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## The Rinteln–Stadthagen Railway (1900–1937)

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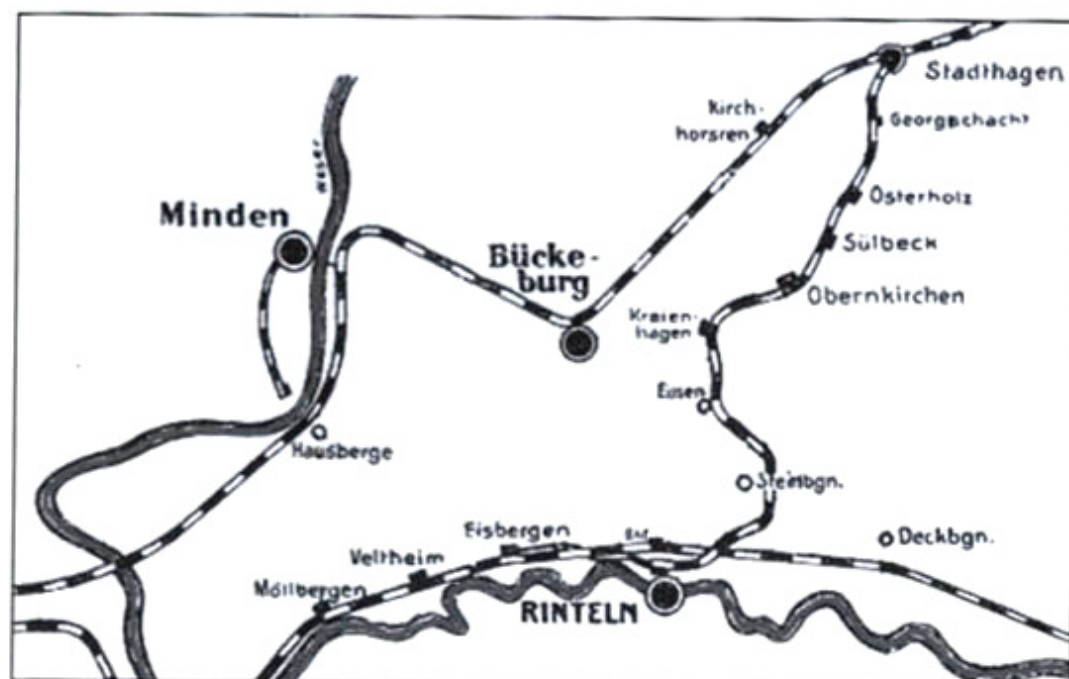
### Preliminary remark

This article aims to examine the use of railway freight and revenue stamps based on the example of a small north German private railway. The article will try to put the use of these stamps in the contexts of both local history and postal history. The main focus is the presentation of the railway freight stamps of the Rinteln-Stadthagener Eisenbahn (RStE, Rinteln–Stadthagen Railway) between 1905 and 1921.

### The history of the Rinteln-Stadthagener Eisenbahn

Being the first extensive regional branch line in the region of Schaumburg (in present-day Lower Saxony between Hanover and Minden), the Rinteln-Stadthagener Eisenbahn became operational on 3 March 1900. This branch connected two important main lines, those between Hanover and Minden and between Hameln and Löhne.

With a length of 20.4 kilometres the RStE was a private railway serving the localities of Stadthagen, Nienstädt, Obernkirchen, Bad Eilsen, Steinbergen and Rinteln. The connection with the Hanover–Minden line was at Stadthagen, that with the Hameln–Löhne line at Rinteln.



*Fig. 1: Map of the private Rinteln-Stadthagener Eisenbahn as the link between the state railway lines of Hanover–Minden and Hameln–Löhne.*

The railway was planned and constructed with a single track at standard gauge. As the state railway organisation had shown no interest in this route, it was built and operated by the Westdeutsche Eisenbahngesellschaft (WEG, West German Railway Company) in Cologne. The foundation of the project was formed by a state treaty between Prussia and the principality of Schaumburg-Lippe, signed 18 April 1898. In this way the demands of the Heye and Stoevesandt glassworks, of the superior mining authority in Obernkirchen, which supervised the activities of all mines in the region, and of the operators of the sandstone quarries were met, as these institutions would generate most of the freight traffic which would secure – together with the carriage of passengers – the economic basis of the railway.

During the period of advancing industrialisation in the middle of the 19th century, these future RStE customers had already tried to transport their goods and raw materials via a suitable rail connection as the transport routes in Schaumburg were inadequate. Unfortunately, there were no recognisable results until after 1890, when enough investors were available to realise the plans.

### Timetable

This timetable of the service at the time of the launch of the new railway includes the train numbers used in the *Bahnpost* postmarks.

