan Line

A picture postcard depicts the terminus of the Indochina–Yunnan Line at the Chinese border. The caption reads “NAM-QUAN – Terminus point of the Langson Line at the Chinese border – Find the station?”





## Indochina – Yunnan Line

Headquarters of the Indochina-Yunnan Railway Company were located in Hanoi.



Indochina – Yunnan Line  
1914

Mailed at Hanoi's railway station, this registered envelope bears the full name of the railroad – "Compagnie Française des Chemins de Fer de l'Indochine et du Yunnan."



POSTAL MARKINGS

HANOI-GARE TONKIN 1-12 14  
framed R with manuscript registration number

REVERSE

SAIGON-CENTRAL COCHINCHINE 5-12 14  
POITERS-GARE VIENNE 31-12 14

Indochina – Yunnan Line  
1926

Sent from Lao-Kay on the Chinese border, this preprinted envelope was carried by rail to Haiphong. From there, it went across the Pacific Ocean to the United States.



POSTAL MARKINGS

LAO-KAY TONKIN 30-12 26  
framed R with manuscript registration number

REVERSE

HAIPHONG TONKIN 1-1 26  
SEATTLE (SEATTLE TERM. STA.) WASH. REGISTERED JAN 30 1926  
SOUTH DEERFIELD, MASS. FEB 4 1926

Indochina – Yunnan Line  
Company Stationery, 1932

This version of company stationery from 1932 carries an imprint that reads  
“COMPAGNIE FRANÇAIS DES CHEMINS DE FER DE L'INDOCHINE & DU YUNNAN.”



POSTAL MARKINGS

HANOI R.P. TONKIN 1-3 32  
“68?” in blue crayon  
PARIS XIV AVE. D'ORLEANS 2 • IV 1932

Indochina – Yunnan Line  
Company Stationery, 1935

According to the printed notation on the reverse, this version of the railroad's stationery was prepared by the Imprimerie d'Extrême Orient (IDEO) in June 1934. In addition to identifying the company name, the vertical notation on the left provides the company's telegraphic address as "INDYUNNAN-HANOI."



POSTAL MARKINGS

HANOI B TONKIN 25-11 35

REVERSE

HANOI R.P. TONKIN 26-11 35

HAI-PHONG TONKIN 27-11 35

Indochina – Yunnan Line  
Delivery Receipt

A Indochina – Yunnan Line receipt from 16 December 1943 indicates that 0.10 piasters is due for delivery of baggage.

g no 8230

**CHEMINS DE FER DE L'INDOCHINE ET DU YUNNAN**

COMPAGNIE FRANÇAISE DES CHEMINS DE FER DE L'INDOCHINE  
ET DU YUNNAN

Gare de Hôv. le 16-12 1943  
vitesse 2 M. Catolides, Hôtel Commune  
N. 549

Il est arrivé aujourd'hui à votre adresse en gare, les colis désignés  
ei-dessous envoyés par M. lui même  
6 colis bagages

qui \_\_\_\_\_ à votre disposition contre versement de la somme  
dont le détail est donné ci-après :

\_\_\_\_\_ pour Frais de Transport  
0,10 pour Droits de Douane  
\_\_\_\_\_ pour Remboursement  
\_\_\_\_\_ pour Port du présent Avis

Total. . . \_\_\_\_\_

\_\_\_\_\_ pour Magasinage ou Stationnement.  
Total dû 0,10 Le Chef de Gare  
[Signature]

Les marchandises désignées plus haut seront délivrées au porteur de la présente  
lettre d'avis dont la remise à la gare destinataire constituera pour le service des che-  
mins de fer, complète et valable décharge de toute responsabilité.

