



Railway postmarks of the Russian Empire from 1852 to 1917



It was developed to demonstrate the results of the author's many years quest for and research on the basic types and rare varieties of postmarks used in Russian postal wagons (PW) and railway stations, mostly on registered and underpaid mail. The results of the author's investigation are presented in the articles listed below and marked ♪, and revealed the earliest or the latest dates of marks usage are underlined and marked the same sign. Dates are marked O.S. (old style) for Julian and N.S. (new style) for Gregorian calendars. The exposition is arranged in chronological order, postmarks and mail are arranged in groups according to their types. Within each period of time railway station postmarks follow PW postmarks.

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Author's articles:

1. Varieties of the early railway markings of the Russian Empire. *The Post-Rider*, No 49, 2001.
2. Two earliest pre-philatelic railway postmarks of Russia... *JCRP* No 8, 2002.
3. Classification of the Russian first period TPO postmark varieties (with the date in three lines). *JCRP* No 8, 2002.
4. Something about PW postmarks of the branch line Poti-Samtredi. *The Post-Rider*, No 50, 2002.
5. More about the TPO/RPO Route No 97-98 Poti-Samtredi and Samtredi-Poti. *The Post-Rider*, No 50, 2002.
6. Letters of the railway post from the theatre of the Russo-Turkish war of 1877-1878. *The Post-Rider*, No 51, 2002.
7. Registered Mail sent via PW of the Russian Railway in the period from the 1870s to 1917. *The Post-Rider*, No 52, 2003.
8. The history of Amur Railway creating and its early postmarks. *Rossica*, No 142, 2004.
9. Postmarks of the suburban trains of SPB with the designation of their times of dispatch 1876-1900. *The Post-Rider*, No 54, 2004.
10. Examples of use of special railway cachets for postal purposes at the beginning of the XXth century. *JCRP* No 10, 2005.
11. Cachets were used at Tiflis for letters mailed to Batum via Transcaucasian Railway in 1899-1902. *Rossica*, No 143, 2004.
12. "Elbe" wreck mail from Russia to New York. *JCRP* No 10, 2005.
13. Railway Paper Seals. *JCRP* No 10, 2005.
14. "Multiwagon" Postal Sendings. *The Post-Rider*, No 56, 2005.
15. The early mails of Transcaspian Military Railway and history of its creating. *The Post-Rider*, No 59, 2006.
16. Late 19th - Early 20th Century Mails from Samara-Zlatoust & Volga-Bugulma Railroads. *Rossica*, No 147-150, 2006-2008.
17. 1000 and one finds in Russian Railway Postmarks. *POCHTA*, № 40, 2007.
18. Non-standard oval marking of PW with two numbers of the routs at the beginning of the 20th century. *The Post-Rider*, No 60, 2007.
19. Mini-covers for visiting card sent via railway post offices. *Postal stationeries*, No 5, 2007. Moscow.
20. Post and telegraph mails of the Chinese Eastern Railway. *Philately*, No 4 - 12, 2009. No 2 - 5, 2010. Moscow.
21. Updates to the Samara-Zlatoust and Volga-Bugulma Railroads Articles. *Rossica*, No 152, 2009.
22. Late 19th - Early 20th century mails showing both Railway and Ship postmarks. *Collector*, No 46, 2010, Moscow



1. Early Russian railway postmarks

1.1. Postmarks of the pre-adhesive period (1852-1858)

Before postage stamps were introduced, postmarks giving the place name and dates of sending and receiving were used for handling mail. Only rectangular postmarks of the pre-adhesive period are known which were used at St.-Petersburg and Moscow Railway Post Office of the St.-Petersburg - Moscow Railway, named the Nikolaevskaya Railway in September 1855

St.-Petersburg railway station

The earliest recorded example of pre-adhesive period railway postmark / 1 / *¹



¹ Dec.1852-1864

**С.П.Б.СТ.Ж.Д.
8 ДЕКАБ. 1852**

38 x 15,5 mm

Cert. *^c

10(+1) kop. stationery envelope sent on **8 Dec. 1852** to Sominsk, Novgorod gub. showing boxed pre-adhesive period postmark « S.P.B. St. ZH. D. / 8 DEKAB. 1852 ». Mikulski certificate

Late usage of pre-adhesive period railway postmark

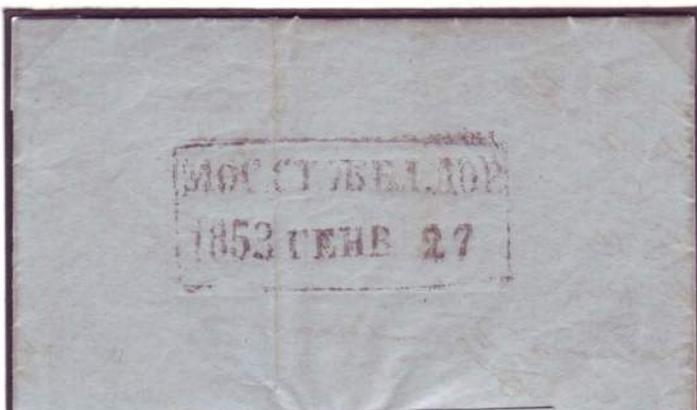


1858 letter sheet from St.-Petersburg to Moscow bearing 10 kop. brown & blue (№ 2 Russia) canceled by boxed postmark of St.-Petersburg Railway Station « S.P.B. St. ZH. D. / 23 MART. 1858 »

*¹ - refers to author's articles indicated on title page;

*^c - certificated item.

