

The impact of the German Railways on the Post in the Netherlands 1848-1856

Transport of mail by railways was very attractive in those days because of the speed. Here are some examples of various forms of conveyance:

- A postman by foot 5 Km/hour
- A horseman maximum 10 Km/hour
- Steamship 20 Km/hour
- The train 40 Km/hour

The Netherlands circular Nr 381 of Apr.1st 1848 announced some changes, without mentioning the word of “Railway“:

- The main part of the mail to and from Hamburg, Bremen and the Kingdom of Hanover should *now* pass Arnhem instead of Deventer.
- Special Netherlands hand-stamps were introduced to mark the mail coming in via Arnhem. This is the so-called “Hammer” or “Korte-T” hand-stamps. “A” for Arnhem

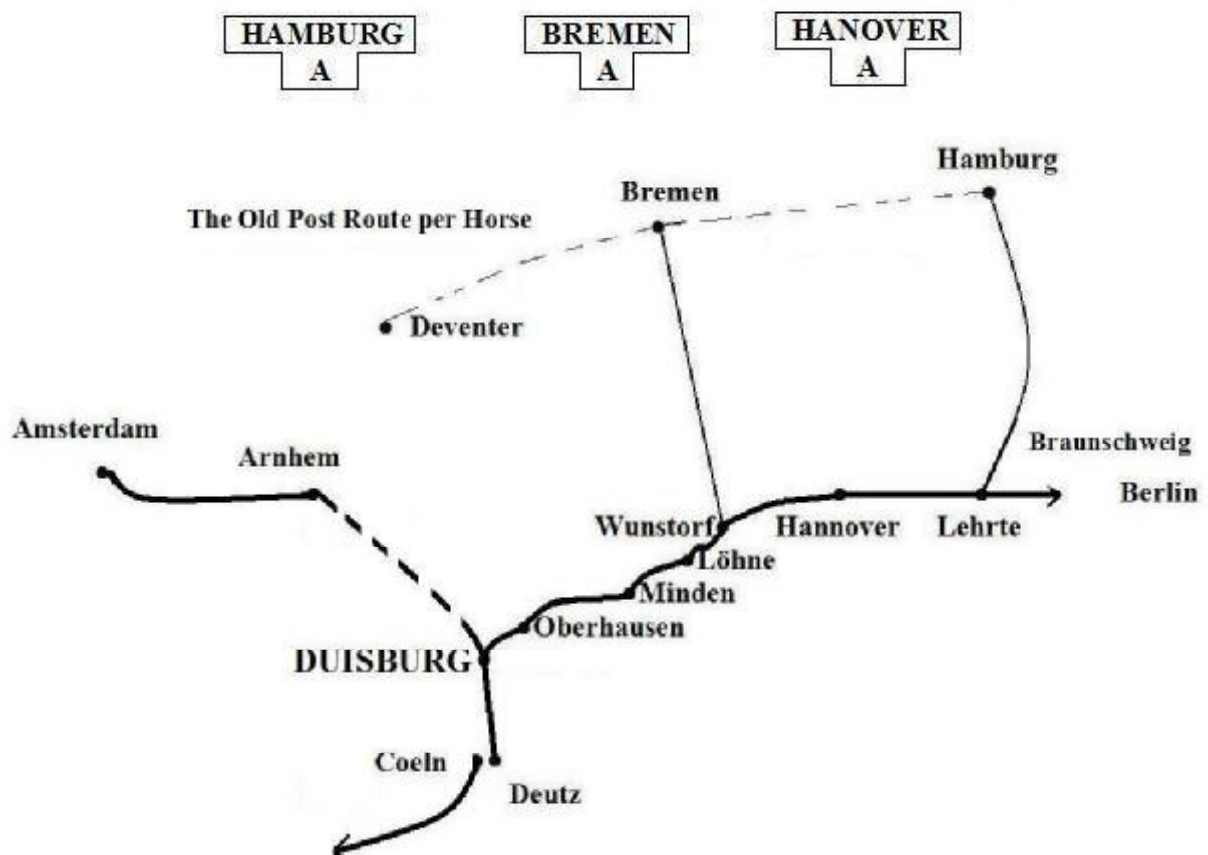


Figure 1. We see the situation in 1848 for railways near the Netherlands/Prussian border. The old horse-route Hamburg-Deventer was replaced by a railway 150 Km to the south



