STEAM LOCOMOTIVES BUILT IN EUROPE IN THE 19TH CENTURY

Objective. This presentation aims to show the importance of steam locomotives as motifs on the philatelic material. At the same time, the different quality and characteristics of philatelic material of different countries will be shown in this way.

Scope. The main scope of the exhibit is to display philatelic material, that is stamps, sheets and covers, with motifs of steam locomotives produced in the 19th century in United Kingdom and Germany. The material will be exposed regardless of the country and time of issuing.

Context. Steam locomotives played a very significant role in the development of industry, economy and the transportation of passengers and goods. The beginning of the idea of railway transport is linked to United Kingdom, and then Germany. These two countries are considered pioneers in the design and construction of steam locomotives and in the development of rail transport in Europe. Also, steam locomotives were exported to a large number of countries around the world. Such importance of steam locomotives is reflected in their frequent appearance as a motif on philatelic material in almost every country.

Treatment. Starting from the fact that the exhibit is limited to displaying steam locomotives built in United Kingdom and Germany, all the material is divided into two basic groups:

1. Steam locomotives built in the United Kingdom (pages 2-10),
2. Steam locomotives built in the Germany (pages 11-16).

Within these two basic groups, no specific presentation criteria have been established, but a flexible approach has been applied, which, to the extent possible, is based on a unified presentation of material related to a specific locomotive.

Importance. The significance of the exhibit lies in the detailed explanation of the philatelic aspects of the material, such as printing, design, context and characteristics of the philatelic approach of individual countries in the period of issue of the specific material. In addition, bearing in mind that in a large number of cases the motifs are depicted with a lot of details of the steam locomotive, certain technical characteristics of the locomotive are also explained.

In this way, not only the philatelic, but also the technical significance of the material is highlighted.

Also, some sheets had primarily philatelic significance, and were less used in regular postal traffic. For this reason, they are characterized by a combination of rich design and technical precision of motifs.

Knowledge & research. During the research, in addition to the generally known philatelic catalogues, professional literature was used.

As a very important source of technical knowledge about steam locomotives are used:

1. German Express Steam Locomotives, by Andreas Knipping, 2016;
2. The Railways of the World, by Ernest Protheroe, 2018;
3. The Steam Locomotive: An Engineering History, by Ken Gibbs, 2012;
4. The Independent Locomotive Builders: An overall history survey, by Anthony Burton, 2025.

Condition. All material is well above average level of quality.

Rarity. Some of the covers are private editions, issued to mark a certain event or anniversary. Therefore, they are limited editions of around 1000 copies, but the exact print run cannot be reliably determined.

In terms of sheets issued primarily for philatelic purposes, their print run is significantly smaller than material whose primary reason of issue is regular postal traffic.

Presentation. With special attention to details and clear differences in the color of the text depending on the nature of the subject being presented.

Errors on the philatelic material are marked in red.

Exhibit by
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Pobeda, Serbia

1. Steam locomotives built in the United Kingdom

Issued on September 21st,1972, commemorating 100 years of railways in Japan.

Locomotives are a very common motif on stamps issued in Equatorial Guinea after independence. in 1968.

The souvenir sheet is showing typical steam locomotives built in 19th century, but the main motif is Stephenson`s Rocket, designed by Robert Stephenson and built in 1829 in Newcastle up Tyne.
Colorful motifs are used with intention to make the material popular, not only in postal use, but also for collectors.

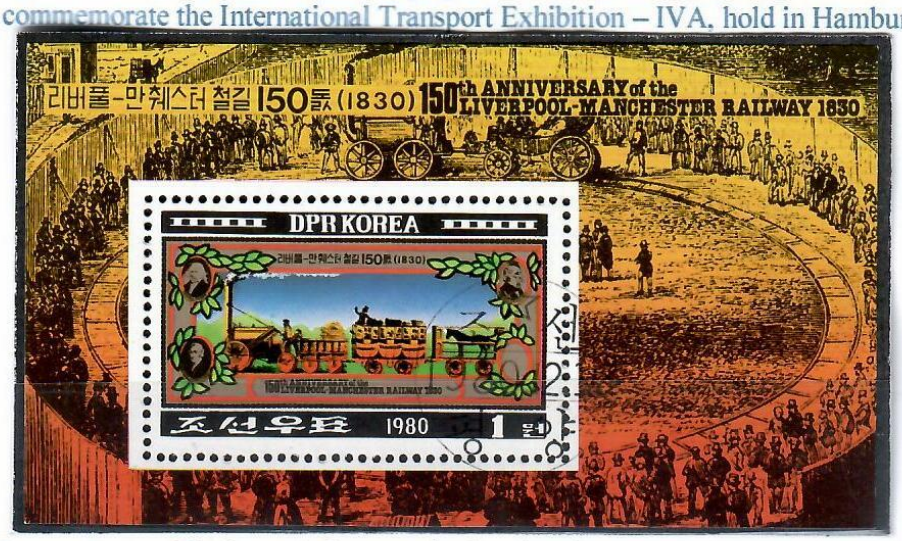
Part of thematic series issued on June 8th, 1979. Stamp is designed by well known Hungarian designer – Varga Pál.

Part of thematic series issued on June 7th, 1979. Stamp has many details, which is characteristic for Mongolian stamps after 1970.

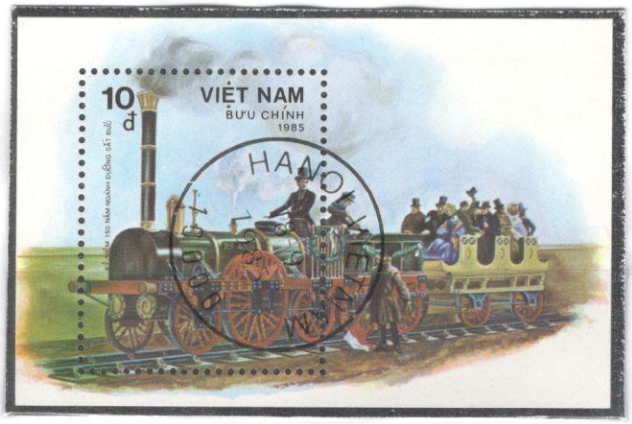
As a motif on stamps is used Stephenson`s Rocket – a locomotive that had a revolutionary design and could develop a speed of 48 km/h. The original Rocket is preserved and displayed in the Science Museum in London.
Both stamps are part of series that commemorate the International Transport Exhibition – IVA, hold in Hamburg in 1979.

Issued on December 16th, 1980.

