

Obverse

The lower part depicts the historical railway station buildings in Bratislava and Trnava, each inscribed with the city's name – 'BRATISLAVA' and 'TRNAVA' – with a section of railway arch viaduct separating the two. In the lower right of the design is the Slovak coat of arms, and to its left, at the bottom centre, is the year of issuance '2023'. The upper part features a schematic rendition of the Bratislava-Trnava railway line, including the names of five stations: 'SVĀTÝ JUR', 'PEZINOK', 'ŠENKVICE', 'BĀHOŇ' and 'CĪFER'. Above these names are the coin's denomination and currency '10 EURO', and at the top centre of the design is the name of the issuing country 'SLOVENSKO'.

Reverse

The reverse depicts a steam locomotive with tender, above which appear the coats of arms of Bratislava and Trnava. Inscribed along the upper edge are the names of the terminal stations 'BRATISLAVA – TRNAVA' and, following a medial dot, the year of the steam line's launch '1873'. Below the locomotive is the inscription 'PARNĀ PREVĀDZKA' (steam operation), with the first word above the second. At the bottom of the design are the mint mark of the Kremnica Mint, consisting of the letters 'MK' placed between two dies, and the stylised initials 'ZF', referring to the coin's designer Zbyněk Fojtů.

Historical building of the Bratislava-Nové Mestó railway station, 1890

Coin details

Denomination:	€10
Composition:	.900 silver, .100 copper
Weight:	18 g
Diameter:	34 mm
Edge lettering:	– ZAČĪATOK PARNEJ PREVĀDZKY Z BRATISLAVY DO TRNAVY – 1873 (Start of steam operation between Bratislava and Trnava – 1873)
Issuing volume:	limited to a maximum of 15,000 coins in either brilliant uncirculated or proof quality
Designer:	Zbyněk Fojtů
Engraver:	Dalibor Schmidt
Producer:	Kremnica Mint (Slovakia)



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Original Slovak text by Michal Tunega

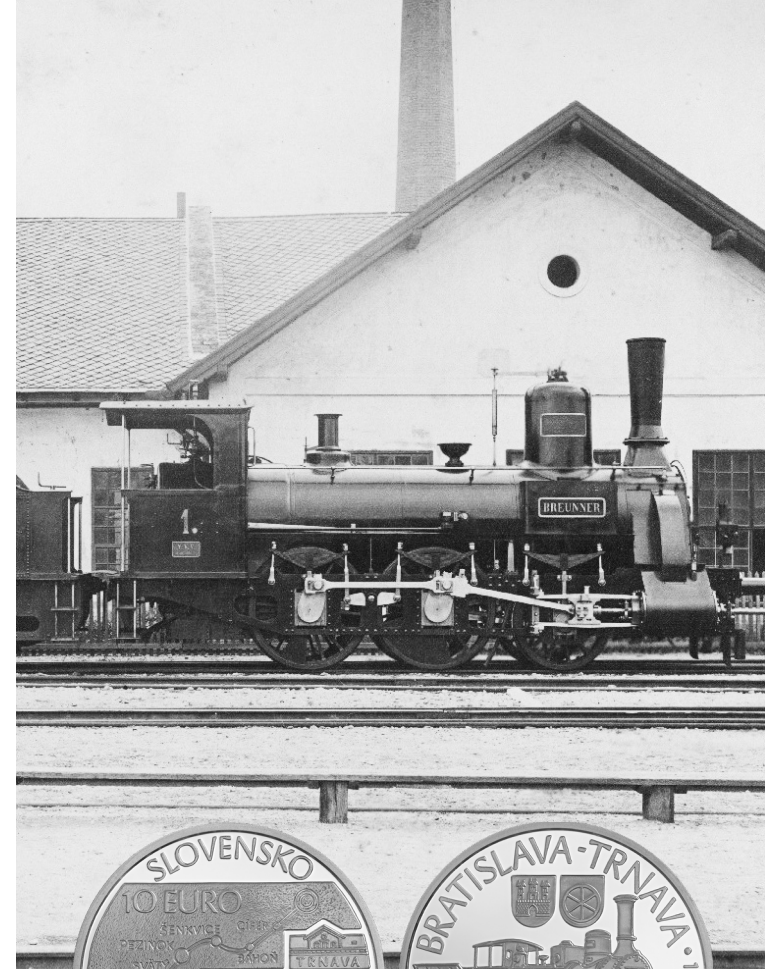
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Photographs from the Collection of the Trnava Railway Enthusiasts' Club, *Nagyvasúti vontatójármű Magyarországon* (Second Edition, Revised, Hungarian Museum of Transport, Budapest, 1985, p. 73), VLAKY.NET, and Wikimedia.

