

TRV1 / TRV2 - Thalys

1996

Presale: None emission: 2/06/1996 — folder N° 7 / 96 —
 Impression : MVTM (?)
 ± Format: stamps: 40.20 x 27.66 mm
 Perforation: 11½ Reproduction and printing: Stamp Printing Works Mechelen



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TRV1

Thalys



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TRV2

TRV3 / TRV5 -New "I11" train put into service

1997

Presale: None emission: 4/10/1997 — folder N° 18 / 97 —
 Impression : MVTM (?)
 ± Format: stamps: 40.20 x 27.66 mm
 Perforation: 11½ Reproduction and printing: Stamp Printing Works Mechelen



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TRV3

Car I 11



© bpost - SNCB

TRV4

Three-part motorized unit MS 96



© bpost - SNCB

TRV5

Electric locomotive type 13

TRV6 / TRV8 -Eurostar and Thalys

1998

Presale: 3-4/10/1998 emission: 3/10/1998 — folder N° 16 / 98 —
 Impression : MVTM (JG)
 ± Format: stamps: 40.20 x 27.66 mm
 Perforation: 11½ Reproduction and printing: Stamp Printing Works Mechelen



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TRV6



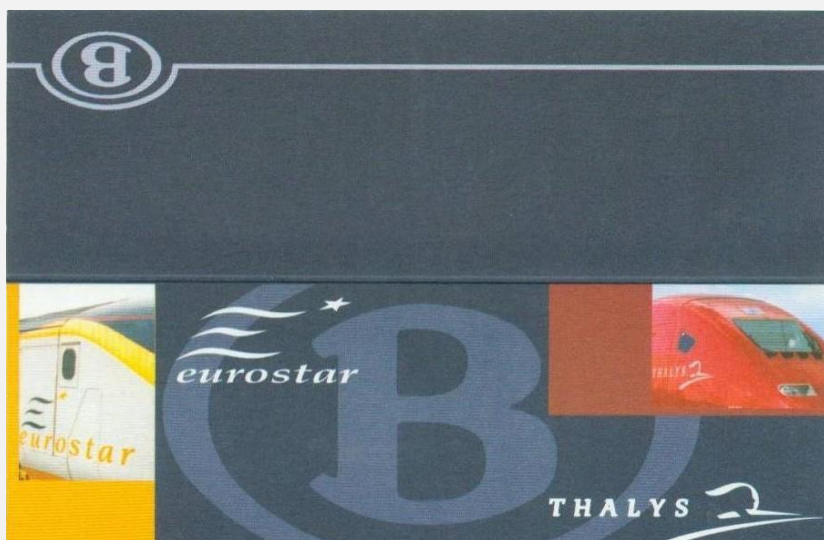
© bpost - SNCB

TRV7



© bpost - SNCB

TRV8

TRV6 / TRV8 -Eurostar & Thalys (folder in which the stamps were issued)(continued) **1998****Presale: 3-4/10/1998****emission: 3/10/1998****— folder N° 16 / 98 —****Impression : MVTM (JG)****± Format: stamps: 40.20 x 27.66 mm****Perforation: 11½****Reproduction and printing: Stamp Printing Works Mechelen**

Presale: 25-26/10/1999
+ 2/10/1999

emission: 3/10/1999

— Philanews N° 4 / 1999 (p. 34) —

Impression : MVTM (JG)

± Format: stamps: 27.66 x 40.20 mm

Perforation: 11½

Reproduction and printing: Stamp Printing Works Mechelen

© (B)

New uniforms for:



© bpost - SNCB

TRV9

man 1



© bpost - SNCB

TRV10

woman 1



© bpost - SNCB

TRV11

woman 2



© bpost - SNCB

TRV12

man 2

TRV13 -From the milestone to the year 2000 (Stamp of the TRV-BL1 block and block)

2000

Presale: ?

emission: ../01/2000

— Philanews No. ? / 2000 (p. ?) —

Impression : MVTM (JG)

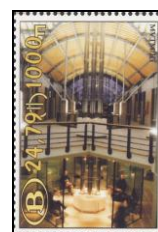
± Format: — stamp: 27.66 x 40.20 mm ;
— TRV-BL1 block: 120 x 85 mm

Perforation: 11½

Reproduction and printing: Stamp Printing Works Mechelen

© (B)

The TRV-BL1 block was sold in a folder with a block with postcard including a phone card



© bpost - SNCB

TRV13

Ottignies - Louvain-la-Neuve train station



© bpost - SNCB

Telecard

TRV-BL1 -From the milestone to the year 2000 (with folder, pad and postcard with phone card)

2000

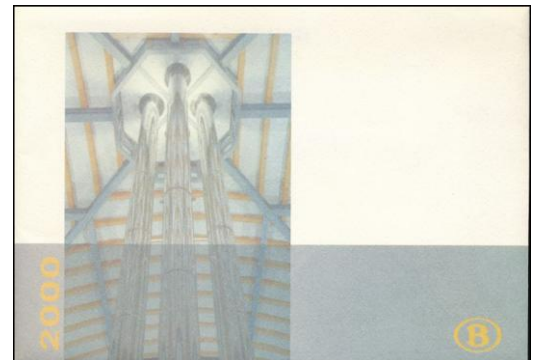
The TRV-BL1 block was sold in a folder with a block with postcard including a phone card

© (B)



© bpost - NMBS

Block TRV -BL1



© bpost - NMBS

Postkaart

Presale: 30/9/2000 +
1/10/2000

emission: 2/10/2000

— Philanews N° 5 / 2000 (p. 23) —

Impression : MVTM (JG)

— stamps TRV14-TRV15: 27.66 x 40.20 mm ;

± Format: — stamp TRV16; 48.7 x 38.26 mm ;

— TRV-BL1 block: 160 x 100 mm

Perforation: 11½

Reproduction and printing: Stamp Printing Works Mechelen

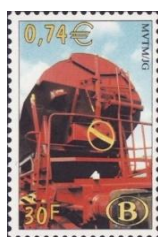
© (B)



© bpost - SNCB

TRV14

freight car 1



© bpost - SNCB

TRV15

freight car 2



© bpost - SNCB

TRV16

freight car 3



© bpost - SNCB

TRV17

freight locomotive



© bpost - SNCB

TRV-BL2

=► actually a sheet and not a specific block

Presale: 6-7/10/2001

emission: 8/10/2001

— Philanews N° 1 / 2001 (p. 27) —

Impression : MVTM (JG)

— stamps TRV18►TRV27: 40.20 x 27.66 mm;

± Format: —stamp TRV28 : 40.2 x 55 mm;

—TRV-BL3 block: 145 x 145 mm

Perforation: 11½

Reproduction and printing: Stamp Printing Works Mechelen



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TRV18

AM 96.



© bpost - SNCB

TRV19

Ostend train station.



© bpost - SNCB

TRV20

AR 41.



© bpost - SNCB

TRV21

Locomotive type 16.



© bpost - SNCB

TRV22

Locomotive type 13.



© bpost - SNCB

TRV23

Repainted locomotive type 16.



© bpost - SNCB

TRV24

I-11 railcar.



© bpost - SNCB

TRV25

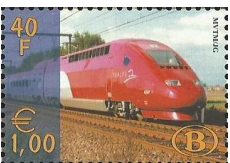
Eurostar.



© bpost - SNCB

TRV26

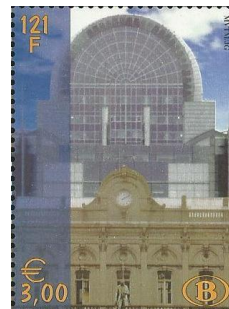
Charleroi train station.



