

VIETNAM RAILROAD HISTORY (1881 - 1936)

This exhibition introduces some train stations and railroads built in Vietnam under Indochine period during the time 1881-1936 through postcards and used covers with train postmarks.

A - INTRODUCTION:

Railroad from Saigon to Cholon (length of around 5 km, railway size of 1m) was constructed on 27 Dec 1881, **this is the first Indochina train** managed by Société Générale des tramways à vapeur de Cochinchine (SGTVC). Besides, railroad of Saigon – Mỹ Tho (length of 71Km) was also constructed in the same year (1881) and the first train of this railroad started on 20 Jul 1885

Then, first railroad of Tonkin was the one from Lạng Sơn to Phủ Lạng Thương (later namely Bắc Giang) was constructed in 1895 with railway size of 0.6m

On 14 Jul 1898, Indochina General Governor Paul Doumer decided to make a program to build a trans-Indochina train system with priority targets of positively constructing some railroads such as Hà Nội - Nam Định, Sài Gòn - Nha Trang and Đà Nẵng - Quảng Trị. Basing on Law dated 25 Dec 1898 regarding to raise fund by issuing bonds for 200 millions Francs and as a result, this help the project successfully completed.

+ Railroad of Hà Nội - Hải Phòng - Lào Cai (length of 390 km): from Hải Phòng to Gia Lâm was completed in Apr 1903, it came to Việt Trì in Nov 1903, then to Lào Cai in Apr 1905.

+ Railroad of Đà Nẵng - Đông Hà (Quảng Trị): from Đà Nẵng to Huế in 1906, then it came to Đông Hà in 1908.

+ Railroad of Hà Nội - Vinh - Bến Thủy (length of 325 km): from Hà Nội to Ninh Bình in 1903, then to Bến Thủy in 1905.

+ Railroad of Sài Gòn - Khánh Hòa was commissioning in 1901 but it had just finished a part from Sài Gòn going to North with 132 km (in 1908) and from Nha Trang going to South with 409 km (in 1913).

The construction of trans-Indochina railroad started from 1899 and last for more than 30 years with some own railroads were completed in some time such as railroad of Hanoi - Vinh from 1899 to 1905, then railroad of Nha Trang – Saigon from 1905 to 1913, Vinh – Huế from 1913 to 1927 and finally is the one of Huế – Nha Trang from 1930 to 1936.

The system of trans-Indochina was completed on 1 Oct 1936 with a ceremony of putting down the last railroad to connect both North and South railways at Hảo Sơn train station (in Tuy Hòa province)

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VIETNAM RAILROAD HISTORY (1881 - 1936)

1. RAILROADS OF SÀI GÒN - CHỢ LỚN & SÀI GÒN - GÒ VẤP - HÓC MÔN:

Railroad of Sài Gòn - Chợ Lớn (Route Haute), length of 5,112 km) was the earliest one in Indochina and on 27 Dec 1881, the first train started at Bạch Đằng Quay (at corner of Sài Gòn river and Bến Nghé canal) run along Chương Dương Quay to Nemésis street (now is Phó Đức Chính street), then up to Marchaise (Ký Con street) and end of Route Haute de Cholon (Nguyễn Trãi street) continue to go on Route Strategic (Hùng Vương-Trần Phú) forward to Chợ Lớn.



Postcard sent to TIEN TSIN, China, with a stamp of Grasset 10 Cents: Train at Sài Gòn train station the first on 1881-1915), at Bạch Đằng Quay.
Backside: postmarks of Saigon Central 14 May 1906 & Tien Tsin

Sài Gòn new train station, near Bến Thành market, is now 23/9 Park, was built since 1911 and started to use since Sep 1915, the old one (as shown in above pictured postcard) was used for tramways of Sài Gòn - Chợ Lớn (Đường dưới) & Sài Gòn - Gò Vấp - Hóc Môn

The first Chợ Lớn train station was in the place of Chợ Lớn Post Office now.

Beside the railroad, there was another one from Sài Gòn to Chợ Lớn (Đường dưới) established by Compagnie française des tramways de l'Indochine (CFTI). This Company is founded by Mr. Ferret in 1890 and government transferred to it for handling commercially both 02 railroads: Sài Gòn-Gò Vấp and Sài Gòn-Chợ Lớn (Đường dưới). The latter one was opened on 14 Jul 1891

VIETNAM RAILROAD HISTORY (1881 - 1936)

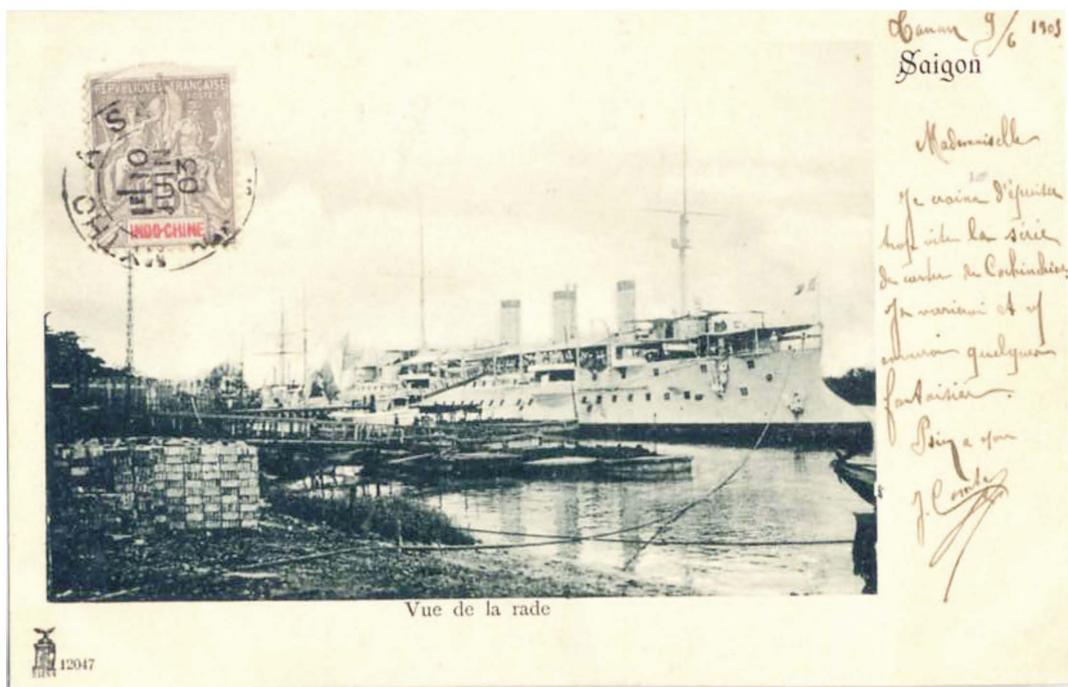


Postcard sent to France: Chợ lớn tran station, with a stamp of 10 Cents, cancellation: Saigon Central 13/1/1905 - Backside: GIRONOG postmark 8/2/1905

For railroad of Sài Gòn - Chợ Lớn, it run by steam power at the first beginning until 1923 it change to run by electricity power. This way connected from Chợ Lớn to Sài Gòn, then spread into Gò Vấp and Hóc Môn. It served until 1953.

2. RAILROAD OF SÀI GÒN - MỸ THO:

This railroad was transferred to Mr. Joret, a private contractor by Cochinchine Colony Committee for construction and exploitation on 12 Nov 1880 and it was completed on 20 Jul 1885. The first train from Sài Gòn to Mỹ Tho started on the morning of the date

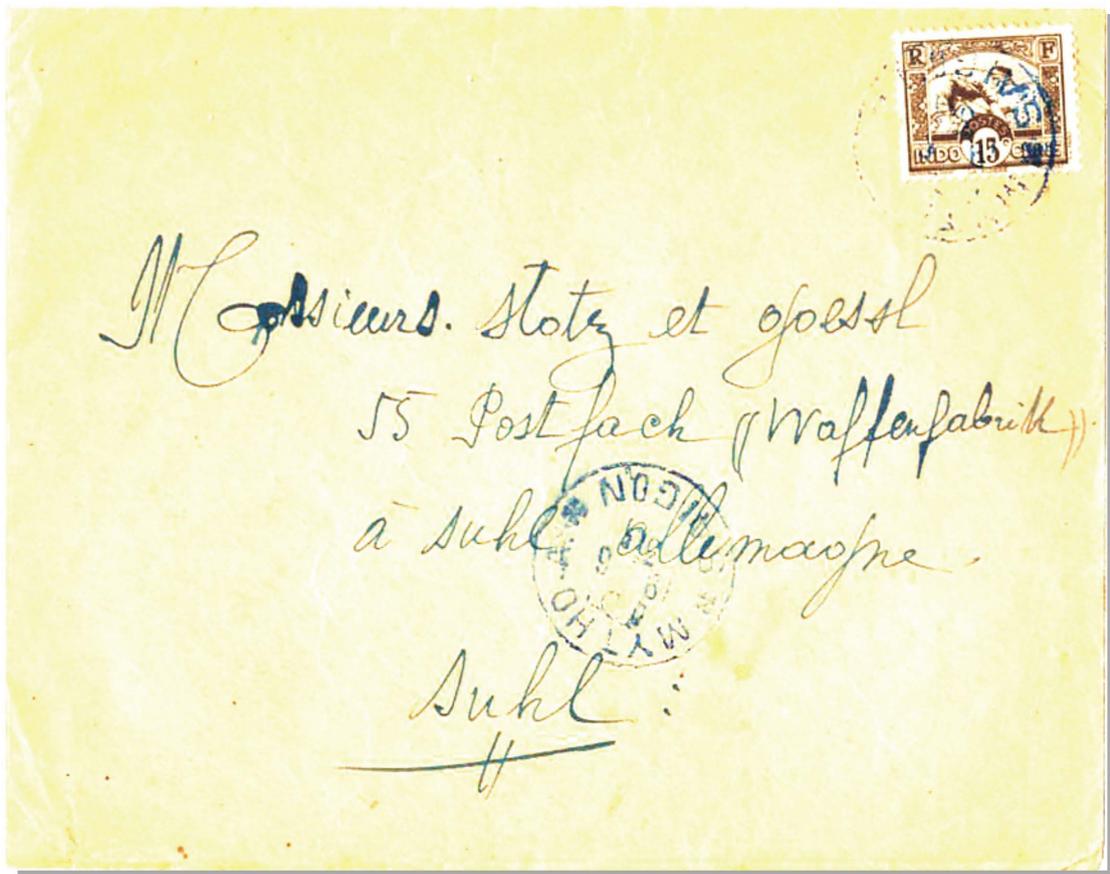


Postcard sent to France, was delivered by train of from Mỹ Tho to Sài Gòn with train postmark dated 10/6/1903 - This is the second type of postmark of this railroad

VIETNAM RAILROAD HISTORY (1881 - 1936)

In the beginning, train had to board on ferry in Ben Luc in order to pass the Vam Co Dong river due to bridge were not constructed yet. Until early of May 1886, train could run smoothly through the following train stations: Sài Gòn, An Đông, Phú Lâm, An Lạc, Bình Điền, Bình Chánh, Gò Đen, Bến Lức, Bình An, Tân An, Tân Hương, Tân Hiệp, Lương Phú, Trung Lương and Mỹ Tho.

The average time of moving from Sài Gòn to Mỹ Tho (length of 70km) reached 02 hours (if compared to other means of transportation of Vietnamese at that time, this speed is very fast)



Cover from Long phú - Cochinchine sent to SUHL (Germany), with a stamp of Indochine 15 Cents and a train postmark from **Mỹ Tho A Sài Gòn** dated 19/6/1933 (third type TPO)
Backside: Saigon Central postmark 19/6/1933

The first train postmark of Indochina is SAIGONAMITHO COCHINCHIN^E used from 1891 to 1893 and postmark of MITHOASAIGON COCHINCHIN^E used from 1888 (image 1). At first, French used the word of I instead of Y. After a time, postmark of MYTHO A SAIGON 1⁰ (2⁰, 3⁰) were replaced and used (image II). These types of postmarks were recorded to use from 1897 and stopped in 1907. Finally, postmark of MY THOA * SAIGON* (and via reverse one) were replaced and used since 1931 to 1943 (image III)

VIETNAM RAILROAD HISTORY (1881 - 1936)



Hình 1



Hình 2



Hình 3



3. RAILROAD OF ĐỒNG ĐẰNG - LẠNG SƠN - HÀ NỘI:

3.1 - Phủ Lạng Thương to Lạng sơn:

In 1892, French government started to build a railway size of 0,6 m firstly in Indochina from Phủ Lạng Thương through Kép to Lạng sơn. This was the first railroad in Tonkin and also was the second one of trans-Indochina. It was from Hà Nội up to Nam Quan, in Lạng Sơn with length of 167km and it was completed by many periods. Until the date of 25 Dec 1894, the railroad from Phủ Lạng Thương (at Km 49; Remark: Hà nội train station is Km 0) was connected to Lạng Sơn.

To commemorate this event, on 25 Dec 1944 Indochina issue a stamp set with 02 values about profile image of General Governor Jean-Marie Antoine Louis de Lanessran and train to remember his contribution to establish the railroad of Phủ Lạng Thương to Lạng Sơn.

VIETNAM RAILROAD HISTORY (1881 - 1936)



35

35

23.10.46

VIETNAM RAILROAD HISTORY (1881 - 1936)



Cover sent from Nha Trang to Sài Gòn with a stamp of Lanessan 15 cents, with CENSURE red handstamp of CHANH PHU VIET NAM - PHONG KIEM DUYET - TINH KHANH HOA



Hand-made cover sent from Phước Trạch, FAI-FO (Hội An) to Sài Gòn with a stamp of Lanessan 1 cent, postmark of FAI-FO 4/3/1945 (this year is serious starvation happened)

VIETNAM RAILROAD HISTORY (1881 - 1936)

3.2 - Đồng Đăng - Ga Gia Lâm:

In 1896, France constructed the South direction of this railroad, to Gia Lâm train station (at Km 5), on 1 Nov 1900, railroad of Gia Lâm - Phủ Lạng Thương (length of 40km) and Lạng Sơn - Đồng Đăng (length of 19km) were on used.

Until 1896, when fighting and board situation is temporarily stop, this railroad was continued to upgrade to new size of 1m and connected to Lạng Sơn. This transfer from military railway to civil one took a lot of time. And as a result, up to summer of the year 1902, railroad of Hà Nội - Đồng Đăng was completed and until Jan 1908 it was passed hills to connect to Nam Quan.



Postcard sent from Hà nội to Sept Pagodes (Phả Lại), with a stamp of Grasset 5 Cents and train postmark of **HANOI A PHU LANG THUONG**



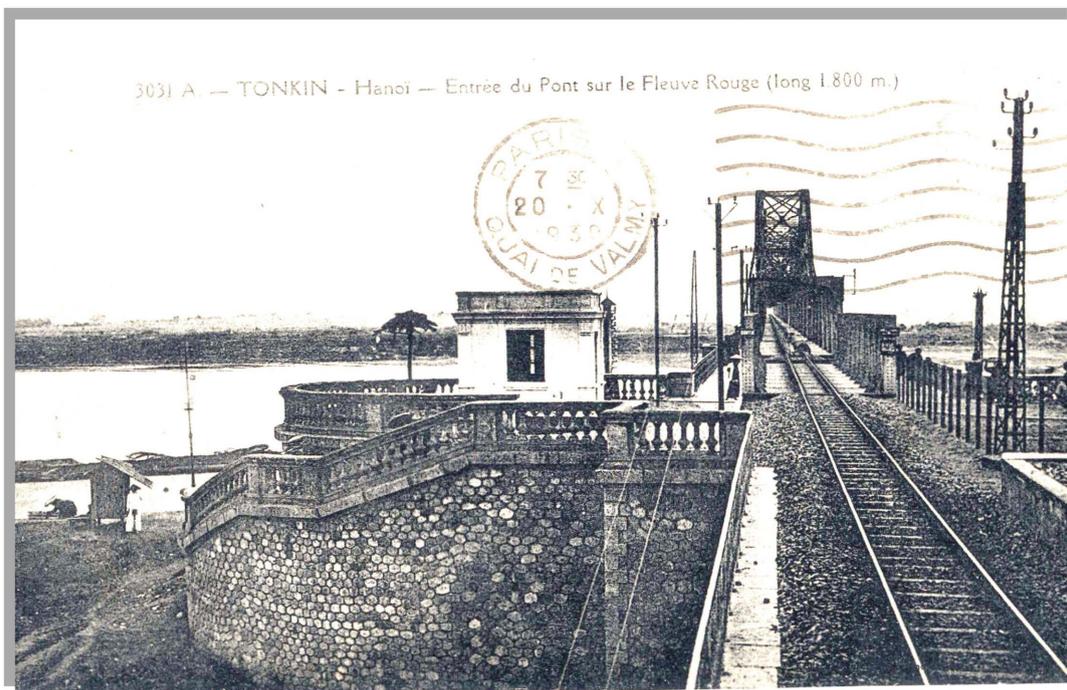
Train postmark of Hà nội A Phủ Lạng Thương & Phủ Lạng Thương A Hà nội were used since 1900

VIETNAM RAILROAD HISTORY (1881 - 1936)

3.3 - Railroad from Gia Lâm to Hàng cở train stations & Paul Doumer bridge (Long Biên bridge):

Long Biên bridge is built to meet the demand of railroad from Hà nội to North provinces and opening ceremony started on 12 Sep 1898.

