

The “Trencito” & The Medals of Charles E. Bryant A coincidence?



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El "Trencito" Stamp Timeline

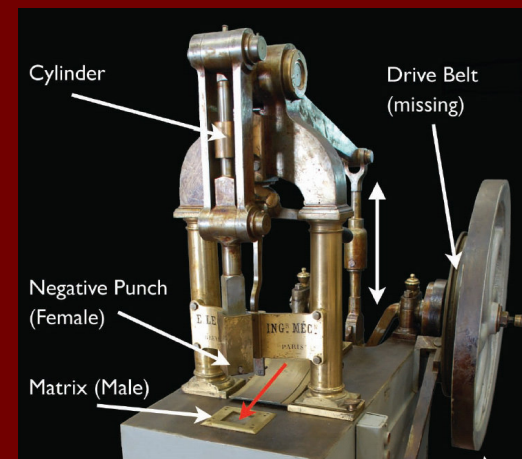
1833	October 30 th (Q)	Lima-Callao line – President Orbegoso approves the project but was never implemented
1845	November 14 th (16)	Lima-Callao line - President Castilla decree inviting building proposals.
1848	December (16)	Lima-Callao line - Plans approved. Concession won by the businessmen Pedro Gonzales Candamo and Vicente Oyague and his brother.
1850	(Q)	Lima-Callao line - Construction begins
1851	March 17 th (Q) May 17 th (19, 20)	Lima-Callao line – Service begins <ul style="list-style-type: none"> Locomotives were named Lima, Callao and Oyague. Later, in 1852 another one arrived that is called "Castilla". All of them are Stephenson 2-4-0 Known as "Ferrocarril Ingles Lima-Callao".
1856	(Q)	Lima-Chorrillos line - Construction begins
1858	November 7 th (Q)	Lima-Chorrillos line – Service begins Known as "Ferrocarril Ingles a Chorrillos".
1865	December 1 st (Q)	Both lines, Lima-Callao and Lima-Chorrillos, are merged and the Lima Railways is created with headquarters in London.
1865	December 29 th (6, 8, 10)	All rail mail between Lima-Callao and Lima-Chorrillos is dropped to 5 cents. The 5 cents dented stamp is used since 1866.
1866	January 1 st	Authorization to use the bisected "1 Dinero" pink stamp
1866	February	Dented stamp - 5 cents "green"
1869	September 4 th (Q)	Decree revalidating that the rate for train-mail is dropped to 5 cents
1869	September 15 th (Q)	New authorization and authorization to print new stamps. <ul style="list-style-type: none"> After President Mariano Prado was overthrown, the half price reduction was voided. It was re-instituted on September 15, 1869. At the same time, an order was placed for special stamps to be used by the railroad mail system between Lima, Callao & Chorrillos.
1870	January 1 st	Lima-Oroya line (highest railway in the world up till 1908) – Construction begins
1870	January 12 th (S)	Postmaster General (Davila Condemarin) document requesting the dies to be produced as per the approved design.
1870	April 13 th (S)	"Trencito" - Production contract with Mr. Carlos Follis is initiated.
1870	June 8 (Q)	"Trencito" - Earliest postmark (Bustamante)
1873	March 18 th (10)	"Trencito" - The use of this stamp was extended to all other railway systems in Peru. <ul style="list-style-type: none"> Around 43 public lines operated in Peru at that time
1874	August 19 (Q)	"Trencito" - Last known cancel (Bustamante)

The Lecoq Press

- **Embossing and printing machine.**
 - Made in France.
 - Operated by pedals.
 - Made in cast iron, bronze and cooper.
 - Prints and Emboss:
 - In the same run.
 - One stamp at a time.
 - One stamp in less than two seconds.
- **Acquired around 1860 by the Peruvian Post to produce “secure” stamps**
 - Embossed stamps where more difficult to counterfeit.
 - To be effective it relied on the same security strategy as the coins i.e. the dies should be finely engraved e.g. using a reduction pantograph i.e. “JANVIER” lathe.
 - The pantograph also provided the technology to build matching dies (male & female) at that reduced scale.