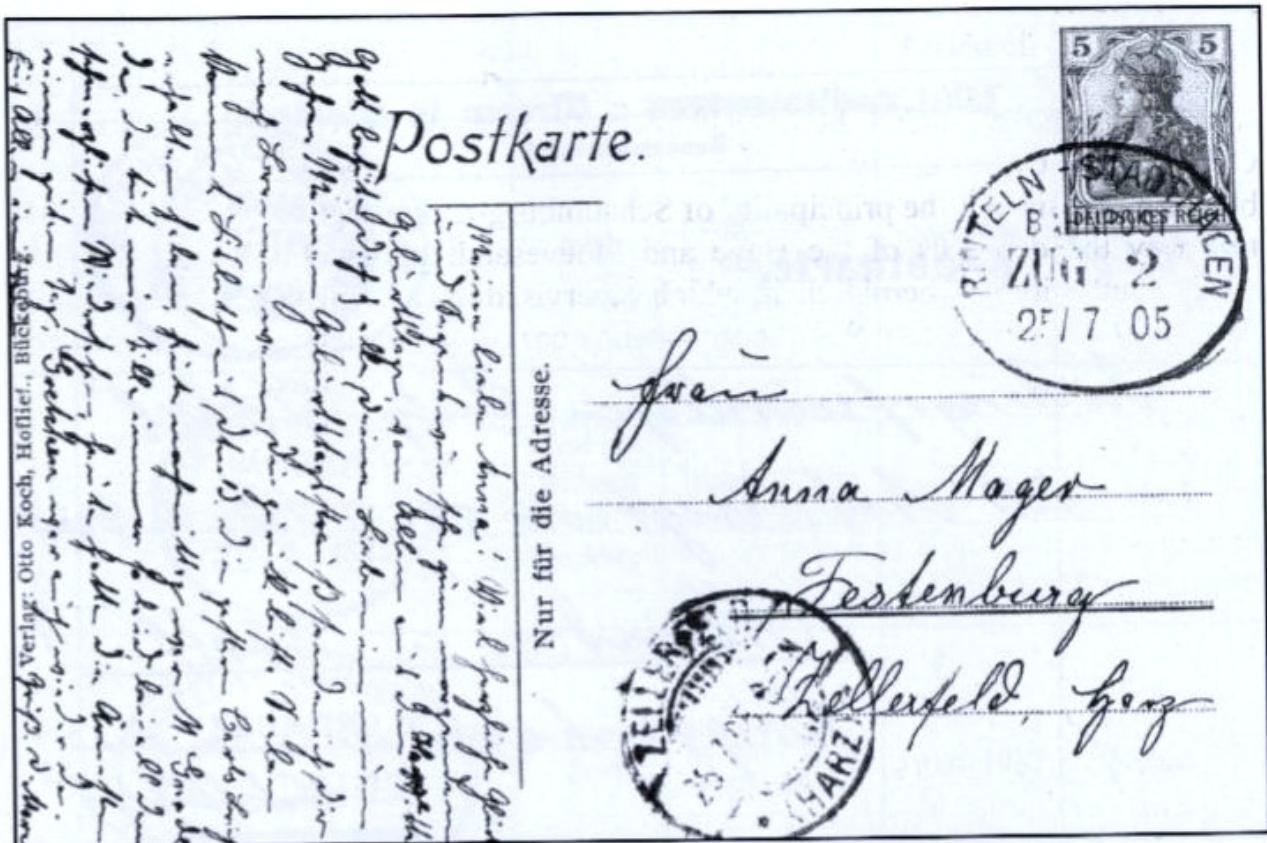
<b>Fahrplan.</b>																							
Gültig vom Tage der Betriebseröffnung.																							
Rinteln—Stadthagen.						Stadthagen—Rinteln.																	
Ent- fer- nung Kiln.	Zug 1		Zug 3		Zug 5		Zug 7		Zug 9		Stationen:	Zug 12		Zug 2		Zug 4		Zug 6		Zug 8		Zug 10	
	2-3	Kil.	2-3	Kil.	2-3	Kil.	2-3	Kil.	2-3	Kil.		Nur Montags.	2-3	Kil.	2-3	Kil.	2-3	Kil.	2-3	Kil.	2-3	Kil.	2-3
	Bm.		Bm.		Rm.		Abd.		Abd.			Ncht.	Bm.		Bm.		Mitt.		Rm.		Abd.		Abd.
—	6 <sup>42</sup>		10 <sup>04</sup>		1 <sup>50</sup>		6 <sup>35</sup>		9 <sup>23</sup>		Ab Rinteln R. St.	An	1 <sup>39</sup>		7 <sup>26</sup>		9 <sup>54</sup>		12 <sup>37</sup>		5 <sup>14</sup>		9 <sup>19</sup>
3,78	6 <sup>52</sup>		10 <sup>13</sup>		2 <sup>00</sup>		6 <sup>45</sup>		9 <sup>34</sup>		Ab Steinbergen	Ab	1 <sup>30</sup>		7 <sup>15</sup>		9 <sup>46</sup>		12 <sup>29</sup>		5 <sup>06</sup>		9 <sup>10</sup>
7,55	7 <sup>02</sup>		10 <sup>22</sup>		2 <sup>10</sup>		6 <sup>55</sup>		9 <sup>45</sup>		Ab Bad Eilsen	"	1 <sup>20</sup>		7 <sup>03</sup>		9 <sup>37</sup>		12 <sup>20</sup>		4 <sup>55</sup>		9 <sup>00</sup>
9,11	7 <sup>07</sup>		10 <sup>27</sup>		2 <sup>15</sup>		7 <sup>00</sup>		9 <sup>51</sup>		Ab Krainhagen-Röhrkasten	"	1 <sup>15</sup>		6 <sup>51</sup>		9 <sup>32</sup>		12 <sup>15</sup>		4 <sup>50</sup>		8 <sup>55</sup>
11,60	7 <sup>14</sup>		10 <sup>34</sup>		2 <sup>23</sup>		7 <sup>07</sup>		9 <sup>58</sup>		Ab Obernkirchen	"	1 <sup>08</sup>		6 <sup>42</sup>		9 <sup>25</sup>		12 <sup>08</sup>		4 <sup>43</sup>		8 <sup>48</sup>
14,49	7 <sup>22</sup>		10 <sup>42</sup>		2 <sup>30</sup>		7 <sup>15</sup>		10 <sup>08</sup>		Ab Sülbeck	"	1 <sup>00</sup>		6 <sup>32</sup>		9 <sup>17</sup>		12 <sup>00</sup>		4 <sup>35</sup>		8 <sup>40</sup>
15,99	7 <sup>27</sup>		10 <sup>47</sup>		2 <sup>35</sup>		7 <sup>20</sup>		10 <sup>23</sup>		Ab Osterholz b. Stadthagen	"	12 <sup>55</sup>		6 <sup>25</sup>		9 <sup>12</sup>		11 <sup>55</sup>		4 <sup>30</sup>		8 <sup>35</sup>
20,42	7 <sup>36</sup>		10 <sup>56</sup>		2 <sup>44</sup>		7 <sup>29</sup>		10 <sup>34</sup>		An Stadthagen R. St.	Ab	12 <sup>45</sup>		6 <sup>05</sup>		9 <sup>02</sup>		11 <sup>45</sup>		4 <sup>20</sup>		8 <sup>25</sup>

Hierzu Beilage 2.

Der Fahrplan kann bei den beteiligten Stationen sowie bei der Bahnverwaltung in Rinteln eingesehen und von Letzterer käuflich bezogen werden.

**Rinteln, den 27. Dezember 1899.**

Fig. 2: Timetable of the RStE in Anzeigen des Fürstentums Schaumburg-Lippe (*Gazette of the Principality of Schaumburg-Lippe*) No. 1/1900 dated 3 January 1900.



**Fig. 3:** TPO postmark "RINTELN - STADTHAGEN | TPO | TRAIN 2 | 25/7 05" on a postcard to Clausthal-Zellerfeld. Train no. 2 went from Stadthagen (departure at 6.05am) to Rinteln (arrival 7.25am). The mail was collected by post office clerks from the RStE railway station in Rinteln, resorted at the post office in Rinteln and forwarded on the Löhne-Hameln TPO.

### Railway mail

After the completion of the line between Rinteln and Stadthagen, a TPO connection was established on this line, starting on 1 March 1900 and probably continuing until 1937. The halts and railway stations were used for mail exchange. Oval TPO postmarks, 27mm high and 32mm wide were used, in accordance with the Reichspost decree of 18 May 1883. The legend read: "**RINTELN - STADTHAGEN | BAHNPOST | ZUG no. | date**". (For official mail the railway company used their own dispatch stamps – see later.)