This bridge is designed by Gustave Eiffe, for both use for car and train. It is opened on 2 Feb 1902 and named by Paul Doumer who had idea of this construction.



Postcard sent from Hà nội to France, with a stamp of 15 Cents Indochine of Annam woman and postmark date of 11 Sep 1930, arriving postmark of Paris dated 20 Oct 1930 – Picture: Entry to Doumer bridge over Red River (bridge length of 1,800m) and Long Biên train station

Long Biên train station:

Old name is Đầu Cầu train station (at Km 2), actually this place is a temporary stop at old town of Hanoi. The station had not sub-railway or branch and stationed in entry to the bridge

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard sent from Hà nội to Đáp cầu, an overlook of Paul Doumer bridge with 08 main spans. It is with a stamp of Indochine 5 Cents (Annam woman) and train postmark of **Hà nội A Lạng sơn C** dated 21 Nov 1911

Remark:

Đáp cầu is in Bắc Ninh, 30Km away from Hanoi, while Lạng sơn is 154Km away from Hanoi, however, train postmark of HANOI A LANGSON C was used because there was no exist of train postmark of HANOI A BACNINH and HANOI A DAPCAU although the postcard is sent from Hà nội to Đáp cầu.

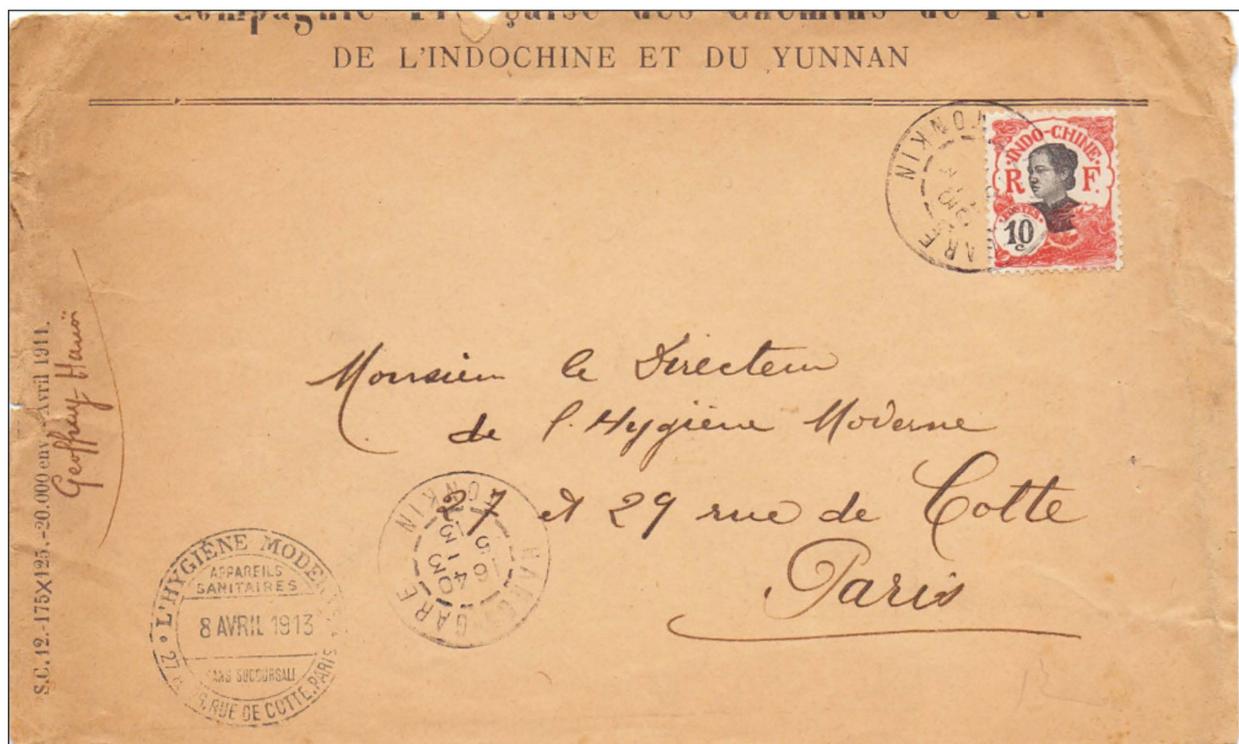
Hà Nội train station (or Hàng cở):

This building is designed by engineer named Boreil in 1898 and accpeted by Indochina General Gonernor. In 1902, Hàng Cở train station is opened and used at same time with Long Biên bridge.

VIETNAM RAILROAD HISTORY (1881 - 1936)



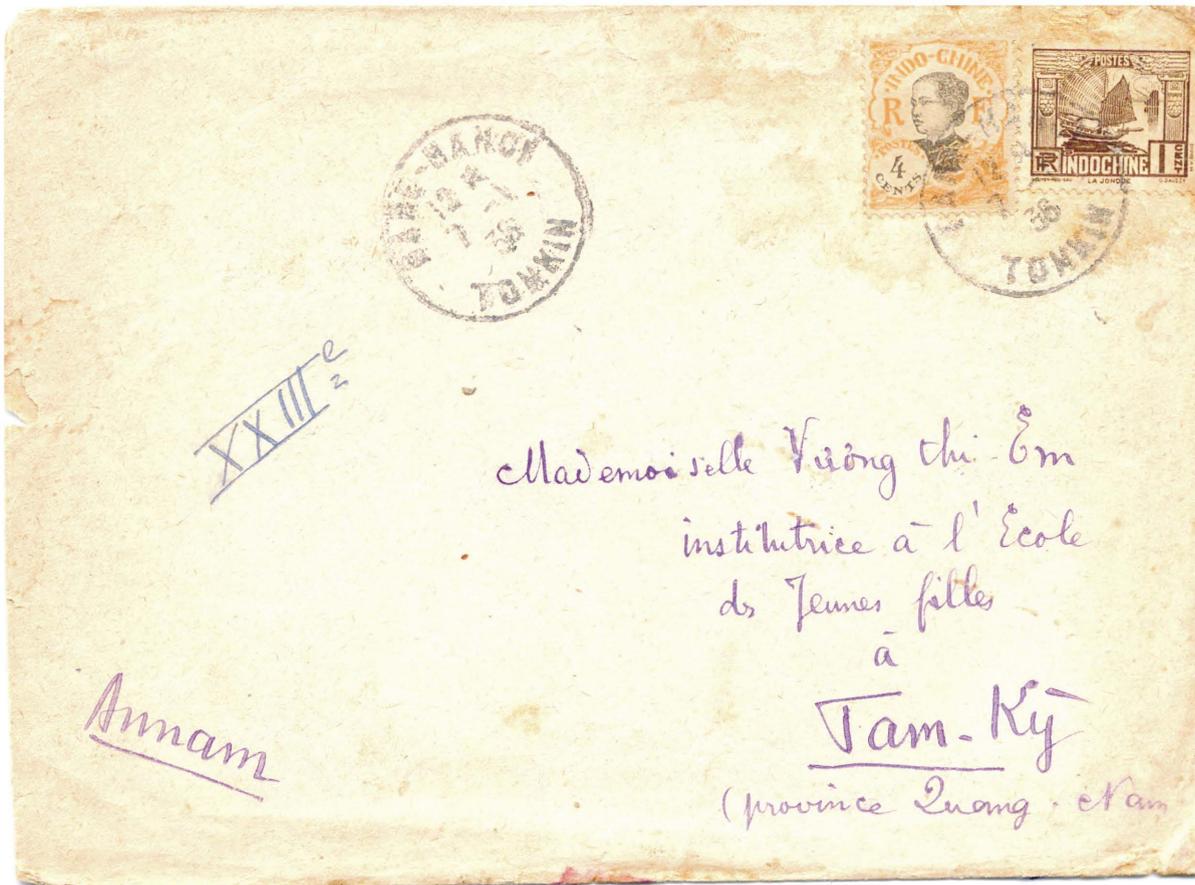
Postcard: Hà Nội train station, with a stamp of Indochine 5 Censt (Annam woman) and cancellation of station post office: **GARE HANOI** on 19 May 1911



Cover sent to Paris with another cancellation of station post office: **HANOI GARE** on 5 Mar 1913

There are some train postmarks recorded from Hanoi to some following places: PHỦ LẠNG THƯỢNG, LẠNG SƠN, LÀO CAI (name of postmark is LAO KAY), VINH, HẢI PHÒNG, NAM ĐỊNH, QUẢNG NGÃI, QUI NHƠN, THANH HÓA, ĐÀ NẴNG (name of postmark is TOURANE), VIỆT TRÌ, TUY HÒA, YÊN BÁI (name of postmark is YEN BAY). For postmarks of GARE HANOI (or HANOI GARE) were used for cancellation or chop on covers/ postcards and postal packages for those other places

VIETNAM RAILROAD HISTORY (1881 - 1936)



Cover sent from Hà Nội train post office (delivered by train) to Tam Kỳ, with postmark of GARE HANOI TONKIN dated 7/1/1938, arriving postmark of TAMKY 8/1/1938



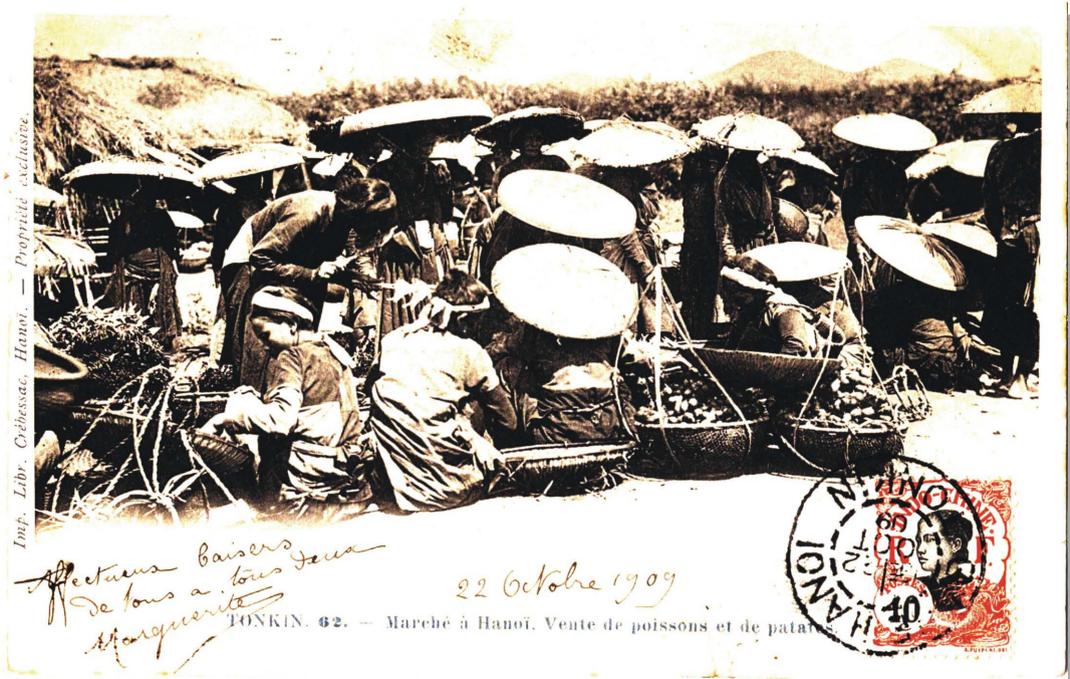
Postcard sent to France with a stamp of Indochine Grasset 10 cents and train postmark of **HANOI A HAIPHONG C** dated 20/12/1906

VIETNAM RAILROAD HISTORY (1881 - 1936)

Postcard sent to CHARANTE (France),
with 02 stamps of Indochina Grasset 5 cents
and cancellation of Hà nội train post office
HANOI-GARE 17/7/1908



Remark: Postal rate of Indochina postcard sent locally or to France/ French Union is 5 Cents (for postcard with less than 05 words in regard to information on it). This postal rate is changed after 1 Jun 1939 with new rate of 8 Cents. These both postcards with rate of 10 cents because information words is over 05 words.



Postcard sent to ALGERIA, with Indochine 10 Cents (Annam woman)
and cancellation of Hà Nội train post office: **GARE HANOI 12/10/1909**

VIETNAM RAILROAD HISTORY (1881 - 1936)

Lạng Sơn Train station (at Km 149) - Completed construction in 1894



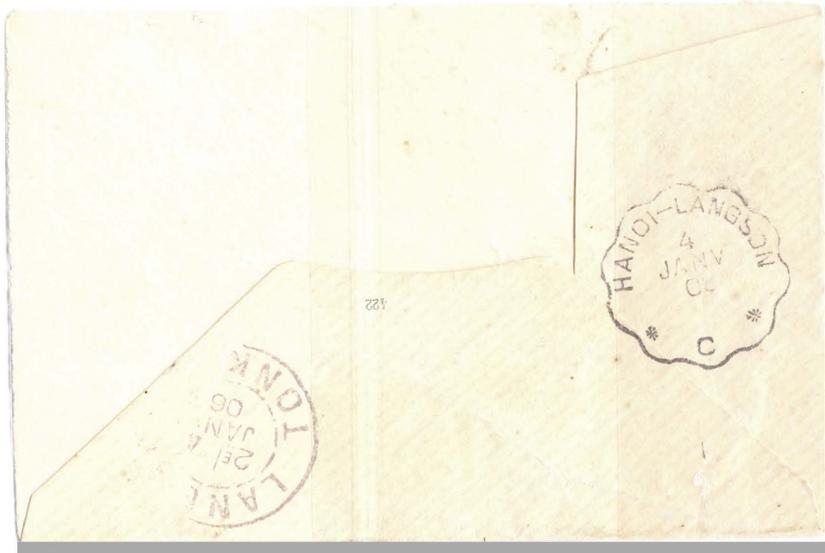
Postcard sent to Hà nội, with stamps of Indochine Grasset 1 & 4 cents



Postcard sent to Bắc Ninh, with 02 stamps of Indochine Grasset 5 cents, and train postmark of HANOI A LANGSON 1° dated 8/2/1908, arriving postmark of Bắc Ninh 8/2/1908

VIETNAM RAILROAD HISTORY (1881 - 1936)

The first train of mail delivery from Hà nội to Lạng Sơn and via versa is carried out in 1900 - Type of train postmark of HANOI A LANG SON 1^o & LANG SON A HANOI 1^o were recorded to use since 1908 and stop in 1927



Cover sent to Lạng sơn, with a stamp of Indochine
Grasset 5 cents and train postmark of **HANOI A LANGSON C 4/1/1906**



Postcard sent to France, with a stamp of Indochine Grasset 5 Cents, cancellation:
train postmark of **LANGSON A HANOI 1^o** in 1907, transit postmark (backside):
HANOI A HAIPHONG A dated 12/9

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard with image of railway bridge in Phủ Lạng Thương, it is sent from Ninh Binh with a stamp of Indochine Grasset 10 cents and train postmark of **LANGSON A HANOI A** dated 15/11/1910



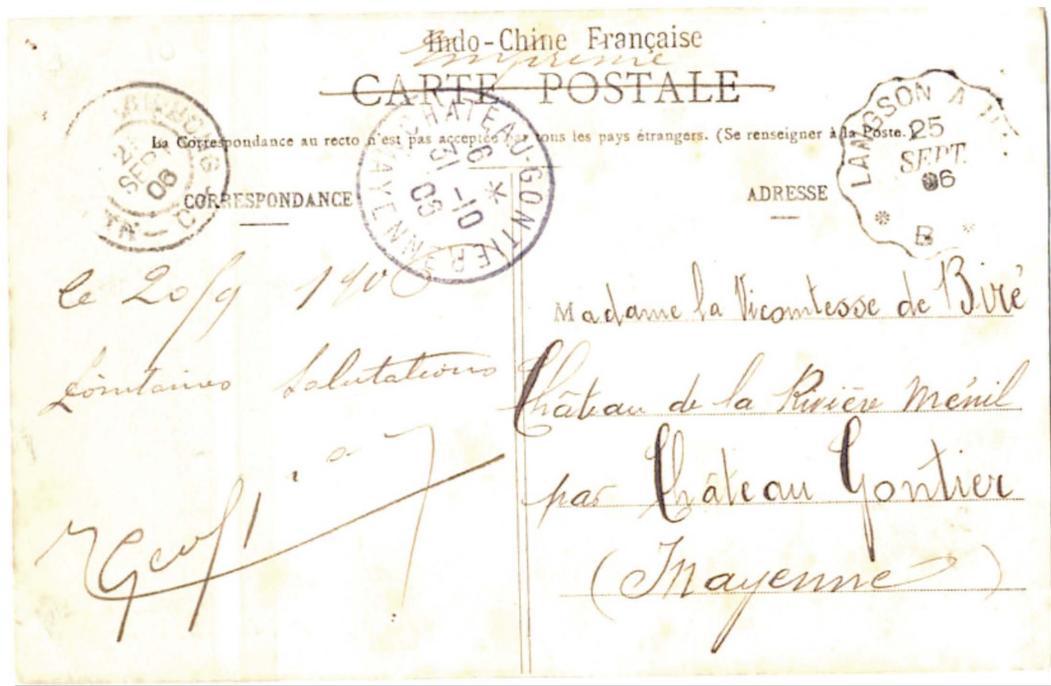
Postcard with a stamp of Indochine 5 Cents (Annam woman) and the words Bonne année (HAPPY NEW YEAR). Sender write the date of 19 Dec 1909 with hope that recipient in France could receive it by near end of Dec. Actually, the postcard is with arriving postmark dated 6/1/1910. Train postmark: **LANGSON A HANOI A** dated 20/12/1909.