© bpost - SNCB

TRV27

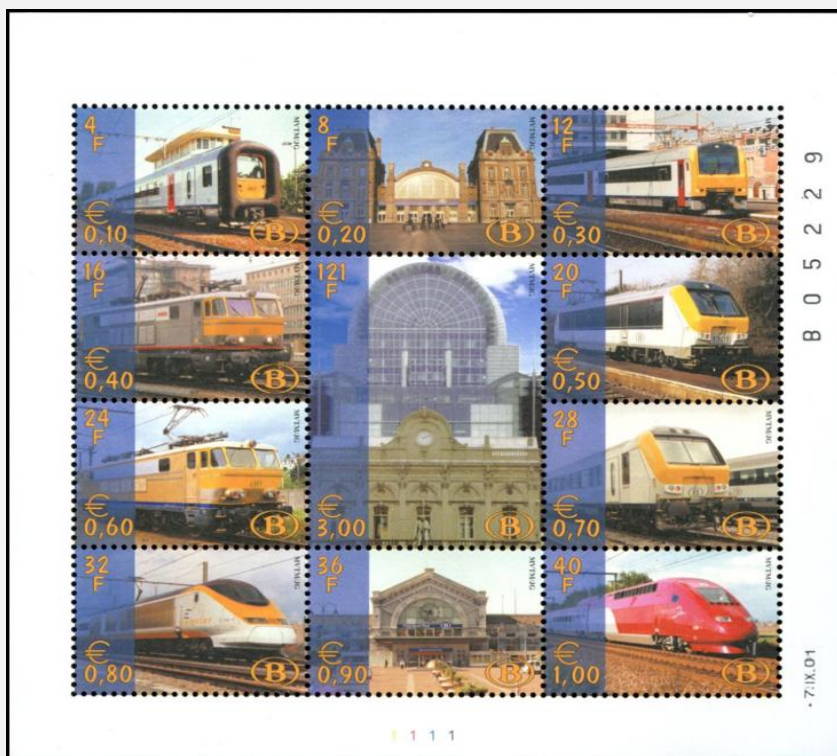
Thalys.



© bpost - SNCB

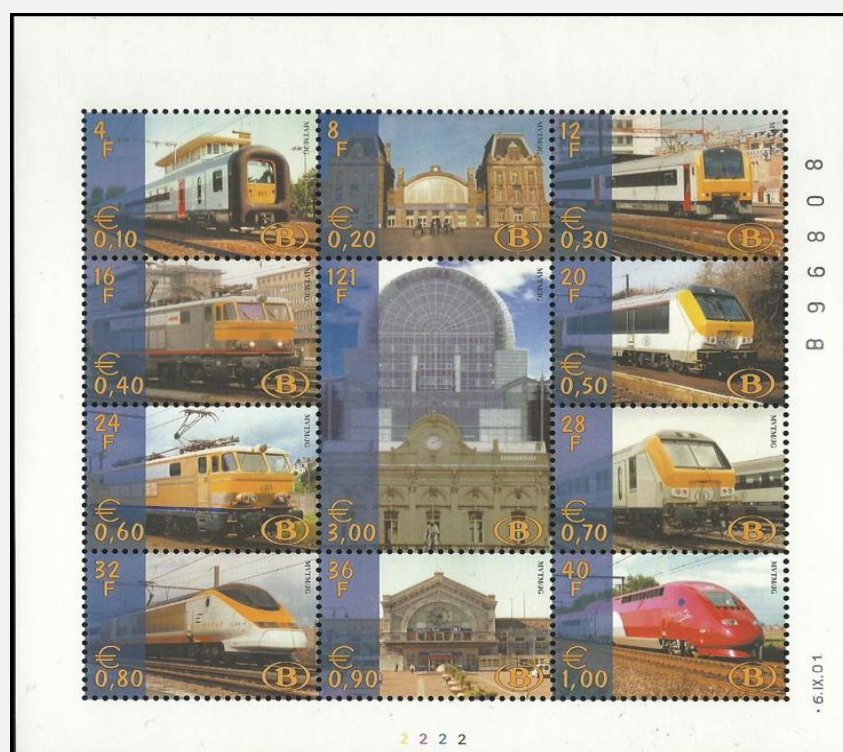
TRV28

Brussels-Luxembourg station.



© (B)

TRV-BL3pl1



© (B)

TRV-BL3pl2

**TRV29 / TRV31 - Brussels, 50 years of North-South connection
(stamps from TRV-BL4 block and block)**

2002



Presale: 5-6-10-
13/10/2002

emission: 5/10/2002

— Philanews N° 5 / 2002 (p. 31-35) —

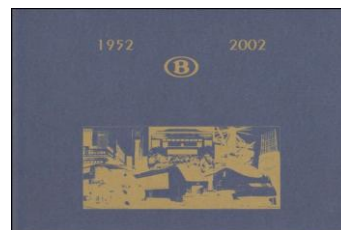
Impression : MVTM (JG)

special coverage ►

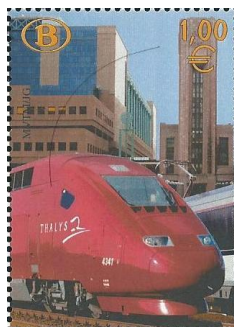
± **Format:** — stamps: 40.20 x 55.7 mm;
— TRV-BL4 block: 150 x 135 mm

Perforation: 11½

Reproduction and printing: Stamp Printing Works Mechelen



© (B)



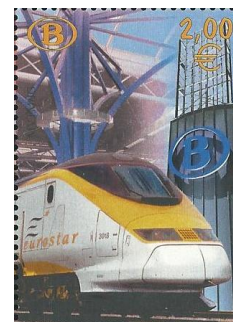
© bpost - SNCB

TRV29



© bpost - SNCB

TRV30



© bpost - SNCB

TRV31

Thalys and Brussels North station. I-11 locomotive and Brussels Central Station. Eurostar and Brussels-Midi station.

Copy of the stamp issued when the North-South link was put into service.



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TRV-BL4



Presale: 4-5/10/2003

emission: 6/10/2003

— Philanews N° 5 / 2003 (p. 32) —

Impression : MVTM (JG)

± Format: — stamps: *55.7 x 40.20 mm*;
 — TRV-BL5 block: *155 x 135 mm*

Perforation: *11½*

Reproduction and printing: Stamp Printing Works Mechelen



© bpost - SNCB

TRV32

King Leopold II's train?



© bpost - SNCB

TRV33

King Albert I is train?

royal trains



Presale: 4-5/10/2003 emission: 6/10/2003
Impression : MVTM (JG)

— Philanews N° 5 / 2003 (p. 32) —

© B

± Format: — stamps: 55.7 x 40.20 mm; — TRV-
BL6 block: 155 x 135 mm

Perforation: 11½

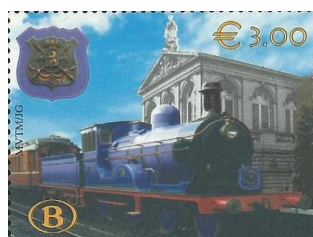
Reproduction and printing: Stamp Printing Works Mechelen



© bpost - SNCB

TRV34

King Leopold III's Train



© bpost - SNCB

TRV35

- .??

Royal trains



TRV36 / TRV38 -125th anniversary of the first railway stamp
(Stamps from block TRV-BL7 and block)

2004

(M.Z.)