Figure 2 Aarhus (DK) 1853 to Arnhem with the HAMBURG/A hand-stamp to indicate the new entry via Arnhem (Since April 1848)

The next change came April 3rd 1851 by the NL circular Nr 437

- The post-office of Arnhem should make up sealed bundles and direct them to the Train Post-Offices at the Minden-Deutz railway.
- The German office of Duisburg, which was a station on the railway was assigned to receive the mail from Arnhem (and a good guess would be that the office in Duisburg corresponded with the train)

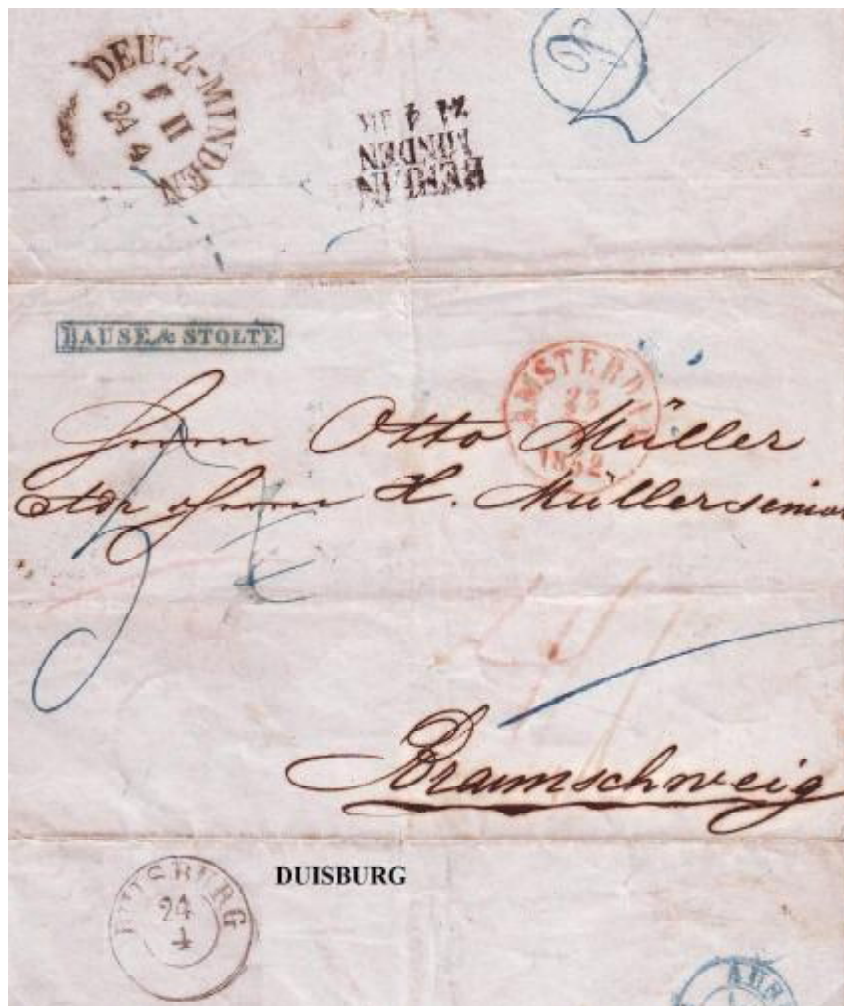


Figure 3. Amsterdam 1852 to Braunschweig marked by a **DUISBURG** hand-stamp.