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard sent to France with a stamp of Indochine Grasset 5 cents.
Cancellation: train postmark of **LANGSON A HANOI B** dated 25/9/1906;
transit postmark: TPO of **HANOI A PHONG C** dated 25/9/1906
& arriving postmark of CHATEAU GONTIER – MAYENNE 31/10/1906

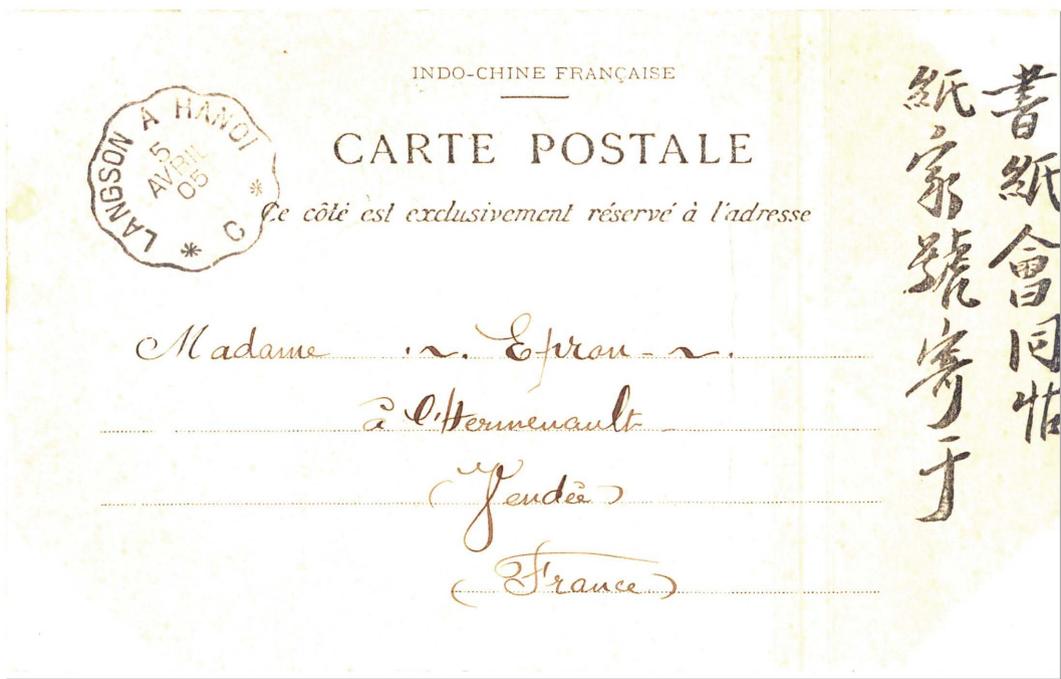
Before 1929, there is no flights of mail deliver from Indochina to France, therefore mails still delivered on land or surface or both ways. As such, mails and postcards from Indochina to France were collected in Hanoi and sent to Hải phòng



Postcard from the same sender who continued to send another one on 20 Sep 1906 with greetings, it is with a Indochine Grasset 5 cents stamp and train postmark of **LANGSON A HANOI B** dated 25/9/1906; transit TPO of **HANOI A HAIPHONG C** dated 25/9/1906

VIETNAM RAILROAD HISTORY (1881 - 1936)

Postcard sent to France with a stamp of Indochine Grasset 5 cents. Cancellations: DAP CAU 1905 & VENDEE 1905
 Backside: **Train postmark of LANGSON A HANOI C 5/4/1905**



Postcard sent to Hà nội with a stamp of Indochine Grasset 10 cents.
 Cancellation: **train postmark of LANGSON A HANOI C 21/11/1908**

VIETNAM RAILROAD HISTORY (1881 - 1936)

These type of train postmarks of LANGSON A HANOI A (B và C) were used from 1900 to 1932

Below are some other type of train postmark of railroad of Lạng Sơn to Hà nội (1931 & 1933)



In the golden time of world postcard (1907-1915) : France allowed publishers to print Indochina postcards with 02 parts separately at backside in 1904: left side for information and right side for address of recipient. Earlier, England is pioneer in 1902, Germany in 1905 and finally USA in 1907, and during this stage, demand of sending information through postcard for foreigners in Indochine increased much. And as a result, mails and postcards in Tonkin are sent to Europe through train of railroad of Hà nội - Hải phòng are too many because from Hải phòng, mails & postcards were transferred by ship or on land (through China) via Siberia.



Postcard sent to France with a stamp of Indochine Grasset 10 cents due to more than 05 words on information side; cancellation: **train postmark of HANOI A HAIPHONG C** dated 25/7/1907

VIETNAM RAILROAD HISTORY (1881 - 1936)

4. RAILROAD OF HÀ NỘI - HẢI PHÒNG:

This railroad was constructed since 1901 and it was completed on 16/6/1902 and used since then. This railroad was from Hà Nội to Gia Lâm then to Cẩm giàng (in Hải Dương) then to An Dương and Hải Phòng.



Postcard sent to France: Hải Dương train station



Postcard with image of Hải Phòng train station

VIETNAM RAILROAD HISTORY (1881 - 1936)

The first mail delivery through train from Hà nội to Hải phòng and via versa is carried out in 1902



Postcard sent to Bonneville, with a stamp of Indochine 10 Cents, and train postmark of **HAIPHONG A HANOI B**



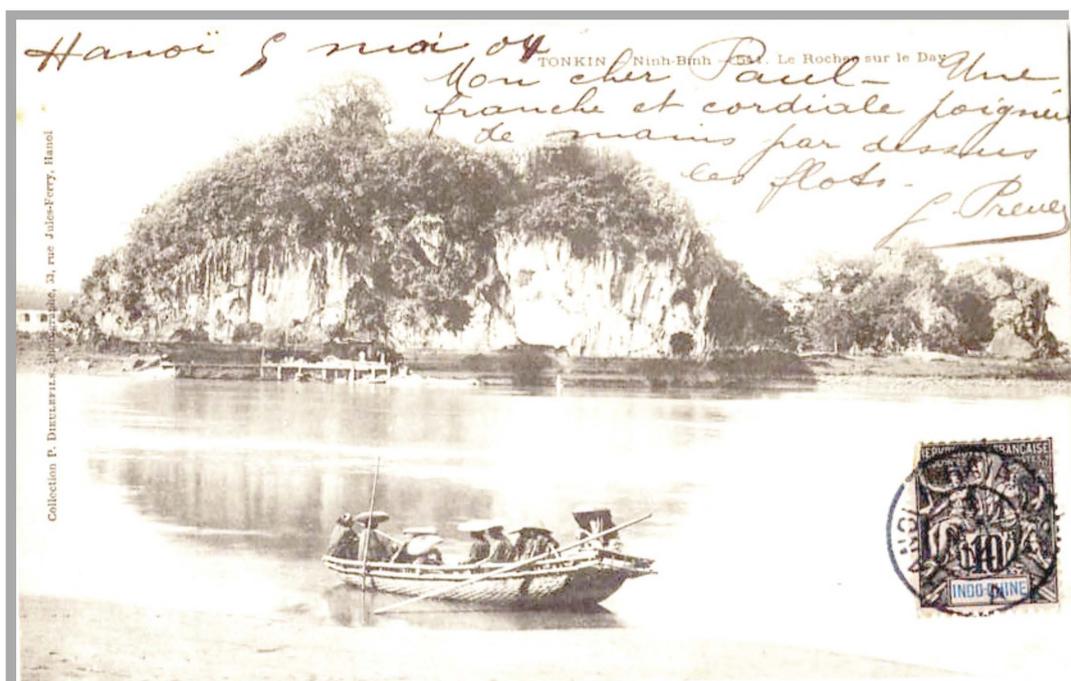
Postcard sent to Sein et Disé, with a stamp of Indochine 5 Cents and train postmark of **HAIPHONG A HANOI C**

Train postmark of HAIPHONG A HANOI A (B, C & D) were used since 1902 to 1932

VIETNAM RAILROAD HISTORY (1881 - 1936)

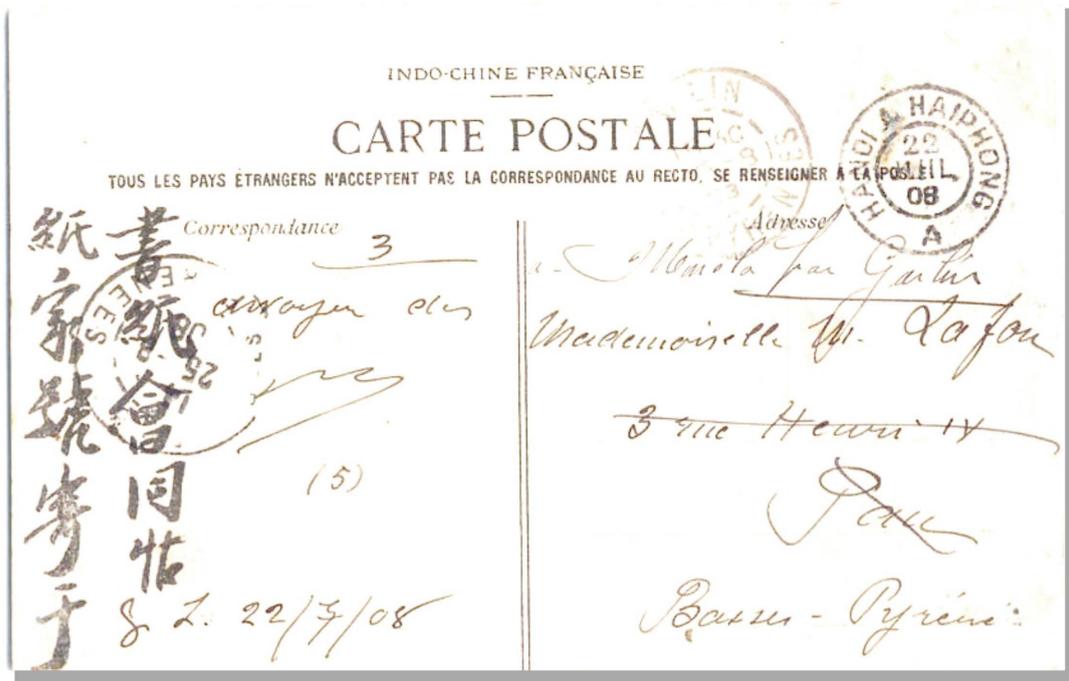


Cover sent from GOUVERNEMENT GENERAL DE L'INDOCHINE to SHANGHAI, with 02 stamps of Indochine 5 Cents and **train postmark of HANOI A HAIPHONG 1° 3/12/1929**



Postcard sent to Paris, with a stamp of Indochine 10 Cents and cancellation of **train postmark of HANOI A HAIPHONG A**

VIETNAM RAILROAD HISTORY (1881 - 1936)

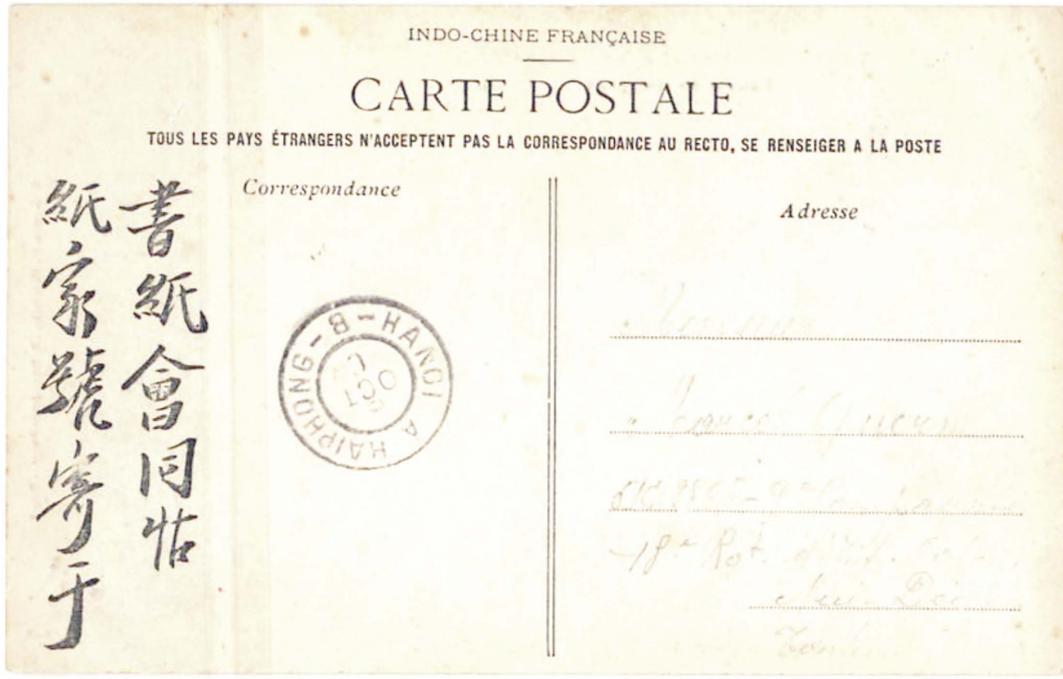


Postcard sent to Pyrenees (in Spain), with a stamp of Indochine 5 Cents (Annam woman) and train postmark of **HANOI A HAIPHONG A** dated 22/7/1908



Postcard sent to Polisy, Aube (France), with a stamp of Indochine Grasset 5 Cents and train postmark of **HANOI A HAIPHONG B** dated 29/3/1907

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard sent to Núi Đèo - Tonkin, with a stamp of Indochine Grasset 5 Cents and **train postmark of HANOI A HAIPHONG B** dated 8/10/1904



Postcard with a stamp of Indochine Grasset 5 Cents, cancellation: **train postmark of HANOI A HAIPHONG B**

VIETNAM RAILROAD HISTORY (1881 - 1936)

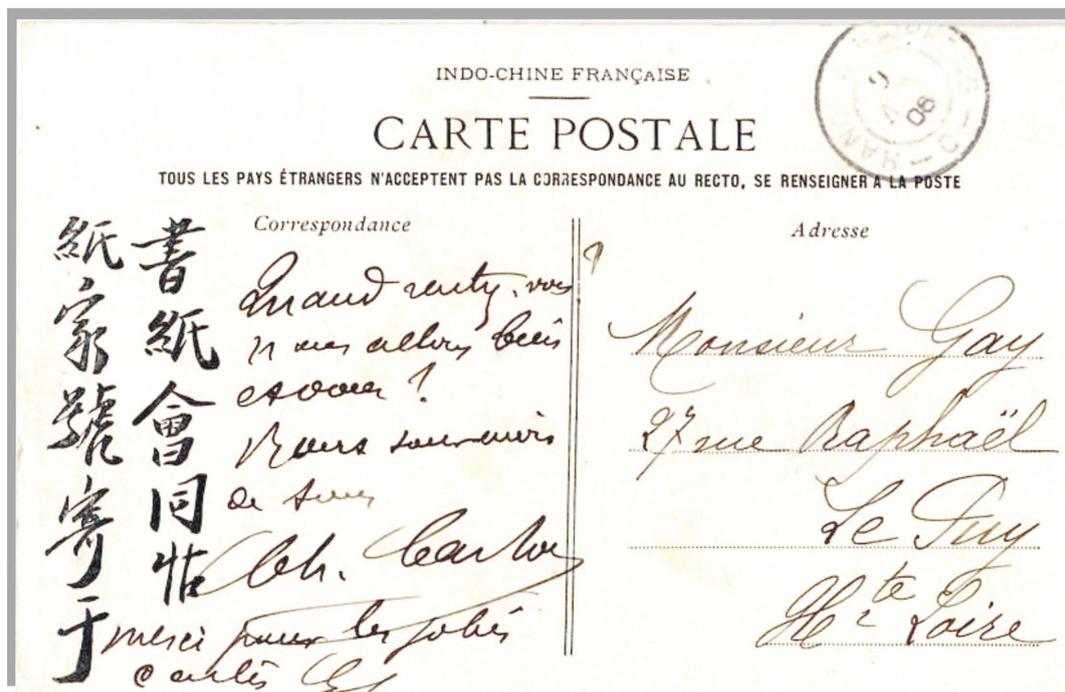


Bưu ảnh Indochine gửi đi Paris, dán tem Indochine 10 Cents với **dấu hủy**: xe lửa tuyến Hà nội A (đi) Hải Phòng C ngày 30/9/1904