A \_\_\_\_\_, le \_\_\_\_\_ 19\_\_\_\_  
Le Destinataire,  
[Signature]

N. 51.121 (T.M. 18) Janvier 1940 — 2000 carnets — Imp. Công-Lực, Hanoi

## Train Stations in Annam



Hue Train Station



Tourane Train Station

## Train Stations in Cochinchina



Cholon Train Station



Saigon Train Station



## Bienhoa, Cochinchina Train Station

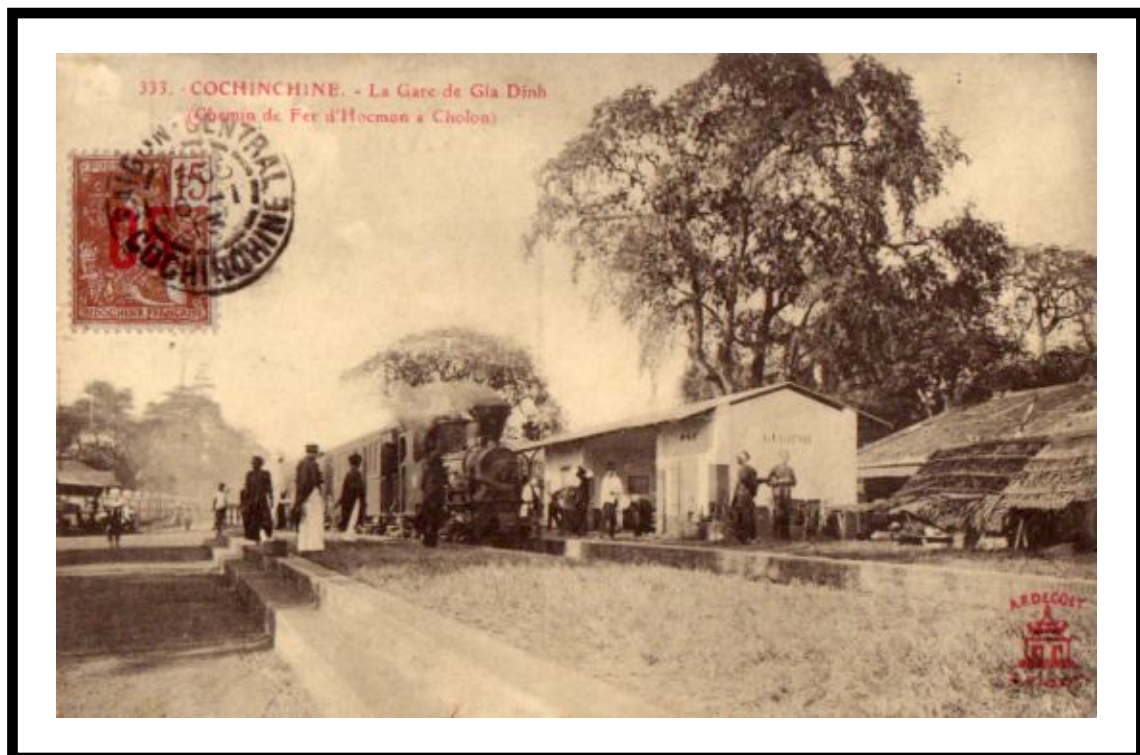
Postcards show nearly identical images of Bienhoa train station except that the bottom example was enhanced to show clouds and steam from approaching locomotive.