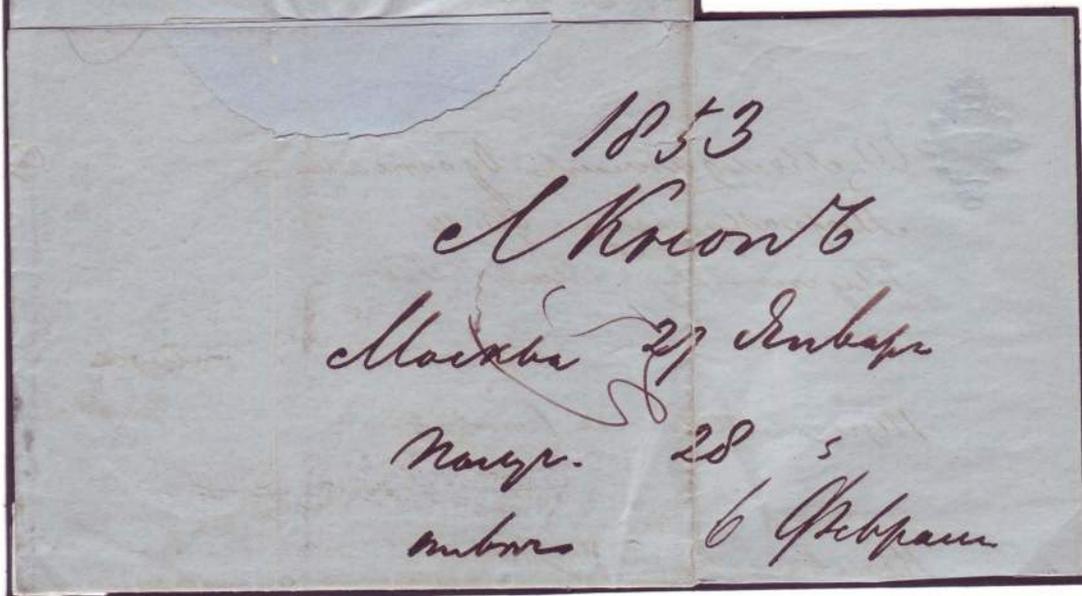
The earliest recorded example of pre-adhesive period postmark with year on the left /1, 2/*



Jan. 1853-1854

МОС. СТ. ЖЕЛ. ДОР.
1853 ГЕНВ. 27

Type I
44 x 20 mm,
figures height 5 mm



Folded letter from Moscow railway post office to St.-Petersburg (28.01) showing the boxed postmark «MOS. ST. ZHEL. DOR. / 1853 JANUAR. 27»

Late usage of pre-adhesive postmark with year on the right /1/*

1855-Sept. 1859

МОС. СТ. ЖЕЛ. ДОР.
2 СЕНТ. 1859

Type II
44 x 19 mm,
figures height 6 mm



Folded letter to St.-Petersburg bearing 10 kop. canceled by «2» in circle of dots and showing on reverse boxed postmark «MOS. ST. ZHEL. DOR. / 2 SENT. 1859»

*1. V.G. Levandovskiy. Varieties of the early railway markings of the Russian Empire. The Post-Rider, No 49, 2001.

*2. V.G. Levandovskiy. Two earliest pre-philatelic railway postmarks of Russia are divided one from another by 50 days and united in the same collection. JCRP, No 8, 2002.



The Main Corporation of Russian Railways

The Royal Decree of creation of the first railway network was issued on the 26th of January, 1857. The network included SPB–Warsaw–Prussian Boundary, Moscow–N. Novgorod, Moscow–Kursk–Feodosia, Kursk–Dinaburg–Lubava Railways. The Main Corporation of Russian Railways was established in order to build this network with the total length of 4 000 km. The board of managers was located in St.-Petersburg and in Paris the Corporation had its special committee.

1863-1865

Blue mark «The Main Corporation of Russian Railways/ Accounts Department» in French