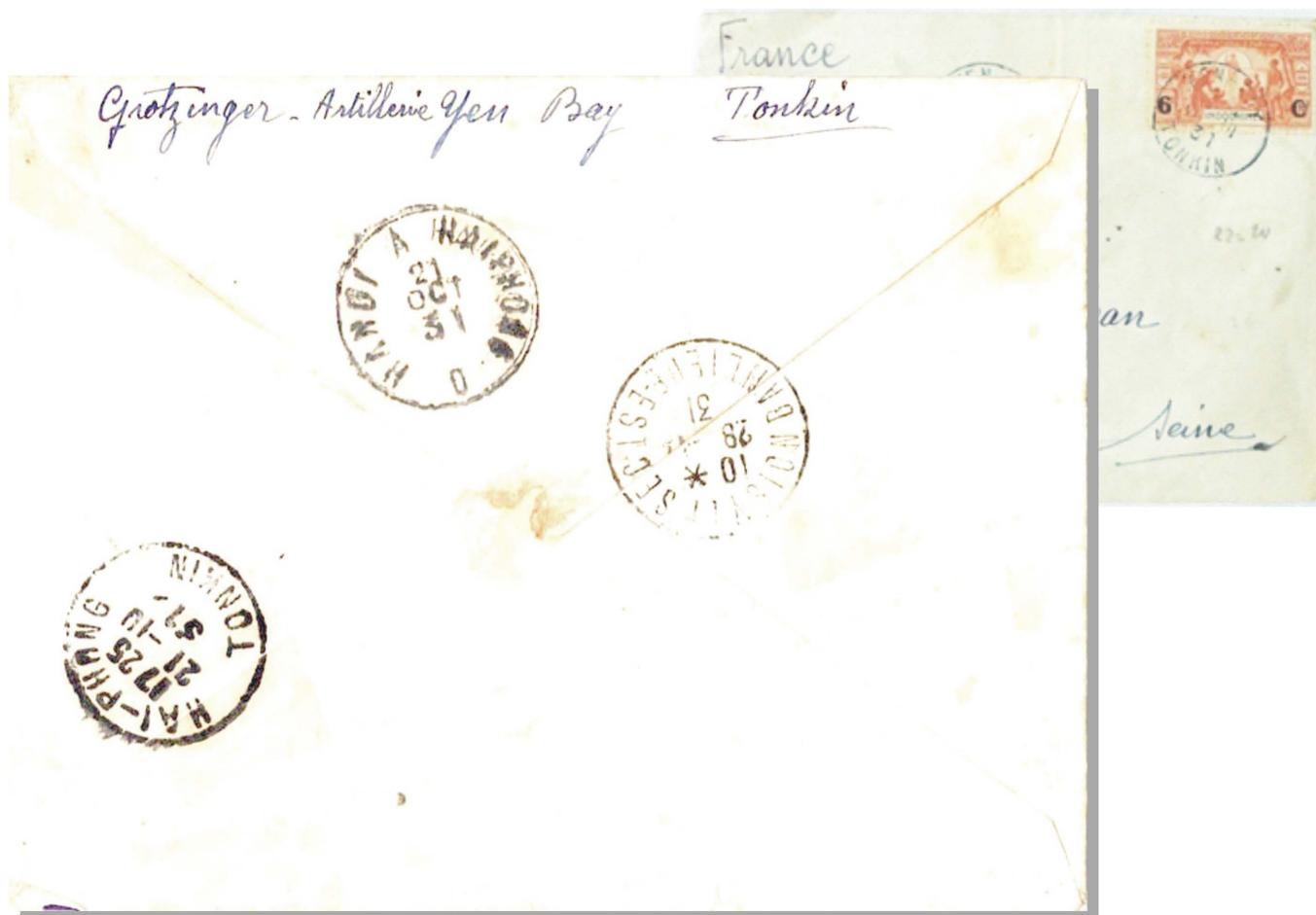


Postcard sent to France with 02 stamps of Indochine Grasset 5 Cents and train postmark of HANOI A HAIPHONG C

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard sent to France with a stamp of Indochine Grasset 10 Cent and train postmark of HANOI A HAIPHONG C dated 9/11/1906



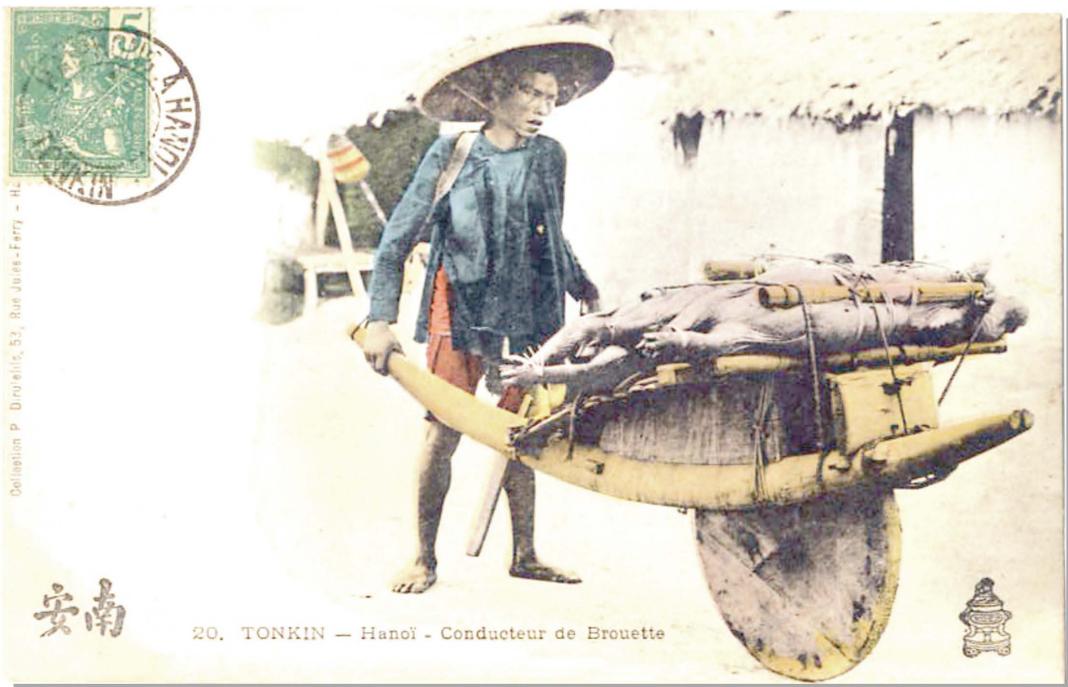
Cover sent to Seine, with a stamp of Indochine 6 Cents and **dấu** train postmark of HANOI A HAIPHONG O 21/10/1931

VIETNAM RAILROAD HISTORY (1881 - 1936)



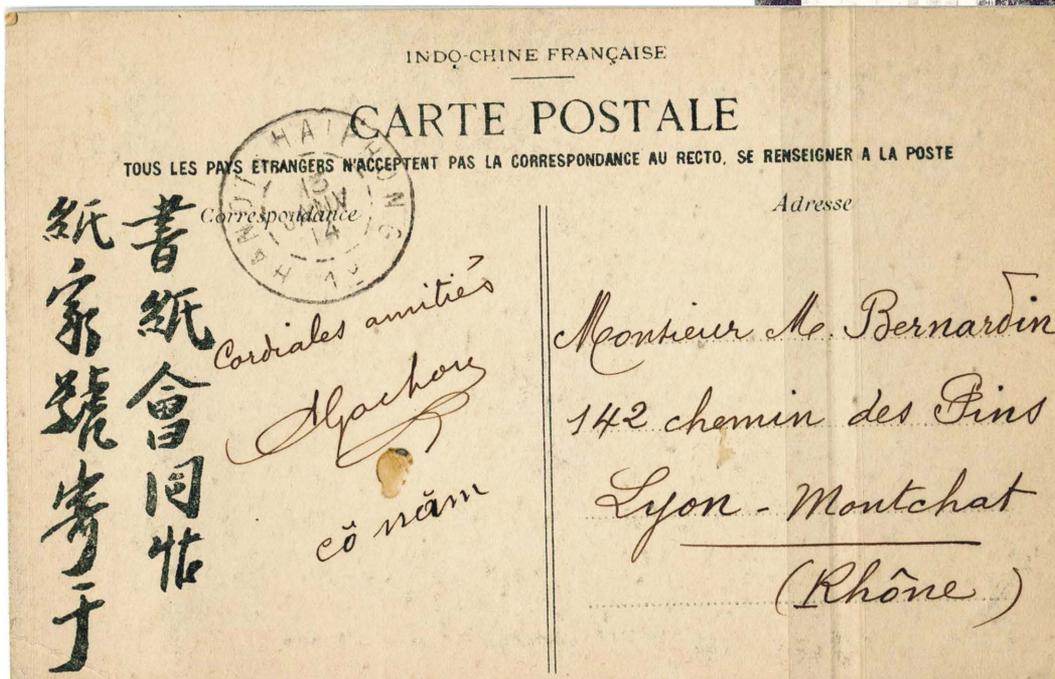
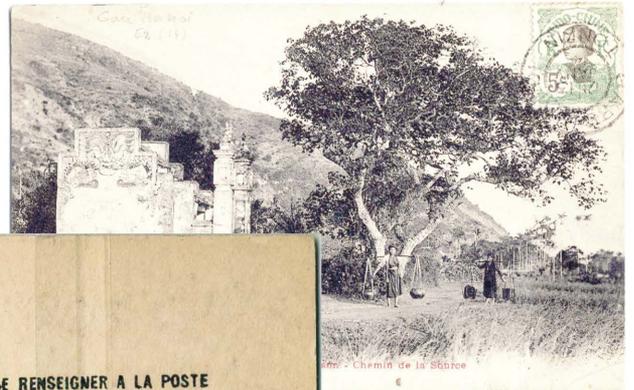
Cover sent to France with 03 stamps of Indochine 15 Cents, cancellations: HANOI A HAIPHONG TONKIN 21/3/1902 & ship postmarks of LIGNE N PAQUEBOT.

This cancellation of HANOI A HAIPHONG TONKIN is not train postmark. It is used since 1893 to 1902



Postcard is with a stamp of Indochine Grasset 5 Cents and cancellation of HANOI A HAIPHONG (this postmark is without date), is recorded not a train postmark

VIETNAM RAILROAD HISTORY (1881 - 1936)

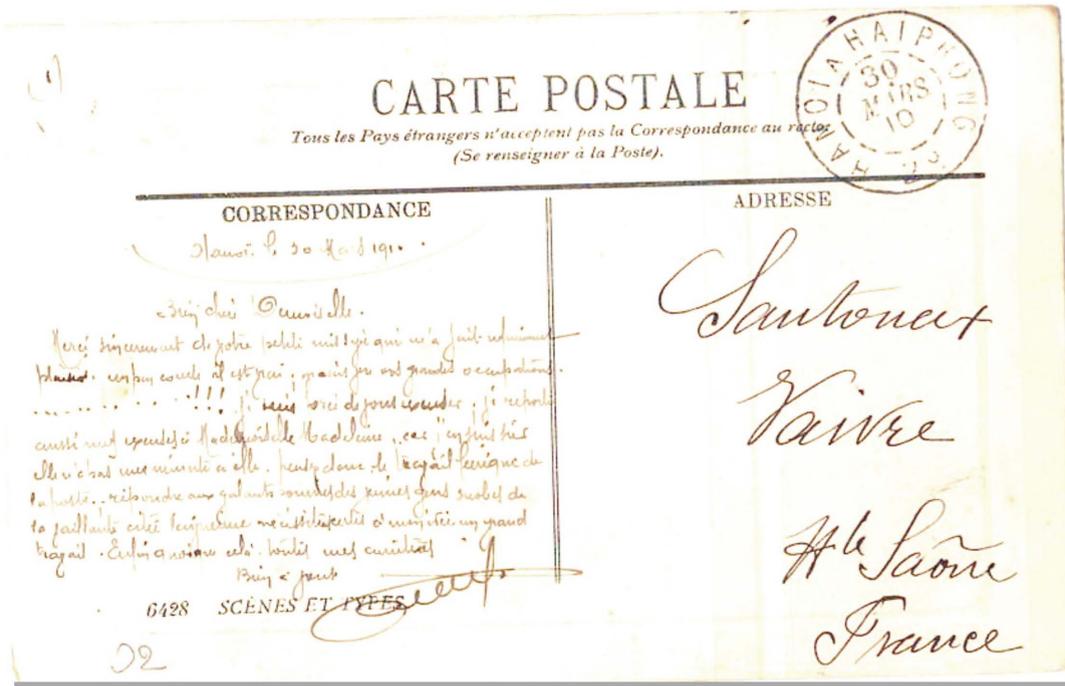


Postcard sent from Hà nội with cancellation of GARE HANOI 13/1/1914 to Rhone, France, with a stamp of Indochine 5 Cents (Annam woman) - Backside: **dấu train postmark of HANOI A HAIPHONG 1^o** dated 13/1/1914



Postcard sent to France, with a stamp of Indochine Grasset 5 Cents and train postmark: **HANOI A HAIPHONG 2^o** 5/12/1908, transit postmark of Hải Phòng 5/12/1908 & CDS of CLAMART SEINE 6/1/1909

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard sent from Hà nội to France, with train postmark of HANOI A HAIPHONG 2^o 30/3/1910

Type of train postmark of HAIPHONG A HANOI 1^o (2^o) were used since 1917 to 1923 and HANOI A HAIPHONG 1^o (2^o) since 1909 to 1932

Besides Hanoi train post office, there were some other post office in Hà nội to collect, transfer and distribute mails, postcards, postal items, etc through train, road transport and surface (airmail is carried out since 1929).



Hanoi Rectte Post Office opened in Sep 1887 is the centre Post Office of Hanoi. Then, postal mark was changed to Hanoi R.P. (Rectte Principale).

VIETNAM RAILROAD HISTORY (1881 - 1936)

Hanoi Imprimes Post Office opened in 1892, Hanoi Direction Post Office in 1905, HANOI CITADELLE Post Office primarily opened for telegrams (for military service) with postal mark of HANOI-TOUR & then it is transferred to name of HANOI-CITADELLE in public use since 27/7/1897, HANOI CHATEAU-DEAU Post Office opened on 01/06/1906

Registered cover sent to France with postmark of HANOI CHATEAU-DEAU dated 18/1/1940



Besides, Hà Nội also constructed 29Km railway for tramway since 1901.