The form of the oval TPO postmark first used on this line was in accordance with decree no. 93, part of the *Allgemeine Dienstanweisung von 1894*, §15 (General Service Instruction of 1894) dated 21 September 1883. The train number and date were in two lines below the legend "BAHNPOST" (*railway mail*). The train numbers were given by the timetable.

For reasons of secrecy the train numbers were omitted for a period during World War I. Thus there were no train numbers between 1915 and 1918, the postmark showing only "ZUG \_\_\_".

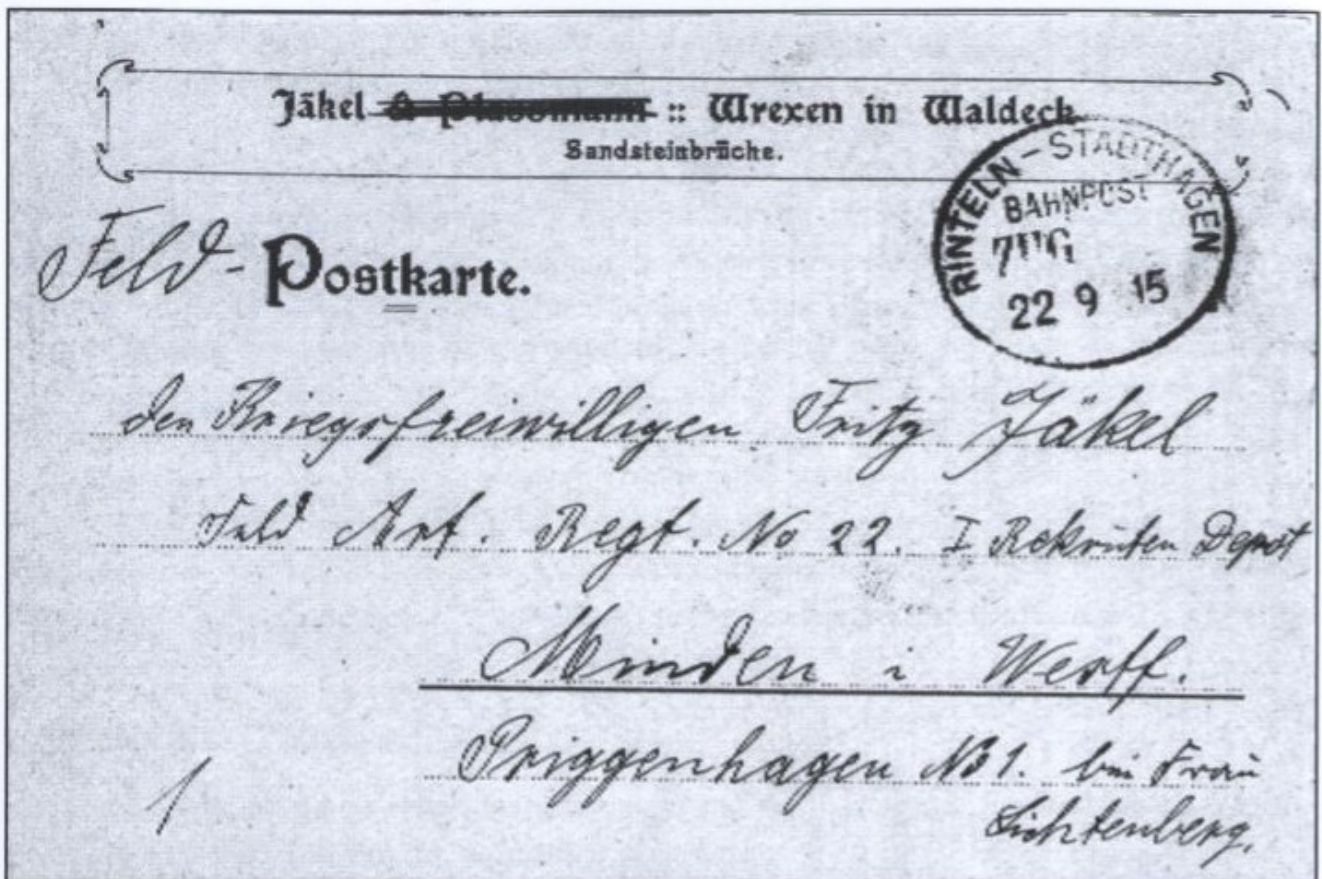


Fig. 4: TPO postmark "RINTELN – STADTHAGEN | TPO | TRAIN \_\_\_ | 22 9 15" on a field postcard to Minden. For reasons of secrecy during World War I the train number was omitted.

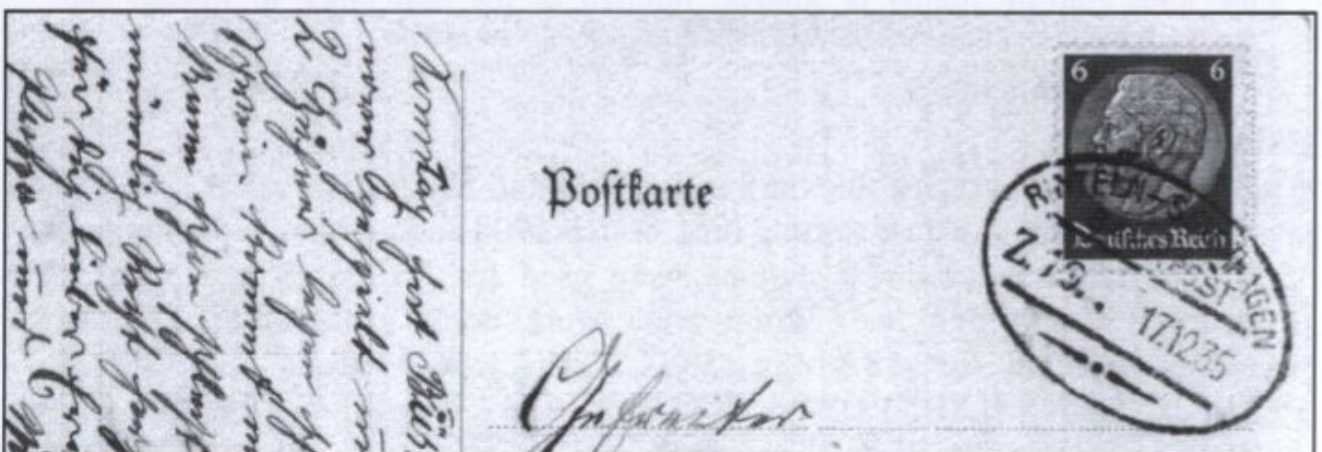





Fig. 5: TPO postmark "RINTELN–STADTHAGEN | BAHNPOST | Z. 19. 17.12.35" on a postcard (detail).