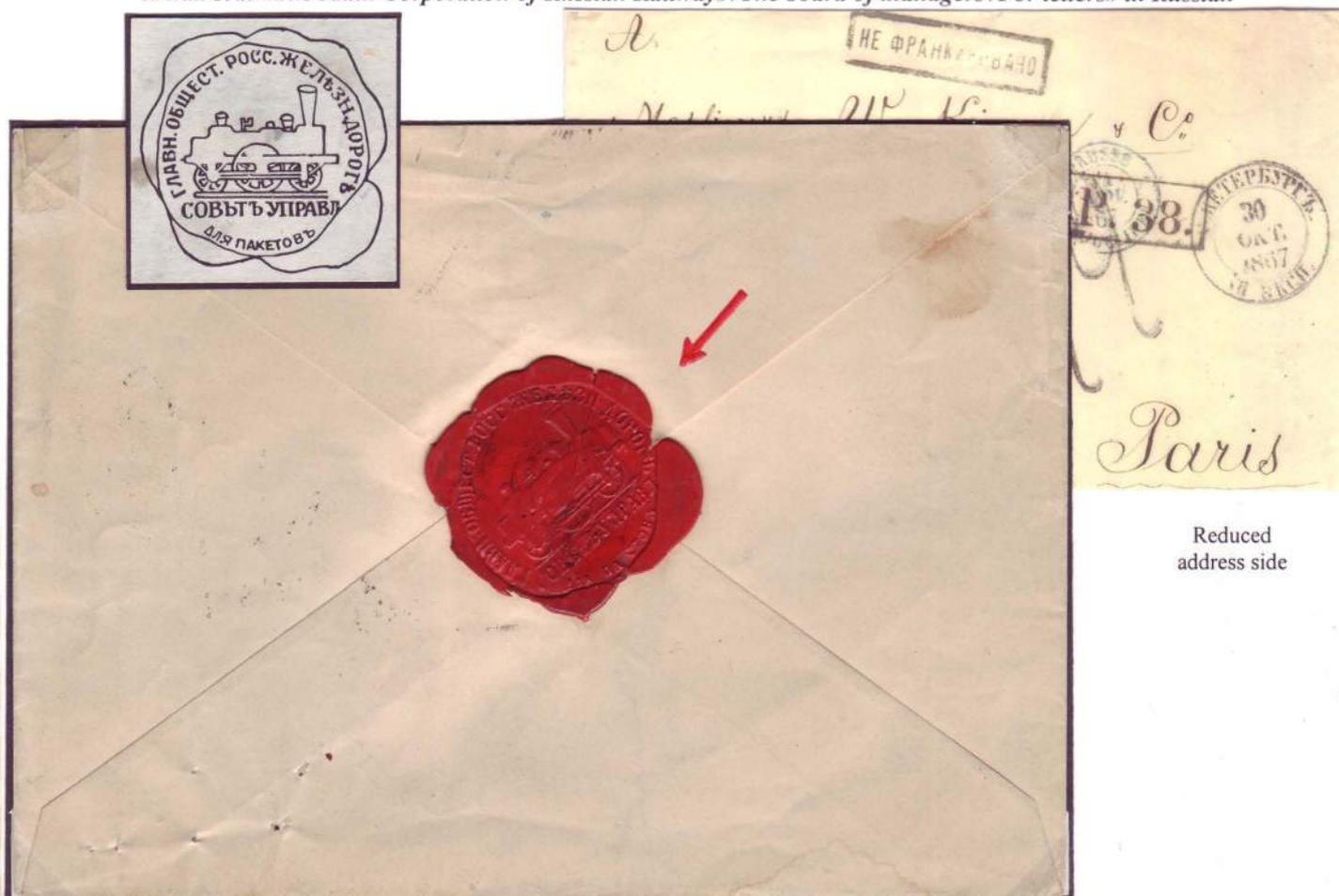


Enlarged



1865 abroad official unpaid letter from St.-Petersburg (22.10 O.S.) to Paris (06.11 N.S.), France bearing «GRANDE SOCIETE DE SCHEMINS DE FER RUSSES / DIRECTION / DE LA/ COMPTABILITE» Ø17 mm in blue, boxed «P.33.» and «AUS RUSSLAND/ über BUR. XI EDK.BRG./ PORTO/ 4.11. II/ 65» double circle in red marks

A wax seal «The Main Corporation of Russian Railways /The board of managers /For letters» in Russian



Reduced address side

1867 abroad official letter from St.-Petersburg (30.10 O.S.) to Paris (14.11 N.S.), France with boxed marks «NE FRANKIROVANO» and «P.38.» and wax seal «GLAVN. OBSHEST. ROSS. ZHELEZN. DOROG /SOVET UPRAVL./ DLYA PAKETOV» on reverse



The Main Corporation of Russian Railways

The Telegraph of the Main Corporation of Russian Railways

Telegraph communication in Russia was simulated by the growth of industry and by the construction of railway network the length of which increased within 1865-1875 from 3 800 to 19 000 km. Telegraph lines were installed along the railway lines, and telegraph stations were set up in the premises of train stations

1868 № 218

1868 года № 73

ГЛАВНАГО ОБЩЕСТВА РОССИЙСКИХЪ ЖЕЛЕЗНЫХЪ ДОРОГЪ.

Станція въ Вилно

20 февраля мѣсяца 1868 года.

Изъ Вильно

Телеграмма № 73

Разрядъ.	СЧЕТЪ СЛОВЪ	ПОДАНЫ				ПОЛУЧЕНЫ				СЛУЖЕБНЫЯ ОТМѢТКИ.
		число.	часъ.	мин.	попол.	число.	часъ.	мин.	попол.	
II	16	20	10	50	0	20	11	45	0	

Штабъ второй Варшавской Субвизии

Граве

Міжду Варшавенштабъ вѣрнитъ Мотрдомъ средю расчитывава на Ваше востеприимство.