Postcard: A tram in Hà Nội, this postcard is sent to Cette (France) with a stamp of 5 Cents, postmark of HANOI CHATEAU D'EAU 5/11/1909

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard sent to France, with a stamp of Indochine 10 Cents (Annam woman) & 02 TPO: **LANGSON A HANOI B** dated 4/1/1910 & **HANOI A HAIPHONG 2°** dated 4/1/1910



Postcard sent to France, with a stamp of Indochine 4 cents (Annam woman) (postage due) and postmark of LANGSON dated 27/3/1924, transittrain postmark **LANGSON A HANOI 1°** dated 27/3/1924

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard sent to France with a stamp of Indochine 5 cents (Annam woman) and train postmark of **LANGSON A HANOI** dated 2/10/1913



Postcard with image of railway bridge over Nam Thi river in Lào Cai, it is sent to France with a stamp of Indochine Grasset 10 Cents and train postmark of **YENBAY A HANOI B** dated 1/3/1906

VIETNAM RAILROAD HISTORY (1881 - 1936)

5. RAILROAD OF HÀ NỘI - YÊN BÁI - LÀO CAI:

This railroad started from Hà Nội train station through Long Biên bridge, Gia Lâm station, Yên Viên (in Từ Sơn, Bắc Ninh), Việt Trì, Tiên Kiên (in Phú Thọ), Yên Bái, Lào Cai. The length of this railroad is 296 km

Railroad from Hà Nội to Yên Bái, was completed earlier in Việt Trì train station (length of 60 Km) on 9/3/1903

Postcard sent to LOT ET GARONNE, with a stamp of Grasset 10 Cents and train postmark of YENBAI A HANOI A



Postcard sent to France, with a stamp of Indochine Grasset 5 Cents, and train postmark of YENBAI A HANOI A dated 21/7/1905

VIETNAM RAILROAD HISTORY (1881 - 1936)

Train postmark of HANOI A YENBAY A was used since 1904 to 1928 and postmark of YENBAY A HANOI A was used since 1906 to 1929



Postcard sent to Hà nội, with a stamp of Indochine 5 Cents, and train postmark of YENBAI A HANOI B

Train postmark of YENBAY A HANOI B was used since 1904 to 1917 and postmark of HANOI A YENBAI B was used since 1904 to 1925



Cover sent to Hà nội, with train postmark of YENBAI A HANOI (round posmark) 26/5/1933
Backside: HÀ NỘI R.P postmark 26/5/1933

VIETNAM RAILROAD HISTORY (1881 - 1936)

Railroad of Yên Bái - Hà nội is length of 156 Km and completed on 25/7/1904



Cover sent to Hà nội, with a stamp of Indochine Nam Phuong Empress 6 Cents
Postmark: TPO **HANOI A YENBAI A**

Railroad of Hà nội - Yên Bái - Lào cai is length of 283 Km & railroad of Yên Bái - Lào Cai was completed on 24/1/1906. The first train from Hà nội to Lào Cai was opened in Feb 1906



Postcard sent to Việt Trì, with a stamp of Indochine Grasset 4 Cents,
and train postmark of **HANOI A LAOKAY 1°**

VIETNAM RAILROAD HISTORY (1881 - 1936)

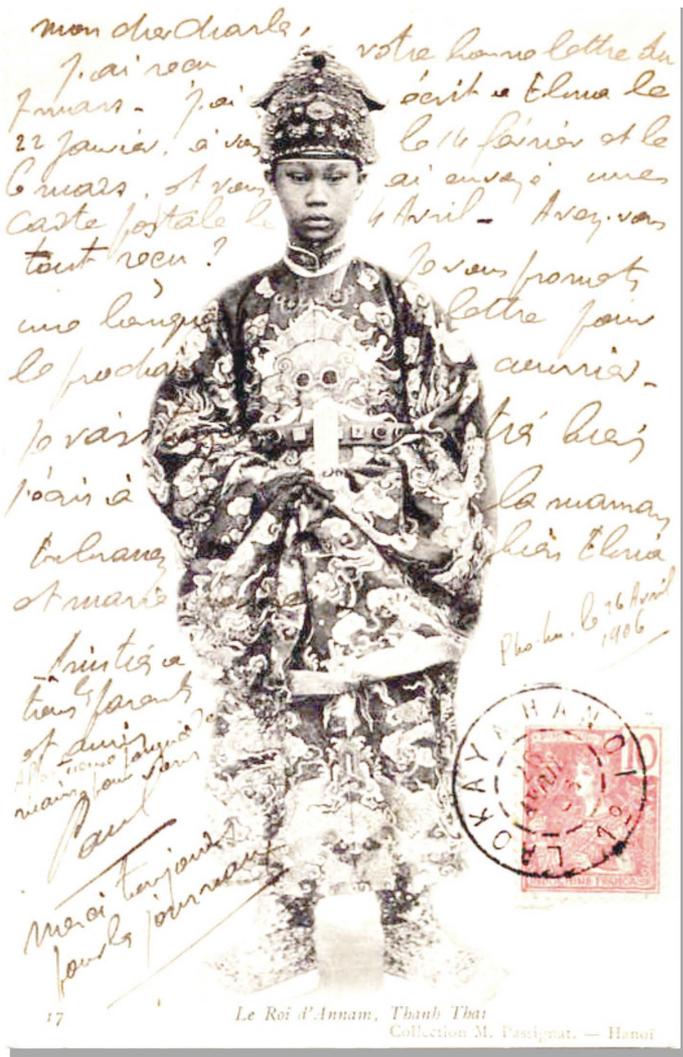
As this postcard is sent from Hano to Viet Tri (60Km away from HN) but train staff perhaps was wrong when using train postmark of HANOI A LAOKAY (Laokay is 283 Km way from HN) to chop on stamp although in Hà nội Train post office there was another train postmark of HANOI A VIET TRI (this train postmark was used since 1903), or the staff could use postmark of HANOI A YENBAI as an instead (with distance of 156 Km and it was used since 1904 to 1943)

Bcover sent to France with a stamp of 10 Cents and train postmark of **LAOKAY A HANOI 1°**



Postal stationery sent from Depot Phomoi to Hà nội, and train postmark of **LAOKAY A HANOI 1°**

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard with image of Thanh Thai King, with a stamp of Indochine Grasset 10 Cents, it is sent from Lào Cai to Isere (France)
 Train postmark of **LOKAY A HANOI 1° 25/04/1906**



Postcard sent to Núi Đèo, with a stamp of Indochine Grasset 5 Cents, and train postmark of **HANOI A LAOKAY 2°**

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard with a stamp of Indchine 5 Cent, sent from Lào Cai to Sài gòn, and cancellation of train postmark of **LAOKAY A HANOI 2°**



Postcard sent to Bruxelles (Belgium), with 02 stamps of Indochine Grasset 4 Cents, and train postmark of **LAOKAY A HANOI A**

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard sent to Sơn Tây, with a stamp of Indochine 10 Cents, and train postmark of **HANOI A LAOKAY 3°**

Train postmarks of HANOI A LAOKAY 1° (2°, 3°) were used from 1910 to 1927 and LAOKAY A HANOI 1° (2°, 3°) were used from 1906 to 1930d



Cover from Monsieur Duc, boss of Vinh Châu train station, sent to Hà nội, with a stamp of Indochine 5 Cents and train postmark of **LAOKAY A HANOI - TONKIN 9/10/1936**

VIETNAM RAILROAD HISTORY (1881 - 1936)

There was a night train from Lào Cai to Hà Nội with a postmark of LAOCAY A HANOI N
Remark: N = Nuit (Night)



Postcard sent to France with train postmark of **LAOKAY A HANOI N**

Remark:

+ Besides Lào Cai Post Office opened in 1886, there were some other post offices with postmarks of LAOKAY A (placed in YUNNANFOU, Yunnan province of China), LAOKAY B (placed in MONTSEU, China) & some other rural postal office in Lào Cai such as BINHLU, TRINH THUONG

+ Lạng Sơn Post Office opened in 1885, besides of that, there were some other post offices in Langson such as Lạng sơn train post office and other rural postal offices such as : BACSAM, BACSON, CAOLOC, BINHDO, DIEMHE, MAUSON, VANLINH, VANMI

6. POSTAL RATE FOR PICTURE POSTCARD IN INDOCHINE FROM 1900 TO 1939:

Postal rate for Indochina postcard sent locally or to France/ those countries in French Union is 5 Cents (this rate is applied for information is not over 05 words) and 10 Cents (for other countries). This postal rate was changed after 1 Jun 1939 as below:

Postal rate for pictured postcard with information words is not over 0 5 words	8 Cents
Postal rate for pictured postcard with with reply	16 Cents

Specially, postal rate for pictured postcard sent internationalyl was adjusted as below:

Postal rate for pictured postcard with information words is not over 0 5 words	13 Cents
Postal rate for pictured postcard with with reply	26 Cents

VIETNAM RAILROAD HISTORY (1881 - 1936)

Some illustration for postal rate of postcard:

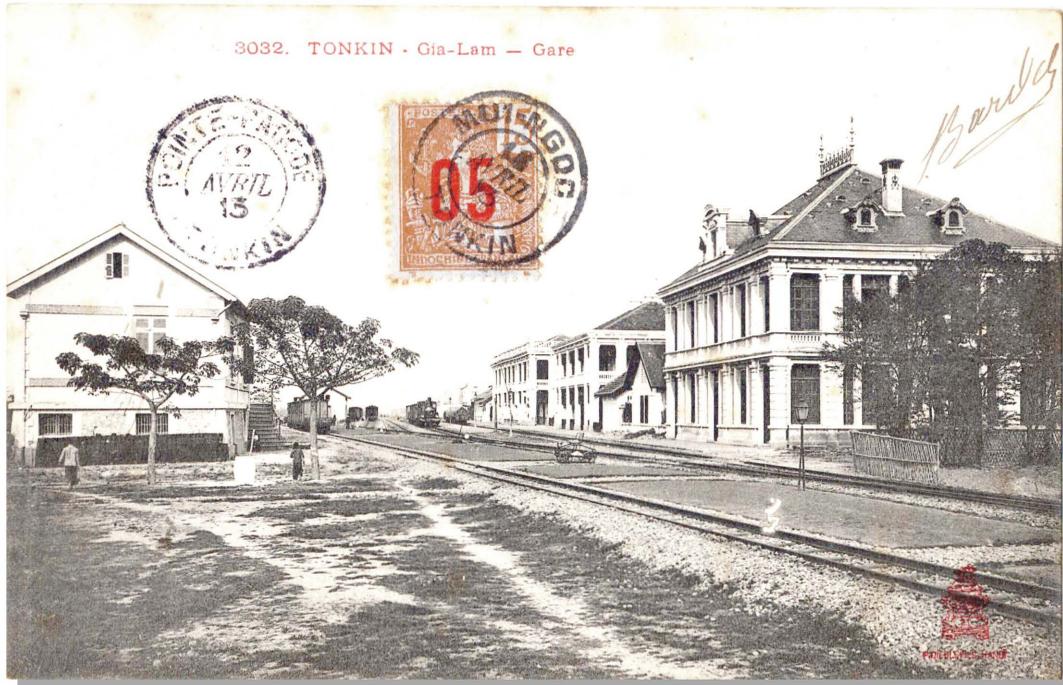


Postcard with an Indochine stamp of 10 Cents (due to information is over 05 words) with postmark of SAIGON CENTRAL 10/ 1900 (this pictured postcard is one of earliest PC in Indochine).



Indochine postcard printed 10 Cents stamp (front side is blank for writing). Postcard sent to France with postmark dated 13/1/1894

VIETNAM RAILROAD HISTORY (1881 - 1936)

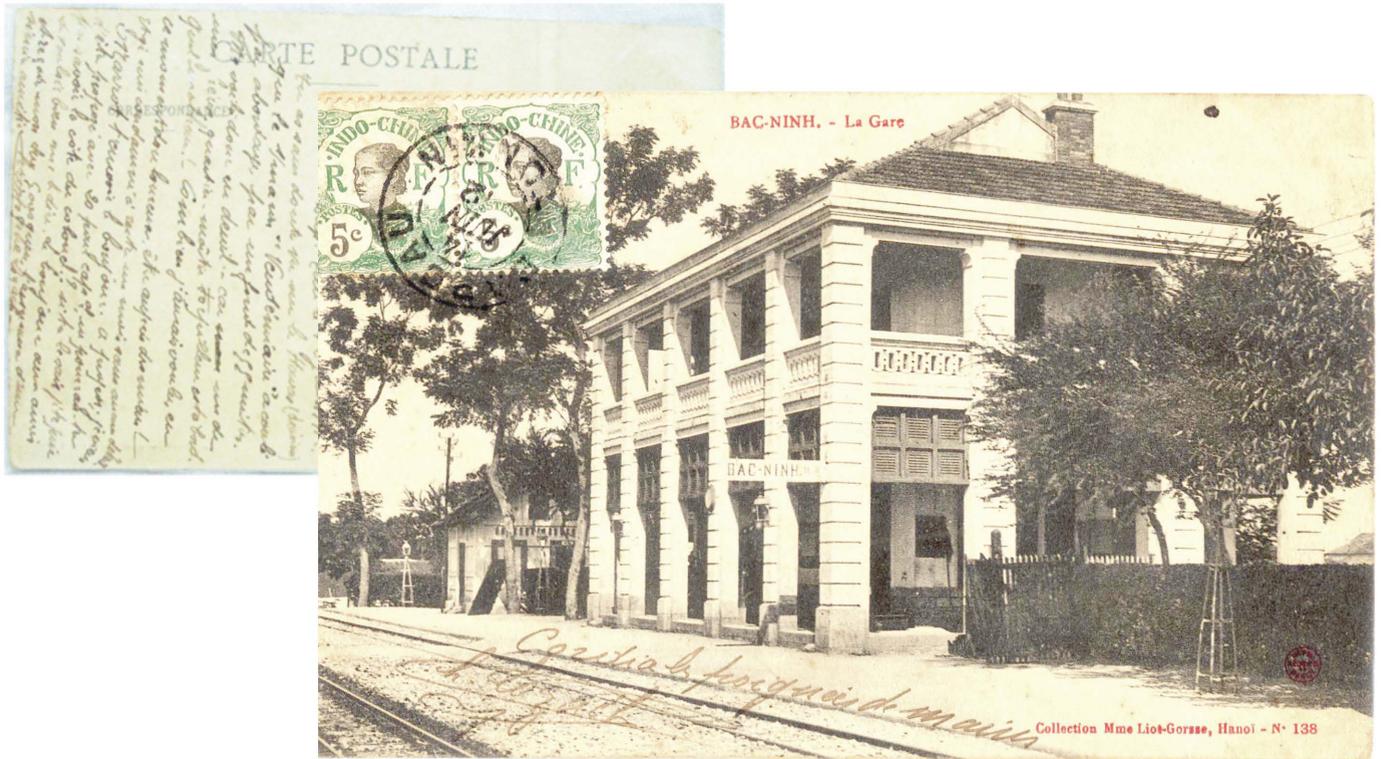


Postcard with image of Gia Lâm train station, it is sent from Mũi Ngọc to Tiên Yên in Tonkin, with a stamp of Indochine Grasset 5 Cents surcharged

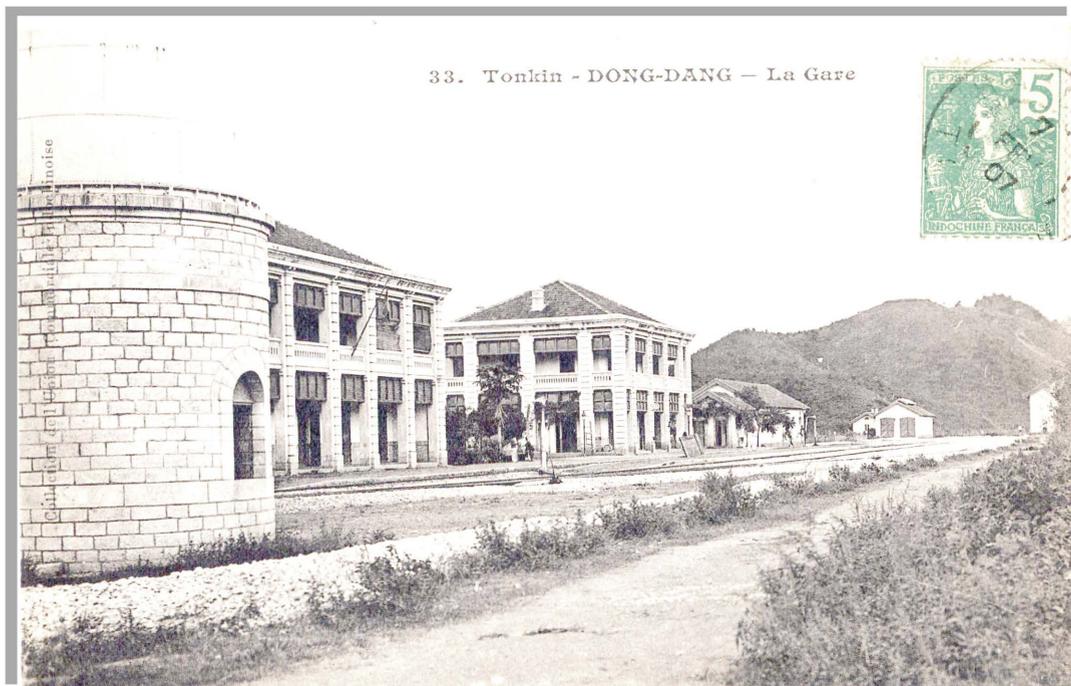


Postcard with image of a railway along a market in Thanh Hóa with size of 0.6m, it is sent from Sầm Sơn to Hà Nội, with 03 stamps of Indochine as 5 Cents in total (proper postal rate)

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard: Bắc Ninh train station, it is sent from Đáp Cầu to Hải phòng, with 02 Indochine 5 Cents stamps; postmark of DAP CAU 14/6/1912
This postcard is with total of 10 cents as information is more than 05 words



Postcard: Đồng Đăng train station, it is sent from Hà nội to France, with a stamp of Indochine Grasset 5 Cents

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard: Phủ Lý train station, it is sent from Đông Triều to France, with a stamp of Indochine Grasset 5 Cents