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150th anniversary of
the opening of the
steam railway between
Bratislava and Trnava

SILVER COLLECTOR EURO COIN

The initial idea of connecting Bratislava and Trnava by rail was considered in the light of Baron Salomon Mayer von Rothschild's plan to link Bratislava to the main Vienna–Kraków railway. On 4 March 1836 Rothschild secured approval for construction of the main line, and on 7 March 1836 he applied for permission to build a branch line from Deutsch Wagram to Bratislava (then Pressburg) via Marchegg. This plan was so well received, especially in Bratislava, that a group of 17 noblemen, landowners and merchants from Bratislava and its environs, led by Baron von Walterskirchen, proposed the construction of a horse-drawn railway with the aim of speeding up the transportation of agricultural products to Bratislava.



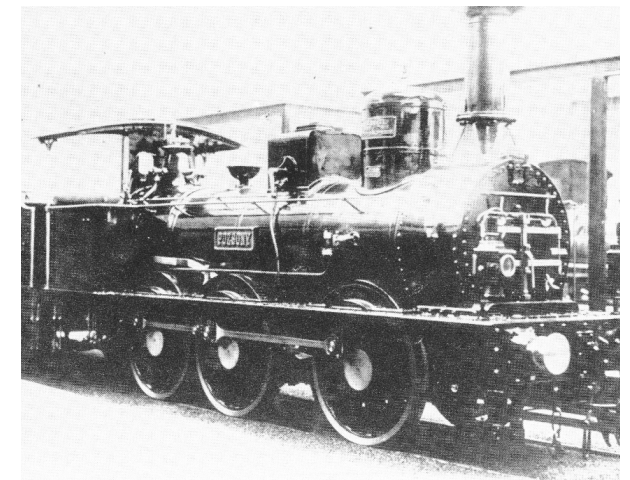
Baron Salomon Mayer von Rothschild



The new steam line at Trnava railway station

The line was to connect five royal towns – Bratislava, Svätý Jur, Pezinok, Modra, and Trnava – and it was designed to be powered by animal traction. In 1837 Baron von Walterskirchen's circle presented a project for the construction of the railway to the Royal Hungarian Governorate and asked it to furnish the experts necessary to draw up the project and its budget. The track was designed in such a way that the curves and artificial structures were already suitable for steam operation. After a smooth start, the construction work gradually began to run into hitches that ended up delaying the line's launch. The summer of 1840 saw the completion of earthworks near Svätý Jur, the finishing of the railway station in Bratislava and the procurement of 12 passenger carriages. Trial operation of the Bratislava–Svätý Jur section began on 27 September 1840. Owing to construction-related problems, the full line to Trnava was not put into operation until 1 June 1846.

By 1868 the railway was performing better than originally planned, but the idea of converting it into a steam line only gained traction after the Považská železnica railway company, founded on 8 January 1873, took over its operation. The company planned to extend the line to Žilina, where it could be linked to the Košice–Bohumín Railway. The Bratislava–Trnava line ceased to be horse-drawn on 10 October 1872, when work began on converting it into a steam line. Thanks to the foresight of the designers and builders of the horse-drawn line, the transition to steam operation proceeded without any major problems. The Považská železnica company launched the steam line on 1 May 1873 with the ceremonial departure of a steam train from Bratislava to Trnava. The train had 12 carriages and was pulled by a locomotive called Nagyszombat, the Hungarian name for Trnava. The locomotive had three driving axles, pulled two-axle water and coal tenders, and had a top speed of 45 km/h.



One of the first eight steam locomotives that ran on the Bratislava–Trnava railway line, called Pozsony