1851 Lecoq's Railway Ticket Press



Lecoq press found in Port

The Lecoq Press

- **Was used to produce the 1862 & 1868 series.**

- The dies used for the 1862 & 1868 series were built in France.
- Each set had 2 pair of dies (one for the center one for the frame)

- **Was used to produce the "Trencito" (1870) and the "Llamita" (1873)**

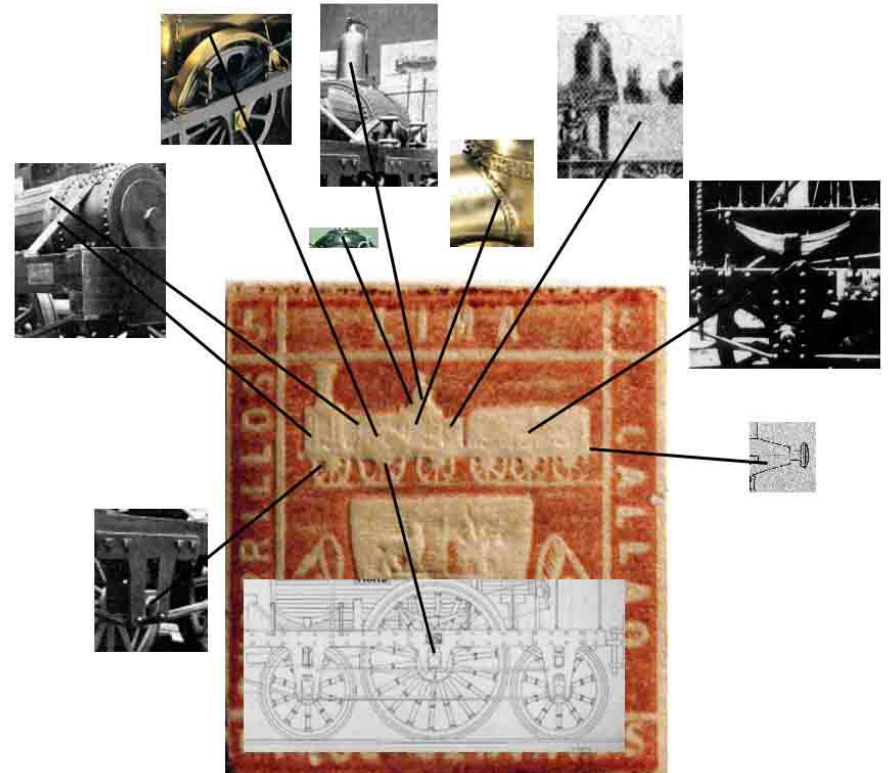
- The dies were built locally.
- Production was subcontracted to Carlos Follis.
- It is claimed that production was done in the Post Headquarters and the runs were tightly controlled.

- **It was in production till 1873.**



El "Trencito"

- Depicts a 2-2-2 Locomotive
 - 2 driving wheels, 2 traction wheels and 2 trailing wheels.
 - Pulling a 6 wheeler tender.
- Contains a number of key details
 - Bell shaped steam valve.
 - No canopy.
 - External remote springs.
 - No elements over the main chamber.
 - Main chamber covered with wood.
 - Central wheel cover.
 - Large smoke box.
 - Engineer's side panels.
 - No external pistons.
 - etc.












The “Trencito”

- 2-2-2 Locomotives
 - Where produced till 1895.
 - They were cheap because they had only one traction axle, but for the same reason they lack of traction.
- Peru never had a 2-2-2 locomotive
 - No record of any 2-2-2 locomotive operating in any line in Peru before 1871.
 - The first locomotive in Peru (1851) was a Stephenson 2-4-0.
- The depicted combination (locomotive + tender).
 - Probably belongs to the 1830-1845 period.
- More likely is a fanciful representation of a 2-2-2 locomotive.
 - So far there is no match with any “real” locomotive.
 - This makes the combination and its details more unique.