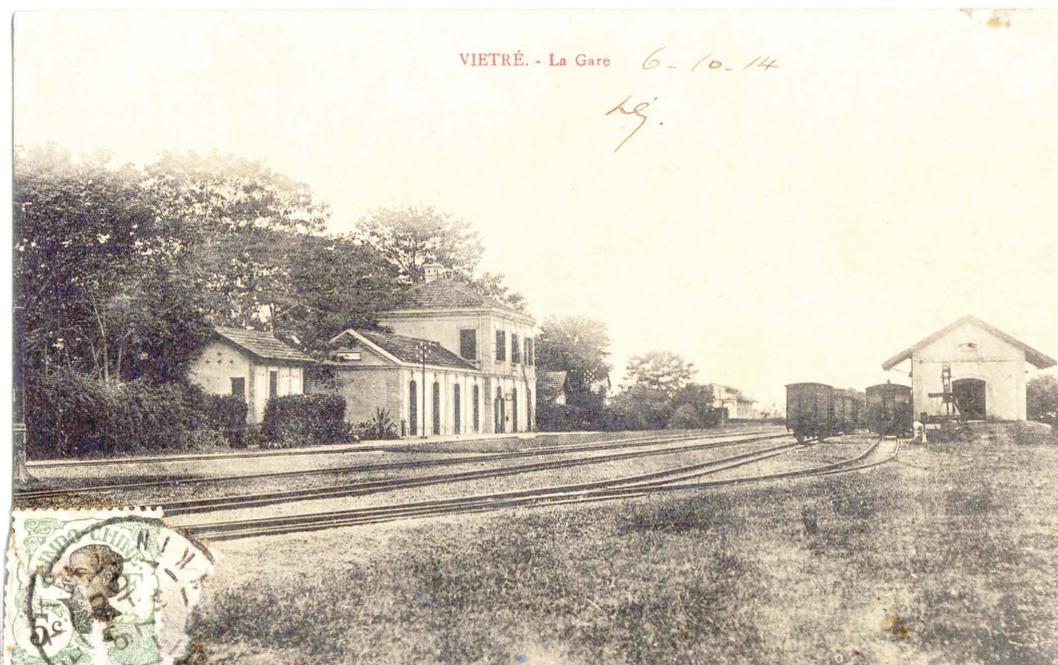


Postcard: railway bridge in Phủ Lý, it is sent from Sơn Tây to France, with a stamp of Indochine Grasset 5 Cents

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard: railway bridge in NAM-TI, it is sent from Hà nội to France, with a stamp of Indochine Grasset 5 Cents



Postcard: Viêt Trì train station, it is sent from Viêt Trì to Sơn Tây, with a stamp of Indochine 5 Cents

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard sent from Do Son to France, with a stamp of Indochine 1 Cent (lacking 4 cents postage) so it is stick with a tax stamp 5 Centimes



Postcard sent from Hà nội to France, with a stamp of Indochine 10 Cents (it is over rate of 5 Cents), train postmark of **HANOI A HAIPHONG A** dated 5/5/1904

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard sent from Hà Nội to Hải Phòng in Tonkin, with a stamp of Indochine 5 Cents and train postmark of **HANOI A HAIPHONG B** dated 8/10

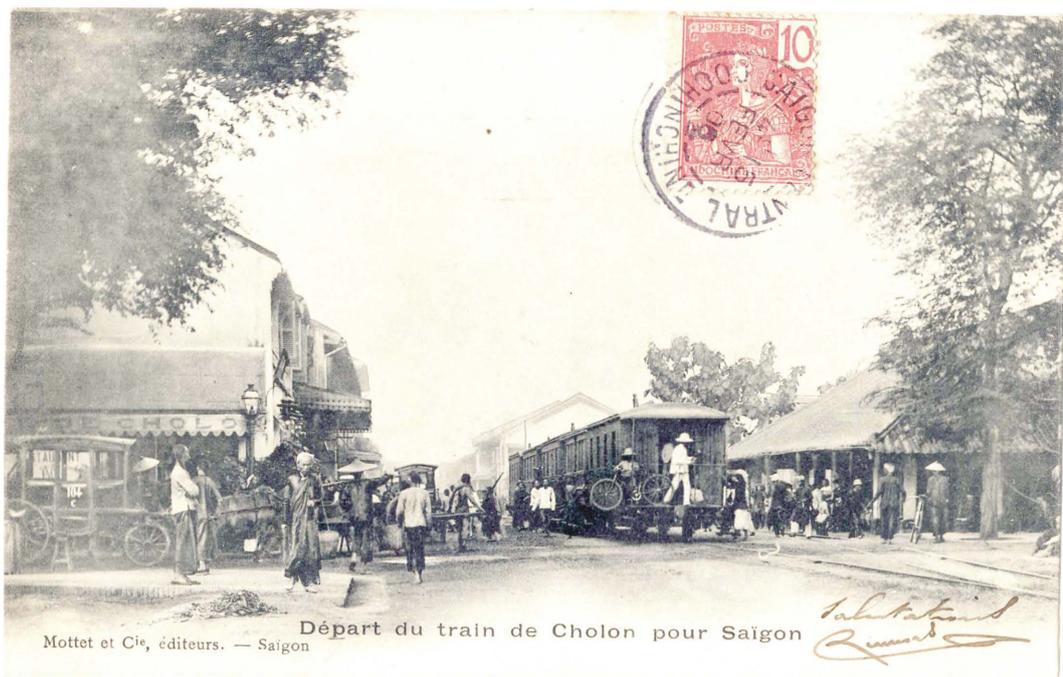


Postcard sent to Bắc Ninh, with a stamp of Indochine 5 Cents and train postmark of **LANGSON A HANOI B** dated 23/4/1912 plus CDS of Bắc Ninh 23/4/1912

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard sent from Hà Nội to LOIRE, France, with a stamp of Indochine Grasset 5 Cents and train postmark of HANOI A HAIPHONG C dated 11/7/1906



Postcard: Train run from Chợ Lớn to Sài Gòn, it is sent from Sài Gòn to France, with a stamp of Indochine Grasset 10 Cents

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard: railway of Lạng Sơn in the flood in Aug 1904, with a stamp of Indochine 10 Cents and postmark of Hải phòng

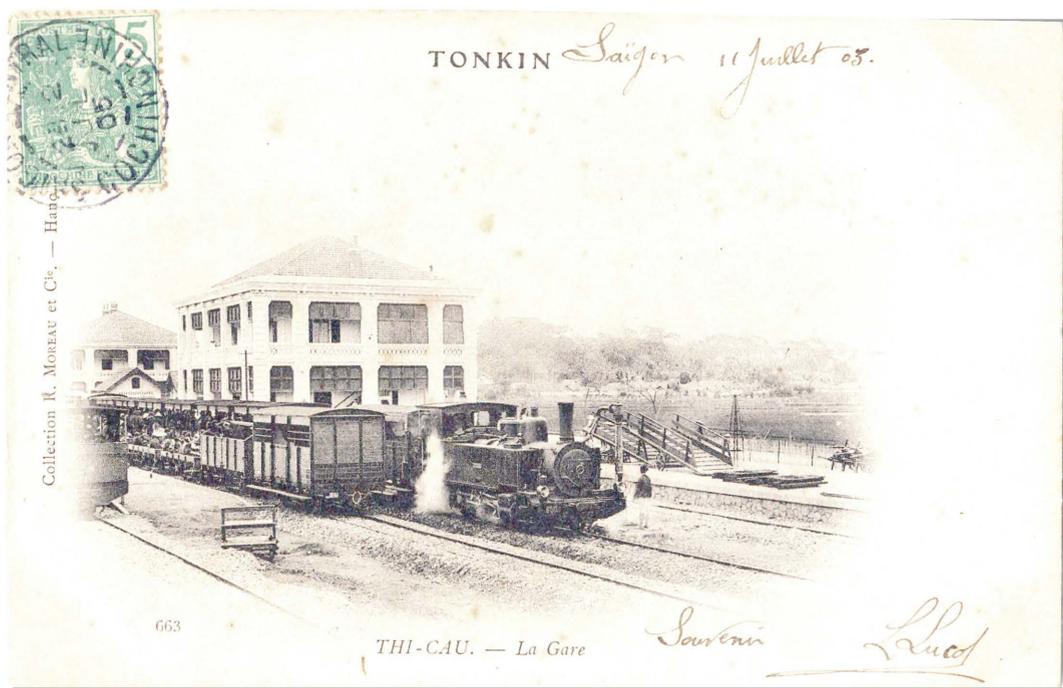


Postcard: Tiên Kiên train station, with a stamp of Indochine Grasset 5 Cents
It is sent to France

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard sent to France, with a stamp of Indochine Grasset 10 Cents and train postmark of HANOI A HAIPHONG C dated 28/11/1906, CDS of RUEIL 1907

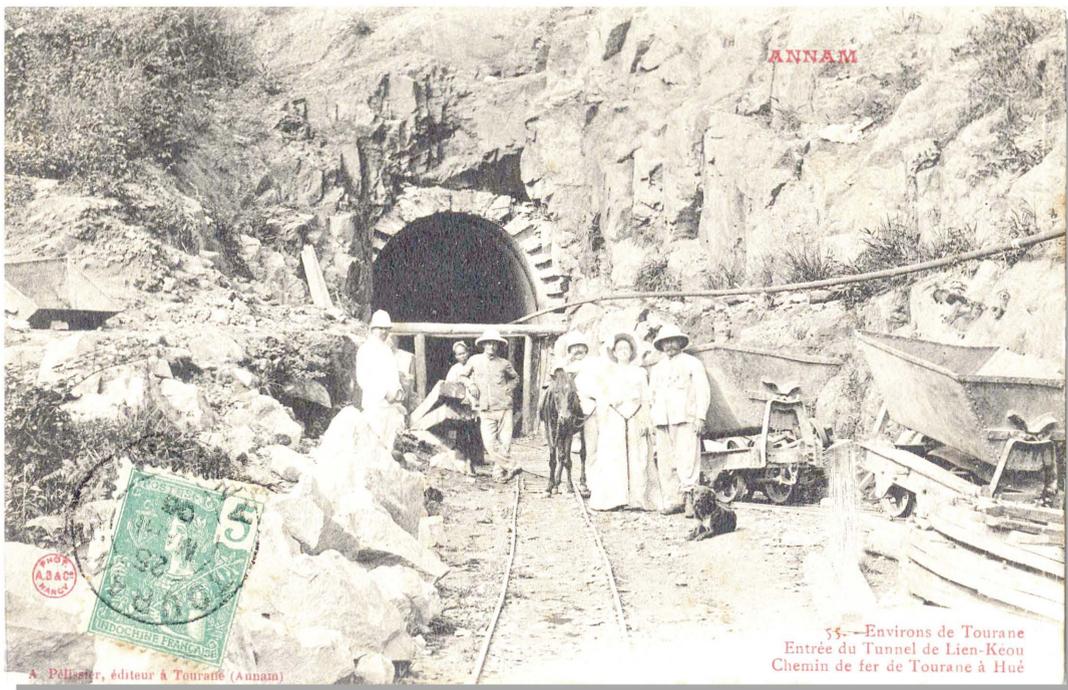


Postcard: Thị Cầu train station, with a stamp of Indochine Grasset 5 Cents, it is sent to Sơn Tây with postmark of SAIGON CENTRAL 2/7/1905 and CDS of Sơn Tây 20/7/1905

VIETNAM RAILROAD HISTORY (1881 - 1936)

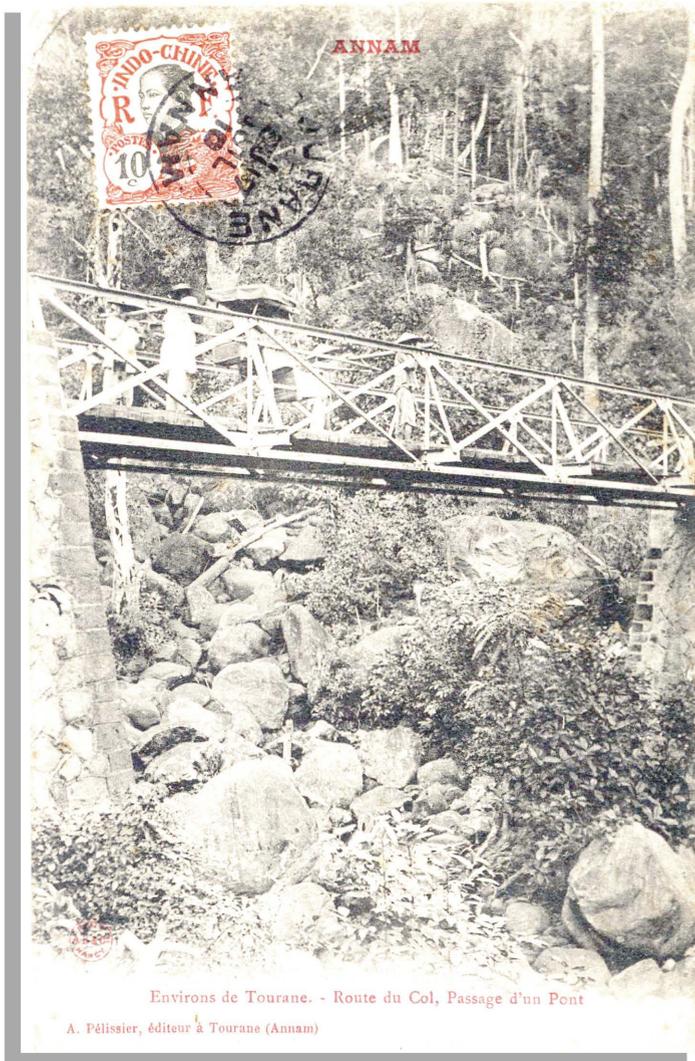


Postcard: Charner Boulevard (Hàm Nghi street now) with image of first Sài Gòn train station. It is sent to France with 02 stamps of Indochine Grasset(= 5 Cents, proper postal rate)



Postcard: Making a railway through tunnel for the railroad of Đà Nẵng - Huế, with a stamp of Indochine Grasset 5 Cents and posmark of TOURANE 25/5/1906

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard: railway bridge in suburb of Đà Nẵng, it is sent from Hué , with a stamp of Indochine 10 Cents and postmark of TOURANE 17/7/1910



Postcard: Biên Hòa train station, it is sent to Paris (France), with a stamp of Indochine 5 Cents

VIETNAM RAILROAD HISTORY (1881 - 1936)

7. RAILROAD OF HÀ NỘI - NAM ĐỊNH - THANH HÓA - VINH:

This trans-Indochina railroad down to South ward with start from Hà nội to Nam Định and a railway bridge in Phủ Lý (in Nam Định) with length of 205m including 02 fixed span and a mobile one so

that boat and ship can move smoothly. This railroad was also bend due to avoid crowded industrial city, Until 6 Jan 1903, a small ceremony was organised in Ninh Bình when the railroad of Hà nội - Nam Định - Ninh Bình was completed at Km 114.



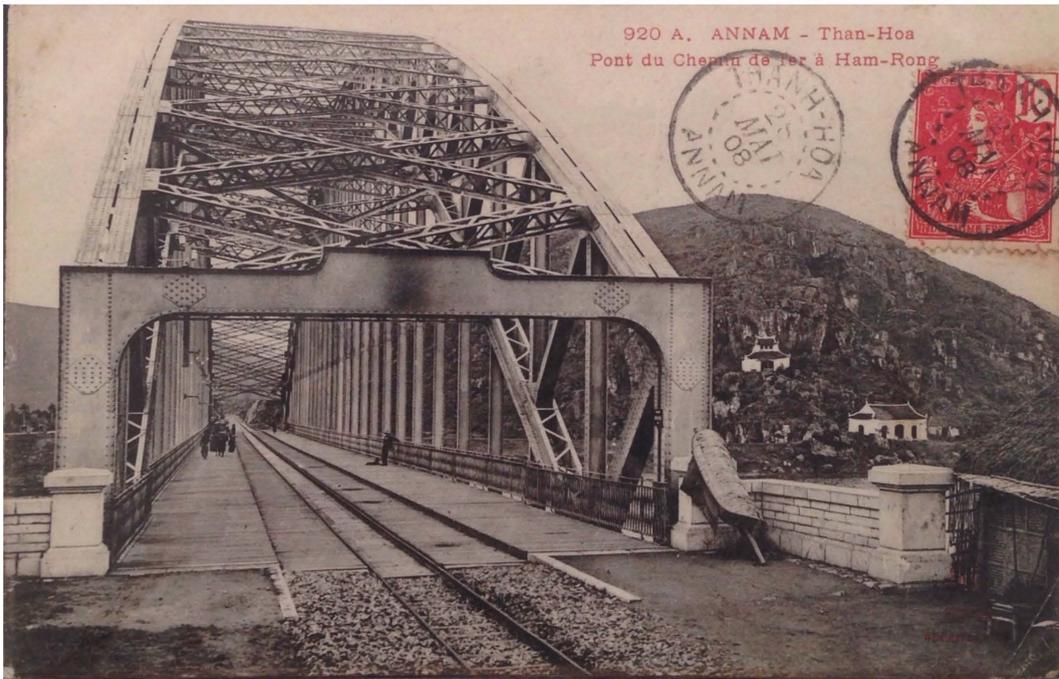
Postcard: Nam Định train station, it is sent to France, with a stamp of Indochine Grasset 5 Cents. Postmark of Hà Đông 7/2/1907



Cover sent to Hanoi with train postmark of NAM DINH A HANOI A 7/1911

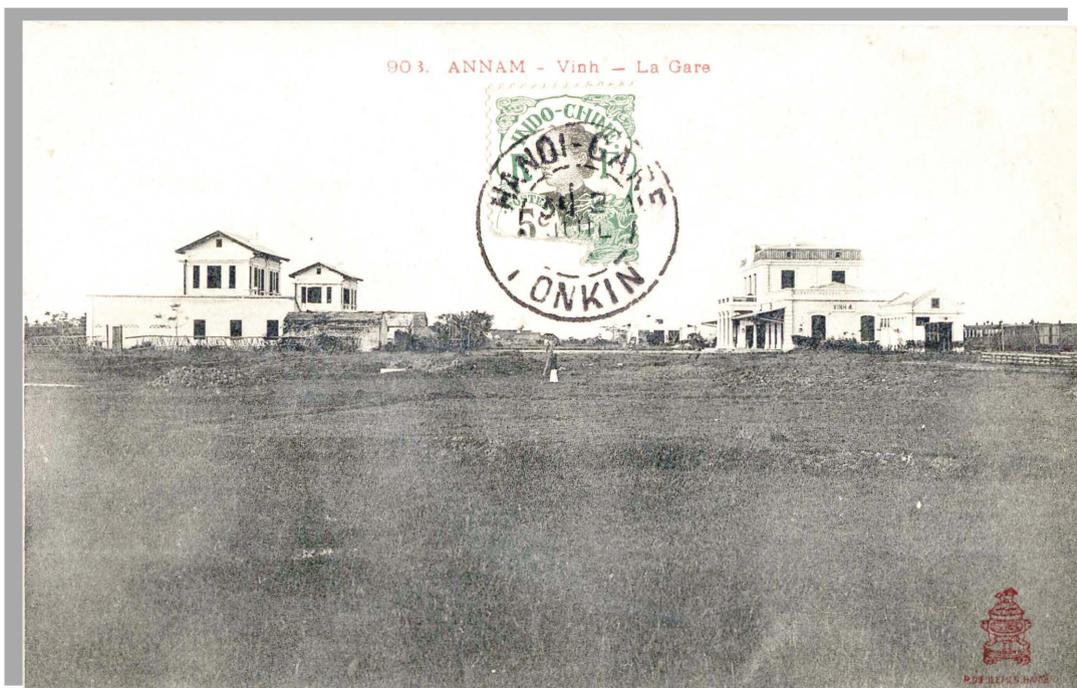
VIETNAM RAILROAD HISTORY (1881 - 1936)

The progress is interrupted by 02 storms and flood in Sep and Oct 1904, therefore the railroad arrived to Thanh Hoa City in Jan 1905 at Km 175. Since then, the construction is faster and Vinh people first saw the railroad in Mar 1905 at Km 321.



