

BANKA SLOVENIJE

Avtorja idejnega osnutka za zlatnik in tečajni kovanec:
Gorazd in Matjaž Učakar, Ljubljana

Avtor idejnega osnutka za srebrnik:
Tomaž Košir, Britof pri Kranju

Oblikovanje in medaljerska dela:
Dragomir Zobeč, Jan Černaj, Mincovna Kremnica

Izdelava in kovanje:
Mincovna Kremnica s.p., Kremnica/Slovakia

*Authors of the idea for the design of the gold and
circulation coin:*
Gorazd and Matjaž Učakar, Ljubljana

Author of the idea for the design of the silver coin:
Tomaž Košir, Britof at Kranj

Relief design:
Dragomir Zobeč, Jan Černaj, Mincovna Kremnica

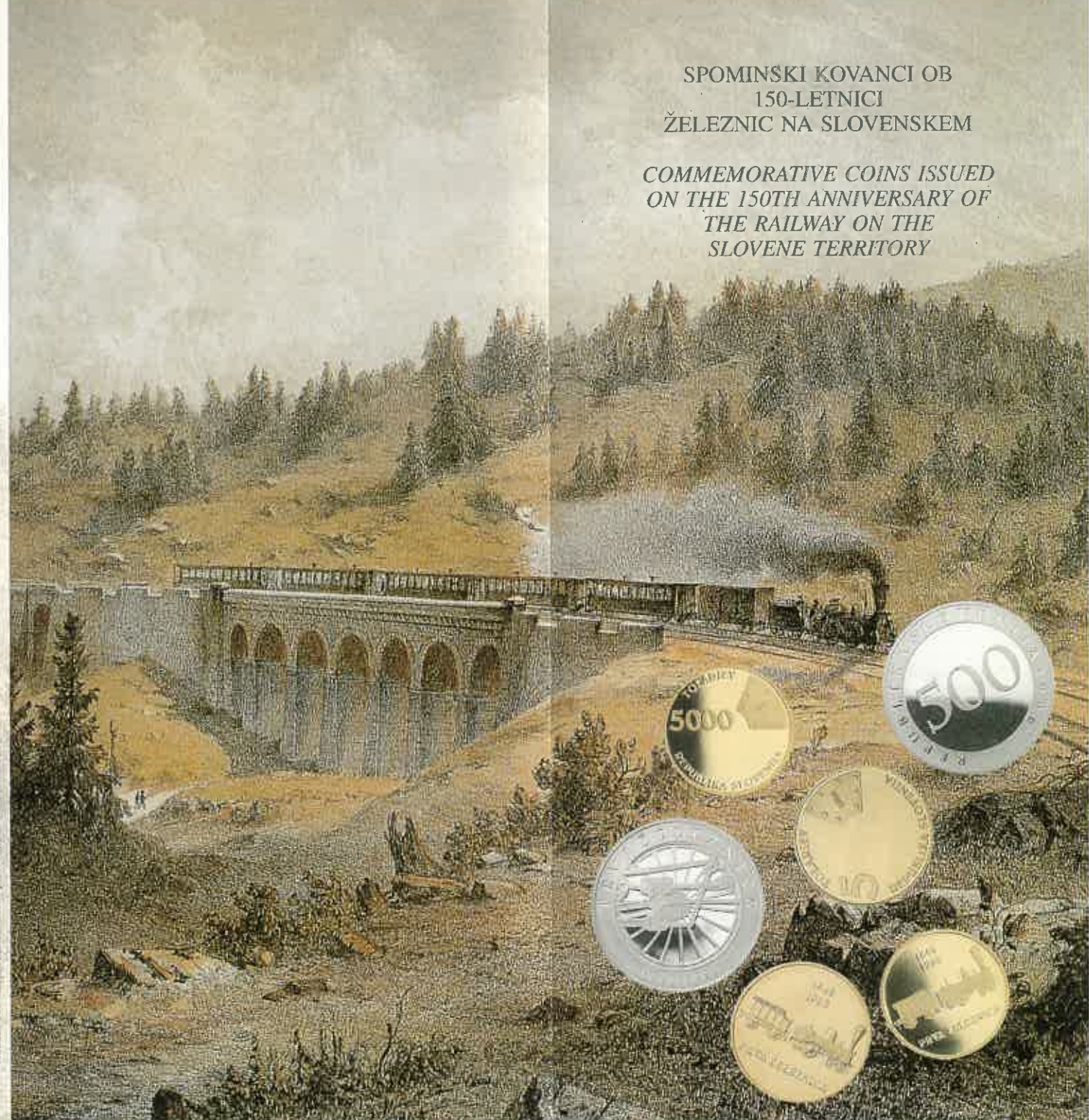
Minting:
State Mint, Kremnica/Slovakia

Oblikovanje in tisk: CETIS Celje

SPOMINSKI KOVanci OB
150-LETNICI
ŽELEZNIC NA SLOVENSKEM

COMMEMORATIVE COINS ISSUED
ON THE 150TH ANNIVERSARY OF
THE RAILWAY ON THE
SLOVENE TERRITORY

Oblikovanje in tisk: CETIS Celje



2. junija 1846 je prvič stekel železniški promet na današnjem ozemlju Slovenije. Dograjena je bila proga med Gradcem in Celjem, ena od etap pri gradnji železniške zveze med Dunajem in Trstom. V Celje sta tega dne pripeljali slavnostni vlak lokomotivi "Aussee" in "Drau". Prihod prvega vlaka v slovenski prostor je pomenil prelomnico, katere pomen občutimo še danes.

