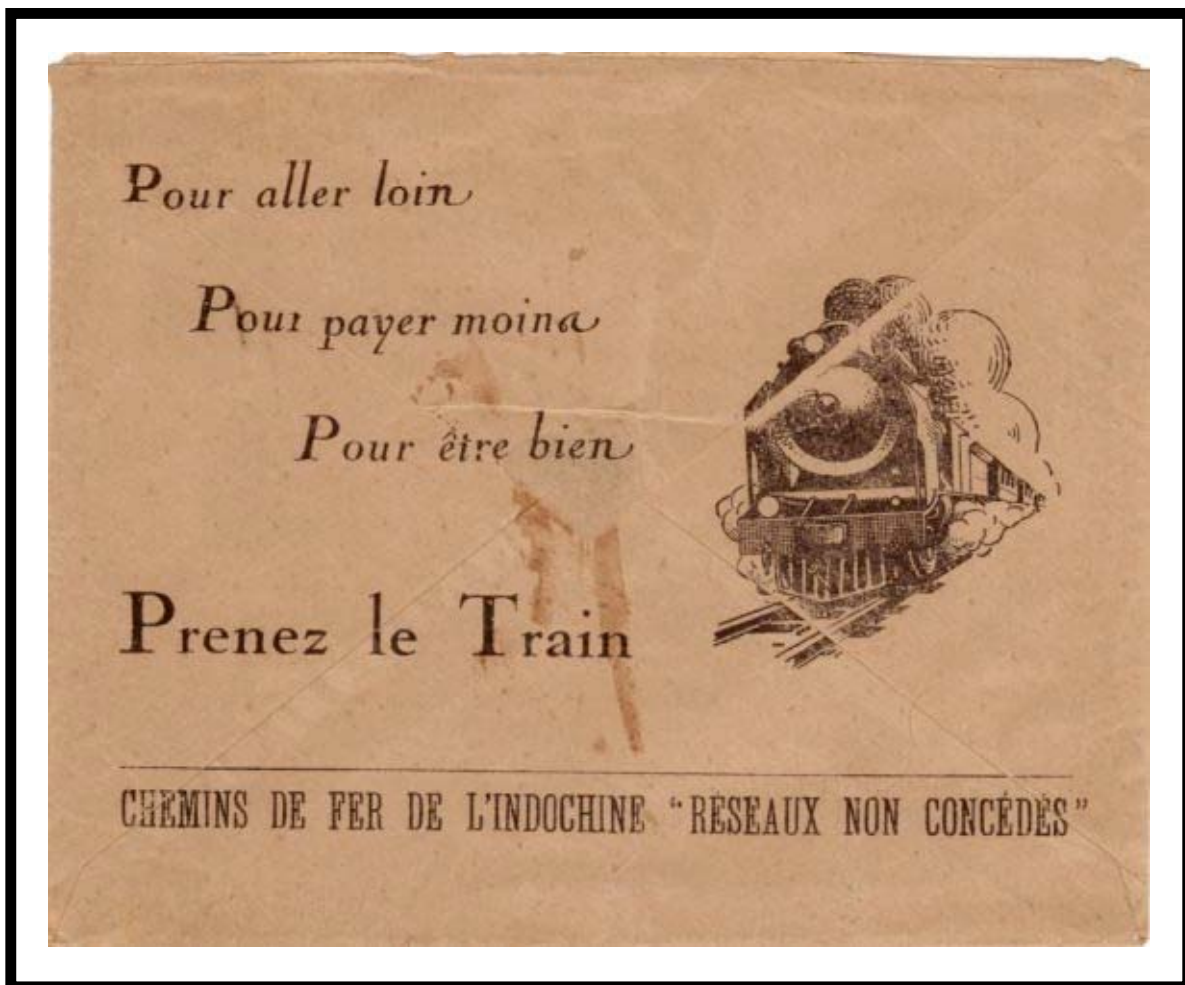


Promotion of the Railroad

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.”



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.

Train Routes



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



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

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.