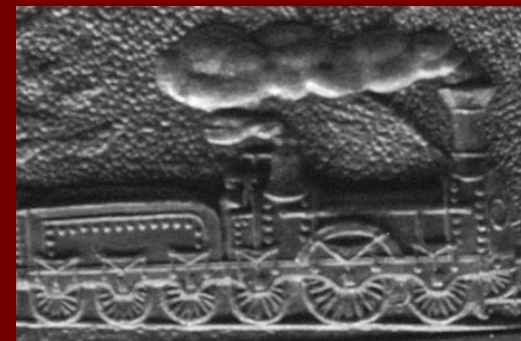
Charles E. Bryant

- Between 1869 and 1872 sixteen (16) railway commemorative medals were issued in Peru and C. E. Bryant signed twelve (12) of them.
- In the seven medals produce between 1869 & 1870, he depicted **the same** 2-2-2 locomotive and in five of them he had **the same** six wheeler tender as the 'Trencito'
 - The "Pasco" & "Oroya" medals from 1869 are maybe the most similar.
- These medals were produced within the "Trencito" design timeframe.
- Charles Bryant used to work for the **Peruvian Mint**.

				
Oct 1864 Britten	Apr 1868 Mejia-Arequipa Davalos?	Jun 1869 Pasco (V1) Bryant	Jun 1869 Pasco (V2) Bryant	Jul 1869 Pisco - Ica Bryant
				
	1869 (Jan '70) Callao - Oroya Bryant	Jan 1870 Arequipa - Puno Bryant	1870 Bryant	? Bryant

The Stamp & Medals “Look-Alike”

- The “Trencito” locomotive is very rare and the six wheeler tender makes the combination “unique”, so, finding it in the stamp and in the medals, which were produced almost in the same year and in the same city shows without any doubt that they are related.
 - Still, we are to find “hard evidence” to prove any relationship.. in the meantime we have just the pictures to speculate and draw some early conclusions.
- Coincidence?
 - Options are open but.. the “Trencito” & the medals contain too many details in common for this to be just a coincidence. It would be too extraordinary.
- Copy of the medals or the same model was used?
 - Possible, but still due to the stamp’s level of details a pantograph was required to engrave the dies.
- More likely
 - The dies were designed and manufactured in the Peruvian Mint that had the equipment and the security expertise.