Presale: 2-3/10/2004

emission: 4/10/2004

— Philanews N° 5 / 2004 (p. 24) —

© (B)

Impression : MVTM (JG)

± Format: — stamps: *55.7 x 40.20 mm;*
 — TRV-BL7 block: *190 x 65 mm*

Perforation: 11½

Reproduction and printing: Stamp Printing Works Mechelen



© bpost - SNCB

TRV36

folder

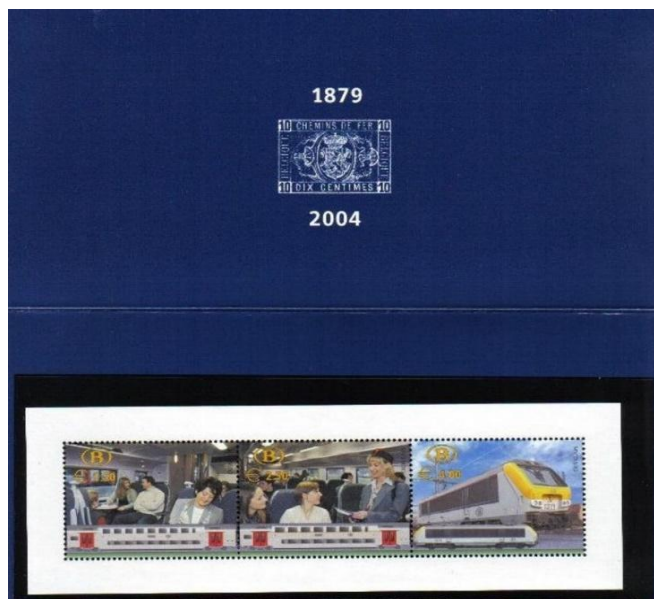
Passengers



© bpost - SNCB

TRV37

Passengers



© bpost - SNCB

TRV38

Repainted locomotive type 16.



© bpost - SNCB

TRV-BL7

(M.Z.)

TRV39 / TRV41 - The new structure of the SNCB group(Stamps from TRV-BL8 block and block)

2005

(M.2)

Presale: 1-2/10/2005

emission: 3/10/2005

— Philanews N° 5 / 2005 (p. 30) —

© (B)

Impression : MVTM (JG)

± Format: — stamps: 55.7 x 40.20 mm;
— TRV-BL8 block: 190 x 65 mm

Perforation: 11½

Reproduction and printing: Stamp Printing Works Mechelen



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TRV39

B-holding



© Infrabel

TRV40

Infrabel.

folder



© bpost - SNCB

TRV41

SNCB.



© B) -Holding - Infrabel - SNCB

TRV-BL8

(M.2)

TRV42 / TRV47 -The steam era after the 40th anniversary of the last steam passenger train between Aat and Denderleeuw on 20 December 1966. (stamps from TRV-BL9 block 2006 and block)

(M.2)

Presale: 7/10/2006

emission: 9/10/2006

— Philanews N° 4 / 2006 (p. 40) —

Impression : (B) HOLDING



± Format: — stamps: *40.20 x 27.66 mm*;
— TRV-BL8 block: *125 x 165 mm*

Perforation: 11½

Reproduction and printing: Stamp Printing Works Mechelen



©Bpost -©(B)-Holding

TRV42

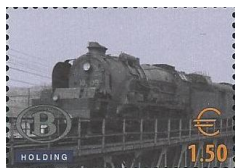
steam train 1



©Bpost -©(B)-Holding

TRV43

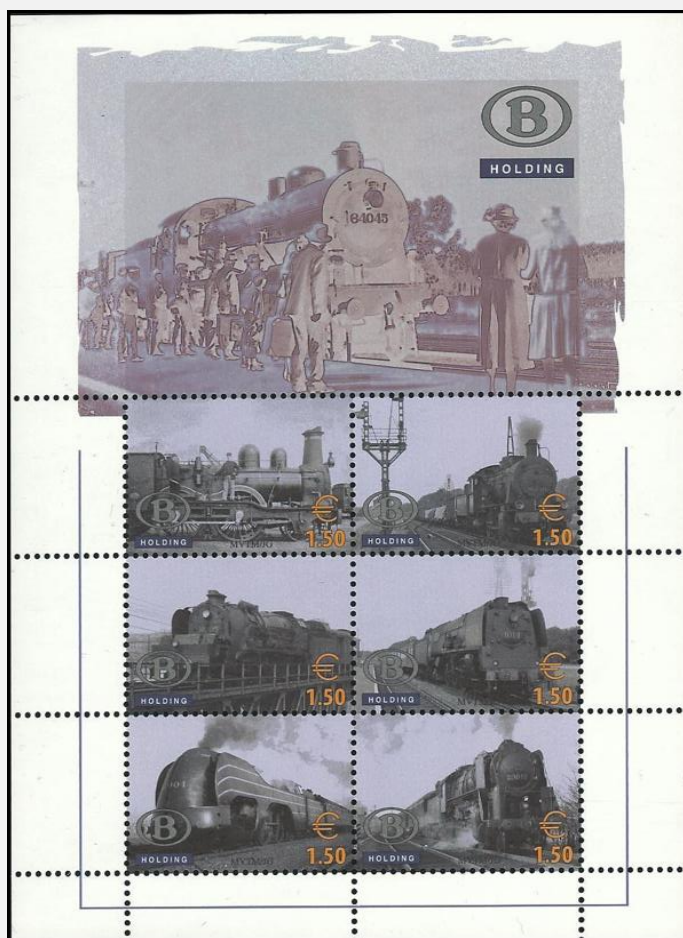
steam train 2



©Bpost -©(B)-Holding

TRV44

steam train 3



© bpost - SNCB

TRV-BL9



©Bpost -©(B)-Holding

TRV45

steam train 4



©Bpost -©(B)-Holding

TRV46

steam train 5



©Bpost -©(B)-Holding

TRV47

steam train 6

(M.2)

TRV48 / TRV50 -From steam to electricity (stamps from the TRV-BL10 block & block) following its presence at Belgica '06

2006

Presale: 10/07/2006 ?

emission: 9/10/2006 ?

— Philanews N° 5 / 2006 (p. 51) —

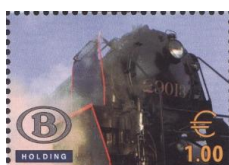
Impression :  **HOLDING**

± Format: — stamps: *40.20 x 27.66 mm*;
— TRV-BL10 block: *80 x 162 mm*

Perforation: *11½*

Reproduction and printing: Stamp Printing Works Mechelen

From steam to electricity



©Bpost -©(B)-Holding

TRV48

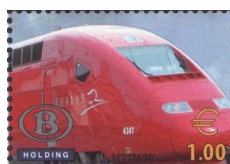
type: ?



©Bpost -©(B)-Holding

TRV49

type: ?



©Bpost -©(B)-Holding

TRV50

type: ?



©Bpost -©(B)-Holding

TRV-BL10

(blocks composed of blocks **TRV-B9** & **TRV-BL10** :**TRV-BL11** & **TRV-BL11A** ► numbered version (1-700ex)
specially for Belgica 2006)

Presale: 10/07/2006 ?

emission: 9/10/2006 ?