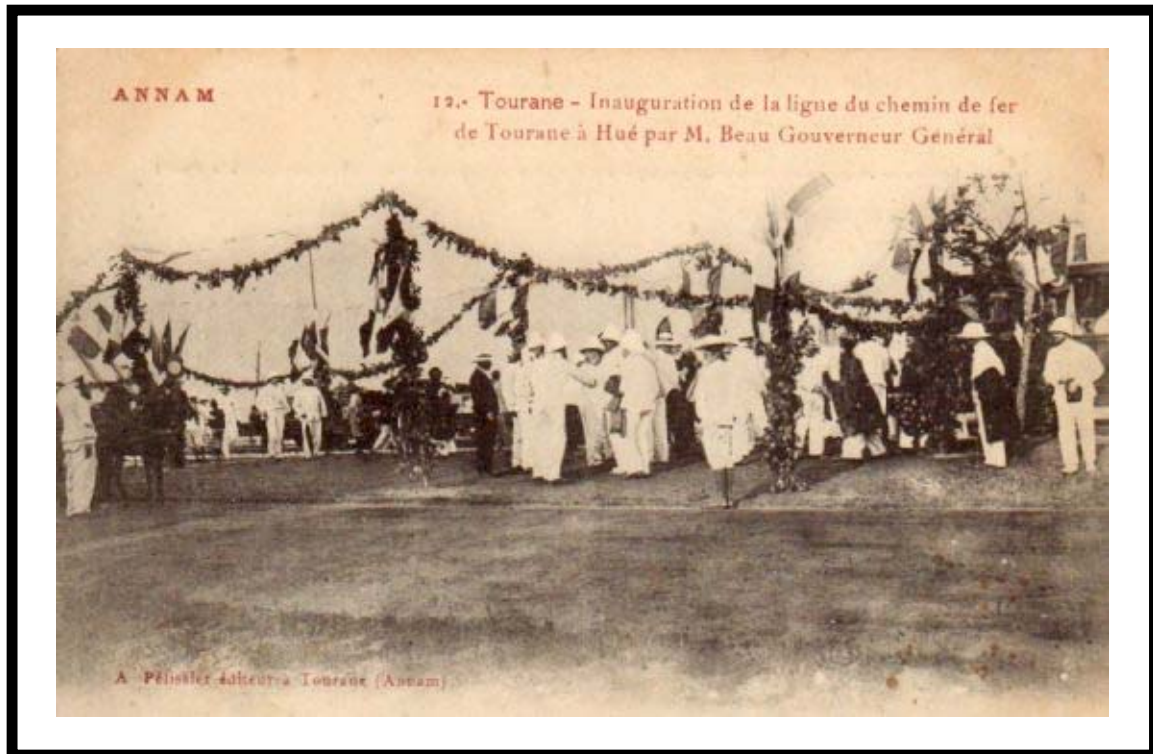
POSTAL MARKINGS

PNOMPENH CAMBODGE 25-6 32
registration label

REVERSE

PARIS XVI DISTRIBUTION 25-7 32

Tourane-Hue Section

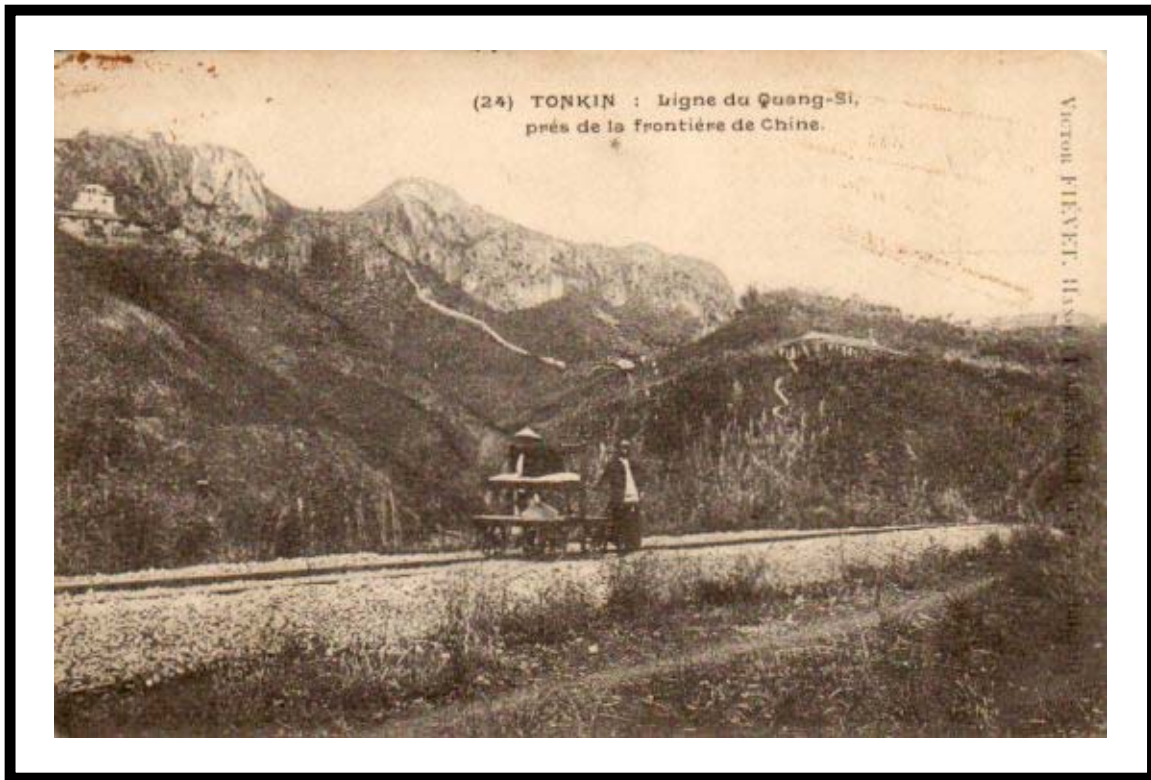


Ceremony commemorates opening of the Tourane-Hue rail link.

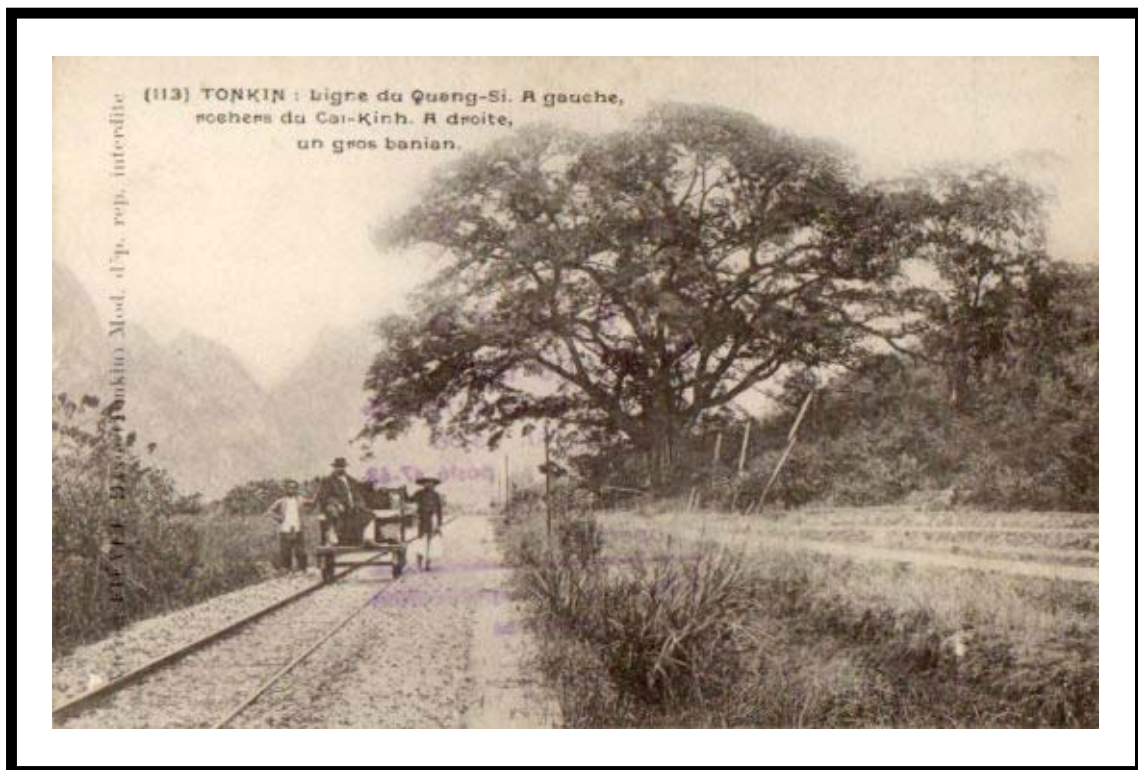


Passengers congregate near the Tourane-to-Hue train.

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.

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.