Граве

п. Шукера.

Вѣрно: Грохотай

Серія Т Образецъ № 39.

1868 telegram № 73 sent 20.02 from Vilno railway station at 10.50 a.m. and was received in St.-Petersburg railway station at 11.45 a.m.



1.2. Dotted railway postmarks (1858-1867)

After the introduction of postage stamps by Circular № 138 of 26 February 1858, railway-related dotted hexagonal cancellations were used. Though withdrawn by Circular № 123 of 11 February 1863, in fact these postmarks were used in several years afterwards

Postmarks of the Nikolaevskaya railway station in St.-Petersburg



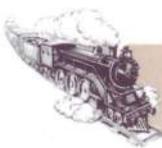
Type I / 1 / *
 $\alpha_1=16^\circ$

1864 underpaid letter from SPB station of the Nikolaevskaya Railway (12.07) to Moscow franked 10 kop. cancelled by « 1 » in hexagon of dots (Type I) showing a double ring «DOPLATIT./ 10» mark $\varnothing 21,5/9$ mm in blue used in SPB. Ex Liphschutz



Type II / 1 / *
 $\alpha_2=36^\circ$

1866 envelope 10(+1) kop. from SPB station (21.02) of the Nikolaevskaya Railway to Tikhvin, Novgorodskaya gub. (22.02) cancelled by « 1 » in hexagon of dots (Type II)



Dotted PW postmarks of the Nikolaevskaya Railway

Dotted hexagonal postmarks with figures from 3 to 10 were introduced for the Nikolaevskaya Railway PWs

1858-1863



1866 underpaid letter sent from SPB (08.03) to Moscow (09.03) franked 10 kop. cancelled by «3» in hexagon of dots showing a double ring «DOPLATIT.* / 10» mark Ø22,5/9,5 mm used in Moscow and c.d.s. of PW № 3 of the Nikolaevskaya Railway (station № 1=SPB) on reverse. Ex Liphschutz

1858-1866

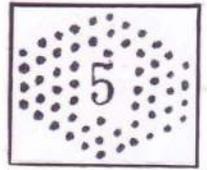


1866 abroad letter from Moscow (01.07 O.S.) to Paris (17.07 N.S.), France bearing 3+5+20 kop. cancelled by «4» in hexagon of dots showing «S.P.B. VARSHAVSK. ZH.D. / S.PETERBURG.» (02.07 O.S.) and «NIKOLAEVSKOY ZH.D./ POCHT. VAG. № 2» (station № 37=Moscow) c.d.s., «P.D.» in red

Dotted PW postmarks of the Nikolaevskaya Railway



1858-1863



1862 envelope 10(+1) kop. to Kaluga (27.10) canceled by «5» in hexagon of dots showing c.d.s. of PW № 1 (Station № 17) of the Nikolaevskaya Railway (25.10)



1859-1864



1859 envelope 10(+1) kop. sent (23.01) to Kolomna (25.01), Moscow gub. canceled by «9» in hexagon of dots showing on address side rectangular pre-adhesive period postmark «S.P.B. St. ZH.D. / 23 JEN. 1859»



Dotted postmarks of the St.-Petersburg - Warsaw Railway

Postmark with figures 11 was introduced for Warsaw station of the SPB - Warsaw Railway

1858-1866



1862 underpaid letter from SPB (28.02 O.S.) to Warsaw (18.03 N.S.) bearing 10 kop. tied by «11» in hexagon of dots showing «S.P.B. VARSHAVSK. ZH.D./ S.PETERBURG.» on reverse and double ring «DOPLATIT./ 10» Ø22,5/9,5 mm used in SPB marks plus blue "10" kop. postage due notation in manuscript

Postmarks with figures from 12 to 18 were introduced for PWs of the SPB - Warsaw Railway



1861-1863



1863 envelope 10(+1) kop. from SPB (11.04) to Riga (11.04) tied by «14» in hexagon of dots showing «S.P.B. VARSHAVSK. ZH. D./ POCHT. VAG. № 5 » c.d.s. (station № 37=SPB) of the SPB-Warsaw Railway



Dotted PW postmarks of the St.-Petersburg - Warsaw Railway



1861-1863

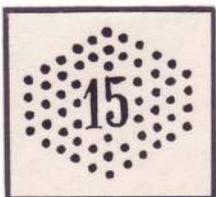


It is known the only letter bearing Poland № 1 canceled by Russian « 12 » in hexagon of dots



1863 folded letter from Wierzhbolow, Poland to St.-Petersburg bearing 10 kop. pale-blue & carmine-pink canceled by Russian «12» in hexagon of dots showing c.d.s. «S.P.B.VARSHAVSK. ZH. D. / POCHT. VAG. № 6» (station № 37) (29.06). Ex Bojanowicz; Mikulski certificate (1999).

1862



It is known the only letter bearing Poland № 1 canceled by Russian « 15 » in hexagon of dots



1862 folded letter from Wierzhbolow, Poland to St.-Petersburg (02.10) bearing 10 kop. light blue & carmine-pink canceled by Russian « 15 » in hexagon of dots and showing c.d.s. (30.09) «S.P.B.VARSHAVSK. ZH. D. / POCHT. VAG. № 2» (station № 37). Ex Bojanowicz; Mikulski certificate (1999).