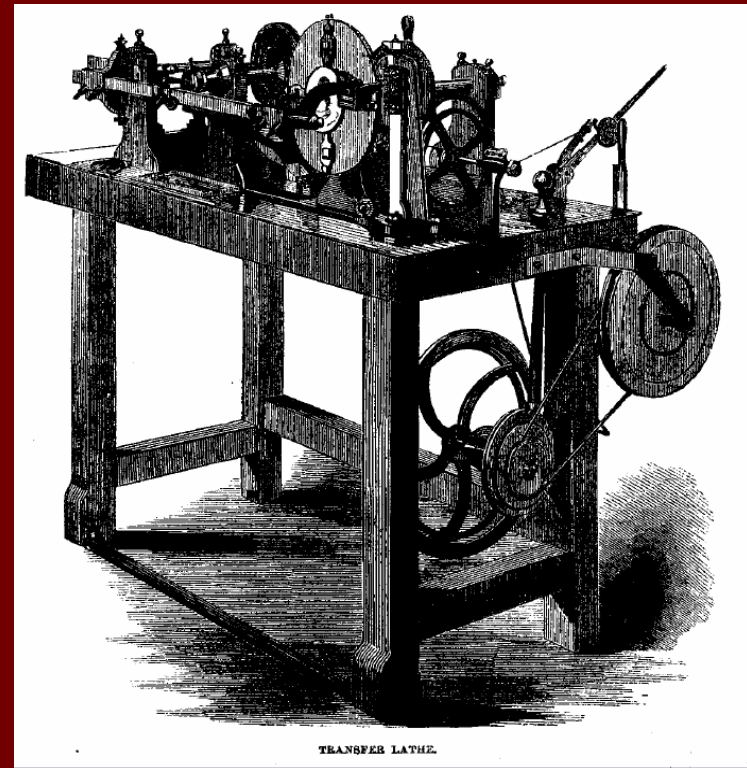


The Peruvian Mint

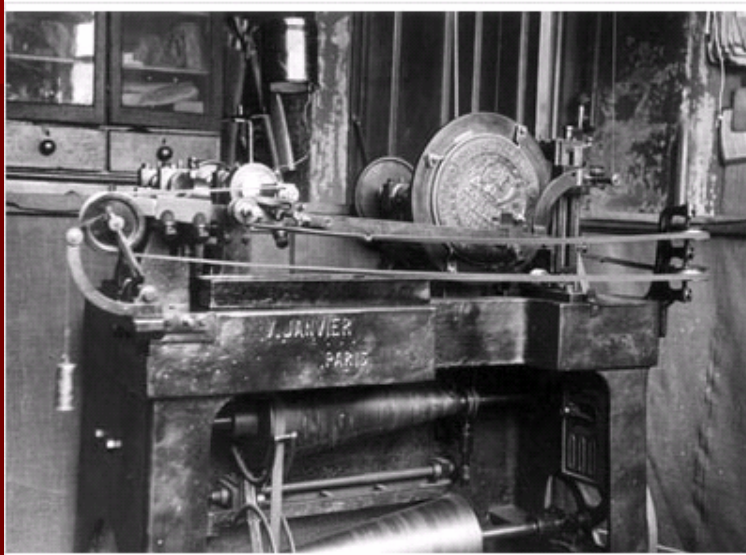
- Had the equipment to produce “safe” dies
 - The “Janvier” reduction lathe (pantograph) was available since 1859.
- Had the security expertise
 - Robert Britten ('58-'66 & '79-'82) from the Birmingham Mint.
 - Charles Bryant ('68-'78) also from the Birmingham Mint.
 - The Postmaster General was pretty sure that the proper security measures were built within the dies i.e. he was sure that it was no amateur work.

The “Janvier” Reduction Lathe

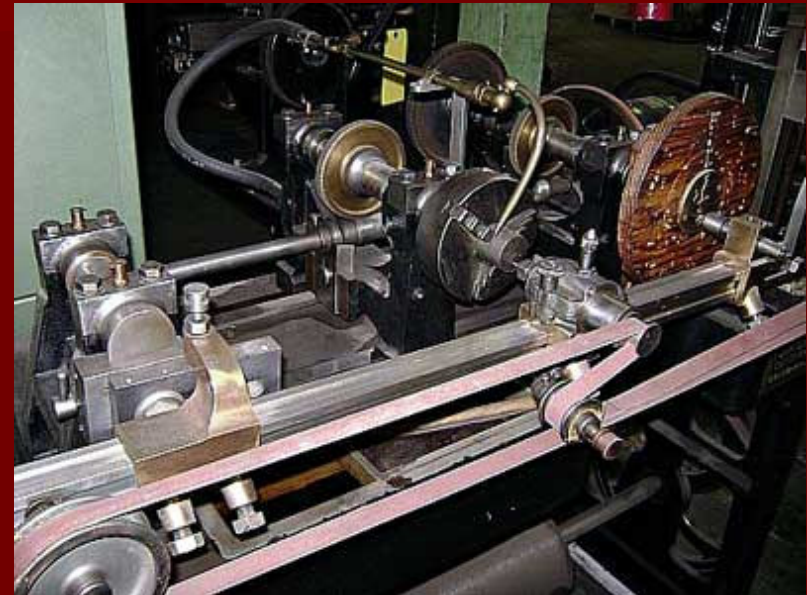
- Allows a very complicated design, built at a big scale on plaster or wood, to be reduced to the size of a coin.
 - Enabling the production of high quality detailed dies.
 - That otherwise could not be produced using the traditional method of directly engraving the dies by hand.
 - This process was a key part in the “security” strategy (coins or embossed stamps).
- Was used to produce the medals and the “Trencito” dies.
- A similar lathe was probably used to produce the original Lecoq dies.
 - The use of the Lathe makes extremely easy to build the male and female dies with only one mold.
- The Peruvian Mint had a Reduction lathe since 1859.