Postcard with Indochine 10 cents stamp: Hàm rồng railway bridge in Thanh Hóa, This bridge was built at the same time with Paul Doumer bridge on the trans-Indochine railroad

On the date of 17 Mar 1905 was consider “the birthday” of Vinh train station because on this day, there was a first steam train hauling to ask for coming in the station after a long trip of 300 Km from Hanoi to Vinh.



Postcard: Vinh train station, it is sent from Hà nội to RHONE, France with postmark of **HANOI GARE**

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard sent to LYON (France), with a stamp of Indochine 10 Cents, and train postmark of **VINH A HANOI 1°** 27/1/1911



Postcard is sent from Thanh Hóa to Gotha of Germany, with a stamp of Indochine 10 Cents, train postmark of **VINH A HANOI 2°** 23/1/1910; Sender perhaps wrote some words on the postcard when he was in Thanh Hóa but travelling to South and when stop at Vinh train station and drop to send this PC, therefore the cancellation is train postmark of VINH A HANOI is chop on stamp instead of postmark of Thanh Hóa.

Remark: Train postmark of HANOI A THANH HOA * was used from 1903 and postmark of via versa as THANH HOA A HANOI * was used from 1930 to 1931

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postal stationery sent from Vinh to Hà nội, with a rural postal mark of THI LONG (green color ink) & train postmark of **Vinh A HANOI 2° 2/10/1923**

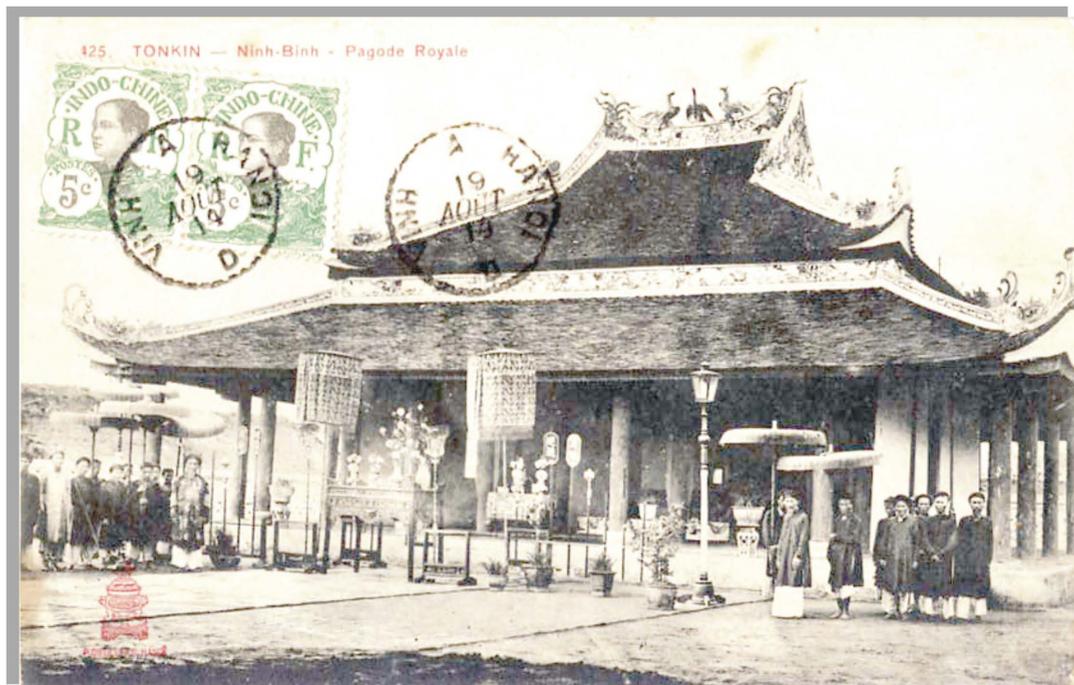


Cover sent to Paris (France), with a stamp of Indochine 10 Cents and train postmark of **VINH A HANOI A 26/11/1911**

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postal stationery is upgraded with a stamp of Indochine 1 cent, it is sent from Hà nội with train postmark of VINH A HANOI D 5/8/1927
Backside: Hà nội postmark



Postcard sent to Hà nội, with 02 stamps of Indochine 5 Cents and train postmark of VINH A HANOI D 19/08/1914

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard sent to Seine, France. With a stamp of Indochine 10 Cents and train postmark of **VINH A HANOI 2 5/5/1910** & another one of **HANOI A HAIPHONG 2 4/5/1910**



Postcard sent to France, with a stamp of Indochine Grasset 5 cents, cancellation of train postmark of **HANOI A VINH C** May 1905

VIETNAM RAILROAD HISTORY (1881 - 1936)

Type of train postmark of HANOI A VINH A (or C) were used from 1905 to 1928 and postmark of VINH A HANOI D (or C) were used from 1909 to 1928



Postcard sent to France, with a stamp of Indochine Grasset 5 cents, cancellation: train postmark of **HANOI A VINH C** May 1905

The cover sent to Phú Quí (Annam), with a Indochine KQUANG TCHEOU surcharged stamp, postmark of Hanoi 27/2/1928 - Backside: train postmark of **HANOI A VINH** 28/2/1928 & CDS of Phú Quí 29/2/1928 , there is also a vignette (anti-tuberculosis) .

VIETNAM RAILROAD HISTORY (1881 - 1936)

Phú Quý is an island belong to Bình Thuận province (in Indochine, it is Phan Thiết town), this cover delivered by train to Vinh as in 1928, trans-Indochina railroad was finished to Phan Thiết but Tuy Hòa was not finished yet (train postmark of HANOI A TUY HOA existed from 1936 & there is no exist of train postmark of HANOI A PHAN THIET), then the cover was transferred to Phú Quý by road mail from Vinh to Phan Thiết and then it follow by surface to Phú Quý island or by surface from Vinh to Phú Quý islands. Basing on date on the postmark, this cover is delivered fast, from Hà nội to Phú Quý took only 03 days (27 - 29/2/1928)

Ghi chú:

+ Train postmark of HANOI A VINH 1^o & 2^o were used from 1928 to 1929 & postmark of VINH A HANOI 1^o & 2^o were used from 1906 to 1933

+ There was also a branch of railroad from Vinh to Bến Thủy

+ Vinh is principle town of Nghệ An and beside of Vinh Post Office opened in 1886 and Vinh train post office, there were some other post office in Vinh such as Bến Thủy one opened in 1900 and Bến Thủy train station post office with posmark of BEN THUY GARE and some rural postal office namely ANHAU, CAUGIAT, CHO-DZUA, COBA, CUA LO, HOANGMAI, KE-SON, KEPSE, LUONG, PHUNGHIA, QUANHANH, TAMLE, THUONGXA, TIENYEN, TRAMLUI, VULIET, XADVAI, YENCAC, YENLY, YENTHAI, CHO-SI

8. RIALROAD OF VINH - QUẢNG TRỊ (ĐÔNG HÀ) :

In 1923, the unfinished railroad continued to build from Vinh down to South direction with many difficulties while facing to come over Ngang pass in Hà Tĩnh. Another end in Đông Hà, Quảng Trị, there was another contruction team did at the same time to North direction and until Oct 1927, a railroad of Vinh - Đông Hà with length of 299km was completed.



Postcard sent to France, with an Indochine 5 Cents: Mỹ Chánh railway bridge in Quảng Trị

VIETNAM RAILROAD HISTORY (1881 - 1936)

9. RAILROAD OF ĐÀ NẴNG - HUẾ - QUẢNG TRỊ:

Follow the railroad of Vinh-Dong Ha, there was another railroad from Đà Nẵng to Huế (to North ward) in 1902, this railroad faced a challenge to overcome Hải Vân mountain. With many difficulties, until the date of 15 Feb 1906 the railroad arrived to Huế.



A railroad at Courbet Quay in Tourane. Postcard sent to Czechslovakia with 02 stamps of Indochine 5 Cents



Postcard sent to SEINE ET OISE, with an Indochine 10 Cents, and train postmark of **HUE A TOURANE 1^o5/12/1909**

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard sent to France with a stamp of Indochine Grasset 10 Cents, and train postmark of **HUE A TOURANE 1^o** 26/6/1908



Cover sent to France with train postmark of **VINH A HUE** dated 30/4/1935

Remark:

- + There was a branch of railway from Tourane (Đà Nẵng) to FAIFO (Hội An).
- + Beside TOURANE Post Office opened in 1885, there were Post office of TOURANE train station and Liên Chiểu one opened in 1903.
- + In Hue, beside central post office opened in 1876), there were post office in Huế train station, Huế Mang cá one opened in 1896 & some other rural postal offices such as BAOVINH, CAODOIRA, DUONGMO, HALANG, NIEMPHO, PHULOC, QUANGDIEN, VUDIEN, VUONGTHUY, LAC-AN

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard sent to France, with a stamp of Indochine 10 Cents,
Train postmark of TOURANE A HUE in 1910

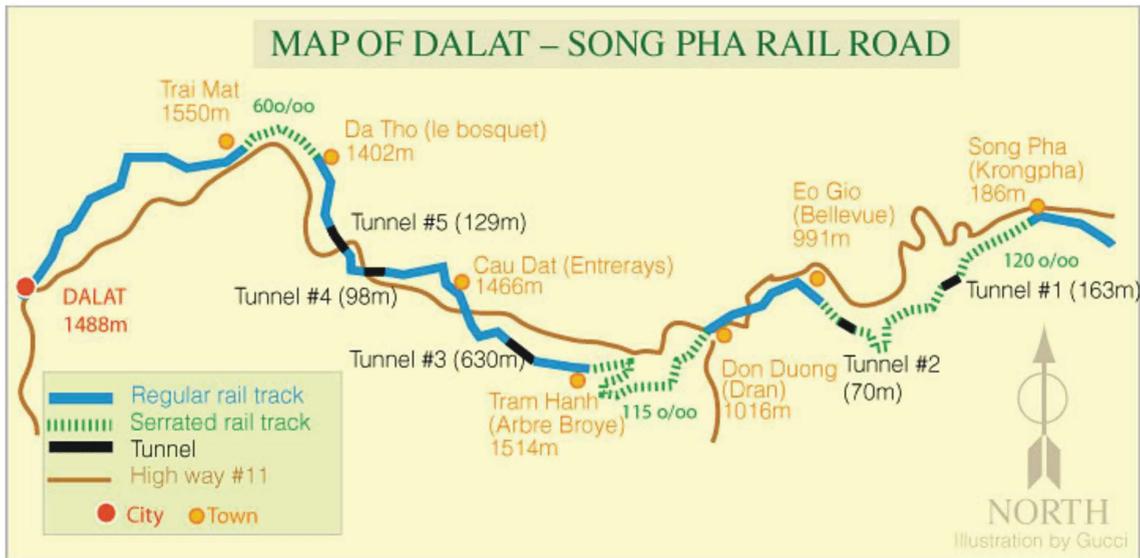
Railroad of Huế - Quảng Trị was completed by end of 1908

10. RIALROAD OF THÁP CHÀM - ĐÀ LẠT:

This railroad start to build from 1908 and a part of Tháp Chàm - Xóm Gòn with length of 38 km was constructed firstly. Until 1932, the railroad of Tháp Chàm - Đà Lạt was completed and officially used. This railroad is only length of 84 km but there were 34 km of railcog and through 05 tunnels with total length of nearly 1,000m. Therefore, instead of normal railway, the distance from Tháp Chàm to Eo Gió people had to use railcog designed by Switzerland so that the train could climb a heigh of 1,000m where in K'rông Pha hill is slope of 12% to arrive Dran area of Lâm Đồng province. This is the unique of railcog in Vietnam and it also went to train history as it is one from 02 railcog of the world (another one is in Jungfrauoch, to come across Alpes mountain in Switzerland).

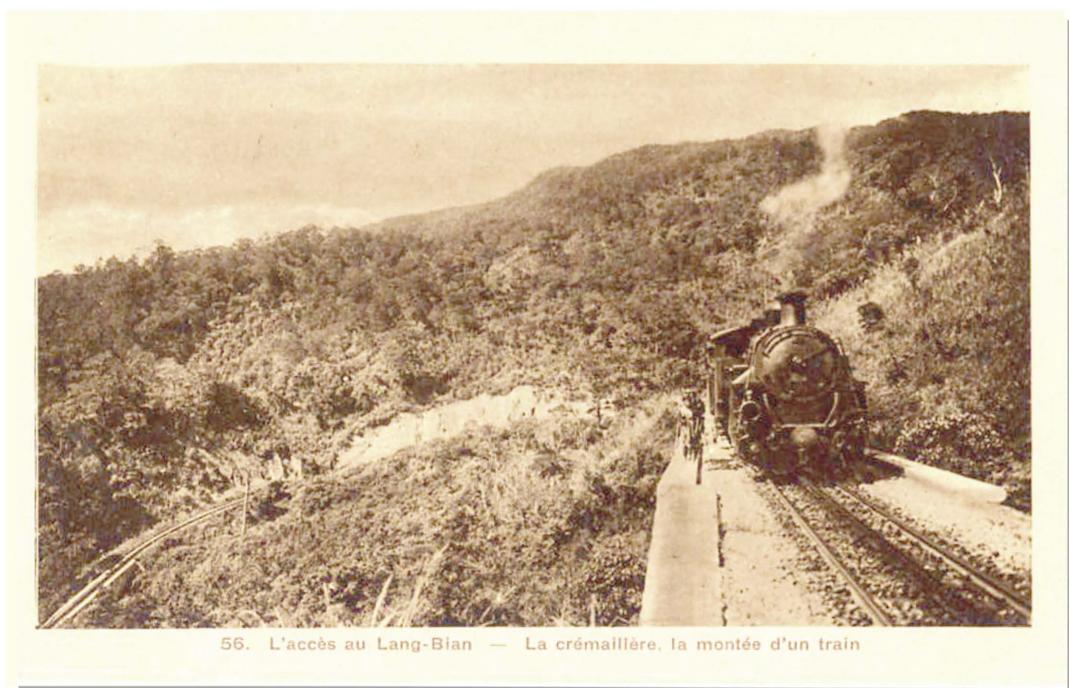
This railroad went through the following train station: Tháp Chàm (in Phan Rang province) - Đồng Mé - Tân Mỹ - Sông Pha - Cà Bơ - Eo Gió - Đơn Dương - Trạm Hành - Cầu Đất - Trại Mát - Đà Lạt

VIETNAM RAILROAD HISTORY (1881 - 1936)



Map of railroad of Đà Lạt - Sông Pha & Sông Pha - Tháp Chàm

Remark: Blue line is normal railway, green broken-line is railcog and black line is train tunnel and pink line is road



Postcard: Train in Lang Bian highland with a part of railcog

VIETNAM RAILROAD HISTORY (1881 - 1936)

Phú Thuận area (or common name as Eo Gió) is on peak of Ngoạn Mục pass, border between Lâm Đồng and Ninh Thuận, there was a train station with name of Eo Gió (Bellevue) & beside of part railroad of Krongpha - Eo Gió by railcog, there were also 02 same parts shorter as Đa Nhim - Trại Bò and Đa Thọ - Trại Mát.