Sheet is issued to commemorate the 150th anniversary of Liverpool-Manchester railway.
Upper left corner of stamp is showing the portrait of George Stephenson, and the upper right corner is showing the portrait of Robert Stephenson, both locomotive engineers. The lower left corner is showing the portrait of William Huskisson, the British MP who became the first victim of railway accident at the opening of that railway. The background of sheet is showing the scene of opening of the Liverpool-Manchester railway in 1830, with many people gathered around tracks.



Steam locomotives built in the United Kingdom



Issued on September 13th, 1985 to commemorate 150 years of railway in Germany.

Issued as a part of thematic series on June 7th, 1979.

In the middle of the left and right margins of the stamp, there is a traditional Mongolian ornament that symbolizes eternity and harmony.

Steam locomotive which is used as a motif is called Adler (eng. Eagle), built in Newcastle. It`s first voyage was on December 7th, 1835 on the Nürnberg und Fürth railway, the first railway that connected two cities in the lenght of 6 km.

Portrait of George Stephenson, who is considered as the father of the railway. He constructed the Adler locomotive.

Issued on December 31st,1982, to commemorate 200 years since the birth of George Stephenson.

The actual background of the sheet is a motif of colored lithograph made by John Cook Bourne, famous British artist, ingraver and photographer.

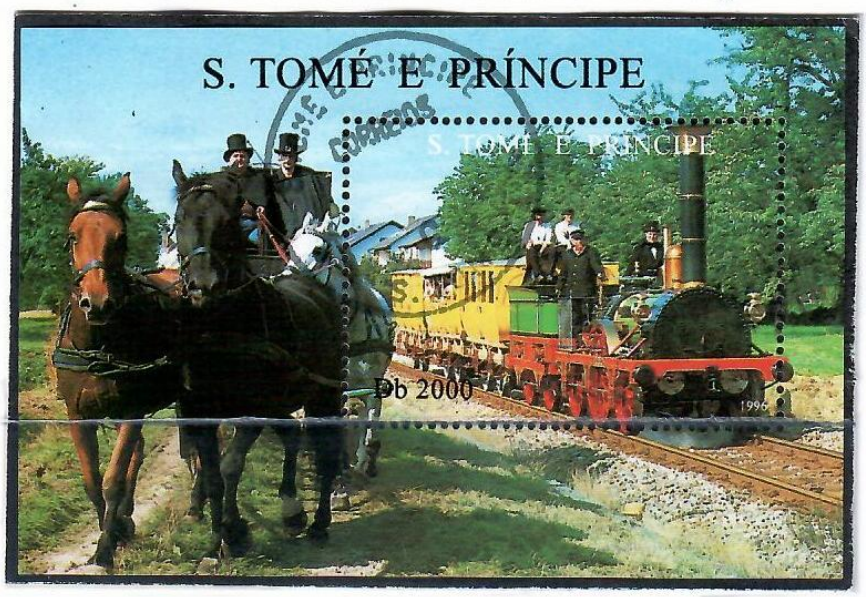
The background of the block is visually very rich and depicts a realistic historical ambience from the era of the early railways. It is showing the railway depot in Swindon, UK. Also known as a Swindon Works it was the main center for manufacturing and maintaining locomotives with great influence on the development of railways and engineering during the 19th century. It was one of the largest industrial complexes in Europe.

Issued on June 20th,1983, as a part of series commemorating foreign locomotives. North Korean stamps are known for its rich and divers design. Interesting fact of the series is that it is showing the locomotives that were very rarely used in North Korea. This stamp depicts Adler – first steam locomotive in public service used in Germany.

Issued on January 5th, 1997 as a apart of series dedicated to historical locomotives.

Laos is a country that often issues stamps with international and historical themes, especially in 1990`s. Adler locomotive has never been used in Laos and is not directly related to local railway history.

Steam locomotives built in the United Kingdom



Sheet is issued on October 7th, 1996. Sheet is showing the carriages with people and the locomotive with the intention of indicating the great technological progress and the meeting of two great eras.

The sheet has a clearly expressed motif of visual contrast, which is not a rare sight in philately. Such sheets have educational, artistic and historic value.

Although the representation of the locomotive looks like a scenic illustration and not a strict technical drawing, it can be concluded from the large fuel wheel and the appearance of the chimney that it is an Adler, the first locomotive in the Bavarian Railway that could develop a speed of up to 65 km/h and it had an open roof for engineer. The original Adler burned in a fire in 1865, only replicas exists.

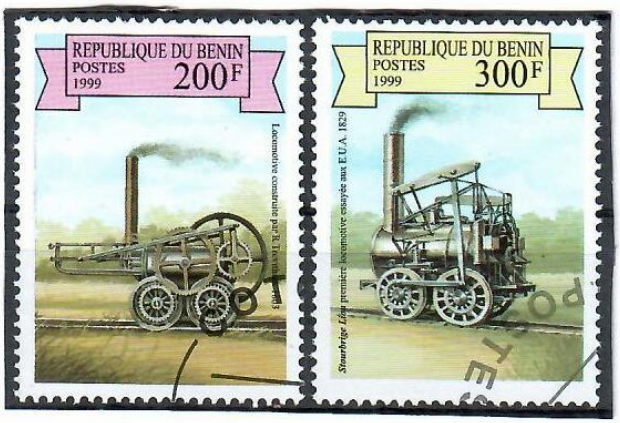
Issued on April 2nd, 1976, as a part of series issued to commemorate 150 years of the first public railway–Stockton-Darlington (1825-1975).

The locomotive Shown is called Planet, it is an early steam locomotive designed by Robert Stephenson and Company, in 1830. However the Planet locomotive was used on Liverpool-Manchester railway.

Issued on January 17th, 1983, as a part of series to commemorate 121 years since the marking of the first public line in Paraguay opened in 1861, between Asuncion and Trinidad. It was named after the place of Sapucai where the railway depot was. The first Paraguayan locomotives were enlarged and British, this one is built most likely by William Fairbairn & Sons, England.

Stamps are issued as a part of Steam powered vehicles series on June 18th, 1999.

The locomotive shown was built in 1803 by Richard Trevitchick, and first tested in South Wales on a mining line. It was the first machine that used steam power to move vehicles. It maximum speed was 8 km/h.



The spelling of the name of the locomotive written in lower left corner of the stamp has an error. It is written Stourbrige Lion, but it should be Stourbridge Lion. Also, there is an error in different size of upper and lower margins between two stamps.

The picture itself has a lot of details and is vivid, so it is easy to determine which locomotives are shown. Such a variety of colors and technical precision characterizes the Benin stamps from the 1990`s, which depict means of transport, and has a certain educational value. It is considered that the stamps have a good balance between the artistic presentation and the technical precision of the motif, which is a feature of design quality of stamps.