## Train Stations in Cochinchina



Di-An Train Station



Gia Dinh Train Station

## Train Stations in Cochinchina



Myho Train Station

# Train Stations in Tonkin



Bac-Le Train Station



Bac-Ninh Train Station

# Train Stations in Tonkin



Dap-Cau Train Station

POSTAL MARKINGS (REVERSE)  
HAIPHONG TONKIN 13-2 13

# Train Stations in Tonkin



Gia-Lam Train Station



Hanoi Train Station

# Train Stations in Tonkin



Haiphong Train Station

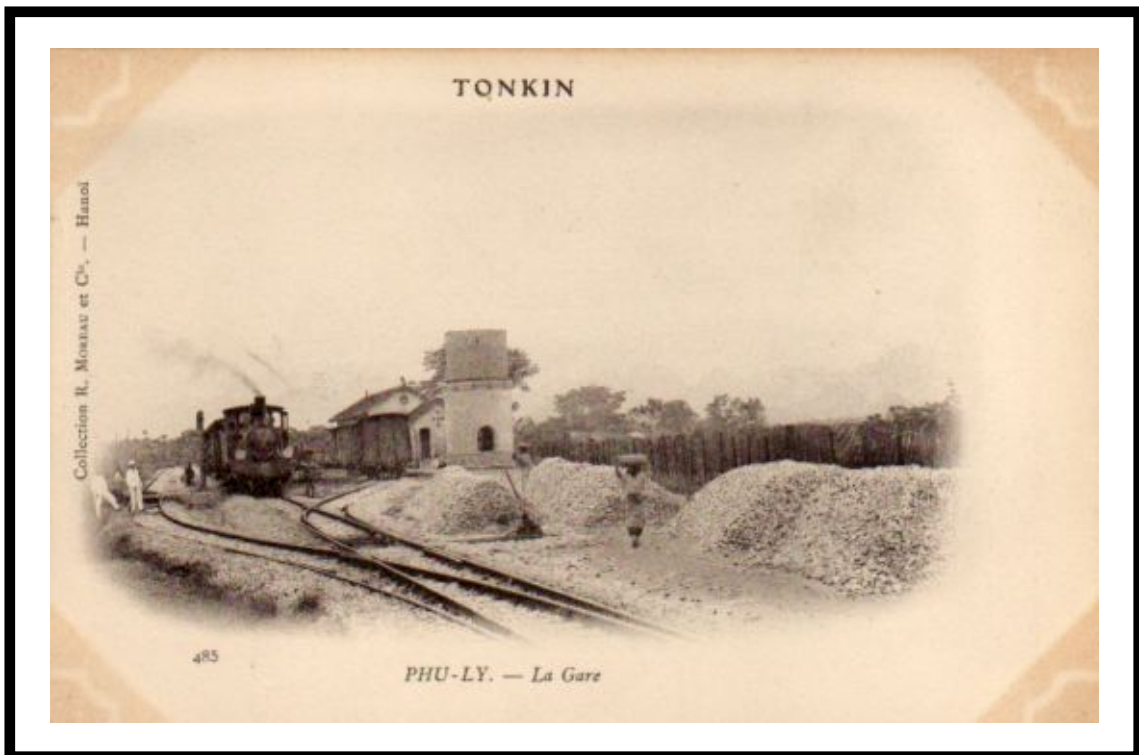


Haiphong Train Station

Train Stations in Tonkin



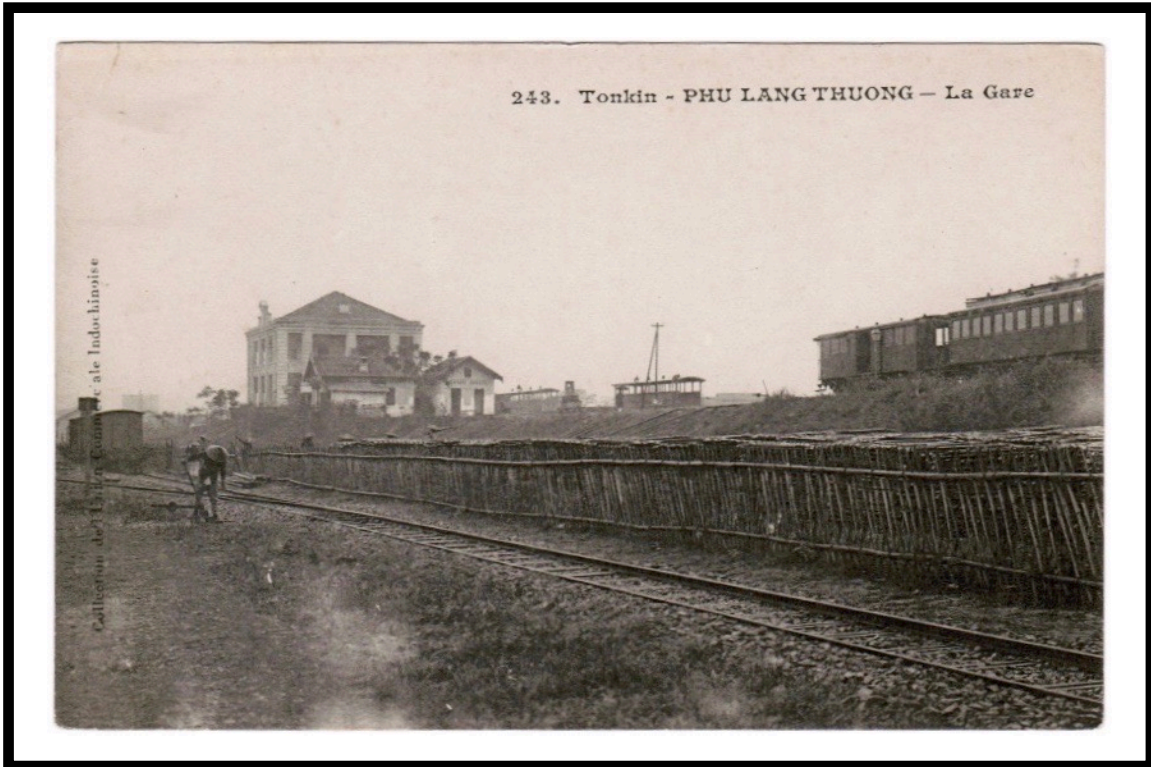
Phu-Ly Train Station