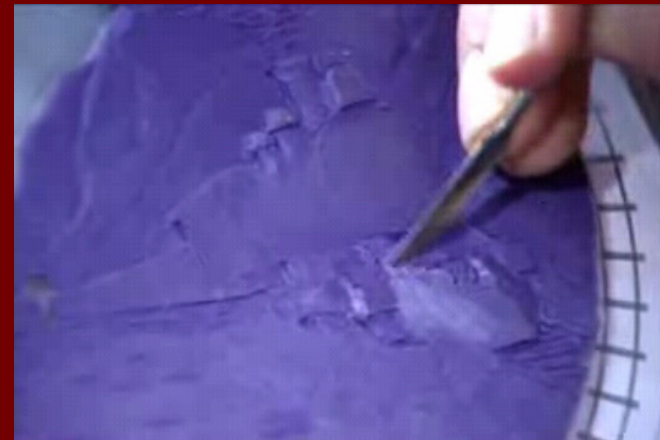
The "Janvier" Reduction Lathe (examples)



The Peruvian Mint has a Lathe similar to this.



Example of modern models.



The Mint Expertise from 1858 to 1882








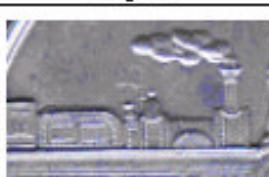

■ Talla Mayor

- Pedro Davalos
 - Appears as the “Talla Mayor” along all the years of our analysis i.e. 1858 to 1882
 - The 1868 railway commemorative medal depicting a 2-2-2 locomotive is attributed to him.

■ Talla Abridor

- Mar 1858 – Mar 1866 Robert Britten (UK)
 - From the Birmingham Mint.
 - Hired to work for the Lima Mint from March 12th, 1858 till April, 1866 and, later, from 1879 to 1882.
 - His contract stipulated that he was to work on the preparing and engraving of the dies and coins and medallions, fiscal stamps and other official documents which the State might require to thus counteract the numerous falsifications which were current at the time.
 - On 1864 he produced a medal that contained also a 2-2-2 locomotive that was “old” for his time and that is similar to “Trencito”.
 - The Mint produced a number of government embossing seals (male/female) that are attributed to him.
 - On 1866 he leaves the Mint to go back to the UK for health reasons.
- Jan 1867 - May 1867 Edward Pattison (UK)
 - He worked for the Lima Mint for a short period of time i.e. Jan 3rd, 1867 to May 11th, 1867.
- Jun 1867 – Dec 1868 None
- Dec 1868 – Nov 1878 Charles Bryant (UK)
 - From the Birmingham Mint.
 - He worked for the Lima Mint for around 10 years i.e. from December 1868 till November 1878.
 - He reused some of Britten’s molds and designs in some projects.
 - He was also skilled in the design of fiscal paper stamps as he showed in the 1869 School of Arts and Crafts Industrial Exposition in Lima.
 - He was an Peruvian archeology “aficionado” and there are records of an acquisition, under his name, of a little collection of Peruvian archeological items to the Pitt River Museum (UK) on 1877.
 - The Mint did not renew his contract in 1878 due to its alcoholism.
- 1879-1882 Robert Britten (UK)
 - He rejoins the Mint after Bryant left.
 - By 1880 he was the Mint’s Master Engraver (“Talla Mayor”).

Britten & Bryant & The 2-2-2 Locomotive Medals

				
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Mar 1870

The "Trencito" Authorization Document

Decreto Jeneral de Comisos,
Lima a 12 de Enero del 87o.

En uso de la autorización q. me concede el
Decreto supremo de 11 de Setiembre del año 79.
de 1862 - p. la fabricac. de timbres parciales de
a cinco centavos p. la fabricac. de timbres
ma, Callao y Chorrillos: abrase la corre-
pond. de Marini, conforme al diseño q. concuer-
ga en relieve, el escudo nacional sencillo
en el centro, con el mote porre faunos y el
emblemata de una locomotora, y en las maras
angulos se pondrán Lima - Callao - Chorril-
los = cinco centavos, cuyo sello contendrá
contra-firma recortada p. la misma cualquiera
falsificación, y será apropiado a funcionar
en la máquina Lito q. que existe en la
oficina. Concluido q. se se fabricarán
estampillas con cinco centavos y se pon-
drán al despacho público, quedando in-
circulación, dentro del termino q. se fi-
jare, las estampillas reales biogno-
fiadas de a cinco centavos, que están
en uso p. el propio destino. Formese
reson y comuniquese en su oportu-
nidad.