— Philanews N° 5 / 2006 (p. 51) —

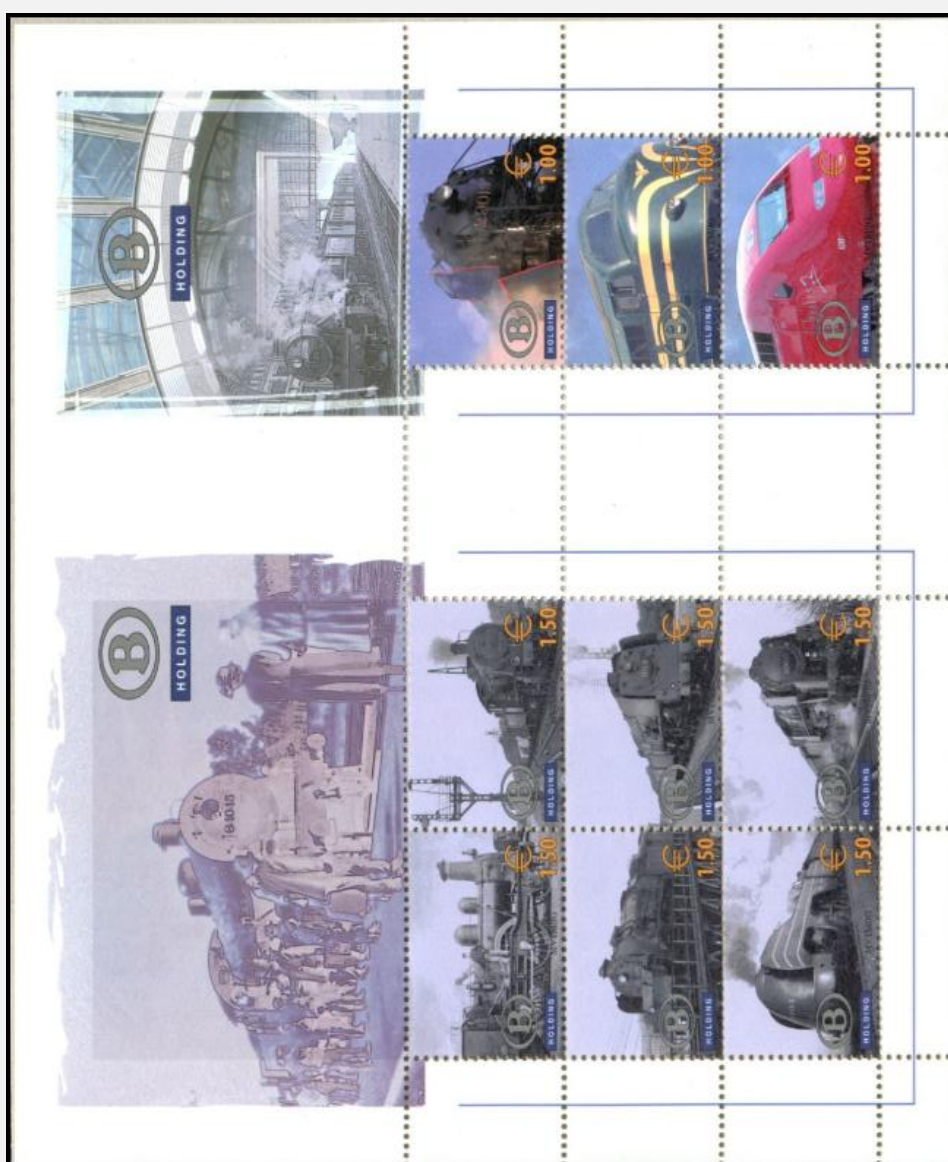
Impression :  **HOLDING**



± Format: — stamps: **40.20 x 27.66 mm;**
— **TRV-BL11 block: 205 x 170 mm**

Perforation: 11½

Reproduction and printing: Stamp Printing Works Mechelen



TRV-BL11A Block - From steam to electricity

2007

(M.2)

(blocks composed of blocks **TRV-B9** & **TRV-BL10** : **TRV-BL11** & **TRV-BL11A** ► numbered version (1-700ex)
specially for Belgica 2006)

Presale: 10/07/2006 ?

emission: 9/10/2006 ?

— Philanews N° 5 / 2006 (p. 51) —

Impression : (B) HOLDING

± Format: — stamps: 40.20 x 27.66 mm;

TRV-BL11a block (numbered) : 205 x 170 mm

Perforation: 11½

Reproduction and printing: Stamp Printing Works Mechelen



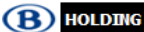
TRV51 -100th anniversary of the birth of Hergé (stamp from block TRV-BL12 or TRV-BL12A + blocks & envelopes)

2007

- block **TRV-B112** unnumbered version - block **TRV-B112A** : numbered version (1-4200ex) during the event 'Vive le train' at Bruxelles-Midi)



Presale: 15-16/09/2007 emission: 18/09/2007

Impression :  **drawing: Hergé / Moulinsart**

— stamps: **76 x 54 mm;**

— **TRV-BL12 block** (without number) : **155 x 115 mm;**

± Format: — envelope (without number) : **170 x 130 mm ;**

— **TRV-BL12A block** (numbered) : **155 x 115 mm;**

— envelope (numbered) : **170 x 130 mm**

Perforation: 11½

— Philanews N° 4 / 2007 (p. 48) —

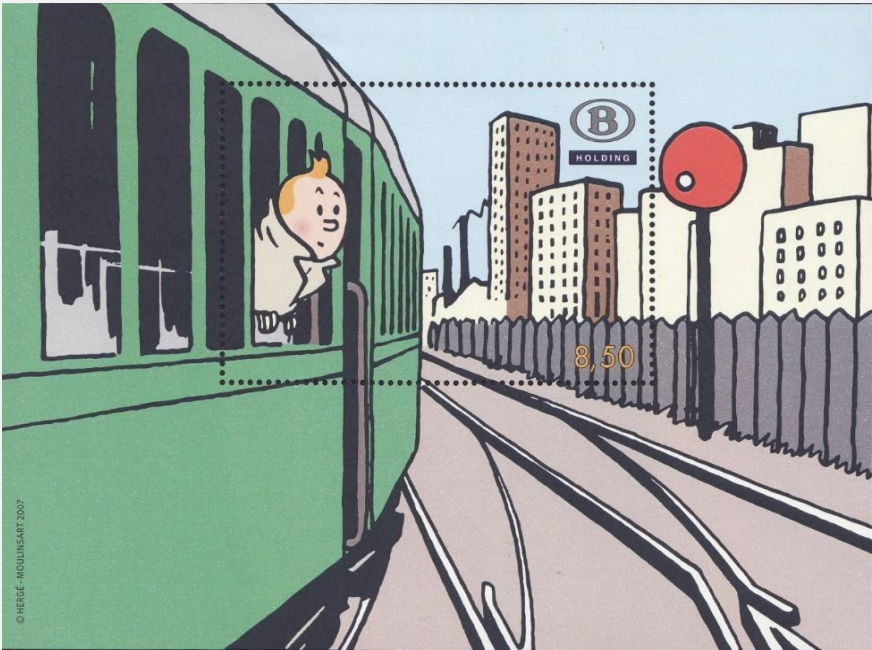
Reproduction and printing: Stamp Printing Works Mechelen



©Bpost -©(B)-Holding

TRV51

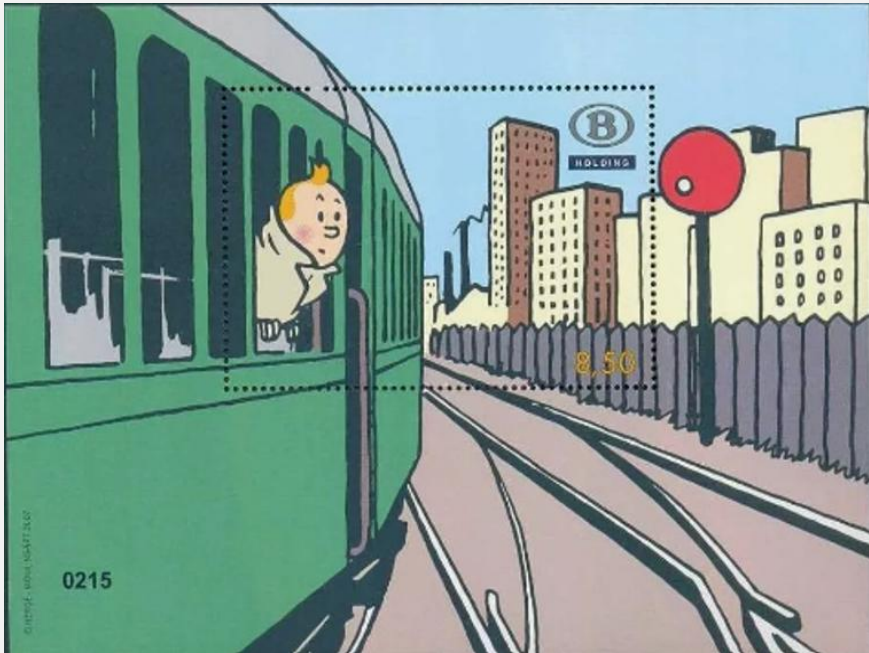
Hergé



©Bpost -©(B)-Holding
TRV-BL12



©Bpost -©(B)-Holding
TRV-BL12 - cover



©Bpost -©(B)-Holding

TRV-BL12A (numbered)