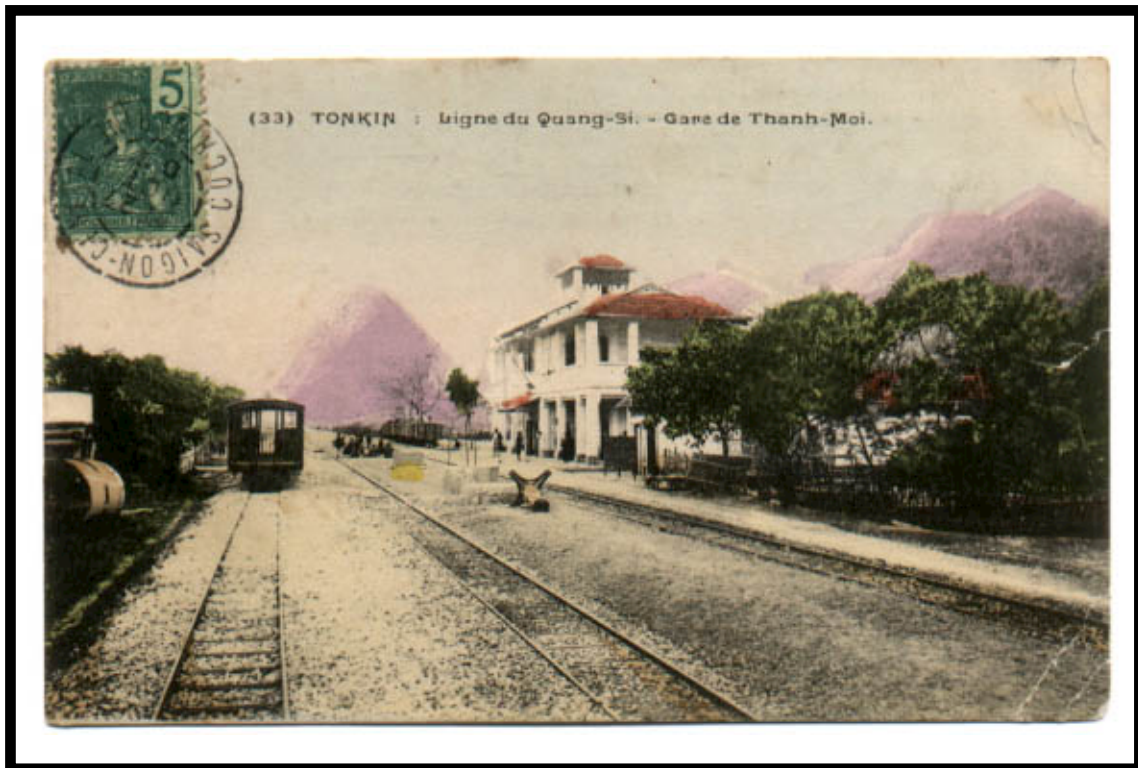
Phu-Ly Train Station



Train Stations in Tonkin



Phu Lang Thuong Train Station



Thanh-Moi Train Station

# Train Stations in Tonkin



Tien Kien Train Station



Thi-Cau Train Station

## Locomotives

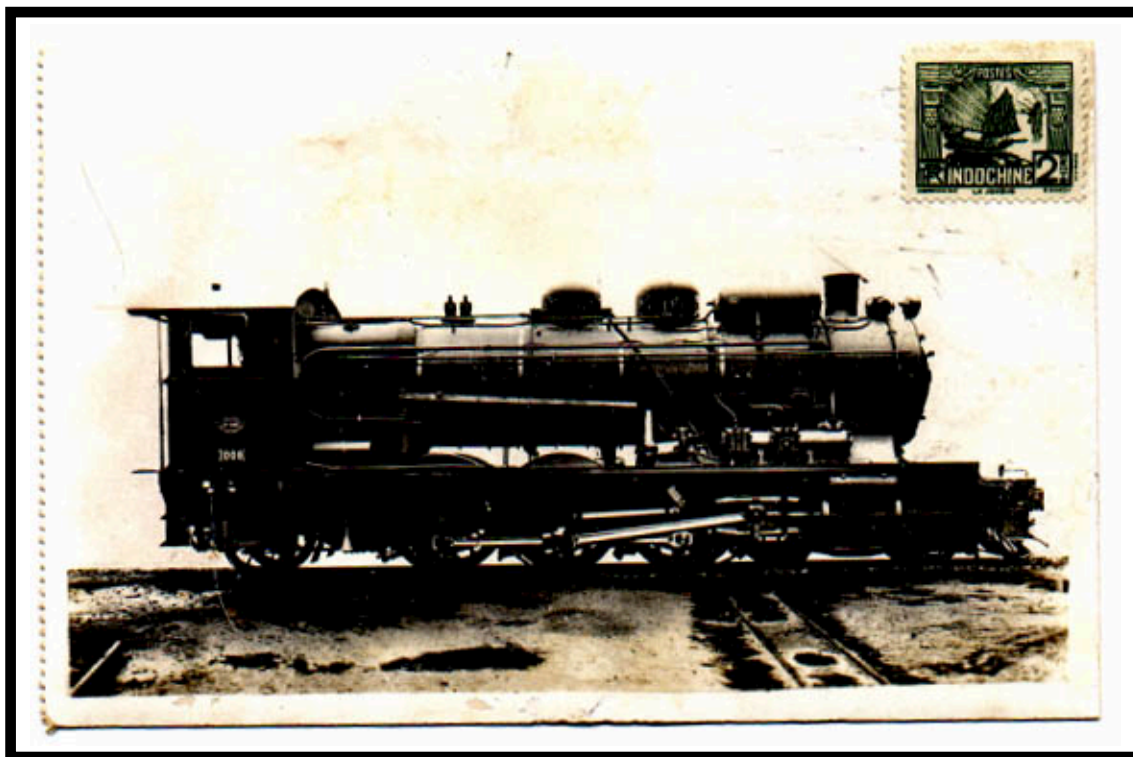
Details about a Pacific 231 type locomotive are presented on the reverse of the postcard.

**LES LOCOMOTIVES FRANÇAISES 5 5**  
(INDOCHINE)

Locomotive à surchauffe type Pacific 231 pour voie étroite de 1 m. construite par la Société Alsacienne de constructions mécaniques de Graffenstaden (Bas-Rhin).

Surface de grille.....	2 m <sup>2</sup> 3
Surface de chauffe du foyer....	9 m <sup>2</sup> 9
— — des tubes ..	115 m <sup>2</sup> 9
— — de la chaudière	125 m <sup>2</sup> 8
— — du surchauffeur	36 m <sup>2</sup> 2
— — et de surchauffe	162 m <sup>2</sup>
Timbre de la chaudière.....	14 H.P.Z.
Diamètre moyen de la chaudière	1.480 mm
Nombre des gros tubes 125-133.	21
— petits — 45-50..	120
Diamètre des cylindres.....	420 mm
Course des pistons*.....	610 mm
Diamètre des roues-couplées ...	1.400 mm.
— — du bogie....	800 mm
— — du bissel....	900 mm
Longueur de la machine.....	11.010 mm
Poids de la machine à vide....	52.000 Kgs
Poids de la machine en ord.e. de marche.....	58.000 Kgs