Steam locomotives built in the United Kingdom

Sheet is issued on July 15th, 1990 to commemorate steam locomotives of 19th centuary.
The block is interesting because Guyana did not have such a railway, and it is designed to shows a steam locomotive of another country. It can be seen that it is the Great Western Railway, one of the earliest railways in Britain (1833-1947).
On the tender of the train (the car that follows the locomotive and is used to carry coal and water) there is a GW mark that is typical for Great Western Railways. Brown and dark colors combined with smoke from the locomotive brings the retro atmosphere from the end of the 19th and beginning of the 20th century. In the 1980s, Guyana issued dozens of such blocks with motifs from other countries. Although it is an artistic representation and not the precise technical drawing, the long cylindrical boilers and the tall chimney are visible, just like on the locomotives used in the GWR at the end of the 19th century.

Stamps are issued on June 20th, 1983 as a part of series, to commemorate history of steam locomotives.
Locomotion 1 was the first locomotive used for public transport on the World (built in 1825).

Accurate and detailed illustration of the locomotive. It is manufactured in Newcastle upon Tyne by Robert Stephenson and Company. It was put in service in Austria 1837.

In the 1980`s, DPRK was very active in issuing themed stamps. Stamps had very intense colors, bilingual inscriptions, which were uncharacteristic for communist countries of the time, but they had this practice for attracting foreign customers in order to make a profit. There is often no realistic background, but the focus is exclusively on the subject.

Stamps are issued on August 28th, 1964. To commemorate first historic trains.
Murray Blenkinsop was locomotive designed for mines in England. It is characterized by a gear drive on the side. It was designed by John Blenkinsop, who is an English engineer, and built by Matthew Murray, in Leeds in 1812.
Puffing Billy built in 1813 by William Hedley, in the Wylam mining settlement. She proved that she can move on the tracks without the need for a gear, and today she is in the Museum of Science in London.
Locomotion 1, with maximum speed 24 km/h, marks the beginning of public railway traffic official opening in 1825.

The stamps are characterized by minimalist technical design, emphasis is placed on the history of technology and education. Monochrome surfaces are typical of the San Marino stamps of 1960`s.

Steam locomotives built in the United Kingdom

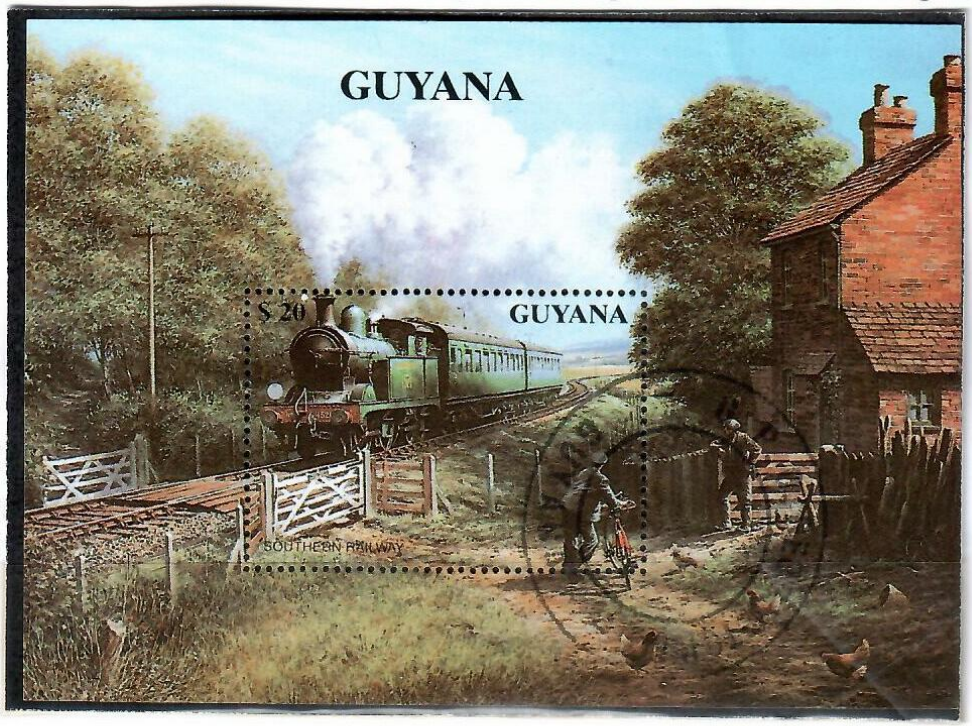
The first stamp shows one of the locomotives of the flip-flop railway on the Tokyo-Yokohama line. The locomotive is a Class 150 built by Vulcan Foundry of Newton-le-Willows, circa 1870-1871. It is one of the first tender locomotives and is green in color, which is rare because they are usually black so that the smoke marks on them are not visible.

The second stamp shows a Class 6200 High Speed Locomotive from 1897. The illustration of the locomotive shows the number 649. However, that number cannot be connected to any locomotive from class 6200. In any case, the locomotive is of English manufacture and symbolizes Japan's transition to high-speed railways from the previous pioneering railways.

The third stamp shows the Adler locomotive, the first steam locomotive used in Germany, with small tender cars behind the locomotive. It is interesting that the Adler, like some of the other locomotives that were delivered to foreign countries, was powered by wood in the first years, because wood was easily available near the Nürnberg und Fürth railway.

All stamps are issued on September 21st, 1972, as a part of historic locomotives.

They were issued on the occasion of the 100th anniversary of the opening of the Japanese railway in 1872. The entire composition of the stamps has a retro illustrator style that dominates a large number of Japanese stamps in the 1960`s and 1970`s. In the background of the stamp is the Sun, which symbolizes Japan as the land of the rising Sun.



Issued on Jun 15th, 1990, as a part of historic locomotives series.

The locomotive runs through the rural South-Devon Railways, which is one of the most famous railways in England and is about 10 km long, mostly running alongside the River Dart. Although it is an artistic illustration and not a technical drawing, the GW mark is clearly visible on the locomotive, which indicates that the locomotive is of English manufacture, as GW produced its locomotives exclusively in Swindon, England.

Guyana stamps from 1990`s very often have a high nominal value, which indicates that, apart from the commemorative role, a significant factor is the collection of profits by selling them to collectors around the world. For this reason, they are made with quality techniques, vivid colors and a large number of stamps in series.