©Bpost -©(B)-Holding

TRV-BL12A -cover (numbered)

TRV52 / TRV53 - Trans-Europ-Express(Stamps from block TRV-BL13 and block)

2007

Presale: 6/10/2007

emission: 9/10/2007

— Philanews N° 4 / 2007 (p. 49) —

Impression :  **HOLDING**

± Format: — stamps: 40.20 x 27.66 mm;
— TRV-BL13 block: 166 x 80 mm

Perforation: 11½

Reproduction and printing: Stamp Printing Works Mechelen



©Bpost -©(B)-Holding

TRV52

locomotive series 18



©Bpost -©(B)-Holding

TRV53

VR 11.5 locomotive



©Bpost -©(B)-Holding

TRV-BL13

TRV54 / TRV57 - Unification of Time (Stamps from block TRV-BL14 and block)

Presale: 4/10/2008

emission: 7/10/2008

— Philanews N° 4 / 2008 (p. 30) —

Impression : (B) HOLDING

± Format: — stamps: *40.20 x 27.66 mm*;
— TRV-BL14 block: *106 x 166 mm*

Perforation: *11½*

Reproduction and printing: Stamp Printing Works Mechelen



©Bpost -©(B)-Holding

TRV54

Motor vehicle 66.



©Bpost -©(B)-Holding

TRV55

L11 trailer



©Bpost -©(B)-Holding

TRV56

Electric locomotive type 101



©Bpost -©(B)-Holding

TRV57

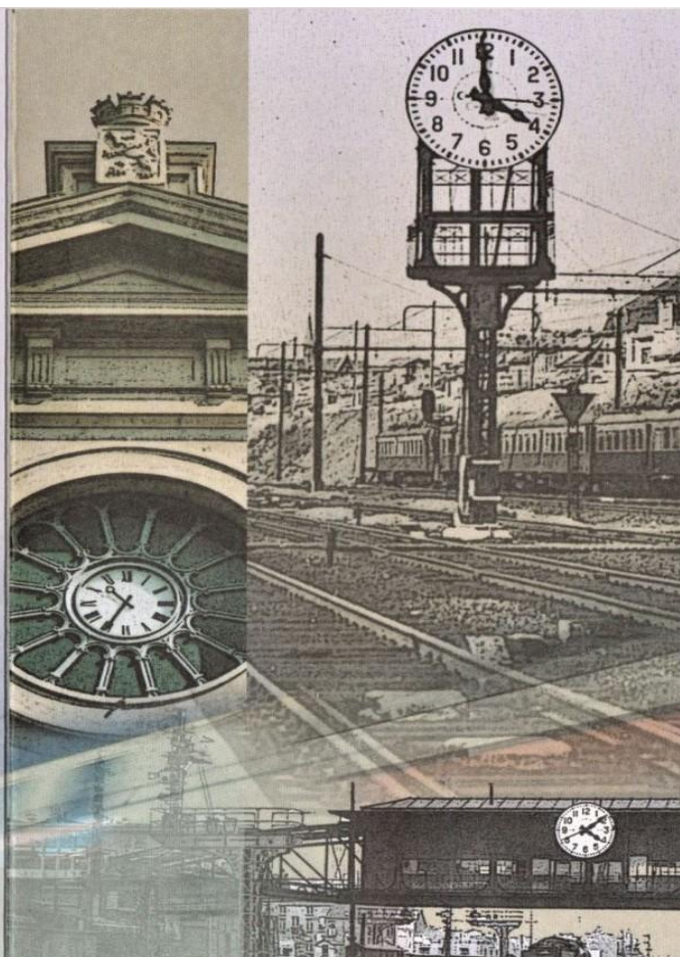
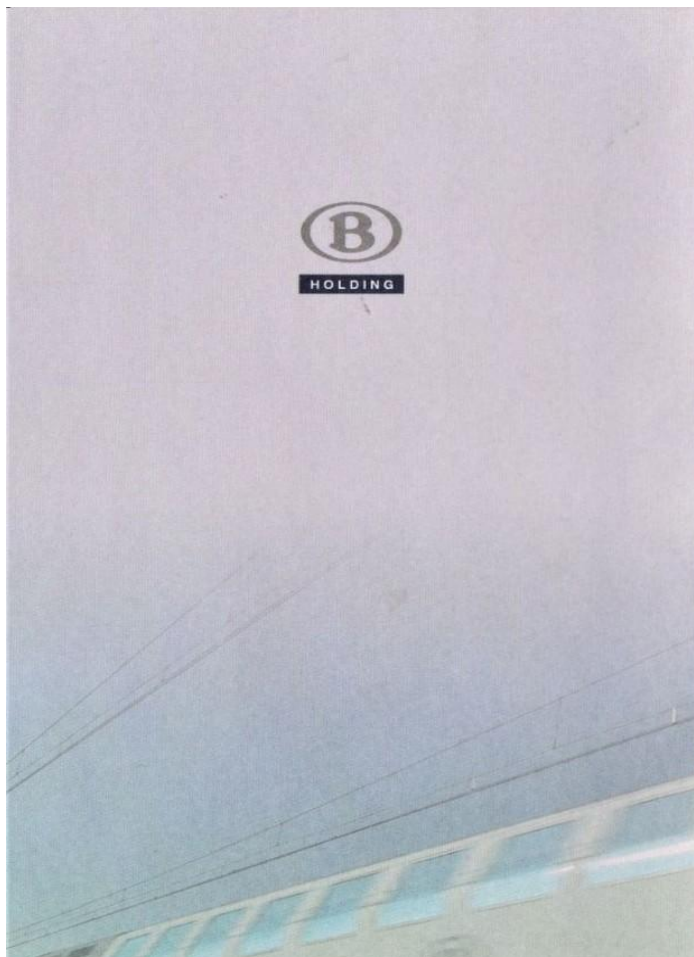
steam locomotive type 26



©Bpost -©(B)-Holding

TRV-BL14

folder fore and after view



L'unification du temps

L'heure sur la bonne voie

Avec l'essor de l'industrialisation au 19ème siècle, les montres et les horloges allaient faire partie intégrante de la vie de tous les jours. Une place de choix leur était d'ailleurs réservée dans les gares !

C'est grâce aux chemins de fer que les différentes heures locales (temps solaire) ont été uniformisées ; ce qui permit la mise sur pied d'un horaire des trains. Vers 1840, toutes les gares et les villes de Belgique se sont alignées sur l'heure de Bruxelles et en 1892, la Belgique a été le premier pays du continent européen à passer à l'heure standard internationale, appelée heure de Greenwich ou heure ferroviaire.