Odsek proge med Gradcem in Celjem so trasirali že leta 1842. Pri Sentilju so zgradili 190 m dolg predor, čez dolino Pesnice pa viadukt dolg 649 m. To je bil do tedaj najdaljši gradbeni objekt na celi progi od Dunaja, v celoti izdelan iz opeke. Mostove na progi so gradili načeloma iz lesa. Največji je bil most čez Dravo v Mariboru, ki se je vzpenjal 26,2 metra nad rečno gladino, dolg pa je bil 190 metrov. Med Gradcem in Celjem je bilo zgrajenih 13 železniških postaj. Prvi stroj je prvič peljal čez pesniški viadukt 2. maja 1846. Neuradno je bila proga Maribor - Gradec preizkušena 15. maja.

Ljubljano je železnica dosegla leta 1849, Trst pa leta 1857. Tako je bil dosežen zastavljeni cilj povezati Dunaj s Trstom. Proga Dunaj - Trst je 1858. prevzela zasebna družba z udeležbo mednarodnega kapitala in jo poimenovala Južna železnica.

Železnica je eden redkih dosežkov industrijske revolucije, ki se vse do današnjih dni ni bistveno spremenil, predstavlja pa navzlic naglemu razvoju drugih prometnih sredstev nepogrešljiv element gospodarskega napredka dežele.

Ob 150-letnici železnic na Slovenskem izdaja Republika Slovenije tri spominske kovance.



- srebrnik z nominalno vrednostjo 500 tolarjev, s težo 15 gramov in premerom 32 milimetrov, čistine 925/1000, v količini do največ 10.000 kovancev
- a silver coin with a nominal value of SIT 500, a weight of 15 grams, a diameter of 32 mm, and a purity of 925/1000, in a quantity of maximum 10,000 coins

V prvi emisiji bo izdelano 1000 zlatnikov, 3000 srebrnikov in 300.000 tečajnih kovancev.

There shall be 1000 gold, 3000 silver and 300,000 coins for circulation made in the first issue.

	zlatnik gold coin	srebrnik silver coin	tečajni kovanec circulation coin
nominalna vred. nominal value	5000 SIT	500 SIT	5 SIT
teža weight	7 g	15 g	6,4 g
premer diameter	24 mm	32 mm	26 mm
kovina alloy	900/1000 Au	925/1000 Ag	CuZnNi
1. izdaja 1st issue	1000	3000	300.000



zlatnik z nominalno vrednostjo 5000 tolarjev, s težo 7 gramov in premerom 24 milimetrov, čistine 900/1000, v količini do največ 1000 kovancev

a gold coin with a nominal value of SIT 5000, a weight of 7 grams, a diameter of 24 mm, and a purity of 900/1000, in a quantity of maximum 1000 coins

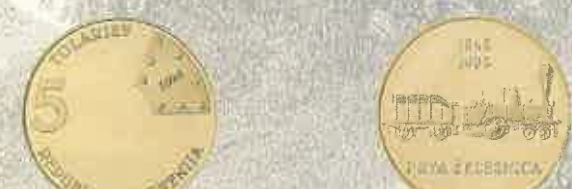
On June 2, 1846, railway traffic between Graz and Celje started for the first time on the territory nowadays known as Slovenia. The railway line between Graz and Celje, which was only one of the sections of the railway line between Vienna and Trieste, was namely completed. On the aforementioned day a ceremonial train pulled by the locomotives "Aussee" and "Drau" arrived at Celje. The arrival of the first train on the Slovene territory represented a turning point, whose effects are felt still nowadays.

The section of the railway between Graz and Celje was laid out as early as the year of 1842. A 190 m long tunnel was constructed at Sentilj, and across the Valley of Pesnica a 649 m long viaduct was built. The latter was the longest construction on the entire railway line and was made of bricks only. Bridges were, in principle, made of wood. The longest bridge was the one across the Drava River in Maribor, rising 26.2 m above the river and being 190 m long. There were 13 railway stations set up between Graz and Celje. A steam locomotive drove over the Pesnica Viaduct for the first time on May 2, 1846. The railway line between Maribor and Graz was unofficially tested on May 15.

The railway line reached Ljubljana in 1849, and Trieste in 1857. The goal of connecting Vienna and Trieste was thus achieved. In 1858, the railway line was taken over by a private company owned by domestic and foreign investors, which named the railway line "The Southern Railway".

The railway is one of the few achievements of the industrial revolution which has not changed substantially until the present days and, in spite of the rapid development of other means of transportation, still represents an indispensable element of the country's economic progress.

To mark the 150th anniversary of the railway on the Slovene territory, the Republic of Slovenia hereby issues three commemorative coins.



tečajni kovanec z nominalno vrednostjo 5 tolarjev, s težo 6,4 gramov in premerom 26 milimetrov, izdelan iz zlitine CuZnNi, v količini 300.000 kovancev

a coin to be put in circulation with a nominal value of SIT 5, a weight of 6.4 grams, a diameter of 26 mm, made of the CuZnNi alloy, in a quantity of maximum 300,000 coins