Steam locomotives built in the United Kingdom

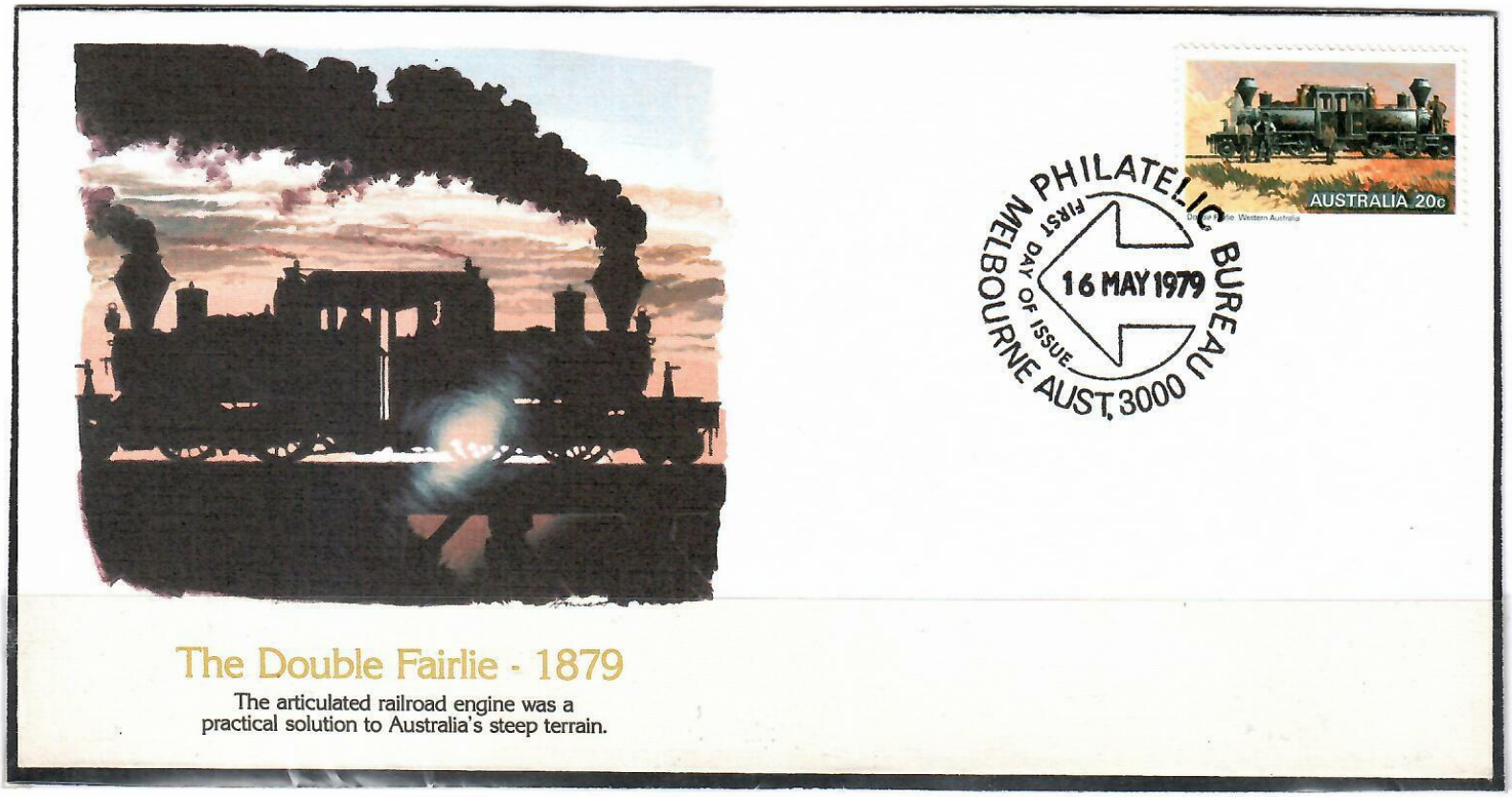
The locomotive Pegasus No. 97 was produced in England in 1868, designed by Joseph Beattie for the London & South West Railway.

Thanks to the large drive wheel she could give maximum speed of 95 km/h.

Cornwall locomotive was built in England in 1847. It was used for express passenger trains, but due to the layout of wheel axels it could be used for freight trains.

The maximum speed was about 113 km/h, which was incredible for that time.
it weighed 28 tons.

The reason for the release of the series was the presentation of the famous sacred locomotives that marked and enabled the beginning of the railway traffic. One of the tricks is the way the locomotives are presented. The whole concept was not created in Paraguay, but in the British company The Format International Security Printers.
Double stamps of the same locomotive are organized in such a way that one stamp shows the locomotive from the stand and from the front, while the other stamp gives a three-quarter view of the locomotive in larger dimensions. Its purpose is purely promotional and philatelic, with intention to gain profit. The series is issued on June 20th, 1984.



The FDC was issued in 1979, to mark the revolution in transport in Australia thanks to locomotives. Two Fairlie locomotives were built in England in 1879. It was designed by Robert Francis Fairlie. The locomotive has two boilers, one on each side, which enables it to work without turning.

Steam locomotives built in the United Kingdom

The stamp features the Pioneer locomotive designed by George Stephenson and built by Robert Stephenson & Co. It was used in Chicago from 1848.

The stamps features George Stephenson who is considered the father of the railway.

The stamp features Long Boiler Express locomotive built in 1848 in England. It is significant because with it one moves from the phase of experimentalization to the phase of standardization.

The stamp features Robert Stephenson (1803-1859), who was an English civil engineer and designer of locomotives. He was the son of George Stephenson.

The stamp features a Lord of the Isles locomotive built in 1851. Designed by Isambard Kingdom Brunel and Daniel Gooch, it was built in Swindon.

It was presented at the Great Exhibition in London held in 1851 and represented the symbol of luxurious rail transport.

All of the stamps are issued on January 5th, 1997 as a part of historic locomotives series.
Laos series of stamps on technology is characterized by the combination of the machine and the character of the constructor, bilingual text, series are very often devoted to international topics, and picturesque illustrations.

Issued on January 5th, 1997, as a part of thematic series.

The stamp is showing Kinnarid locomotive built in 1846. It had big wheels for gaining greater speeds. Locomotive is not saved today. It represented the transition from slow freight trains to fast passenger trains.

Issued on July 4th, 1961, with watermark.
The stamp features the image of George Stephenson. It was issued on the occasion of the Conference of transport ministers of socialist countries in 1960. one of the main goals of the Conference was the harmonization of railway transport, that is why is G. Stephenson on stamp.

Issued on April 2nd, 1976, as a part of English locomotives series.
It is issued to mark 150 years of first public railway Stockton-Darlington in England. Locomotive shown is Atarasqu built in 1846 in England by Stephenson & Co., and exported to france.
The stamp has an error – smaller size (1mm) of left and greater size (1,5mm) of right margin.
According to the post mark the stamp is used for franking in Sapucion city on April 12th, 1976.