Editions d'Art Jan. F. Fleury, 43, Avenue de la République, Paris-XI

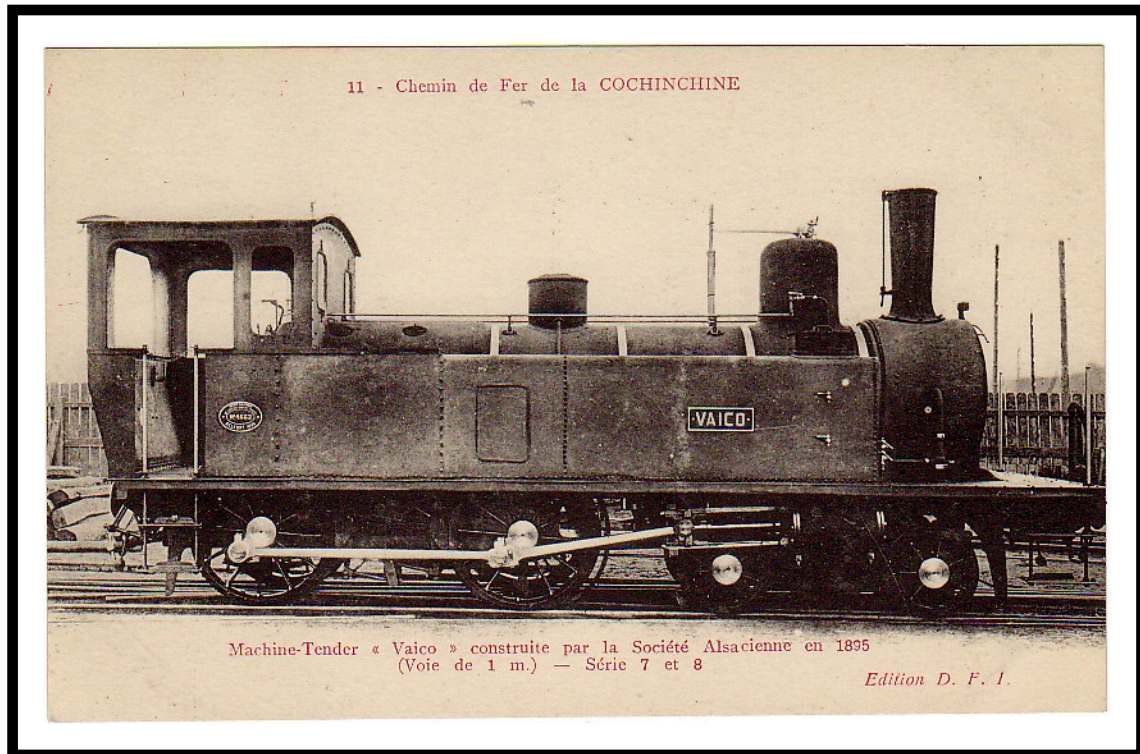


Engine number 1008 weighed 58,000 kilograms.

## Locomotives

Built in 1895, a 1-meter gauge locomotive is smaller than many that served in Indochina.