Dávila

Authorization Document

Security Was a Main Concern

- We need to take into account that security was a main issue for the Postmaster General and that is why he bought the Lecoq press in the first place.
- Regarding the "Trencito" he was pretty sure that the security elements were built within the dies i.e. he was sure that it was no amateur work. In the authorization document issued on January 12, 1870 he writes:
 - ***"... cuyo sello contendra contra-señas secretas para descubrir cualquiera falsificacion, y sera..."***.
 - ***"... the seal will contain the secret marks to discover any forgery..."***
 - It seems then he had proper advise from security experts.

Authorization Document

“abrase la matriz”

- In the authorization document the Postmaster General also wrote:
« ***abrase la correspondiente matriz, conforme al diseño, que contenga*** en relieve el escudo nacional sencillo en el centro, con el mote porte franco y el emblema de una locomotora, y en los cuatro angulos, ***se pondria*** Lima-Callao-Chorrillos = cinco centavos... »
- The statement “***abrase la correspondiente matriz***”
 - Is uncommon in plain Spanish, but it is common in coin and medal making where the terms “abrase la matriz”, “abrase el cuño” o “abrio los cuños” are used.
 - Additionally the term “***talla-abridor***” is used to call the coin/medal maker.
- We also need to observe how the term changes.
 - It begins in present tense i.e. “***que contenga (that contains)*** en relieve el escudo nacional sencillo en el centro, con el mote porte franco y el emblema de una locomotora...” as if this part should match the design.
 - But then the term changes to future tense i.e. “... ***se pondria (it will be placed)*** Lima-Callao-Chorrillos = cinco centavos...” as if the design does not contain these words yet (also note that the actual stamp contains these cities in different order Chorrillos-Lima-Callao).
 - Looks as if the Postmaster General, had an incomplete prototype on hand when he signed the above document; probably an unfinished plaster or clay model.

The Mint & Government Seals

- The Mint's role was also to manufacture Government seals. There is alter reference on 1886 when Gral. Andres Avelino Caceres declared, regarding the government sealed paper:
 - “Estos sellos se mandarán abrir en la casa de Moneda seis meses antes de la terminación del bienio corriente, y deberán estar expeditos dos meses después, para que el papel sellado sea remitido oportunamente á los departamentos de la República.”
- During 1858 – 1882 the Mint also produced a number of government embossing seals
 - Using the same security expertise and the JANVIER lathe.

Conclusion

- Not having yet any documentation or hard evidence to prove the relationship between the “Trencito” and the medals we need to leave the options open.
- The involvement of the Lima Mint is weak but plausible.
 - The ‘Janvier’ lathe.
 - The same design in the medals.
 - The security expertise.
 - The “mint” “jargon” used in the “Trencito” authorization document i.e. “abrase la matriz”.
 - The Mint produced a number of government embossing seals.
- The involvement of Bryant is also weak but plausible.
 - The “Trencito” and the 1869 Bryant’s medals have the same design and “paintbrush”.
 - They were produced within the same timeframe.
- The involvement of Britten is ruled out.
 - Britten produced years earlier (1864) a medal containing a more generic 2-2-2 locomotive and he might have influenced Bryant’s designs..
 - But Britten appears not working for the Lima Mint from around 1867 to 1877. He rejoins the Mint on 1878.
- It is currently unknown why that design was used. It was relatively common though, among medalists, to depict “old” locomotives when issuing railway commemorative medals.
 - One thing to note in this regard is that Pedro Davalos was the Mint’s ‘talla mayor’ while all these 2-2-2 medals were issued and that there is a 1868 medal attributed to him depicting a 2-2-2 locomotive in 1868.

After Thoughts



Visit to the Mint

- I had the opportunity to visit the Lima Mint just to find out that –all- of the molds and most of the lightweight equipment (bought in the 1858 Mint' renovation) were destroyed during the war with Chile.
- The older molds that they have correspond to some prototypes made in the UK for the Seated Liberty on 1884.