Issued on June 20th, 1984, as a part of English locomotives series.
Stepney Brighton Terrier locomotive from 1872 is shown. It was built in England by Stroudly Work, London Brighton & South Coast Railway. It was delivered in 1875 and worked on London-Brighton railway network, and was retired in the 1960`s. It is preserved in the Bluebell Railway Museum in London and is still operational.

The combination of realistic illustration, the simple nature of the background and variety of colors are common on Paraguay transport stamps.

Steam locomotives built in the United Kingdom

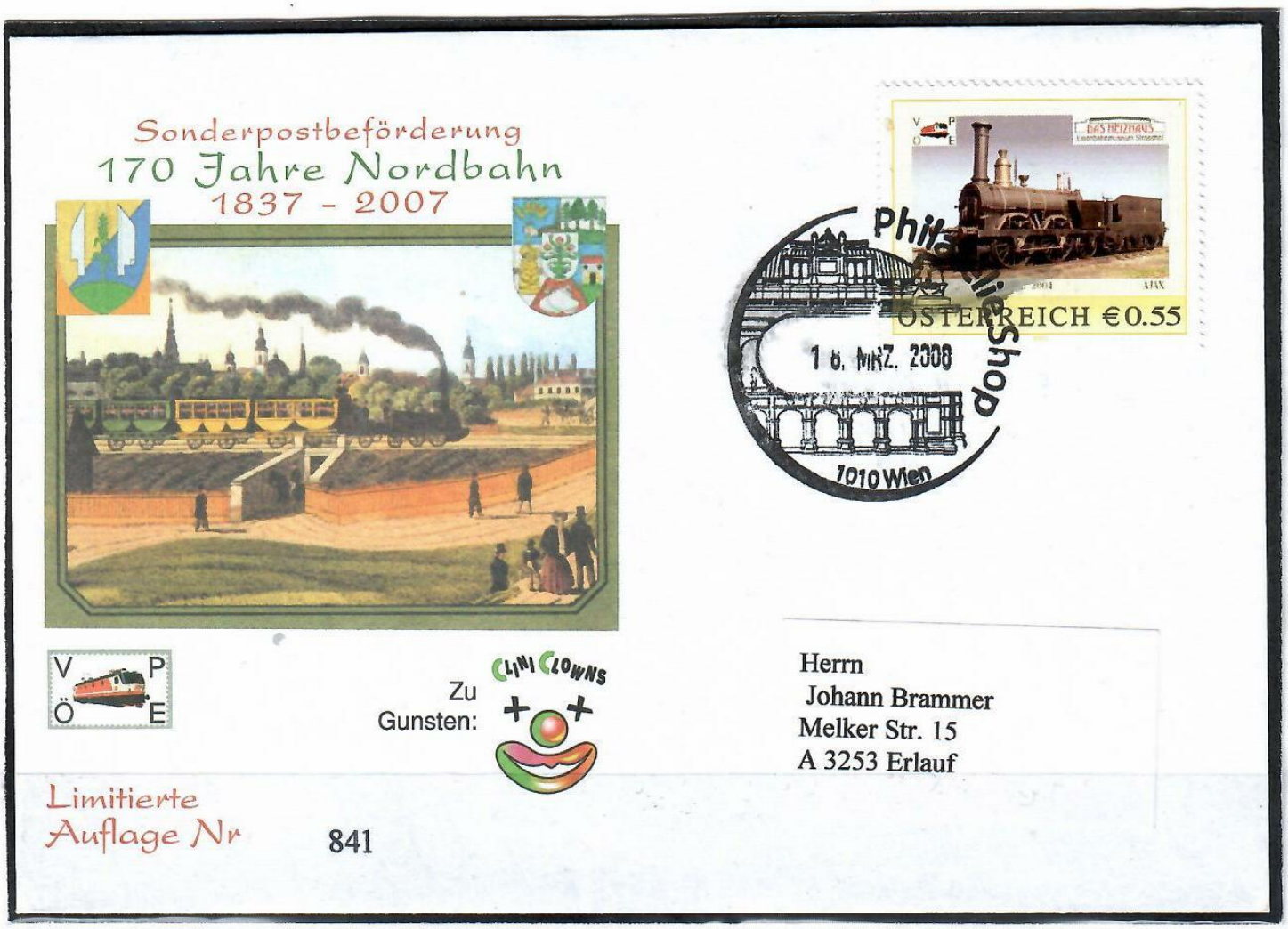
Issued on
November 25th, 1972

La Mataro was the first steam locomotive in Spain, it was used to open the railway line between Barcelona and Mataro in 1848. It was built by Jones & Potts in Newton-le- Willows, England. a total of 4 were built. It had a maximum speed of 45 km/h, and weight about 18 tons. It is characterized by a striking green color with outstanding brass parts, which is very rare for a locomotive.

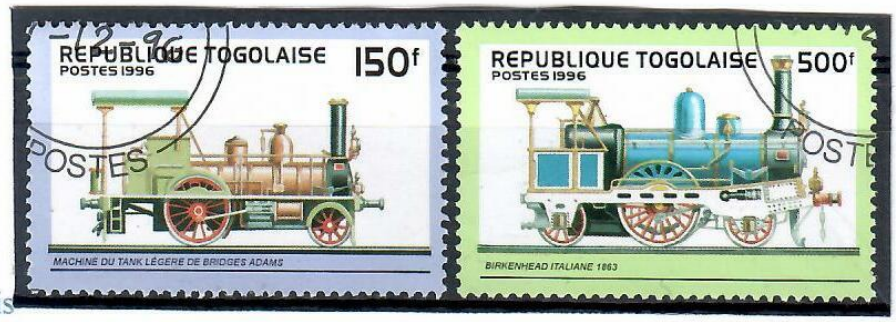
Issued on
April 14th, 1988,
as a part of
historic locomotives
series.
Sans Pareil was
one of the
Earliest British locomotives built in 1829. It was designed by Timothy Hackworth.
The stamp was issued on the occasion of the International philately fair in Essen, Germany. Style is typical of Lao stamps of that period – clear drawing in color on a plain background and bilingual inscriptions.

Limited private cover issue, issued by stamp club VPÖE on the occasion of the 80th anniversary of the Raxseilbahn, the first high-altitude cable car in Austria, put into operation in 1926. The cover has a non-thematic special postmark. The abbreviation WuUV stands for the humanitarian association of Austrian Railways employees. The stamp shows the Ajax locomotive built in England in 1841 by Jones, Turne & Evans in Newton-le-Willows.