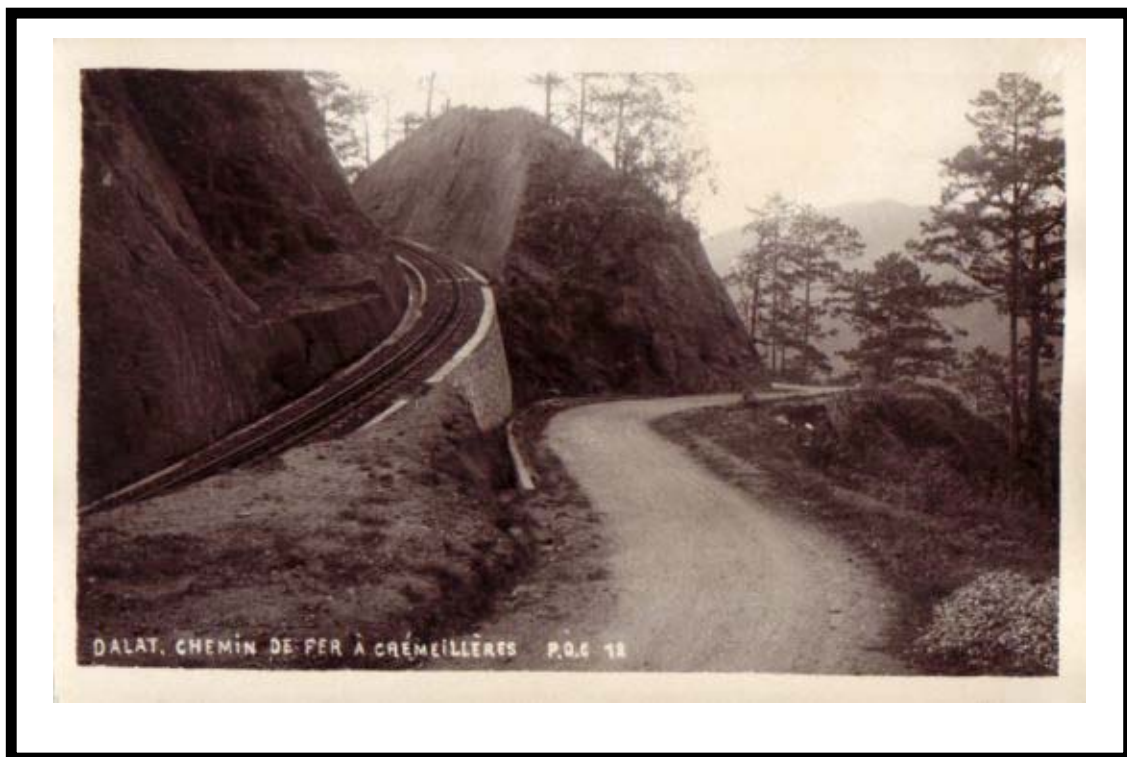


Between the outer rails is the serrated central rail that the cog system engages.

Dalat-Tourcham Cog Railway



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

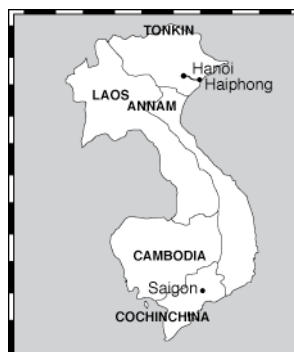
The Binh Loi Bridge was the first important bridge in easing transport to and from the city of Saigon. It was put into operation in 1902 by the French administration. In its early history, the bridge was notorious as a place where people who had lost their taste for life drowned themselves in the swift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



Train crosses the dual-use Binh Loi Bridge.

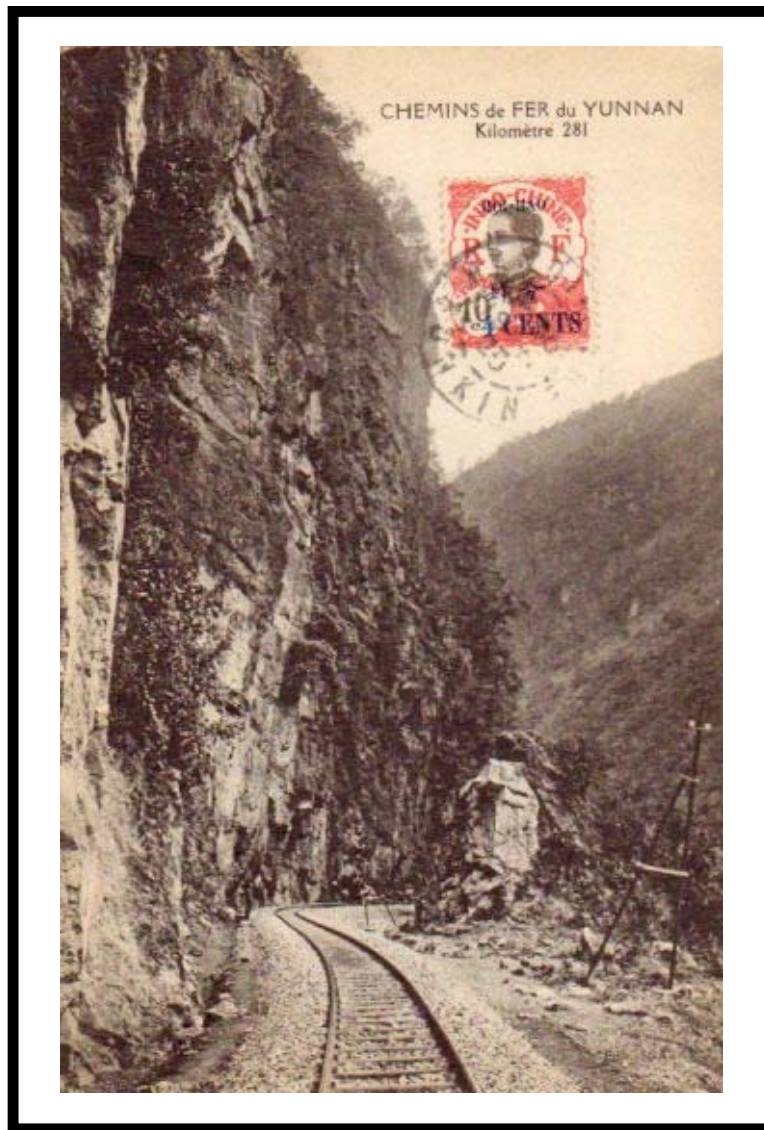
Doumer Bridge

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.