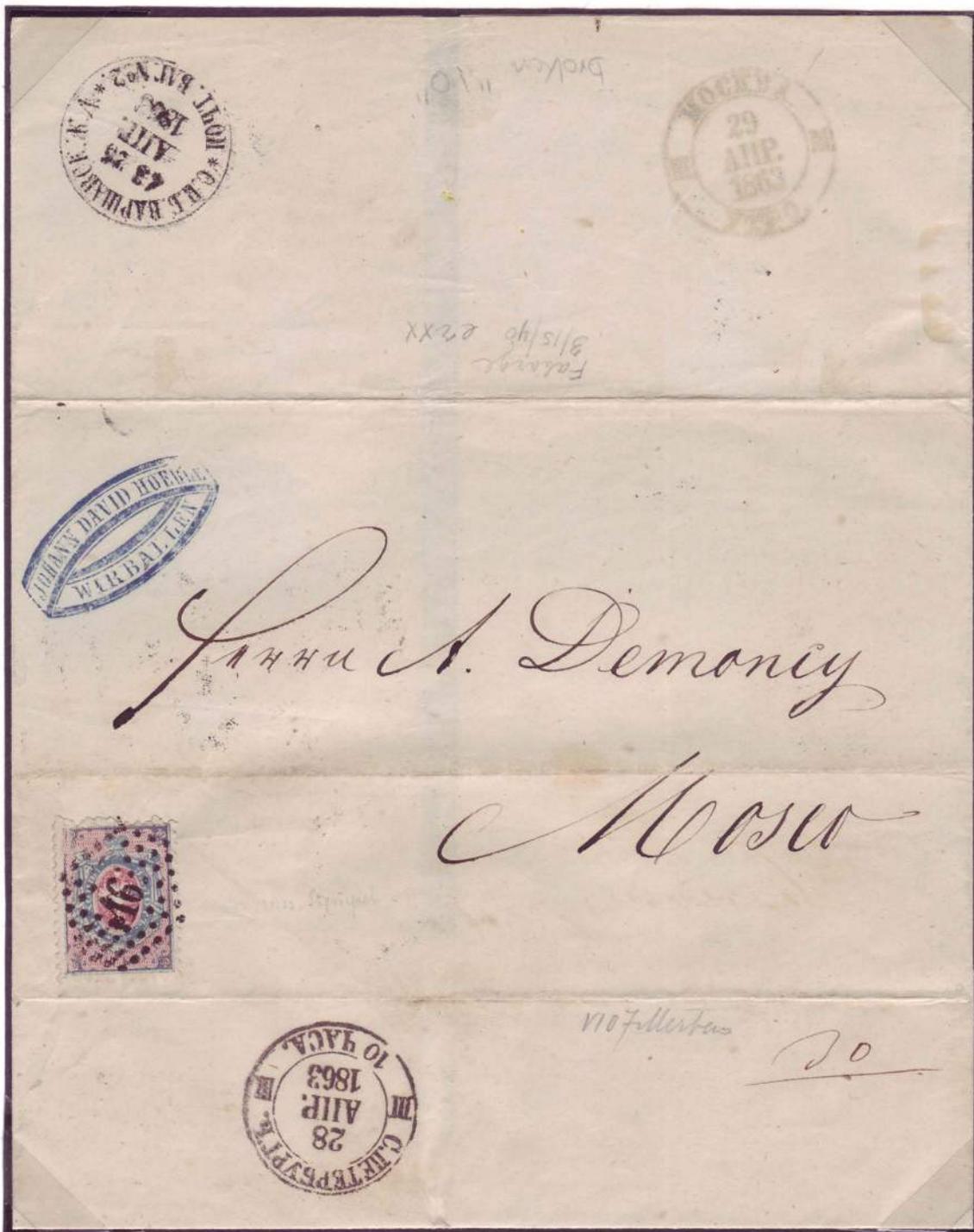


Dotted PW postmarks of the St.-Petersburg - Warsaw Railway

1861-1863



It is known the only letter bearing Poland № 1 canceled by Russian « 16 » in hexagon of dots



Cert.