Steam locomotives built in the United Kingdom



Private issued cover with special cancellation, issued by stamp club VPÖE, on the occasion of 170 years of the Kaiser-Ferdinands-Nordbahn railway. The profit of this limited edition, went to charity for the Austrian project Clini Clowns. The English locomotive Ajax is shown, which is often used as a symbol of the old railways of Austro-Hungarian and later Austria. And it is preserved in the Technical Museum in Vienna. The cover contains a typical illustration of an old railway with bespectacled people watching a train in the distance with two coats of arms of the provinces through which the railway passed.



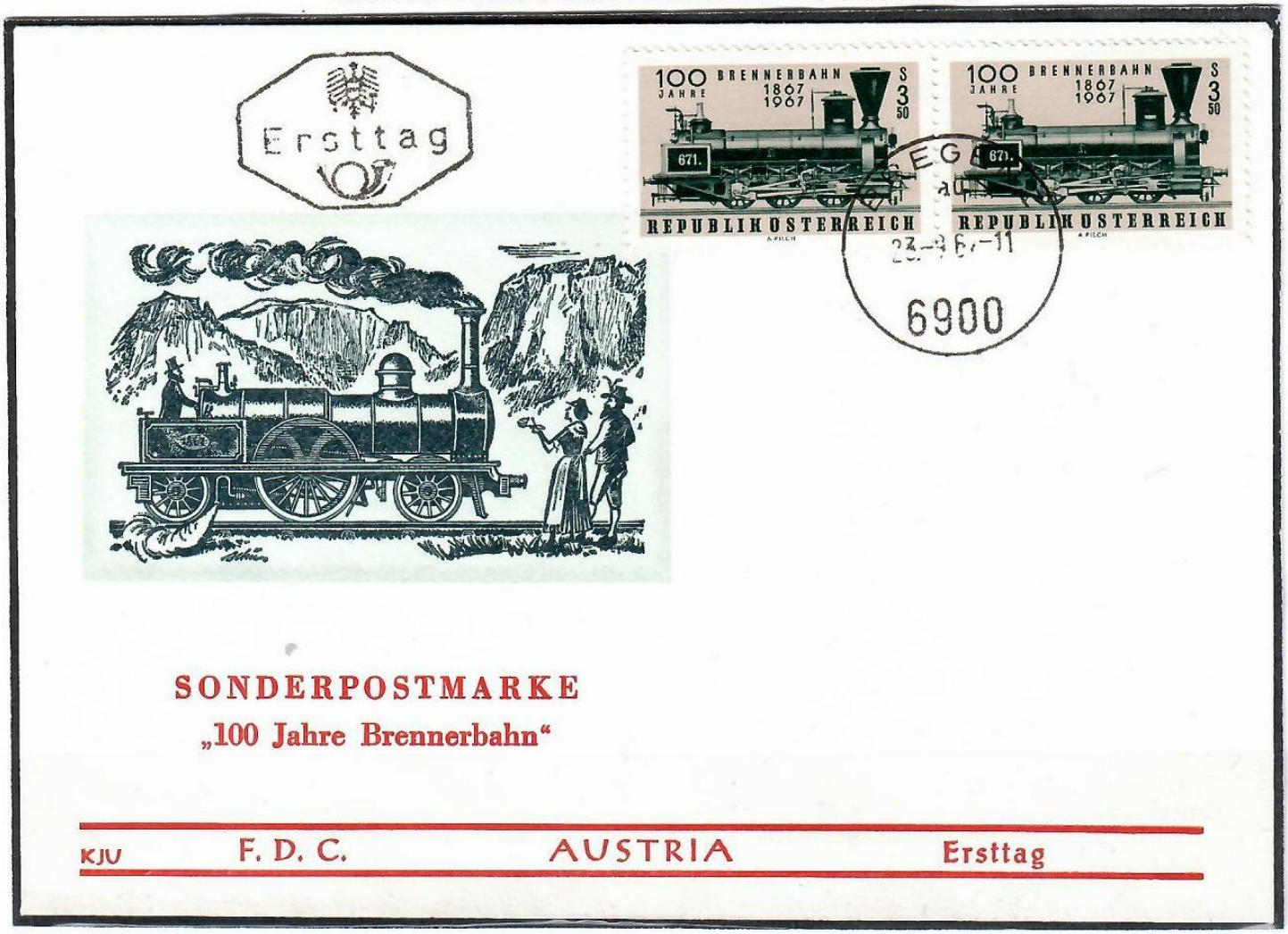
Issued on December 5th, 1996 as a locomotives series.

The Bridges Adams light tank locomotive is one of the first tank locomotives without a special tender, with a maximum speed of 30-40 km. It was used for light passenger trains on tracks with low axle loads. It was designed by Bridge Adams.

The locomotive was manufactured in Birkenhead, England in 1863 and exported to Italy, for this reason the stamp bears the inscription Birkenhead Italiene. A total of 6 locomotives were produced, the maximum speed was 65 km/h.

Togo stamps of that time are characterized by series with a large number of stamps, colorful motifs that come to the fore on a monochromatic, mostly white background, international themes intended for philatelists around the world, high nominal value of stamps, precise illustrator drawings and inscriptions often in French, rarely bilingual.

2. STEAM LOCOMOTIVES BUILT IN GERMANY



FDC issued in 1967 on the occasion of commemorating 100 years of the railway over the Brenner Pass between Austria and Italy.

The locomotive Kaiser Maximilian was used as a motive. It was one of the first locomotives used on the Brenner Railway and it was produced in 1860 in Germany.

The number 671 on the locomotive is the original locomotive number from the Austrian State Railways fleet.

It is interesting that this is the private cover issue with the official post stamp and the official post mark of the first day, which was quite common for Austria in that period.

Issued on October 28th, 1981, as a part of 125 years of railways in Portugal.

According to the post mark the stamp was used for franking on post office in Lisbon.

The locomotive used as a motif is called D. Luis. It was built in 1862, and it was used as a royal train.

For Portuguese stamps of the 1980s, especially with the theme of transport, realistic illustration, a minimalistic and slightly toned background, medium-sized editions and always a clearly expressed issue motive are characteristic.