Eenmaking van de tijd

De tijd op het juiste spoor

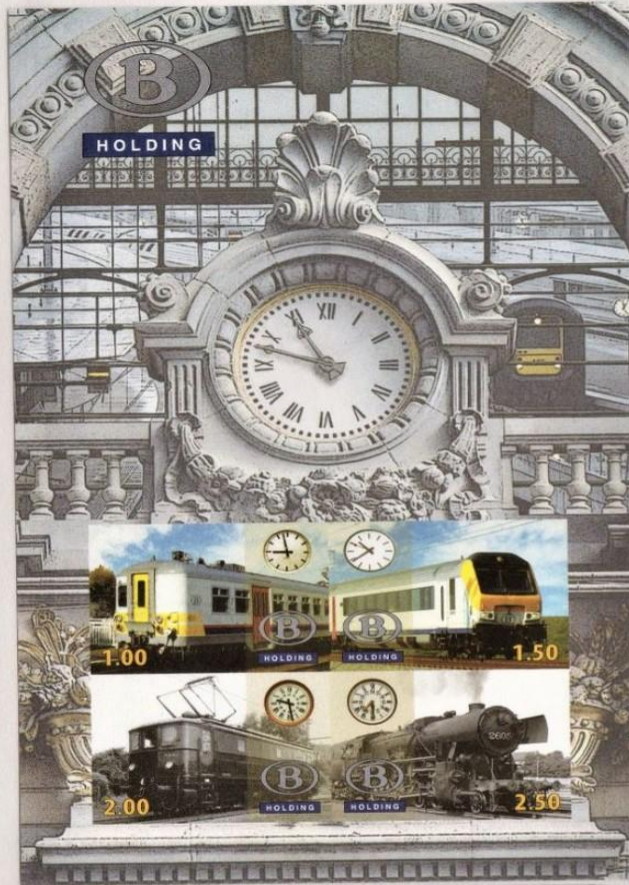
Met de industrialisering in de 19e eeuw gingen horloges en klokken gaandeweg een vast onderdeel van het dagelijkse leven uitmaken. Ook in de stations kregen ze een prominente plaats.

Het is zelfs dankzij de spoorwegen dat de verschillende lokale tijden (zonnetijd) werden geuniformiseerd; dat maakte het mogelijk een duidelijke dienstregeling op te stellen. Rond 1840 namen alle stations en steden van het land de Brusselse tijd aan en in 1892 stapte België als eerste land op het Europese continent over op de internationale standaardtijd, de zogenaamde Greenwich tijd of spoorwegtijd.

- 1 Automotrice double AM 66 modernisée (1966, modernisée au début des années 1990)
- 2 Voiture-pilote I 11 (1997)
- 3 Première locomotive électrique de la SNCB, type 101 (1949)
- 4 Locomotive à vapeur type 26 (1945)



- 1 Gerenoveerd tweeledig motorrijtuig 66 (1966, gerenoveerd begin jaren 1990)
- 2 Stuurrijtuig I 11 (1997)
- 3 Eerste elektrische locomotief van de NMBS, type 101 (1949)
- 4 Stoomlocomotief type 26 (1945)



Presale: 19-20/09/2009

emission: 28/09/2009

— Philanews N° 4 / 2009 (p. 30) —

Impression : (B) HOLDING



± Format: — stamps: 40.20 x 27.66 mm;

— TRV-BL15 & TRV-BL15A block (numbered) : 150 x 100 mm

Perforation: 11 1/2

Reproduction and printing: Stamps Production Belgium

1

2

view

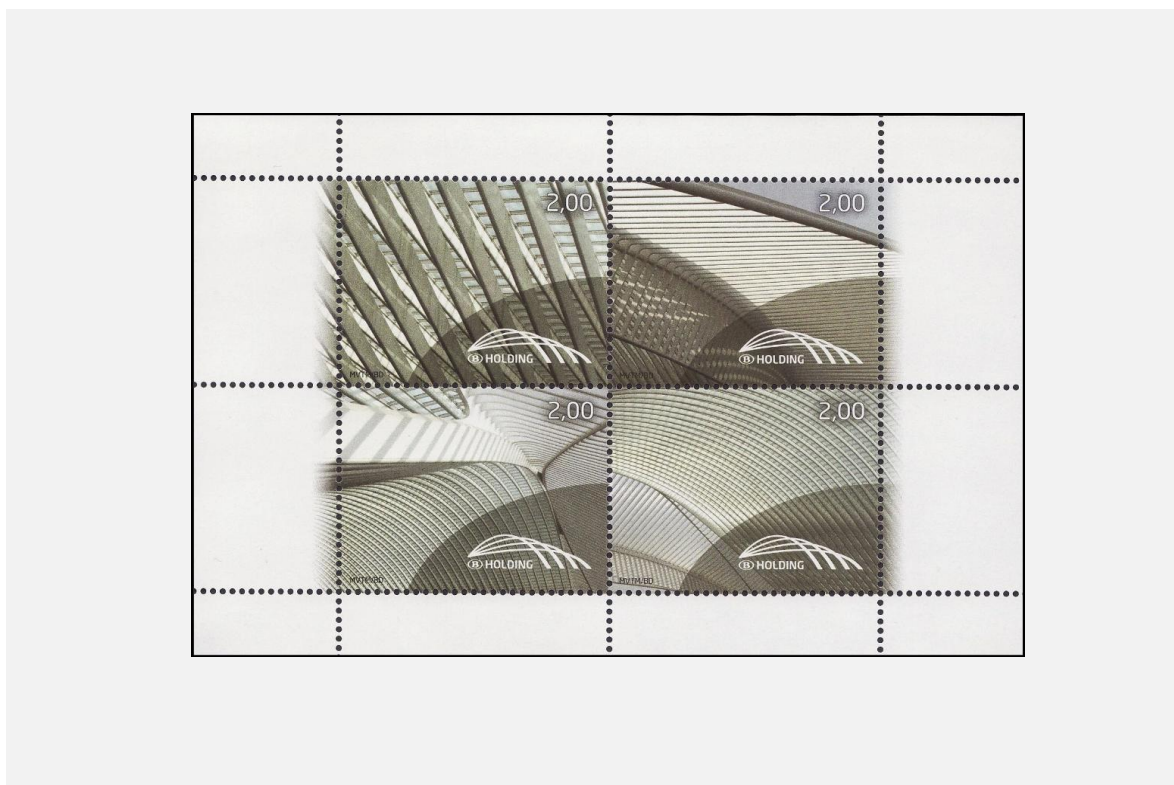
3

4



©Bpost -©(B)-Holding

TRV58 - TRV59 - TRV60 - TRV61



©Bpost -©(B)-Holding

TRV-BL15

(Sheet called block here and numbered) with 4 stamps

presented in a matching folder and envelope.



TRV58 / TRV61 - The new Liège-Guillemins station (stamps from block TRV-BL15 & block 2009

(continued)



folder fore and after view



Liège-Guillemins

18, 19 et 20 septembre 2009

D'une exceptionnelle beauté, plus accessible, plus confortable et résolument tournée vers le futur, fruit d'un design audacieux et de la maîtrise technique, la nouvelle gare de Liège-Guillemins est une œuvre majeure du célèbre architecte espagnol Santiago Calatrava. Elle se caractérise par sa marquise de quai élancée et transparente, toute constituée de verre et d'acier, reposant sur une structure en béton à matrice organique. Conçue comme une place couverte à plusieurs niveaux, elle constitue une composante dynamique du tissu urbain et noue un dialogue fort avec la ville.