These TPO postmarks were replaced by a long oval mark of size 38×27mm. In this new format the term "Zug" (train) has been abbreviated to "Z.", the row with the train number and date is emphasised by two parallel lines and it features an ornament in the lower segment.

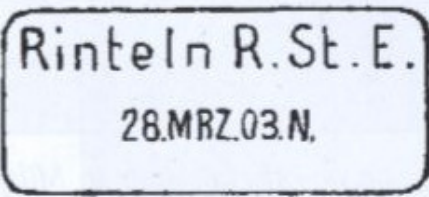

The postmarks read "RINTELN–STADTHAGEN" no matter in which direction the train was travelling. The competent routing post office of this rail line was Rintelndorf post office, located in Klosterstraße.

	Cancel	Description		Period of use	Colour
1a		oval	height 27mm width 32mm	1900–1922	black
1b		oval but without train number	height 27mm width 32mm	1915–1918	black
2		oval	height 27mm width 38mm	1918–1937	black

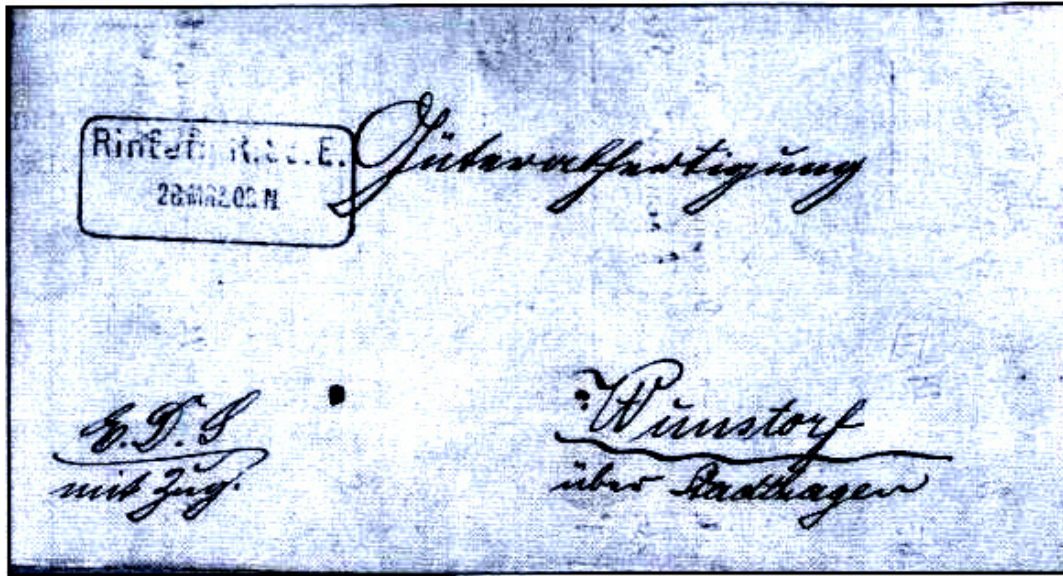
### Official railway mail

For internal railway mail rubber freight stamps were used as dispatch stamps to identify the originating railway station. To be sent free of charge such official letters had to be marked "E.D.S." (*Eisenbahndienstsache* = official railway business), which was valid only in combination with the rubber stamp of the appropriate RStE railway station. Only in this way was the exemption of charges mutually recognised between private and state railways. As the RStE did not take part in any *Aversionalverfahren* (a lump sum payment agreement), official letters which were sent into the public network had to be stamped according to the normal tariffs.

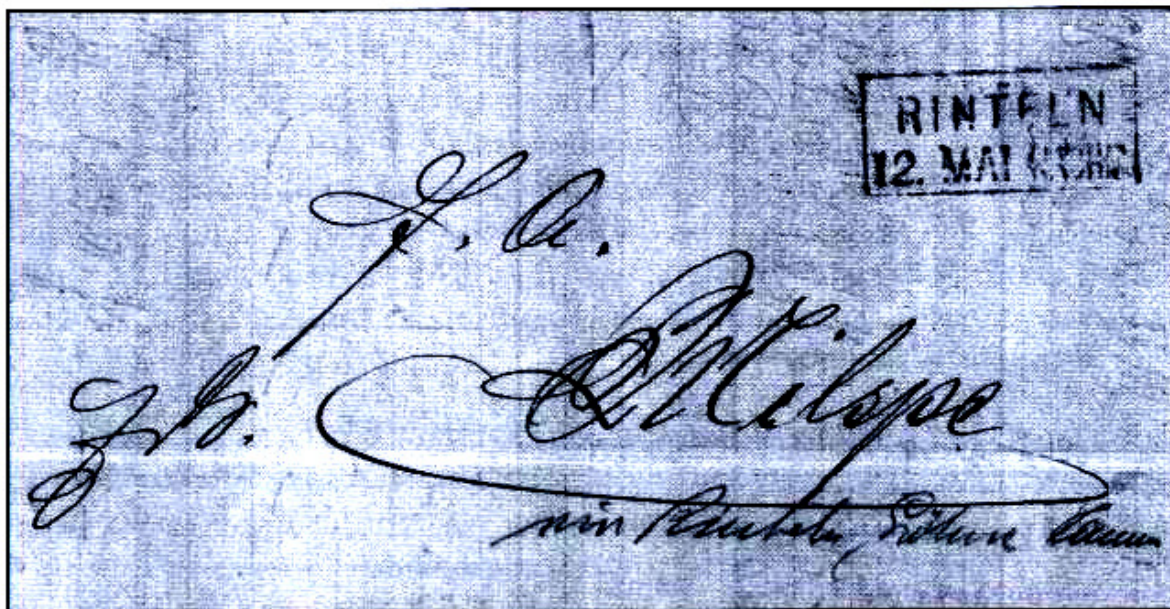
#### *Types of marks for official railway mail*

D 1		framed	height 17mm width 39mm	- 1903 -	graygreenblue
D 2		framed	height 17mm width 39mm	- 1903 -	graygreenblue

## Examples of official letters of the RStE



**Fig. 6:** Station stamp "RINTELN R. St. E. | 28.MRZ 03 N." (28 March 1903) – the "N." indicates Nachmittag (afternoon) – on an official letter to Wunstorf via Stadthagen. Handwritten annotation "E.D.S." (Official railway business). The extra handwritten "mit Zug" means "by train". This is a notification about missing goods using an official form.



**Fig. 7:** Station stamp "RINTELN | 12. MAI R.STH.E." on an official letter to Milspe (nowadays Ennepetal). Handwritten "E.D.S.". The handwritten note "ein Rinteln, Löhne, Hamm" indicates that it is to be transported by train on the Hameln-Löhne line as far as Hamm. This is a notification about missing goods using an official form.