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

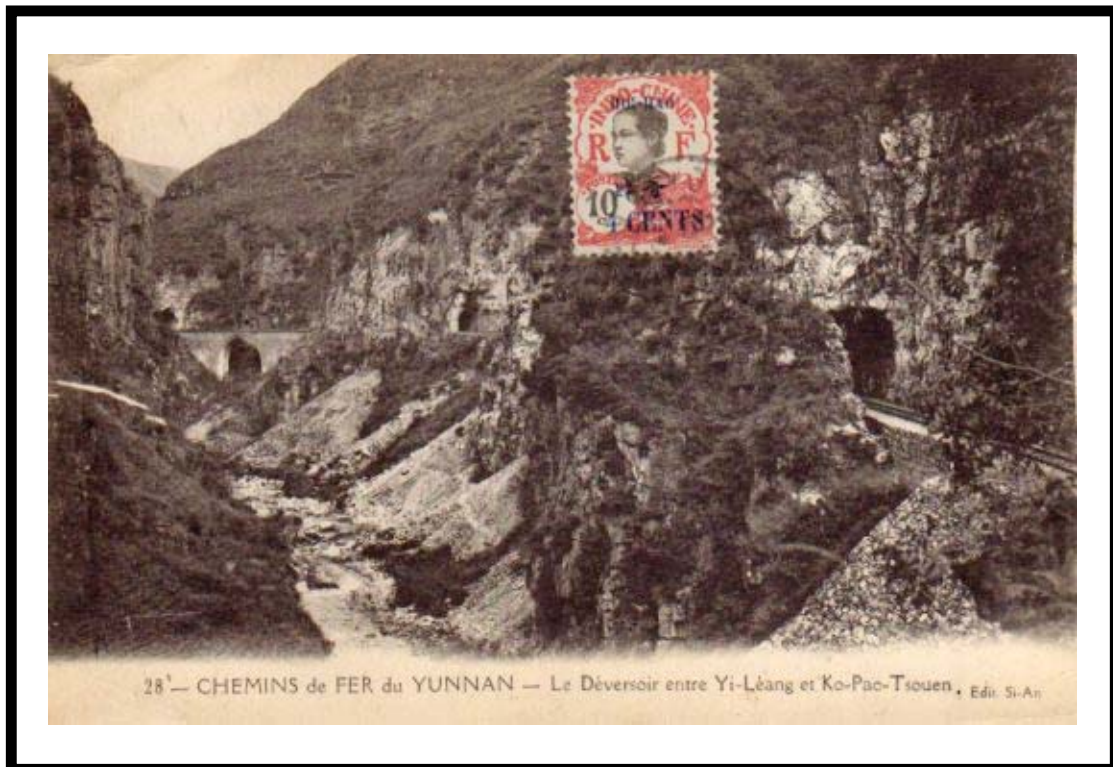
REVERSE

HANOI-GARE TONKIN 19-11 23

Indochina – Yunnan Line

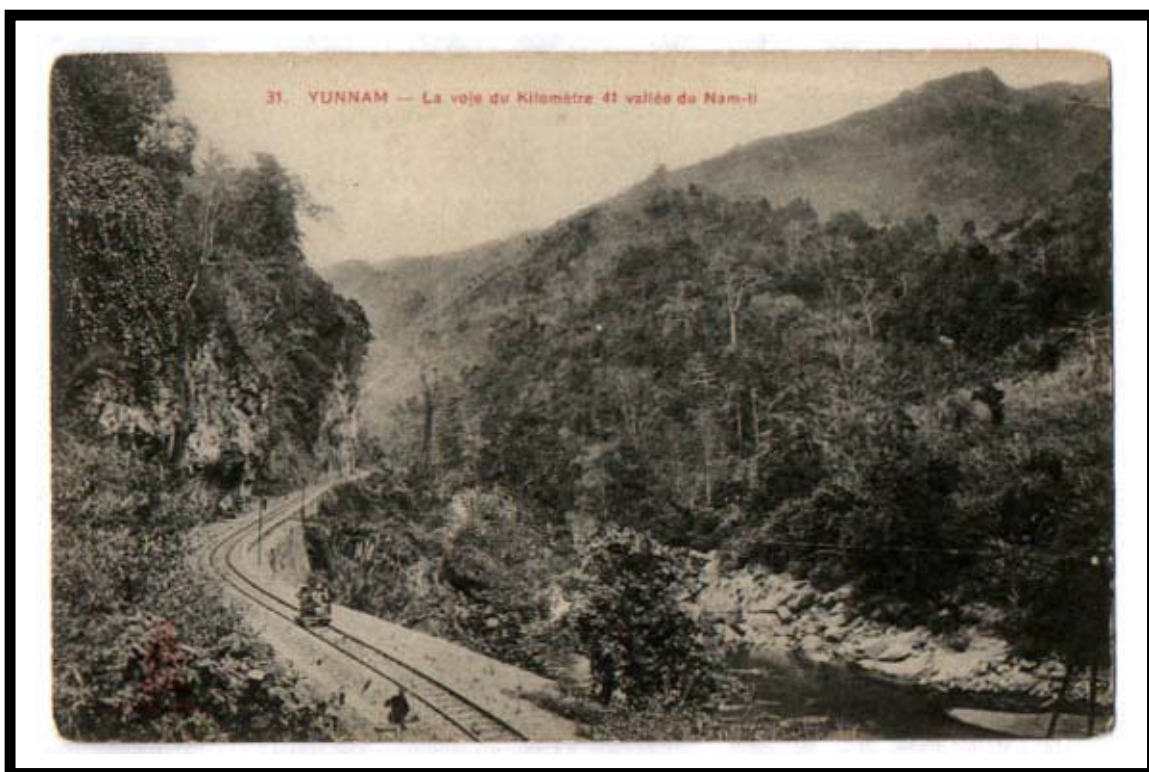


Headquarters of the Indochina-Yunnan Railway Company were in Hanoi.