Broken figures «10» at the upper left and lower left corners of the stamp

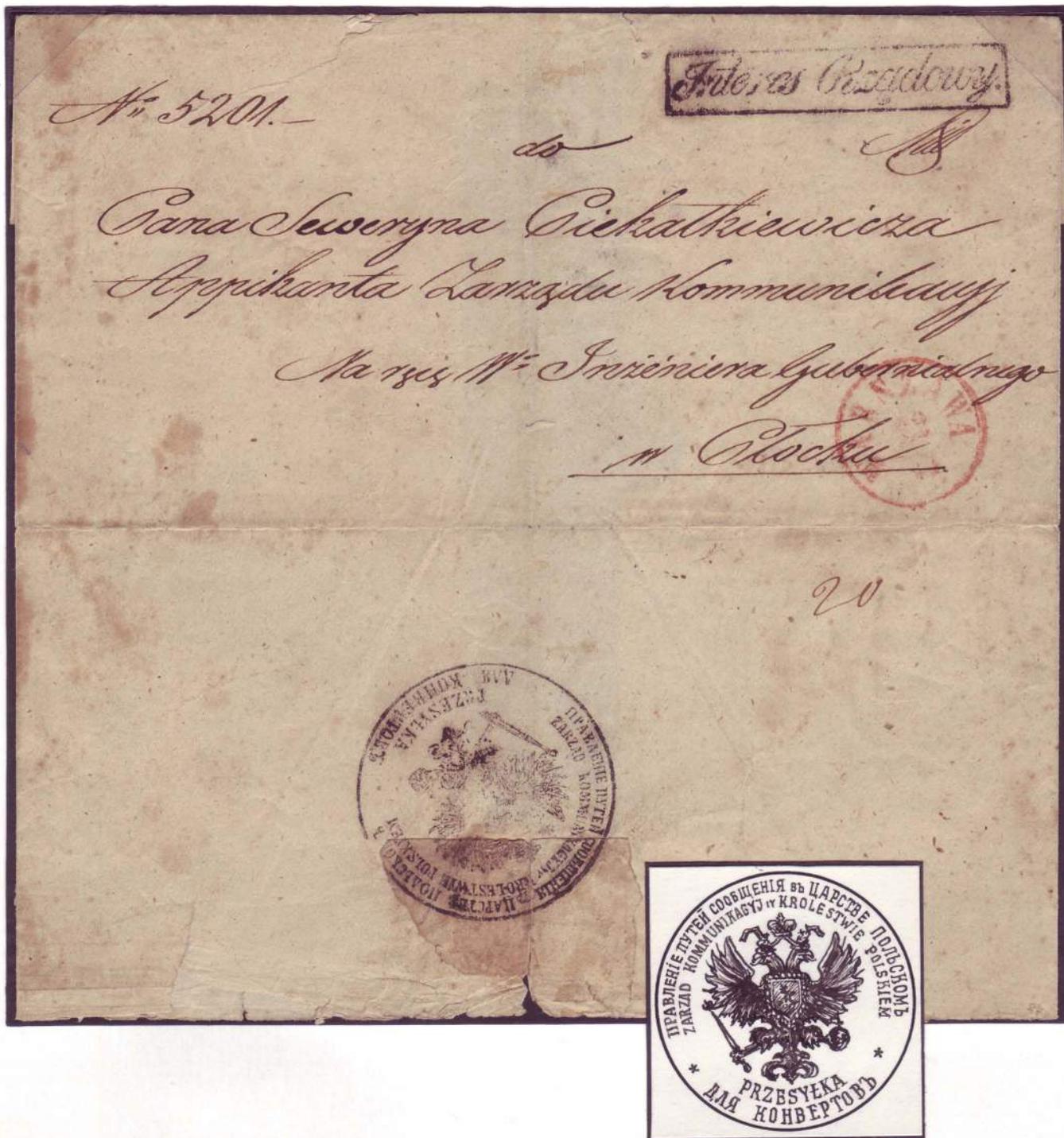
1863 folded letter from Wierzhbolow, Poland via St.-Petersburg (28.04) to Moscow (29.04) bearing 10 kop. light blue & carmine-pink canceled by Russian « 16 » in hexagon of dots and showing c.d.s. (26.04) «S.P.B. VARSHAVSK. ZH. D. / POCHT. VAG. № 2» (station № 43). Ex Bojanowicz; Mikulski certificate (1999)



1.3. Early railway postmarks of Kingdom of Poland (1850s-1870)

In 1848 a line of the first railway in Kingdom of Poland—the Warsaw-Vienna Railway—was put into operation, in 1861—a line of Warsaw-Bromberg, in 1862—a line of St.-Petersburg-Warsaw and in 1866—a line of Terespol railways. In accordance with Royal Decree dated February 25, 1867 Department of Communication Lines in Kingdom of Poland was subordinated to Russian Ministry of lines of communication. Private Railway Inspection in Kingdom of Poland became subordinate to Senior Railway Inspector of the Empire.*

Bilingual postmark of Department of Communication Lines in Kingdom of Poland



Official letter 1850s-1860s from Warsaw addressed to Department of Transportation in Plock showing circular (Ø 43 mm) bilingual postmark:
«ПРАВЛЕНИЕ ПУТЕЙ СООБЩЕНИЯ ВЪ ЦАРСТВЕ ПОЛЬСКОМЪ / ДЛЯ КОНВЕРТОВЪ // ZARZAD KOMMUNIKAGYJ W KROLESTWIE POLSKIEM / PRZESYŁKA»,
Warsaw red cancellation (22.11) and mark in box «Government interest» at the upper right

*Development of Administration of lines of communication. Historical essay. St.-Petersburg. 1910.