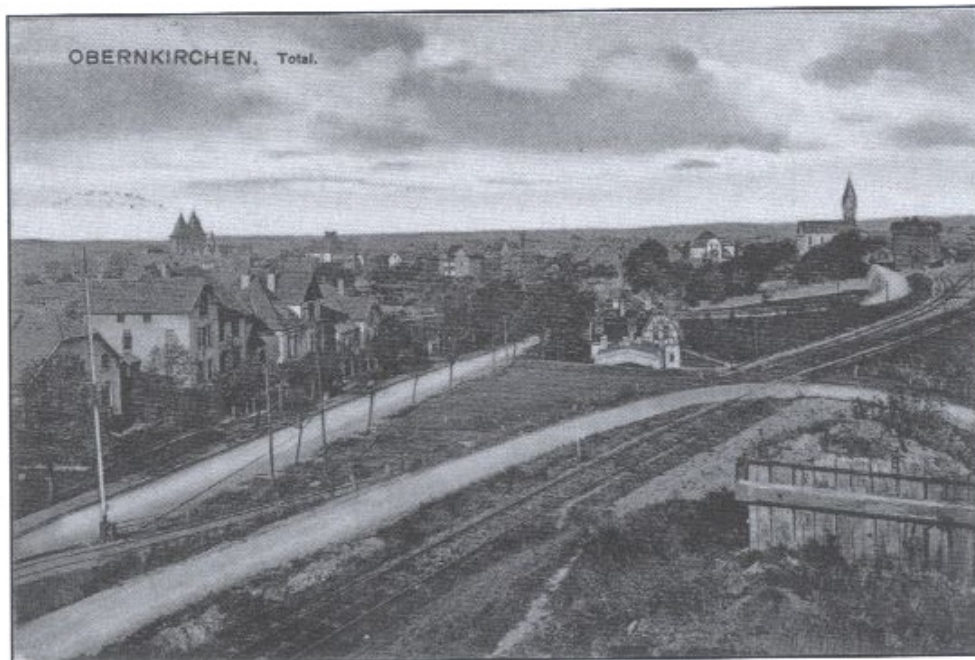
Ennepetal railway station is a 160-year-old halt on the main route of the Bergisch-Märkischen Eisenbahn-Gesellschaft, which is the Elberfeld-Dortmund line.

### Freight service

The most important source of income for the RStE was the volume of freight leaving and arriving in Obernkirchen. The Schauenstein glassworks (firm Heye) and the sandstone quarry (Obernkirchener Sandstein) provided about 50 per cent of the freight traffic during the first years of operation. Another 20 per cent came from Georgschacht, where coal was mined and shipped from the pit with the same name.



**Fig. 8:** With the opening of the RStE on 3 March 1900, a siding to the Schauenstein glassworks was put into service the same day at the “Schwarzer Weg” (Black Way).



**Fig. 9:** The siding to the Schauenstein glassworks “Am Schwarzen Berg” (At the Black Mountain). The difference in level between it and the main single track is clearly visible. In the background (on the right) is Obernkirchen railway station.

### Bills of lading

According to the *Reichsstempelsteuergesetz* (Reich Stamp Duty Law) of 1 July 1881 – which was amended, and the imposed taxes increased, several times – not only were partnership agreements, annuity agreements, debt contracts, contracts about profit sharing, purchase transactions, lottery tickets, passenger tickets, motor vehicle permits, cheques, land transfer, etc. subjected to stamp duty, but *Frachtbriefe* (bills of lading) were as well. This had to be paid by the sender of the goods.



Fig. 10: Paragraph 6 Freight Documents from the 1914 version of the Reich Stamp Duty Law (State Taxes and State Duties).

### Freight duty stamps

To simplify the procedure of tax collecting, *Frachtstempelmarken* (freight duty stamps) were introduced on 1 July 1900. These fiscal stamps were applied along with the railway freight stamps, with which the freight fee was paid. They served as proof of having paid the appropriate stamp duty (transaction tax). As the tax was collected from state railways as well as from private railways these stamps can be found on the bills of lading of all railway companies.

All issues of freight duty stamps were printed by the Reichsdruckerei in Berlin in a uniform design until they were taken out of service on 1 April 1923, with values of 5, 10, 15, 20, 25, 30, 40, 50 and 75 Pfennigs and 1, 1½, 2, 3, 4, 5 and 10 Marks. The 10pf (carmine) and the 1Mk values (green & carmine) of the first issue did not yet contain a watermark. Starting with the issue of 1 July 1906 quatrefoil-watermarked paper was used for all additional values and colour variations.

The cancellation of the stamps was usually achieved using the freight office stamp of the railway administration at the originating station.

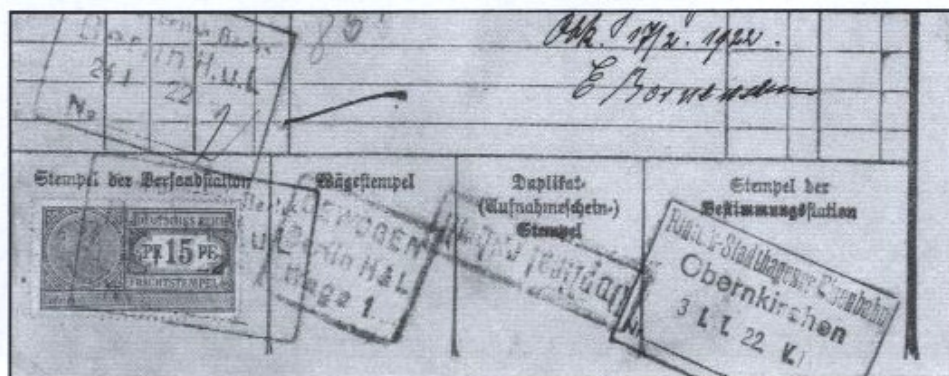


Fig. 11: Freight duty stamp, 15pf pale violet, on a bill of lading bound for Obernkirchen.





**Fig. 12:** Freight duty stamps cancelled with freight office stamps of the Rinteln-Stadthagener Eisenbahn: 10pf pink-red and pale orange-brown, 20pf pale grey-blue, 25pf yellow and yellow-orange, 40pf bright-grey, 50pf pink-purple and bright grey-brown, 75pf faded blue-green, 1Mk olive-green/pink and bright olive-green/pink, 1½Mk red-brown/purple, 2Mk blue/ochre, 3Mk pale olive-brown/grey, 4Mk pale violet-blue/brown-grey.