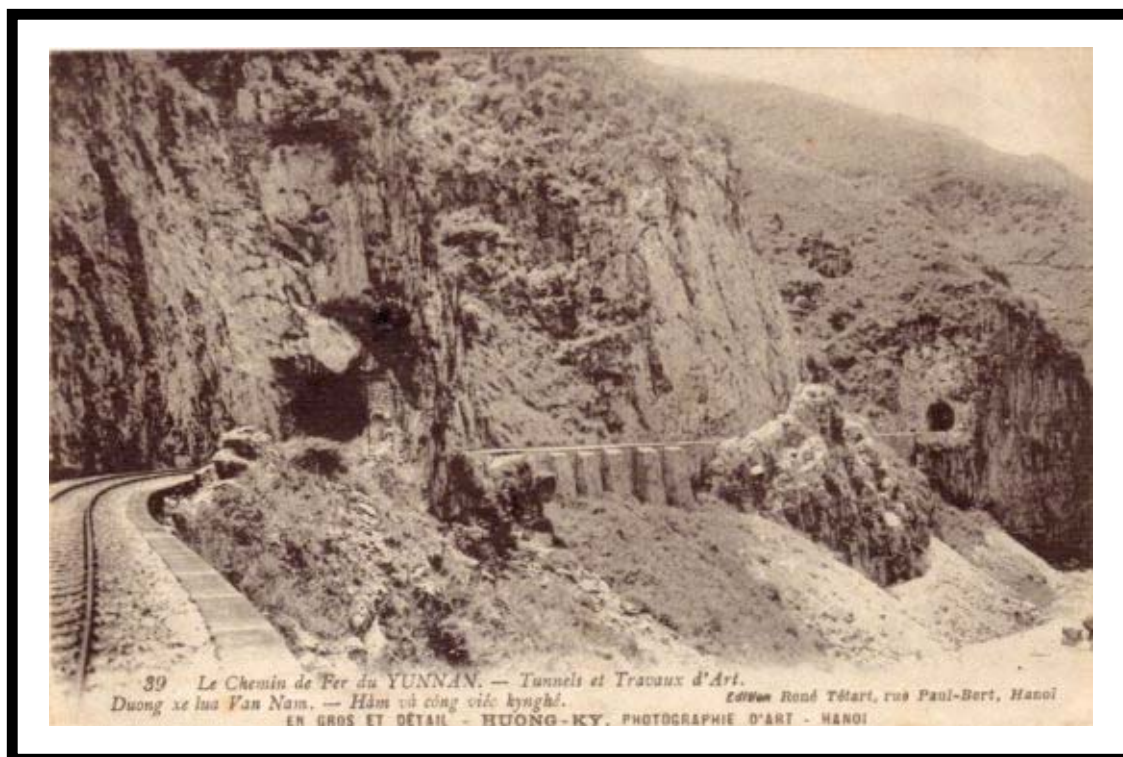


Tunnels had to be cut through rock in multiple places.

Indochina – Yunnan Line

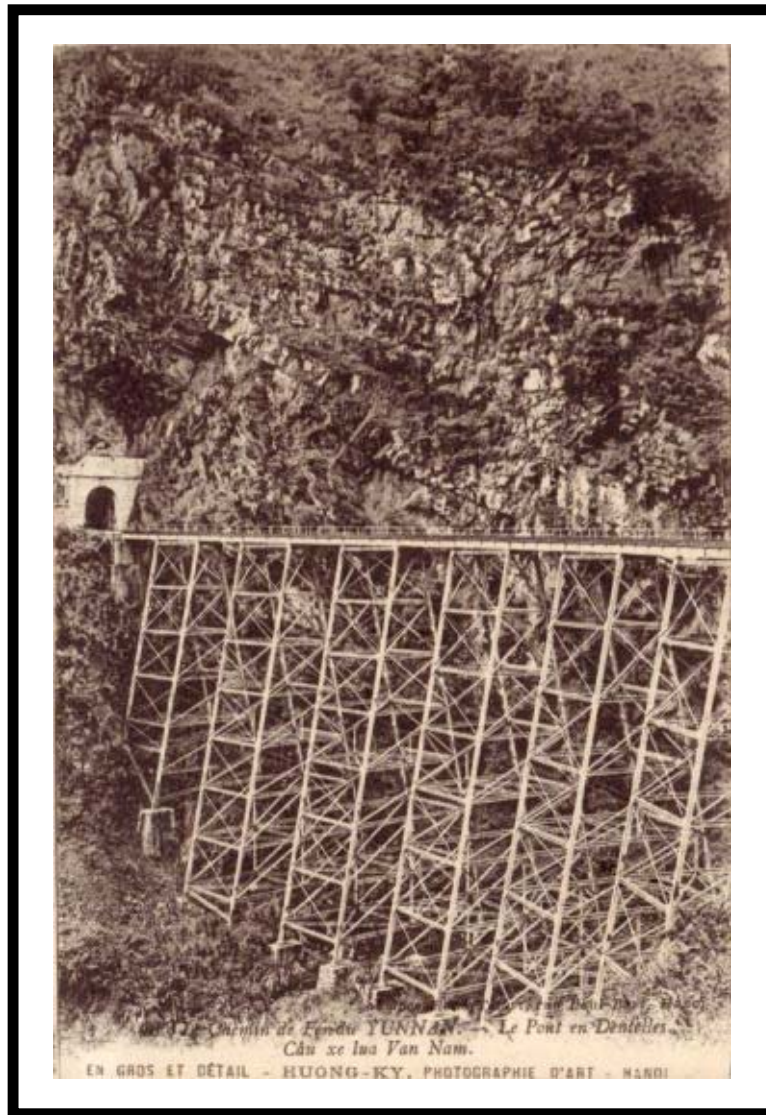


Section of rail line at kilometer 41.



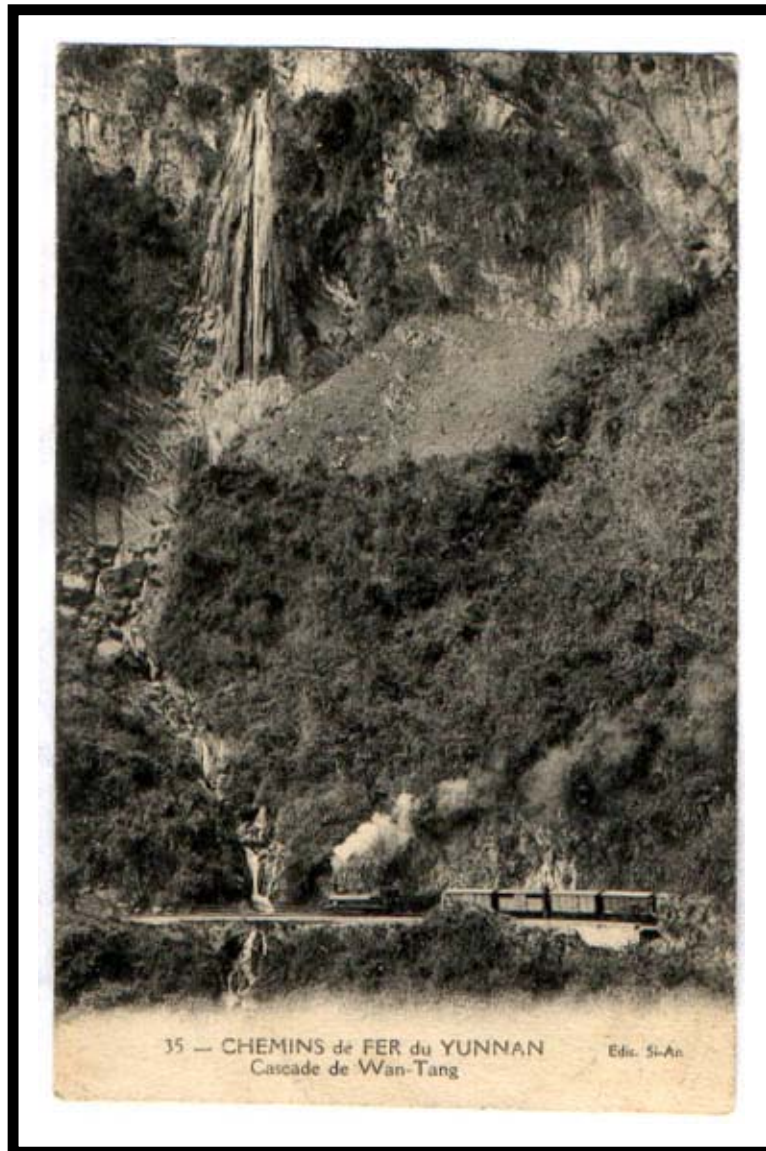
The rail bed had to be reinforced to support the enormous weight of trains.