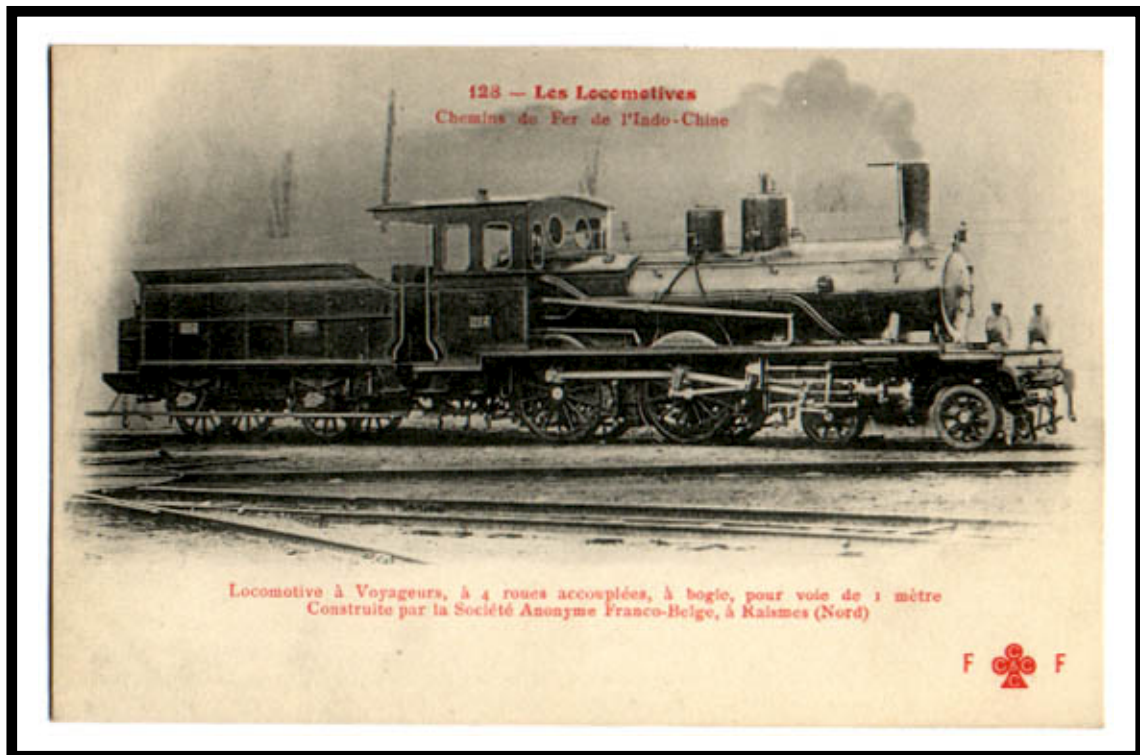
Surface de grille		1 m <sup>2</sup> 020
Surface de chauffe	Foyer	5 500
	Tubes	44 500
Surface de chauffe	Totale	50 000
	Surchauffe	
Timbre de la chaudière		10 k.
Diamètre des roues motrices		1 m. 20
» » » perceuses		0 700
» » » cyl. HP		0 300
Course des pistons		0 450
Empattement rigide		2 100
Ecartement des essieux extêmes		5 300
Longueur totale		8 220
Poids	adhérent	12.500 k.
	Vide	18.500 k.
	total	23.300 k.