Postcard: Ethnic workers constructs railroad of Kronphra - Bellevue

11. RAILROAD OF SÀI GÒN - LỘC NINH :

When the trans-Indochina railroad was nearly finished, French people continued to construct a new line in Cochinchine to connect Sài Gòn to Lộc Ninh in order to develop many rubber plantations in East province in South Viet nam.

In 1933, France started to construct the first part of this railroad from Lộc Ninh to Bến Đồng Sở and use this one first. Then, they continued from Bến Đồng Sở to Sài Gòn. This railroad is length of 86 km, and also the last one that France built in Cochinchine, it is connected to trans-Indochina railroad at Dĩ An train station, come over Phú Cường (in Bình Dương) then up to An Lộc and Lộc Ninh.

VIETNAM RAILROAD HISTORY (1881 - 1936)



Postcard: a railway through sugarcane plantation in Thủ Dầu Một - Bình Dương (belong to railroad of Saigon - Lộc Ninh)

12. RAILROAD OF HÀ NỘI - SÀI GÒN:

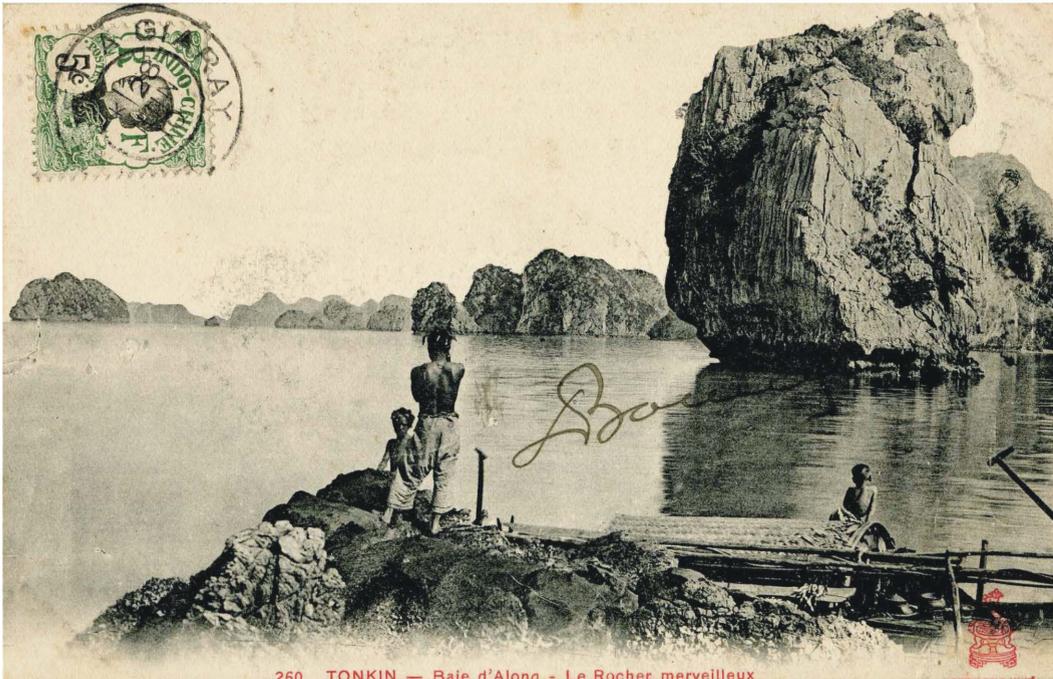
In 1901, France started to build the railroad from Sài Gòn to Hà Nội, with 81km length connecting Sài Gòn to Xuân Lộc. Then, France constructed another 18 km railway to Gia Ray and up to 25 Aug 1905 this one is completed and used.

After railroad of Vinh - Đông Hà constructed and finished (1923-1928), then up to 16 Jan 1935 railroad of Đà Nẵng – Qui Nhơn (with length of 137km) is opened. Following, on 01 Jul 1935, railroad of Quảng Ngãi - Bồng Sơn - Qui Nhơn (with length of 178km) was also completed and used. After six months, on 07 Jan 1936, railroad of Diêu Trì (Qui Nhơn) - Tuy Hoà (with length of 102 km) was opened and used and 01 Oct 1936, trains started from both ends: Hà Nội and Sài Gòn met together at Hảo Sơn train station, South of Tuy Hoà province in an opening ceremony of trans-Indochina railroad after nearly 40 years of construction since 1898.

There were some railway bridges built on this railroad in Cochinchine:

VIETNAM RAILROAD HISTORY (1881 - 1936)

Up to Jan 1910, railroad from Sài Gòn arrived to Phan Thiết and the first train arrived to Nha Trang in 1913. On the railroad of trans-Indochina, there was a brand from Mường Mán train station (later it is called Bình Thuận train station) towards to East with 15 Km length then to Phan Thiết train station



Postcard sent to LYON (France), with a stamp of Indochine 5 Cents, train postmark of **PHANTHIE T A GIARAY** 28/6/1910

The construction of Trans-Indochina railroad finished on 2 Oct 1936, with total length of 1,729 km. There was a stone to record contribution of Paul Doumer was put up at Hảo Sơn, Phú Yên at Km 1,221 (from Hanoi to) with words saying “Here, the railroad of trans-Indochina started up by Paul Doumer in order to create unification of Indochina is finished on 2 Oct 1936” - The system of railroad of trans-Indochina is with a length of 2,185 km in total.

To commemorate this event, Indochine launched a set of 03 postage stamps and an airmail one on 8 Jun 1938 with image of Joseph Athanase Paul Doumer, trains on this railroad and daily life of Vietnamese.



VIETNAM RAILROAD HISTORY (1881 - 1936)



Cover sent to France, with 02 stamps of Indochine Paul Doumer 6 & 37 cents

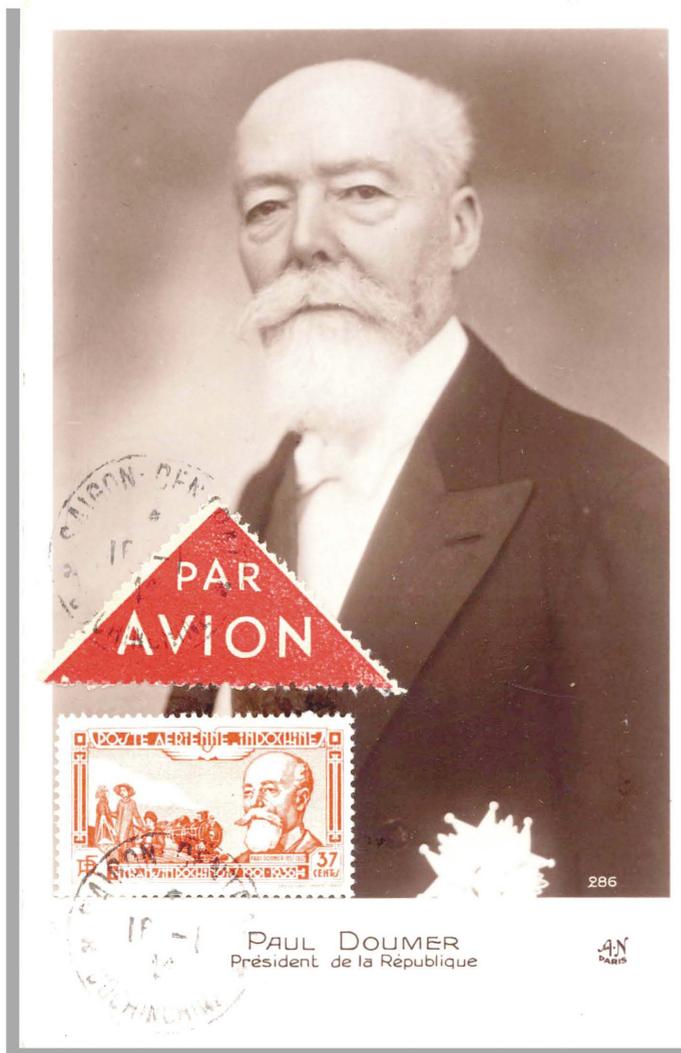


Cover sent from Hà Nội to France 1938, with 04 stamps of Indochine Paul Doumer 5, 6 và 18 cents

VIETNAM RAILROAD HISTORY (1881 - 1936)



Cover sent to Franco-Chinoise Bank at No. 35 Bd De La Somme (now is Hà Nội street) 1948, with 02 stamps of Indochine Paul Doumer 37 cents



Maximum card: profile image of Paul Doumer

VIETNAM RAILROAD HISTORY (1881 - 1936)

To 1931 the railroad with length of 545 km between Tourane and Nha Trang is connected.



Postcard sent to Phan rang, with a stamp of Indochine
10 Cents, train postmark of **NHATRANG A Phan Rang** 21/8/1915

Train postmark of NHATRANG A PHANRANG was used from 1912

Remark:

+ Nha trang Post Office (Nha Trang is principle town of Khánh Hòa) was opened in 1887, besides of that, there were Post offices in Nha trang train station & Nha Trang Citadel (opened on 01 Jan 1920) with postmark of NHATRANG CITADELLE – ANNAM

+ Phan Rang is principle town of Ninh Thuận & its post office opened in 1887, post office of Phan Rang train station is opened later.

VIETNAM RAILROAD HISTORY (1881 - 1936)

The trans-Indochina railroad is finished in 1936 and first flight of mail deliver from Sài Gòn to Hà Nội had done since 1929 and in this year, the first flight from Indochine to France is carried out on 12 Apr 1929 (departure from Sài Gòn, before this date, there are 02 French pilots named Paillard and Le Brix made succesful trial flight from Saigon to France on 25 Feb 1929).

There is no record on train postmark of HANOI to SAIGON and và SAIGON to HANOI due to mail delivery almost transferred by airplanes between the 2 places



First flight cover from Sài Gòn to France
(mails were collected from Tonkin, Annam, Phnom Penh & Cochinchine)

VIETNAM RAILROAD HISTORY (1881 - 1936)



Cover sent to France, with a stamp of Indochine 10 Cents,
and train postmark of **PHANRANG A SAIGON** 9/1916

Train postmark of PHANRANG A SAIGON
was used from 1913



VIETNAM RAILROAD HISTORY (1881 - 1936)



Cover sent to Paris ,France, with stamps of Indochinewith total of 6 Cents, and train postmark of **NHATRANG A SAIGON** 1/8/1931

Train postmark of
NHATRANG A SAIGON
was used
from 1913



Remark:

+ Saigon Post Office opened on 31 Dec 1862. Then, on 13 Jan 1863, Telegram Saigon Service was officially established, besides of that, there were some post offices such as Saigon Port with postmark of SAIGON PORT - COCHINCHINE (opened in 1882), Sài Gòn Khánh Hội P.O. (Opened in 1925), Sài Gòn Tân Định P.O. (Opened on 01 Mar 1907), post office with postmark of SAIGON MESSAGERIES MARITIMES COCHINCHINE (opened in 1927), P.O with postmark of SAIGON COMMERCE (opened in 1927) and some other subordinate post offices and supporting ones such as Saigon A, B, C (opened on 23 Jul 1906)

+ Saigon train post office is with postmarks of SAIGON to some places: Diêu Trì, Tam Kỳ, Nha Trang, Gia Ray, Phan Rang, Phan Thiết, Biên Hòa, Mỹ Tho

VIETNAM RAILROAD HISTORY (1881 - 1936)



Indochine postal stationer is upgrade postage of a stamp of Indochine Angkor 3 Cents, it is sent to France with train postmark of **TAMKY A SAIGON** 8/11/1939

Train postmark of TAMKY A SAIGON was used from 1936 (for postmark of SAIGON A TAMKY was stopped to use in 1945)



Remark:

+ There are some places of Vietnamon train postmarks (follow ABC alphabet) as follows: Bến Thủy, Biên Hòa, Diêu Trì, Đà Lạt, Đông Hà, Đồng Hới, Hải Phòng, Gia Ray, Hà Nội, Huế, Lạng Sơn, Lào cai (Laokay), Lộc Ninh, Mỹ Tho, Mường Mán, Nam Định, Nha Trang , Phan Rang, Phan Thiết, Phủ Lạng Thương, Quảng Ngãi, Qui Nhơn, Sài gòn, Tam Kỳ, Thanh Hóa, Thủ Dầu Một, Tourane, Tourcham, Tuy Hòa, Việt Trì, Yên Bái (Yen Bay)

VIETNAM RAILROAD HISTORY (1881 - 1936)



Cover sent to France, with 03 stamps of Indochine Bảo Đại King 1, 15 & 20 Cents, and train postmark of **QUINHON A HANOI 2/4**

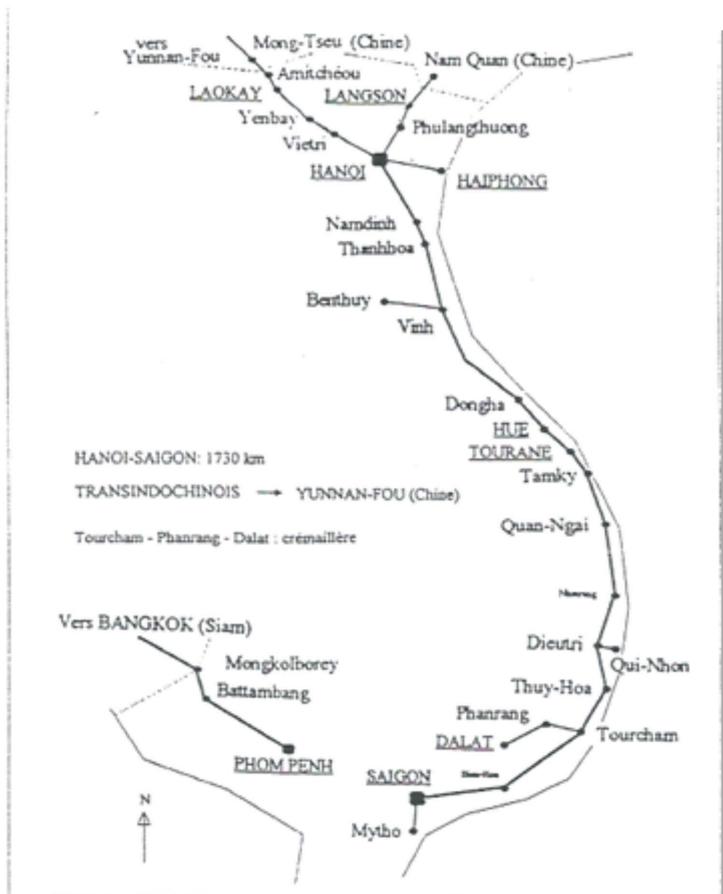
Train postmark of QUINHON A HANOI was used since 1935 & stop using in 1945



VIETNAM RAILROAD HISTORY (1881 - 1936)



Cover sent to France with train postmark of BIENHOA A SAIGON 21/7/1913
 Backside: transit postmark of Saigon Central 21/9/1913



Map of trans-Indochina railroad (finished in 1936)

VIETNAM RAILROAD HISTORY (1881 - 1936)

CONCLUSION:

Beside of development of some more roads, bridges, infrastructure and upgrade some main streets in Vietnam, specially, French people often are proud to their construction of train system in Indochine connecting regions in Indochine Federation (including 06 regions as Cochinchine, Tonkin, Annam, Laos, Cambodia and Kouang-Tchéou-Wan. This railroad from Yunnan to Mỹ Tho with total length of 2,600 km was considered as longest railroad among their colonies and with 02 bridge of Paul Doumer (length of 1,682m) and Hàm Rồng bridge (length of 162m with wife of 9m) were considered as international projects regarding to greatness and technique at that time. Hàm Rồng bidge was considered the most beautiful one in Indochina with only one span, right side ss mountains of Chín Rồng & left side is Hỏa Châu mountain (or Nít or Ngọc mountain)

Thowever, actual matter is to construct these things is with purpose of exploit her colonies, exporting agriculture products of Indochina as well as to protect themselves when any uprising in any one of region.

The construction lasted for long time due to interruption from destruction in Tonkin from some uprisings, finnacial difficulties and world war II is also affect to final stage of the construction. Futhermore, the difficuty in building the railway in forest, hill, mountains and rural areas, ect plus some storms, floods are also effected much on this construction and make it last longer time.

History also recorded this construction was change to a lot of sweat, tears, blood and lives of many many Vietnamese workers, specially for the railroad from Lào Cai to Yunnan, from Tháp Chàm to Đà Lạt, from Đà Nẵng to Huế, etc as well as the remember of special railcog from Tháp Chàm to Đà Lạt.

EXHIBITOR: NGÔ VIỆT VĨNH