I have only seen one letter with the DUISBURG hand-stamp applied as border-mark

Circular nr 485 of Dec 23rd 1853 reported:

Arnhem should now correspond with Oberhausen and no longer with Duisburg. Post-marks from Oberhausen are rather common. This change may be inspired from contract closed in 1851 between the Netherlands and Prussia about a railway between Arnhem and Oberhausen.



Figure 4. Düsseldorf 1855 to Schiedam. Transit mark from Oberhausen Bahnhof

October 1856 Arnhem was connected by rails to Oberhausen and a new era could begin.

Finally we shall see a domestic Netherlands letter sent by the Amsterdam-Arnhem railway (The Neder Rijn Spoorweg)

To be continued on the next page.....



Figure 5. Amerongen 1863 to Arnhem conveyed by carriage and horse to the station of Veenendaal and transferred to the train to Arnhem. Postage due 5 cents.

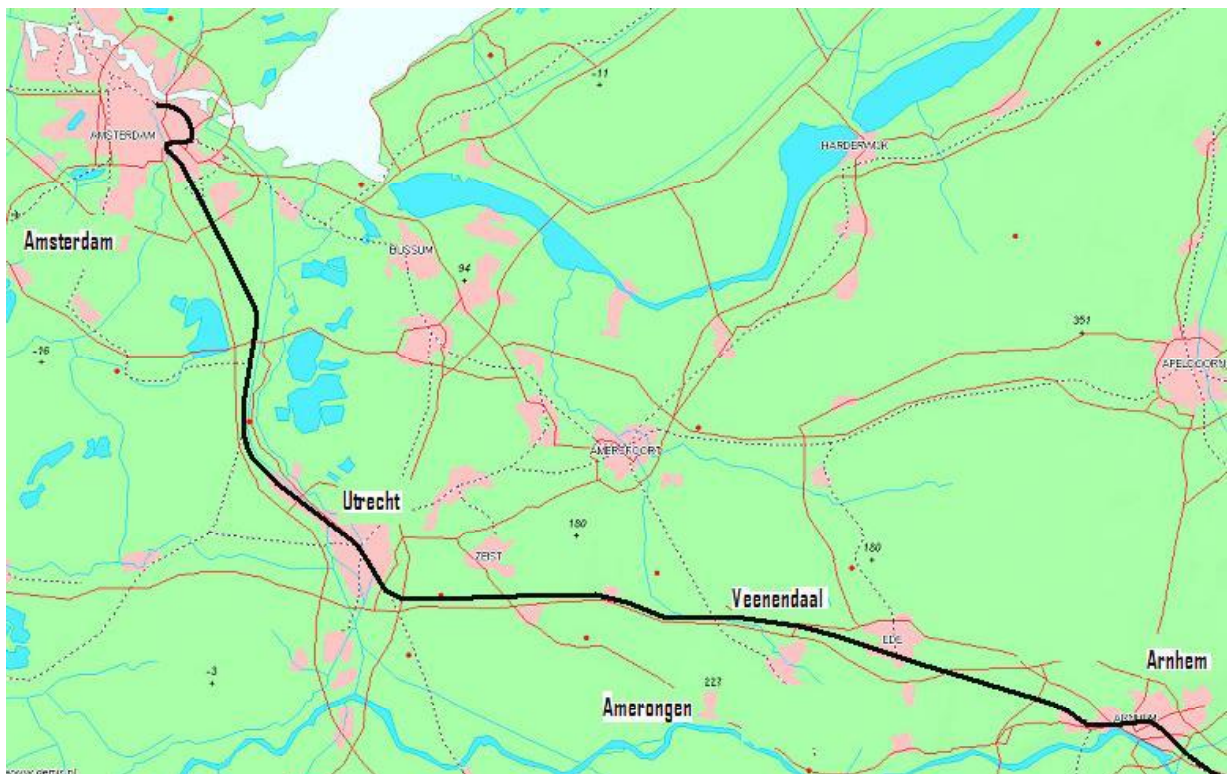


Figure 6. Map for the letter in Figure 5

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