Early Polish postal wagon postmarks

Single circular marks "EXPEDYCJA POCZT w WAGONIE" Ø 25-26 mm without date showing inscription in Polish and route number 1-4 (figure height 7-11 mm) were used in the sixties of the XIX century for letters dropped in letter boxes of postal wagons running on the Warsaw-Vienna Railway, and with route number 5-8 - on the Warsaw-Bromberg Railway

Postal wagons of the Warsaw-Vienna Railway



1864 folded letter from Czestochowa (18/12) to Warsaw (19/12) via PW of the Warsaw-Vienna Railway bearing 10 kop. blue & carmine Poland № 1, canceled by ringed mute (2 mm dot) and showing 3^d PW "EXPEDYCJA POCZT w WAGONIE / 3" mark

Postal wagons of the Bromberg-Warsaw Railway



1864 abroad underpaid letter from Warsaw to Berlin (13/1) showing the 6th PW "EXPEDYCJA POCZT w WAGONIE / 6" and unnumbered PW "EXPEDYCJA POCZT w WAGONIE" with two-line date (12/1) and «AUS POLEN über EISENB. POST-BUR. XI./ PORTO/12.1. I./ 64» double circle all in red marks. Ex.Bojanowicz



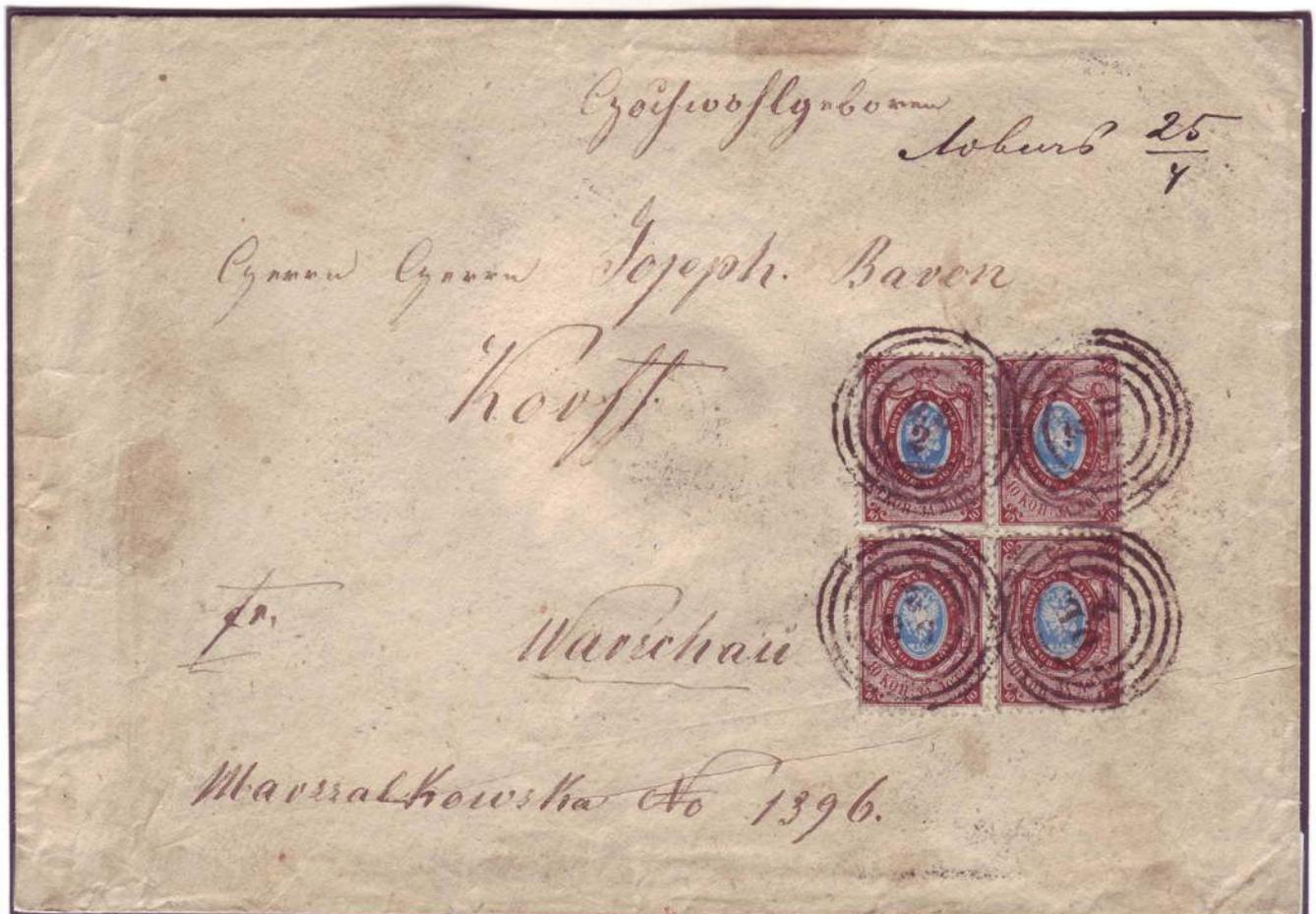
Early Polish railway station postmarks

Postmarks « D.B. / 1. » and « D.B. / 2. » in rings

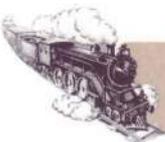
In accordance with Circular dated May 29, 1861 postmarks « D.B./ 1.» and « D.B./ 2.» in rings Ø25/ 22/ 18/ 14 mm were used from 1861 till 1870 by guards of Warsaw station post office of the Warsaw-Bromberg Railway which carried mail in passenger cars from Warsaw to Lovich and back twice a week: on Thursdays and Sundays