Luik-Guillemins

18, 19 en 20 september 2009

Mooier, toegankelijker, comfortabeler en resoluut gericht op de toekomst. Gedurfde vormgeving en technisch meesterschap. Het nieuwe station Luik-Guillemins, een ontwerp van de bekende Spaanse architect Santiago Calatrava, wordt gekenmerkt door de slanke, transparante overkapping in glas en staal op een organisch gevormde onderbouw van beton. Ontworpen als een overdekt plein met verschillende niveaus vormt het een dynamisch onderdeel van het stadsweefsel en versterkt het de dialoog met de stad.

Presale: 3/10/2009

emission: 8/10/2009

— Philanews N° 4 / 2009 (p. 30) —



Impression : (B) HOLDING

± Format: — stamps: 27.66 x 48.7 mm;
— TRV-BL16 block: 110 x 110 mm

Perforation: 11½

Reproduction and printing: Stamps Production Belgium



©Bpost -©(B)-Holding

TRV62

The painting "Gare la nuit" by Paul Delvaux



©Bpost -©(B)-Holding

TRV-BL16

TRV63 / TRV66 -Antwerp Central (stamps from block TRV-BL17 and block)

2010

Presale: 9/04/2010

emission: 19/04/2010

— Philanews N° 2 / 2010 (p. 29) —

Impression : (B) HOLDING



± Format: — stamps: 40.20 x 27.66 mm;
— TRV-BL17 block: 205 x 95 mm

Perforation: 11½

Reproduction and printing: Stamps Production Belgium?



Antverpia 2010 (Central Station)



©Bpost -©(B)-Holding

TRV63

Antverpia 2010 (blue)



©Bpost -©(B)-Holding

TRV64

Antverpia 2010 (green)



©Bpost -©(B)-Holding

TRV65

Antverpia 2010 (orange)



©Bpost -©(B)-Holding

TRV66

Antverpia 2010 (purple)



©Bpost -©(B)-Holding

TRV-BL17



cover ▶



Block in folder ▼



Antwerpen-Centraal, een monument dat blijft verbazen!

Het station Antwerpen-Centraal, ook wel Middenstatie genoemd, werd gebouwd tussen 1899 en 1905. Dit juweel van spoorwegaanbouw is van de hand van architect Louis de la Censerie, terwijl ingenieur C. Van Bogaert de prachtige stationsoverkapping ontwierp.

In 1975 werd het station geklasseerd als beschermd monument; in 1985 werd begonnen met de renovatie. Met de aanleg van de noord-zuidverbinding werd het klaargestoomd voor de komst van de hogesnelheidstrein. Op 25 september 2009 werd het volledig gerenoveerde en getransformeerde station ingehuldigd door Prins Filip.

Anvers-Central, un monument qui ne cesse d'étonner !

La gare d'Anvers-Central -appelée également "Middenstatie"- a été construite entre 1899 et 1905. Ce joyau de l'architecture ferroviaire est l'œuvre de l'architecte Louis de la Censerie, tandis que la superbe marquise de gare a été conçue par l'ingénieur C. Van Bogaert.

En 1975, la gare a été classée comme monument protégé; en 1985, on a entamé sa rénovation. La construction de la jonction nord-sud a permis de la préparer pour recevoir les trains à grande vitesse. La gare, entièrement renouvelée et transformée, a été inaugurée le 25 septembre 2009 en présence de S.A.R. le Prince Philippe.



Historical stamping: 5/05/2010

presale: 8/05/2010

emission: 10/05/2010

Impression : (B) HOLDING

— Philanews N° 3 / 2010 (p. 29) —

± Format: — stamp: 48.75 x 38.15 mm;
— TRV-BL18 block: 150 x 100 mm

Perforation: 11½

Paper : gummed without phosphorus

Reproduction and printing: Stamps Production Belgium



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TRV67

The beginnings of the Belgian railways



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TRV-BL18

(numbered edition in a special folder and cover)

Historical stamping: 5/05/2010

pre-sale: 8/05/2010

issue 10/05/2010

Impression : (B) HOLDING

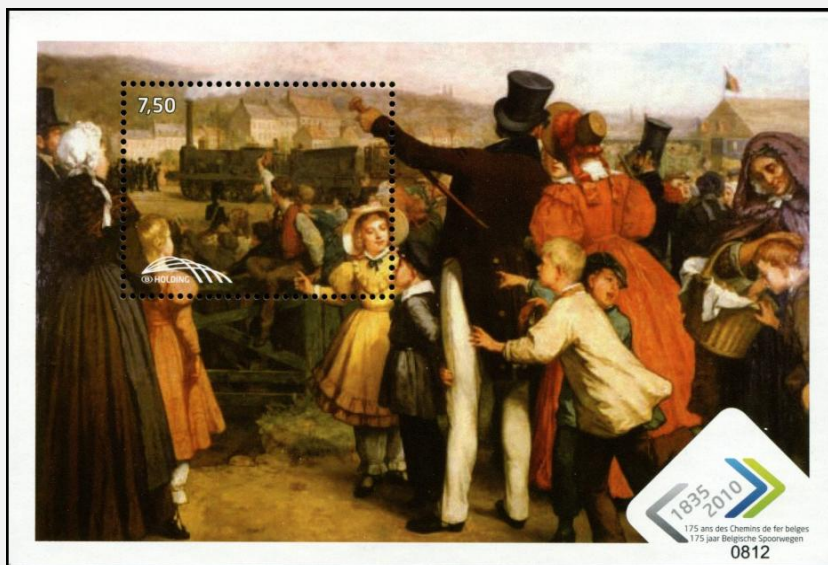
— Philanews N° 3 / 2010 (p. 29) —

± Format: — stamp: 48.75 x 38.15 mm;
— TRV-BL18A block: 150 x 100 mm

Perforation: 11½

Paper : gummed without phosphorus

Reproduction and printing: Stamps Production Belgium



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TRV-BL18A (numbered)



Illustration of a special folder and a cover

Presale: None

emission: 12/09/2010

— Philanews N° 5 / 2010 (p. 29) —

Impression : Luc Morjeau

± Format: — stamps: 40.20 x 27.66 mm;
— TRV-BL19 block: 200 x 95 mm

Perforation: 11½

Reproduction and printing: ?



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TRV68

Exterior Car M6 + Brussels Clock



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TRV69

Interior of the M16 wagon + Brussels clock



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TRV70

Roff M16 car in Brussels Central



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TRV71

Brussels Central



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TRV-BL19

(numbered edition in a special folder and cover)

Presale: None

emission: 12/09/2010

— Philanews N° 5 / 2010 (p. 29) —

Impression : (B) HOLDING

± Format: — stamps: 40.20 x 27.66 mm;
— TRV-BL19A block: 200 x 95 mm

Perforation: 11 1/2

Reproduction and printing: ?



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TRV-BL19A (numbered)

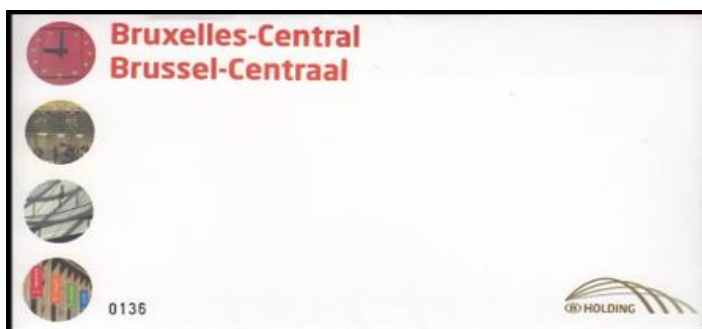


Illustration of a special folder and a cover

Presale: 4/06/2011

emission: 06/04/2011 ?