The colour variations are the result of the use of fugitive inks, the quality of which decreased because of the lack of materials during World War I – an eldorado for specialists.

### Rail freight stamps of the Rinteln-Stadthagener Eisenbahn

After the Prussian state railways had introduced railway stamps in their jurisdiction to simplify the collection of the fees for small freight rates up to 1 Mark, this procedure was extended to the whole *Eisenbahnverkehrsverband* (Railway Traffic Association) and the rates for freight were mutually recognised. The basis for this were the Prussian regulations for the dispatch of goods, according to which the settlement was done using the principle of reciprocity.

As the procedure was administratively advantageous for the private railways as well, they were gradually incorporated into the system. The Rinteln-Stadthagener Eisenbahn, a member of the *Verein der Privatbahnen* (Association of Private Railways), introduced rail freight stamps in 1905.

As not all dispatches were stamped with rail freight stamps – for example, small packages as part of general freight as against whole wagon loads – a percentage was calculated in order to have a balancing factor.

The freight stamps were sold over the counters of freight offices, affixed to freight cards or bills of lading and then cancelled using the station stamp, the freight office stamp or an administrative stamp.

Their unrestricted sale to the public was not permitted, because it would have opened the possibility to use the stamps in other railway administrations and stations.

### The first issues of 1905 and 1906/07

The **Kölnische Druckerei** (Cologne printing works) produced the first issue of freight stamps for the Rinteln-Stadthagener Eisenbahn in 1905. They were manufactured using the so-called *Reichsmuster* (Reich model) as a template.

The first issue of the RStE freight stamps were printed in four passes: first, the stamp image was lithographed, then the inscriptions “Rinteln-Stadthagener Eisenbahn.” and “Pfennig” in letterpress (typography) and finally the value also in letterpress.



*Fig. 13: The Rinteln-Stadthagener Eisenbahn took up the option of a common issue of railway freight stamps for the private railways, with the winged wheel of a steam locomotive as the basic pattern.*

*This example from the first issue clearly shows the misalignment caused by three separate passes for the overprinted inscriptions: first the name “Rinteln- | Stadthagener | Eisenbahn.”, then “Pfennig” and finally the value, here “40”.*



*Fig. 14: The first issue of the RStE railway freight stamps included the values of 5pf red-orange, 30pf emerald green (not shown here), 40pf brick and 50pf pink.*

In 1906/07 there was a reprint of the first issue, again by the **Kölnische Druckerei** using lithography. This issue featured the same stamp design, but the stamps were now produced in two printing passes, the image first and then all the inscriptions together including the value.



*Fig. 15: The 1906/07 reprint included an inverted cliché of the background design for the 5pf, 30pf and 40pf values, which results in tête-bêche pairs. The reprint also shows colour variations in its different issues.*

**The Bodenwerder printings of 1908 and 1909**

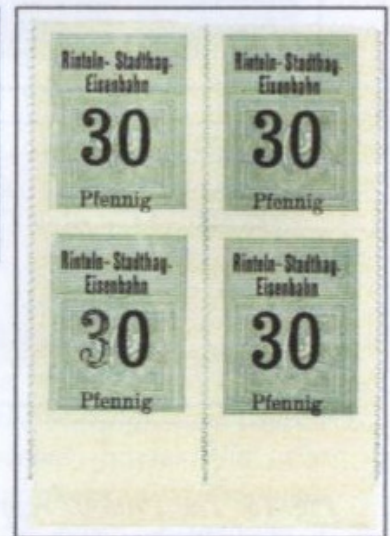
In 1908 and 1909 stamps in a different design were issued. The letterpress printing was done by the printing works of Wilhelm E. Pigge in Bodenwerder (the so-called Bodenwerder printing). The freight stamps of this printing have numerous printing particularities and variants. The wide stamp margin is notable as is the zig-zag rouletting for the separation of the stamps. The 1908 issue shows a print with wide, white stamp margins, with the zig-zag rouletting white horizontally and coloured vertically. In the 1909 issue the horizontal rouletting is now black. The values of the 1908 issue were 5pf carmine, 30pf blue-green, 40pf orange and 50pf violet.

*Fig. 16: The vertical roulettes are in the colour of the stamp. The horizontal roulettes are unprinted on the 1908 issue (below) and black in the 1909 issue (right).*



*double print*

*unclean print*



*varieties: zero broad, 7mm; narrow, 6mm*



*Fig. 17: 1908 issue (Bodenwerder printing) 30pf blue-green, wide white stamp margins, zig-zag roulettes: white horizontally and blue-green vertically.*



*Fig. 18: The colours of the 1909 issue were 5pf violet, 30pf bright green, 40pf orange and 50pf violet. The 40pf stamp was printed using four different types of numerals.*

### The Cologne printing of 1910

In 1910 a lithographed printing by the Kölner Druckerei was issued. The values and colours were 5pf yellow-orange, 10pf violet-brown, 40pf ochre-yellow, 50pf violet-brown or pink, 1Mk pink and 2Mk blue-grey. With increasing inflation the highest value printed rose step by step to 5Mk.

The railway administration did not care much about the quality of the freight stamps, so there were numerous differences in type and colour caused by the both time pressure and price pressure. Text inverted, tête-bêches, double printings and smeared prints offer a wide field for specialists. Sometimes it even happened that the colours did not match the specifications of the Traffic Association: the printing house just used colours in stock.