Indochina – Yunnan Line



A trestle bridge spans a canyon.

Indochina – Yunnan Line



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

Indochina – Yunnan Line

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

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

Train Stations in Annam



Hue Train Station

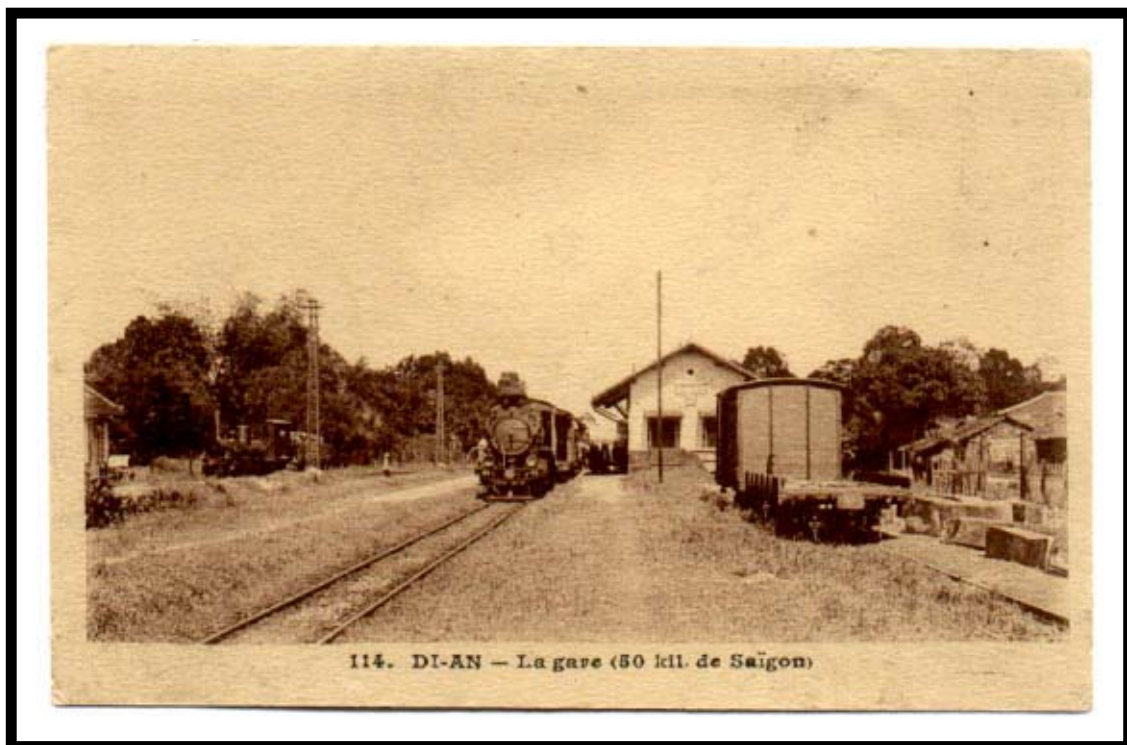


Tourane Train Station

Train Stations in Cochinchina



Bienhoa Train Station



Di-An Train Station

Train Stations in Cochinchina

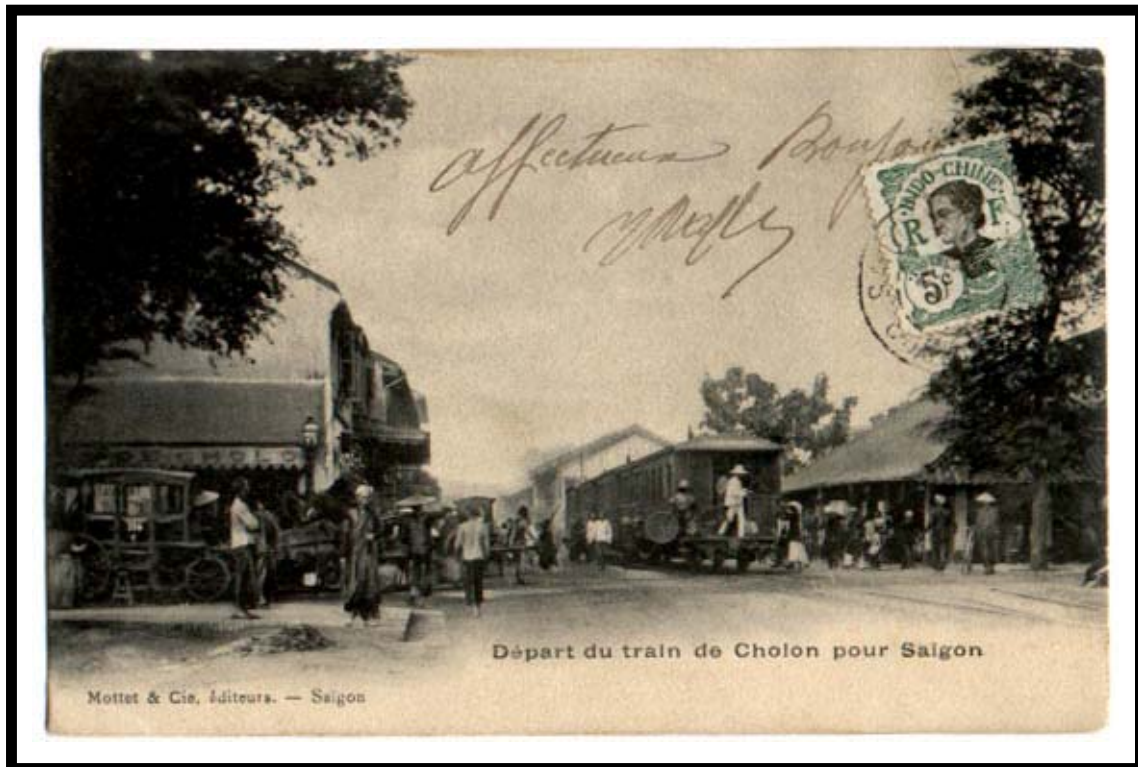


Go-Vap Train Station



Gia Dinh Train Station