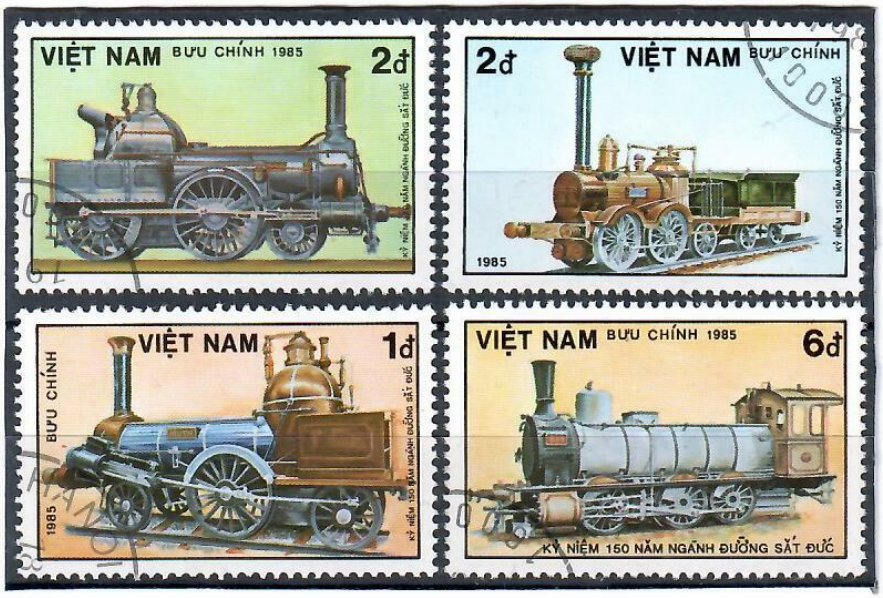
Portrait of Andreas Schubert, the constructor of Saxonia steam locomotive shown on stamp. It was the first steam locomotive built completely in Germany in 1838.

The stamp is issued on September 24th, 1985, as a part of The Socialist Railway System and it`s traditions. With contrasting motifs of historical and modern locomotive, stamp refers to the traditional railway development.

Steam locomotives built in Germany

The stamp shows the Beuth locomotive built in Germany in 1842. It marks the beginning of locomotive production in Germany.

Steam locomotive Produced in 1830s. It has a single drive axle with larger wheels. It was used for fast passenger trains.



The locomotive shown on the stamps is Saxonia, built in 1838 in Dresden. It was constructed by Johan Andreas Schubert.

Steam locomotive produced in 1890s. It was used for passenger trains on standard gauge rails.

Stamps are issued on September 13th 1985, to commemorate 150 years of German railways.
The series is one of the most famous Asian philatelic railway series. Vietnam is a country without early European locomotives, but it shows the symbolic connection with Germany.
The design of the stamp with precise motifs and a soft background is typical for Vietnamese stamps from the 1980s.

Private FDC from the Company "Briefmarken Gerhard Gilg" issued on March 30th, 2001, to commemorate 100 years of the Zillertal railway. The Zillertal railway is a private narrow-gauge railway, 32 km long and located in the Tyrol region.
A classic German-made steam locomotive from the end of the 19th century was used as a motif on the stamp and cover.

Steam locomotives built in Germany

FDC has two stamps, the older stamp serves only as a decoration, the round cancel with the inscription Ausgabetag 3000 Bern dated 11.3.1997, is the official special first day cancel of Swiss Post. The occasion of the publication is 150 years of Swiss railways. FDC is showing typical steam locomotives from the late 19th century.

The inscription PhillSwiss97 in lower left corner indicates the name of the international exhibition Philatelie Schweiz held in 1997 in Bern, on the occasion of which the FDC was issued.

Issued on April 2nd, 1976, as a part of the steam locomotives series. Stamp is showing the early steam locomotive Kollos built in 1844.

The locomotive shown is Carlsruhe built in 1841 for Badenia public railway. According to the post mark the stamp is used for franking on April 12th, 1976.

The stamps of Paraguay in the 1970s are characterized by rich illustrations, very detailed and often hand-drawn and not photographed. The background is neutral and the stamps are generally of a larger format so that the details come to the fore. Stamps contain a lot of information about the motif, which indicates their great educational value.

Steam locomotives built in Germany

Commercial FDC issued by Swiss Post, on the occasion of the 125th anniversary of the opening of the Swiss railway. The stamp and mark are official and come from Swiss post, but the envelope and illustrations are private and are produced and designed by Philamail.

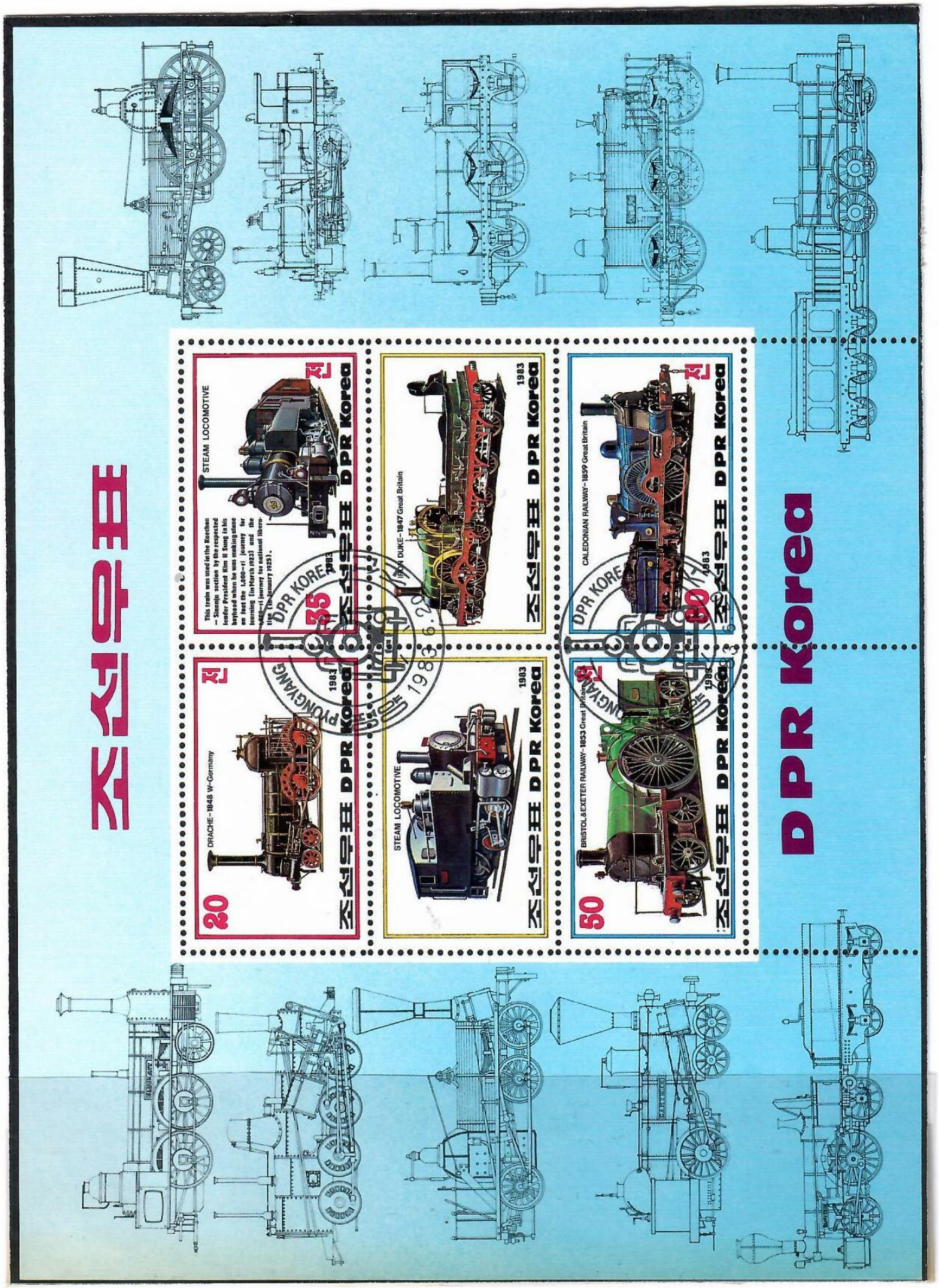
The locomotive shown is Limmat built by Emil Kessler in Karlsruhe in 1847.