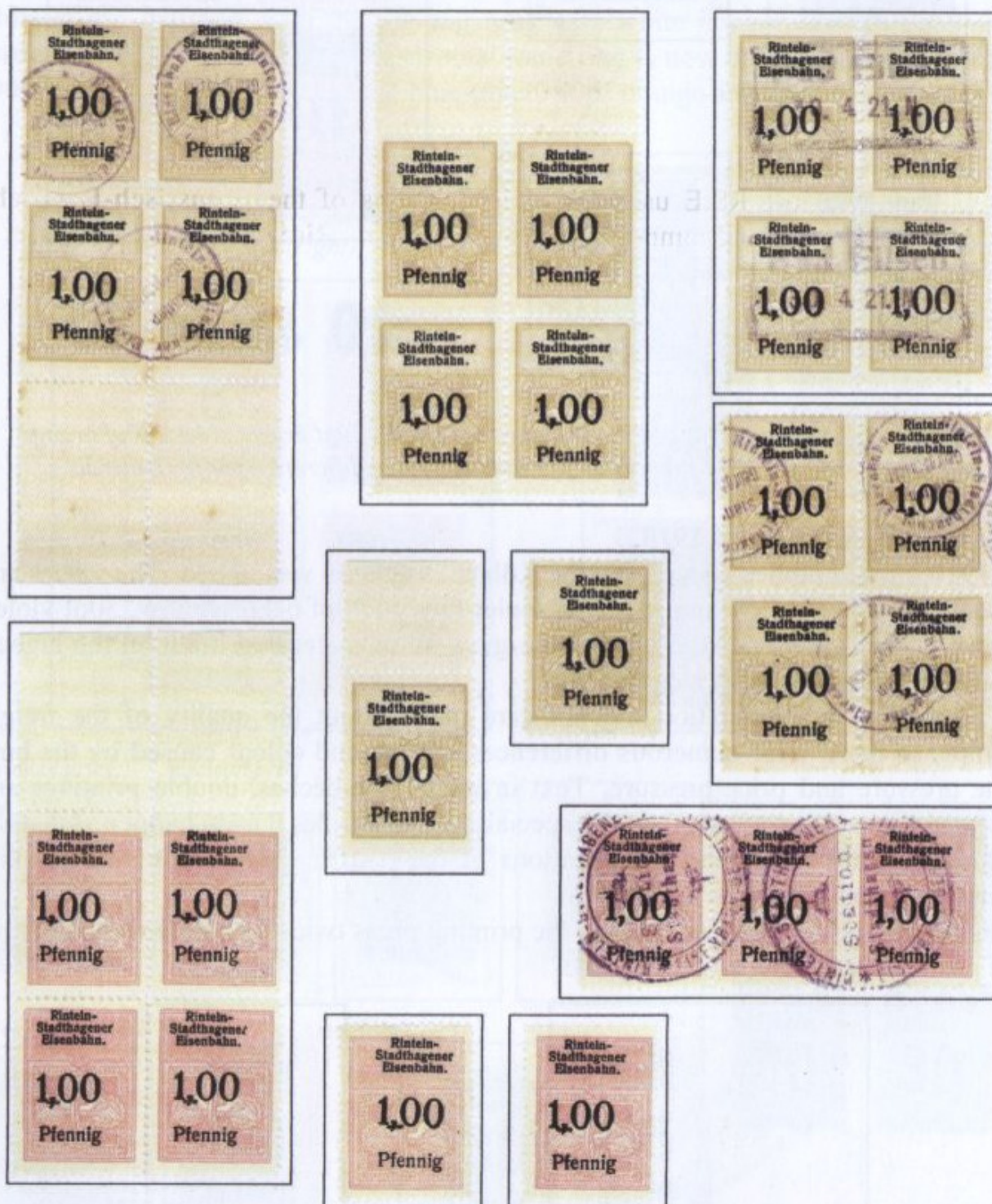
As the stamps had to pass through the printing press twice it is understandable that the position of the value was variable.



*Fig. 19: 1910 issue (Cologne printing) 50pf in both violet-brown and pink. The pink background should have been used for the 1Mk value.*

### 1910 and 1920 misprints of the 100pf

The Cologne printing house made a mistake when producing the 1 Mark stamp. In error "1,00 Pfennig" was printed instead of "1,00 Mark". During the reprint in 1920 the same mistake was made. To avoid wasting the whole lot, the comma was overprinted and the stamps were used as 100pf stamps.



*Fig. 20: The 1910 pink and the 1920 light brown reprint of the Cologne printing with the overprint error "1,00 Pfennig" with the comma struck through so that it read "100 Pfennig".*



Fig. 21: 1910 issue (Cologne printing) 2Mk blue-grey, some with smeared colour printing.

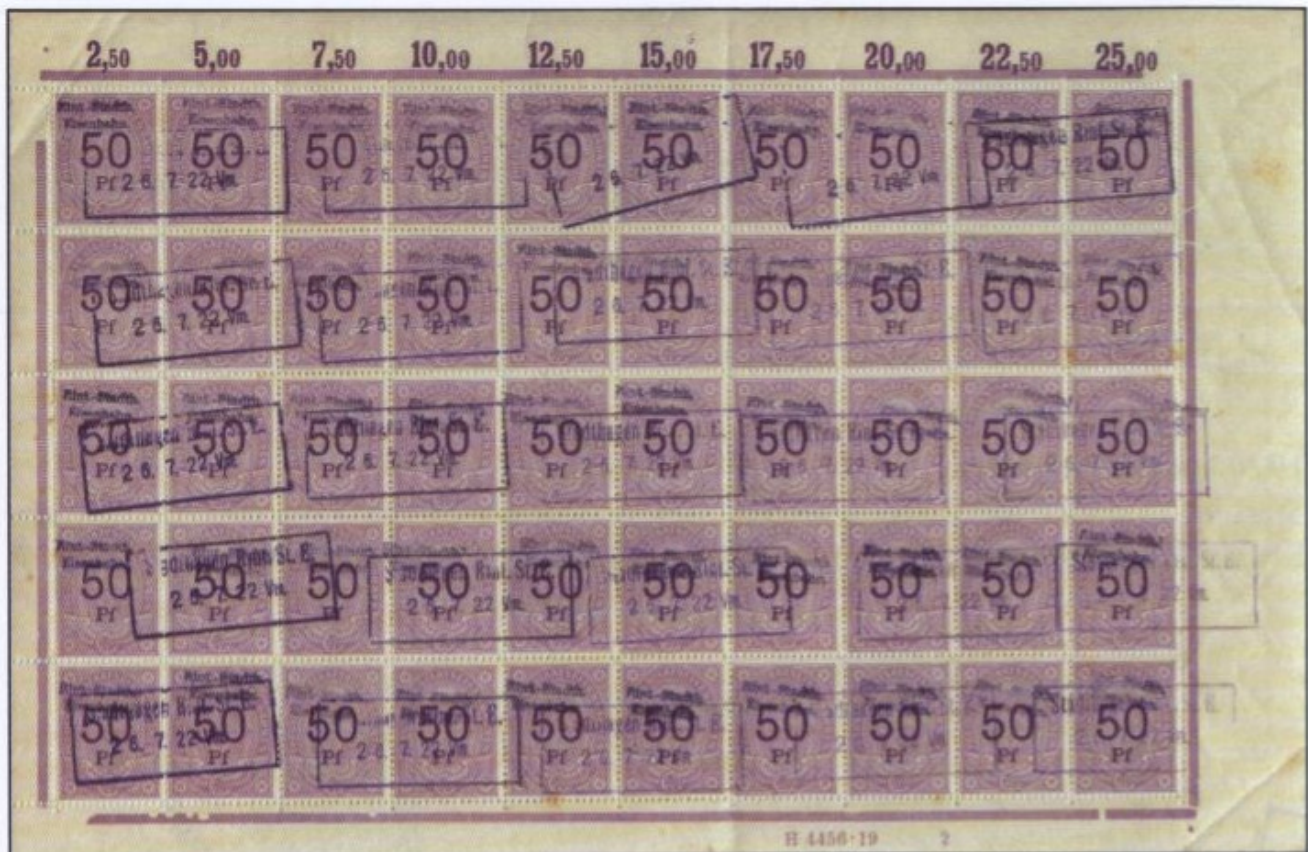
**1920 hand overprints**

Starting in 1920 the RStE used the freight stamps of the **Preussisch-Hessische Staatseisenbahnen** handstamped with a rubber stamp “Rint.-Stadth. | Eisenbahn.”