Train Stations in Cochinchina



Cholon Train Station



Saigon Train Station

Train Stations in Tonkin



Bac-Ninh Train Station



Thanh-Moi Train Station

Train Stations in Tonkin



Gia-Lam Train Station



Hanoi Train Station

Train Stations in Tonkin



Haiphong Train Station

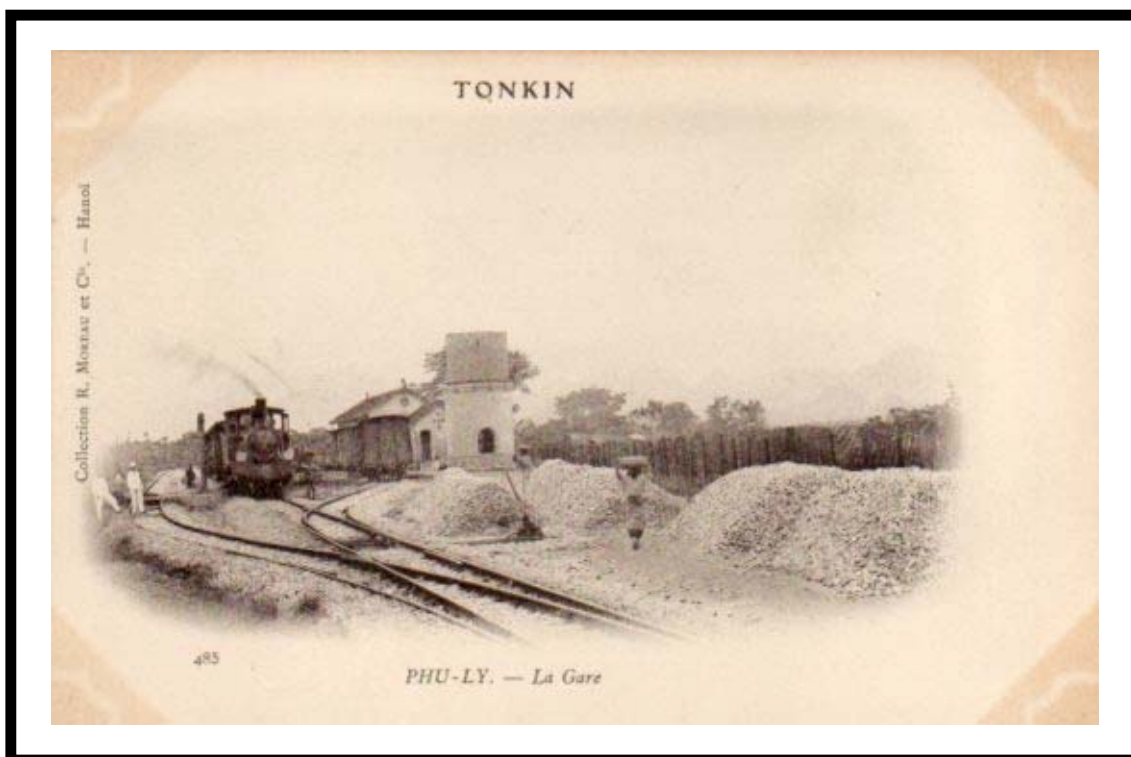


Haiphong Train Station

Train Stations in Tonkin



Phu-Ly Train Station



Phu-Ly Train Station

Locomotives

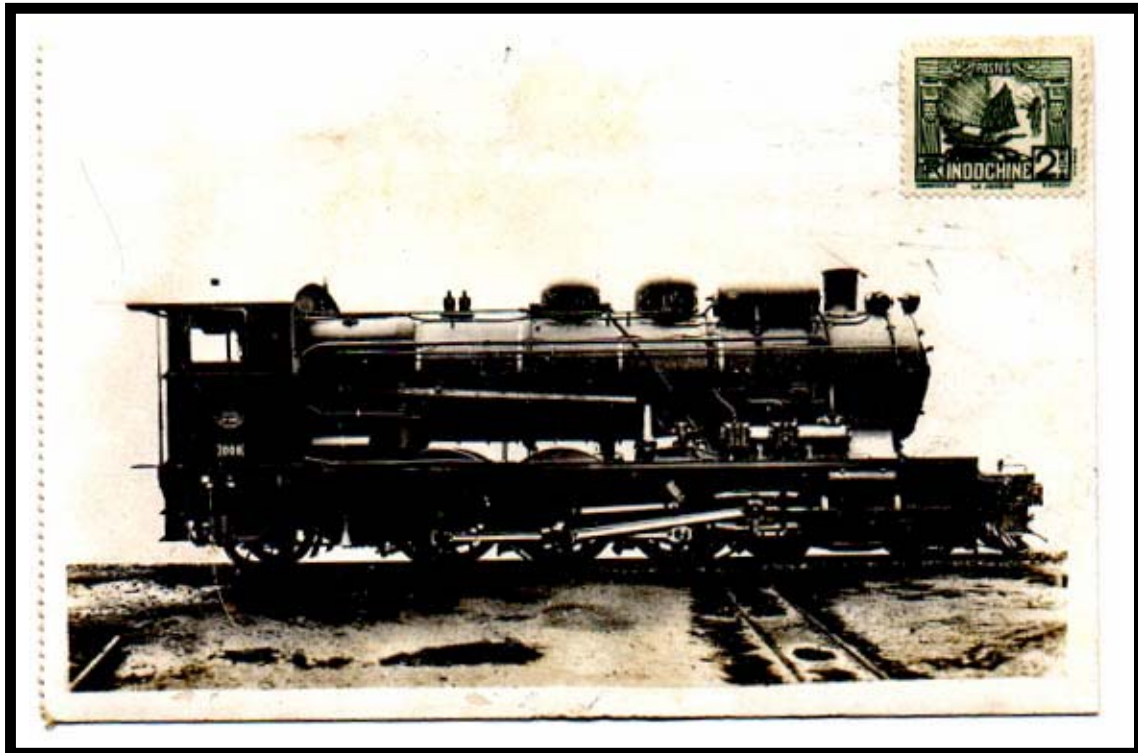
Details about a Pacific 231 type locomotive are presented on the reverse of the postcard.