The stamp has a visible error in the form of different sizes of the left and right margins.

Stamps are issued on April 5th, 1985 as a part of series issued to commemorate 150 years of railways in Germany. As a motif are used typical original locomotives of German production, which are mostly improved versions of the originally used English locomotives.

The stamps do not emphasize the technical characteristics of the locomotives, instead showing the rich artistic illustration.

Nicaraguan stamps of that period are characterized by rich colors with high-quality and detailed illustrations with a neutral background. Also, in that period many thematic series were printed.



Korean sheet with famous steam locomotives made in the 19th century. The margins of the sheet shows detailed technical drawings of locomotives, which gives the block educational component in addition to an aesthetic one.

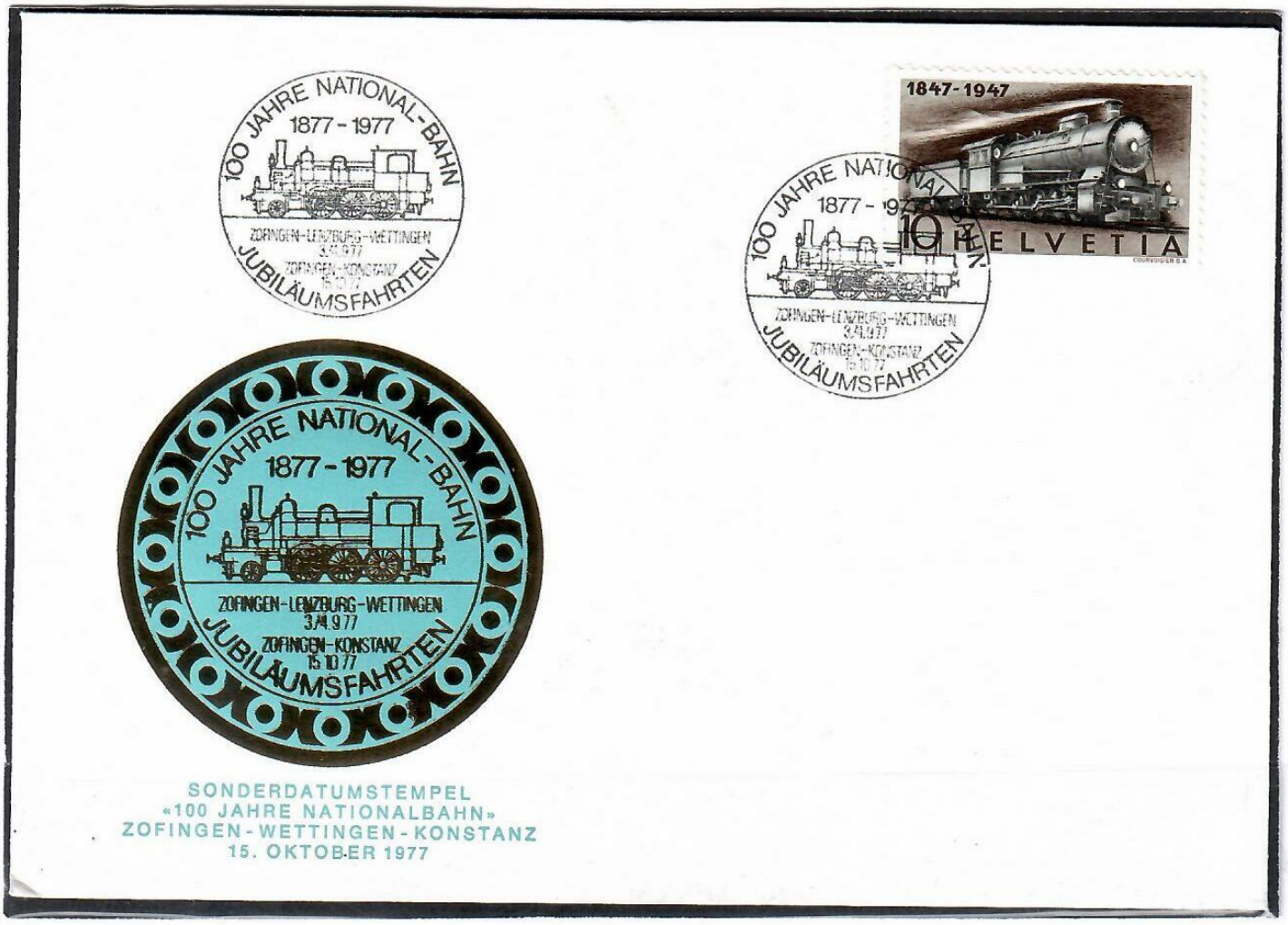
For the Korean editions from the 1980s and 1990s, the retro-technical style design is characteristic. Such editions are often issued for collectors, and less often for regular use in postal traffic.

The nominal values were not selected according to the postal rates of the time and topics are popular in the West.

In comparison with issues intended for internal postal traffic, such editions are very often printed on quality paper.

SONDERDATUMSTEMPEL
«100 JAHRE NATIONALBAHN»
ZOFINGEN - LENZBURG - WETTINGEN
3./4. SEPTEMBER 1977

Both covers are private souvenir (commemorative) covers issued for the 100th anniversary of the National Railway 1977, with a very rare metal embossed print of cachet and a special cancel used only for the jubilee.
Interestingly, the 1947 stamps on covers were no longer valid for postage when they were postmarked in 1977. They are cancelled contrary to regulations.



SONDERDATUMSTEMPEL
«100 JAHRE NATIONALBAHN»
ZOFINGEN - WETTINGEN - KONSTANZ
15. OKTOBER 1977