Fig. 22: 1920 hand overprints on the railway freight stamps of the **Preussisch-Hessische Staatseisenbahnen** with the following values: 10pf blue-grey, 30pf dark green, 40pf red-orange, 50pf violet.

Note: The use of the 30pf dark green has not so far been described in the literature.



*Fig. 23: Complete sheet of the 1920 hand overprints on the 5 pf violet, cancelled to order by favour. Further research is required on the topic of Hausauftragsnummer (HAN, works order numbers).*

Cancellations were often done as a favour to meet the wishes of collectors. How such stamps are to be valued must be decided by each collector himself. They are definitely worth being collected, as even cancellations done as a favour are contemporary documents about how the stamps were used. To this category also belong the inverted hand overprints next to 'correctly' positioned overprints.



**Rint-Stadth.  
Eisenbahn.**      **Rint.-Stadth.  
Eisenbahn.**



**Rint.-Stadth.  
Eisenbahn.**      **Rint-Stadth.  
Eisenbahn.**

*Fig. 24 (above and opposite page, top): Tête-bêche pairs of the 1920 hand overprints: 1Mk grey, 2Mk green, 4Mk red-brown and 5Mk orange.*





Rint.-Stadth. Eisenbahn. Rint.-Stadth. Eisenbahn.



Rint.-Stadth. Eisenbahn. Rint.-Stadth. Eisenbahn.

**Additional Cologne printing of 1920**

In the period from 1920 freight stamps with the design of the Kölnischer Druckerei appeared again. The main distinguishing feature of the 1920 issue is that the upper panel is composed of vertical lines rather than rough diagonal cross-hatching of all earlier Cologne printings.

1920 issue: vertical lines



1906 issue for comparison: cross-hatching



Fig. 25: 1920 supplementary stamps in a redrawn design: 30pf greenish grey and 100pf light brown.

für Pakete von	bei Entfernungen
1/2 bis 7 kg	bis 100 km:      über 100 km:
über 7 bis 17 kg	20 Pfg.            40 Pfg.
über 17 bis 30 kg	40 Pfg.            80 Pfg.
	80 Pfg.            160 Pfg.

Fig. 26: Freight rates for railway parcels between stations mentioned in the tariffs. Only parcels with a weight from 1/2kg to 30kg were accepted.

### RStE freight stamps in a Saxon design

In 1921 a series of freight stamps based on Saxon ones was printed by the Reichsdruckerei in Berlin but it was never introduced into service. With skyrocketing inflation the freight rates could no longer reasonably be depicted on stamps. In the jurisdiction of the Prussian-Hessian railway authorities the usage of railway freight stamps ceased as of 1 May 1921. Stamps in stock were used for other purposes, such as for seat reservations.



*Fig. 27: Known values in the series based on Saxon railway stamps are: 10pf light green, 40pf orange red, 50pf blue violet, 1Mk grey, 2Mk green, 4Mk red brown and 5Mk orange.*

### Statistical fee stamps with cancellations of the RStE



*Fig. 28: Statistical fee stamps with the values 5pf and 10pf cancelled by the RStE.*

A statistical fee had to be paid for goods traffic with foreign countries. Statistics registration cards had to be attached to the bills of lading. According to the regulations the statistical fee had to be paid after the declaration (type and amount) of the shipment. The cancellation and thus the payment was obtained by means of the freight stamp of the RStE.

The precise regulatory statutes need to be further researched.

### Warenverkehr mit dem Auslande.

Wer Waren in das Ausland versendet, hat dieselben im Interesse der amtlichen Statistik anzumelden und dabei eine „statistische Gebühr“ zu entrichten; dieselbe beträgt:

für verpackte Waren . . . . .	5 Pfennig per	500 kg
unverpackte Waren . . . . .	5	1000
Rohstoffe und Massengüter . . . . .	10	10000
Vieh-Transporte . . . . .	5	für je 5 Stück

Auf dem Anmeldeschein (von grünlichem Papier) hat der Absender anzugeben

- Zahl und Art sowie Zeichen und Nr. der Kolli;
- die Gattung der Waren (durch genaue Bezeichnung);
- die Menge der Waren (Gewichtsangabe Netto und Brutto);
- das Bestimmungsland der Waren;
- Ort und Datum der Absendung;
- die Unterschrift des Anmelders.

Die Anmeldescheine sind mit genügendem Stempel zu versehen und müssen dem Frachtbriefe bzw. Konnossemente gleich beigelegt werden.  
Es werden mit 5 Pf. gestempelte Formulare sowie Marken zu 5, 10, 20, 50 Pf. und zu 1, 2 Mark von der Post verkauft.  
Deklarationen, wozu Formulare käuflich bei den Eisenbahn-Kassen zu haben sind, sind erforderlich: Bei der Versendung nach  
Belgien: 1 Stück in französischer Sprache.

Fig. 28a: Excerpt from the *Geschäfts Tages-Notizbuch – König 1916* (*Business Daily Notebook König*) concerning statistical fees for goods traffic with abroad.

**Prussian revenue stamps on RStE contracts of service**

*2. Aufbestimmung*

*Für die Hauptaufbestimmung sind 3,- M Hauptgel bezahlt.*

*3. - M. M. Marken angesetzt*

*24. Januar 1921*

*L. Völker*

**Zwischen der Rinteln-Stadthagener-Eisenbahn-Gesellschaft zu Rinteln**

einerseits

und Herrn *Ludwig Völker* zu *Hadthagen*

andererseits

wird nachstehender Dienstvertrag geschlossen. Der jeweilige gültige Tarifvertrag gilt als wesentlicher Bestandteil dieses Dienstvertrages.

§ 1.

Herr *Völker*

Fig. 29: A contract of service between the RStE and an employee to be employed as a conductor, dated 24 January 1921, with a Prussian 3Mk revenue stamp. Handwritten note: “For the main engrossment a stamp duty of 3,- M has been paid.”



**Fig. 30:** Service contract between the RStE and an employee to be employed as a conductor, dated 18 December 1924, with a Prussian 3 Goldmark revenue stamp. At upper left: "Note re duty: ... main and second engrossment have to be stamped with 3,- Mark each, as the annual income exceeds 1500 Goldmark ...".

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