**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).

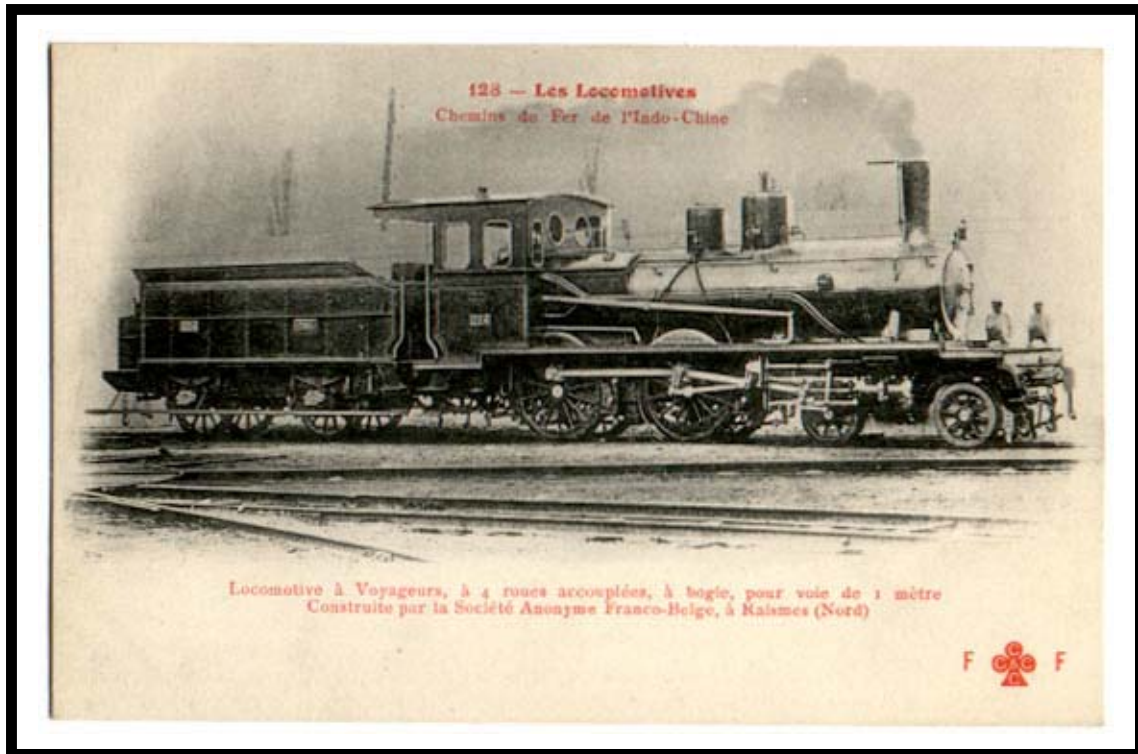
Surface de grille.....	2 m ² 3
Surface de chauffe du foyer....	9 m ² 9
— — des tubes ...	115 m ² 9
— — de la chaudière	125 m ² 8
— — du surchauffeur	36 m ² 2
— — et de surchauffe	162 m ²
Timbre de la chaudière.....	14 H.P.Z.
Diamètre moyen de la chaudière	1.480 mm
Nombre des gros tubes 125-133.	21
— 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

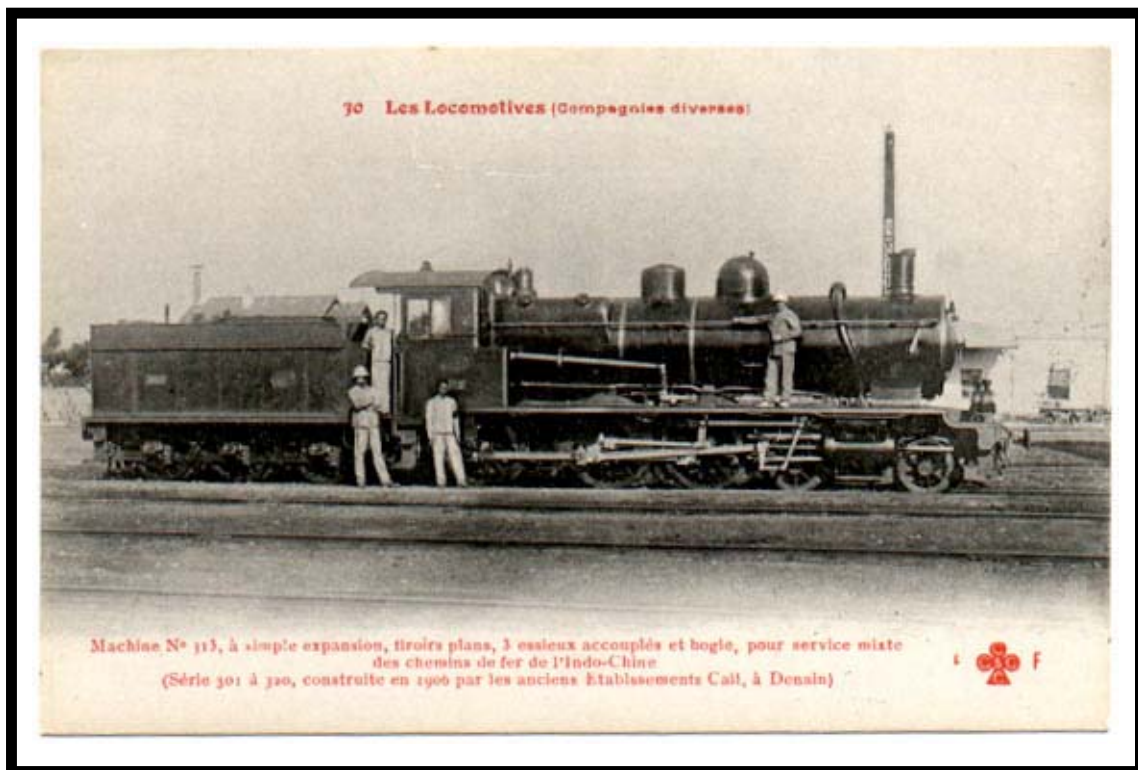


Engine number 1008 weighed 58,000 kilograms.

Locomotives



Locomotive for 1-meter rail lines in Indochina



Engine number 313 was constructed in 1906.