1868 folded letter from Warsaw railway station post office to Paris (04.05) bearing 3+5+20 kop. canceled by « D.B. / 1.» and showing transit c.d.s. of unnumbered PW «Expedycya Poczty w Wagonie» (2/5) and «AUS POLEN über EISENB. POST-BUR. XI/ FRANCO/ 2.5. II/ 68» double circle in red



1869 letter bearing 4x10 kop. canceled by « D.B. / 2.» from Lovich railway station post office (25/4) to Warsaw



Early Polish railway station postmarks

Single circle railway mark in Polish « GRANICA / DR ZEL »

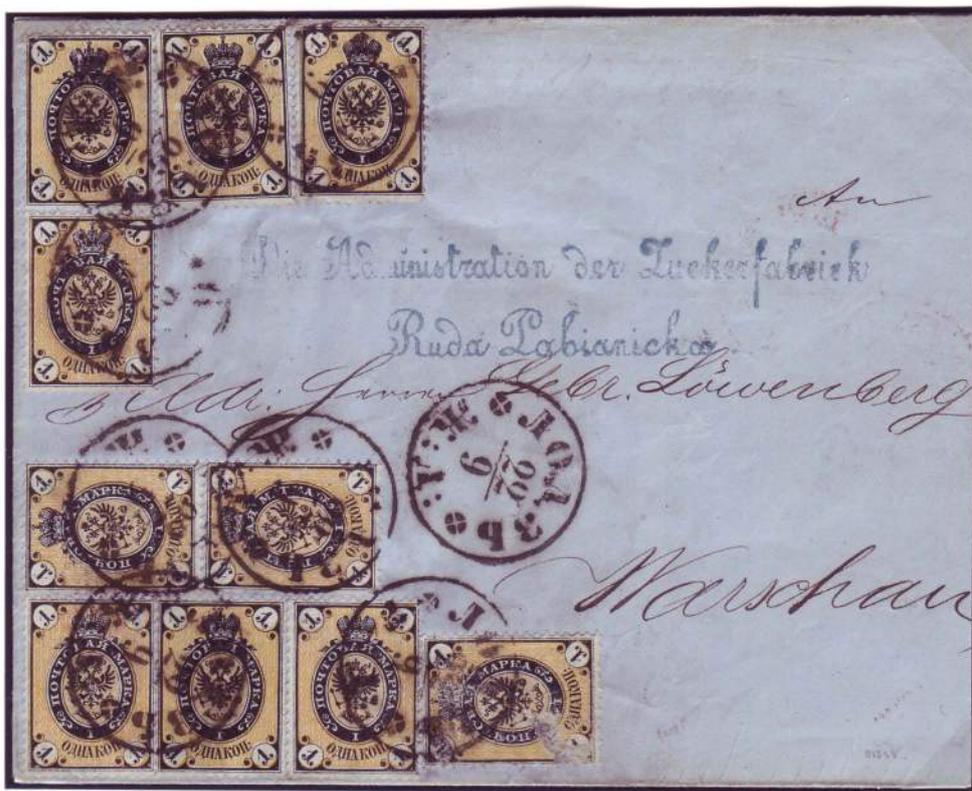
1858-1861



1861 abroad "Franko" folded letter from Warsaw (4/1) with mark POLOGNE to Triest (7/1), Italia showing transit c.d.s. «SZCZAKOWA» (3/1) and «GRANICA / DR ZEL» (4/1) - Granitsa station of the Warsaw-Vienna Railway

Single circle railway mark in Russian «ЛОДЗЬ / Ж: Д:»

1865-1869



1865 folded letter from Lodz to Warsaw (22/9) bearing 10 x 1 kop. black & yellow canceled by postmark of the railway station «LODZ / ZH: D :» (22/9) of the Lodz Railway Line ("Sugar Line")



Early Polish railway station postmarks

Warsaw station post office of the Bromberg-Warsaw Railway



1858-1870

1864 abroad taxed folded letter to Berlin (19.06), Germany showing single circle postmark Ø22 mm «EKSPEDYCYA / POSZT / DWORZEC / WARSZAWA» (18/6), boxed «FRANCO» and «AUS POLEN über EISENB. POST-BUR. XI/ FRANCO» (18/6) double circle all in red

Warsaw station post office of the Bromberg-Vienna Railway



1858-1871



Ø25/22/18/14mm

1870 folded letter to Paris (02.02), France bearing 3+5+10+10 kop. canceled by « BW » in rings showing single circle postmark «EKSPEDYCYA / POSZT / DWORZEC / WARSZAWA» (31/1), boxed «FRANCO» and «AUS RUSSLAND über EISENB. POST-BUR. XI» (31/1) double circle in red