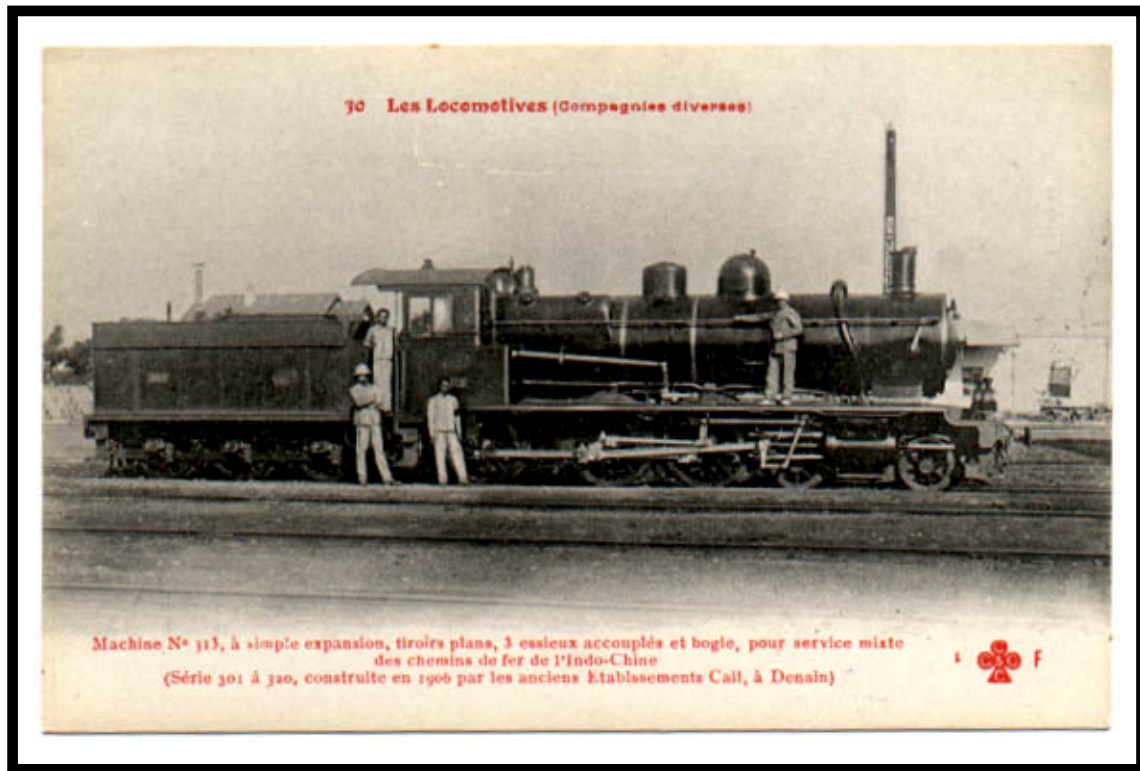
## Locomotives Franco-Belge Engine

This engine was constructed for Indochinese by Société Anonyme Franco-Belge in Raismes, France on the Belgian border.

Diamètre des cylindres	0 <sup>m</sup> 360
Course des pistons	0 500
Diamètre des roues motrices	1 400
Surface de chauffe totale	71 <sup>m</sup> 2 03
Poids à vide	26.690 k.
» en charge	29.000



# Locomotives Engine 313



# French Tramway Company

Like most of the infrastructure in Indochina, the major business interests were controlled in France. Stationery for the French Tramway Company (Indochina) and the handstamped address indicated that by 1941 one of the main offices moved from Paris to Pau.



POSTAL MARKINGS

PAU BASSES- PYRENEES 27-11 41

REVERSE

VULBENS H<sup>TE</sup> SAVOIE 1 12-41

## Tramway Saigon – Cholon

Beginning with an invitation for bids from the colonial authority in 1873, builders made a number of unsuccessful efforts to secure the necessary funding for construction of an urban tramway connecting Saigon and Cholon. Finally opened to the public on 27 December 1881, the Saigon-Cholon “high road” tramway was a 5.1-kilometer line that joined the two metropolitan areas.





Go-Vap Station  
Saigon – Cholon Tramway Line

Go-Vap had stations for both the Saigon-Cholon Tramway and on the mainline Transindochina Railroad. These postcards depict the tramway station.



## Hanoi Tramway

The Compagnie des tramways électriques d'Hanoi et extensions (Hanoi and Extensions Electric Tramway Company) was granted the concession to build and operate a tramway system in Hanoi on 3 April 1900. From the beginning, the company resolved to use electric traction. Hanoi's first two tramway lines opened in November 1901 with great success. Other lines were added over time.



## Tramway Saigon – Gia Dinh

The tramway lines were instant successes. Networks were expanded and improved throughout the first half of the century. However, by the 1980s, the trolley idea had outlived its usefulness and the lines were shut down one by one until the network disappeared.



## Autorail Tramway

In the 1950s, the trams were modernized with cars that were reminiscent of those in Europe. This souvenir card shows second-generation Renault ABH-7 300hp diesel railcars at a Saigon Station in the mid 1950s.

By the 1950s, the road network in the Mekong Delta had expanded significantly. The under-funded tramway system could not compete with trucks and motor coaches. With losses mounting, the South Vietnamese Department of Railways (Sở Hỏa xa Việt Nam, HXVN) opted for closure. The last train from Saigon to Mytho ran on 30 June 1958.



## Tramway Hanoi

\*\*\*\* Save research \*\*\*\*

Proposals to build a three-line tram network in Hanoi had been floated as early as 1894. A contract was eventually signed in 1899 and the first two lines opened in November 1901. The line was an instant success and the network was expanded and improved. By the 1980s, the trolley idea had outlived its usefulness and the lines were shut down one by one until the network disappeared.