— Philanews N° 3 / 2011 (p. 7) —

Impression : Luc Morjaeu

± Format: — stamps: 40.20 x 29.6 mm;
— TRV-BL20 block: 155 x 100 mm

Perforation: 11½

Reproduction and printing: Stamps Production Belgium



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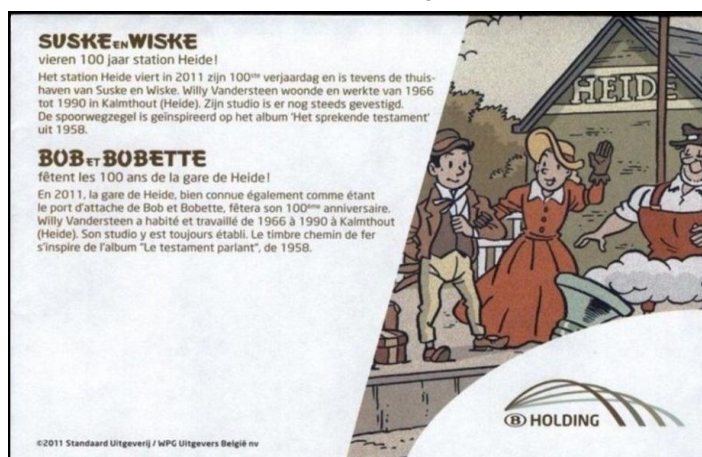
TRV72

Bob and Bobette at Heide station.



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TRV-BL20



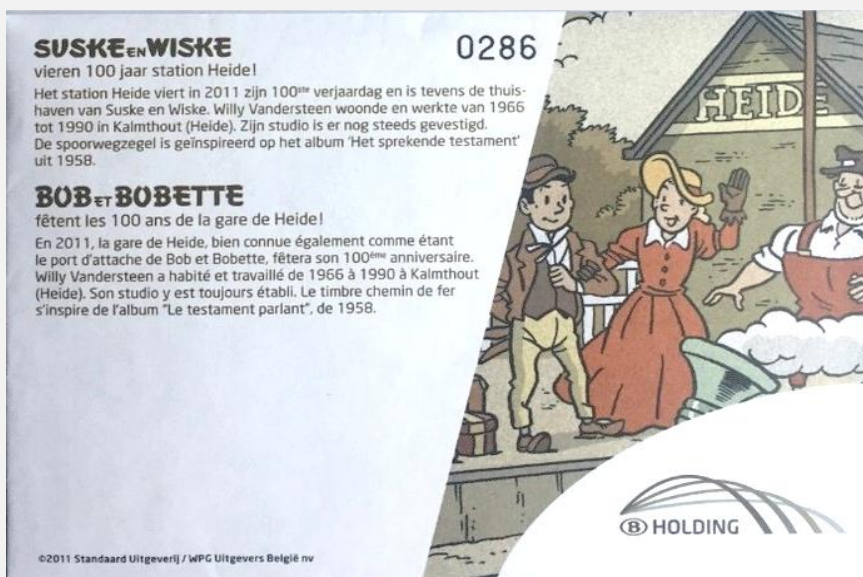
backside

Presale: 4/06/2011 emission: 06/04/2011 ? — Philanews N° 3 / 2011 (p. 7) —
 Impression : Luc Morjaeu
 ± Format: — stamps: 40.20 x 29.6 mm;
 — TRV-BL20A block: 155 x 100 mm
 Perforation: 11½
 Reproduction and printing: Stamps Production Belgium



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TRV-BL20A (numbered)



Presale: 29/10/2011 emission: 10/31/2011 ? — Philanews N° 5 / 2011 (p. 28) —
Impression : Samuel Durt

± Format: — stamps: 27.66 x 40.20 mm;
— TRV-BL21 block: 150 x 100 mm

Perforation: 11½

Reproduction and printing: Stamps Production Belgium



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TRV73

Diesel locomotive type 200.



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TRV74

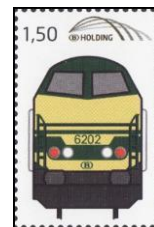
Diesel locomotive type 205



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TRV75

Diesel locomotive type 210



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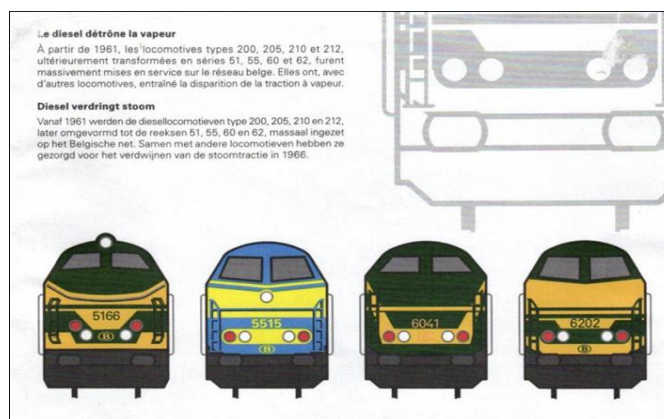
TRV76

Diesel locomotive type 212



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TRV-BL21



backside

Presale: 21/04/2012

emission: 22/04/2012

— Philanews N° 2 / 2012 (p. 16) —

Impression : Francois Schuiten

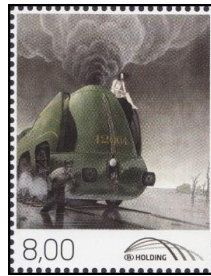
± Format: — stamps: *38.30 x 48.70 mm*;
— TRV-BL22 block: *100 x 150 mm*

Perforation: *11½*

Reproduction and printing: Stamps Production Belgium



Type 12 Atlantic.



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TRV77



Presale: 21/04/2012

emission: 22/04/2012

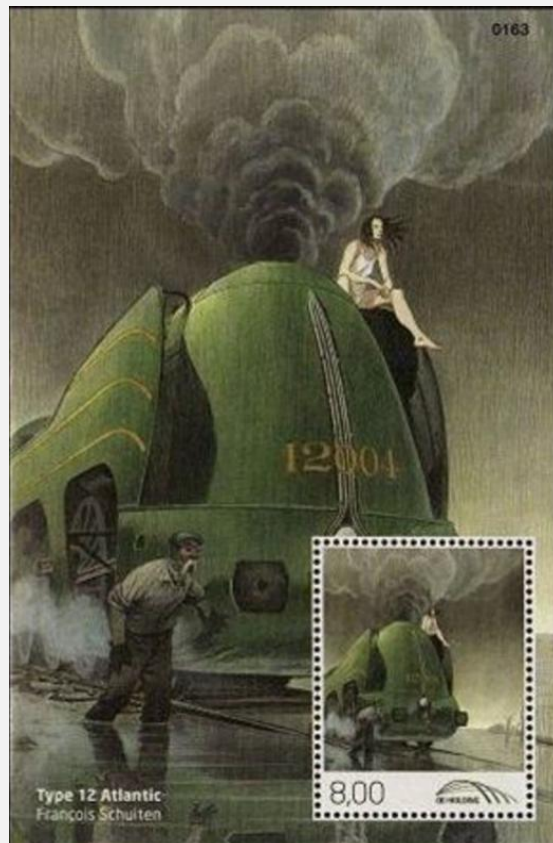
— Philanews N° 2 / 2012 (p. 16) —

Impression : Francois Schuiten

± Format: — stamps: 38.30 x 48.70 mm; — TRV-BL22A block: 100 x 150 mm

Perforation: 11½

Reproduction and printing: Stamps Production Belgium



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TRV-BL20A (numbered)



Illustration of the special folder (left side)

Presale: 24-25/11/2012 emission: 26/11/2012 — Philanews N° 5 / 2012 (p. 18) —
Impression : ??

± Format: — stamps: **38.30 x 48.70 mm**;
— TRV-BL22 block: **100 x 150 mm**

Perforation: **11 ½**

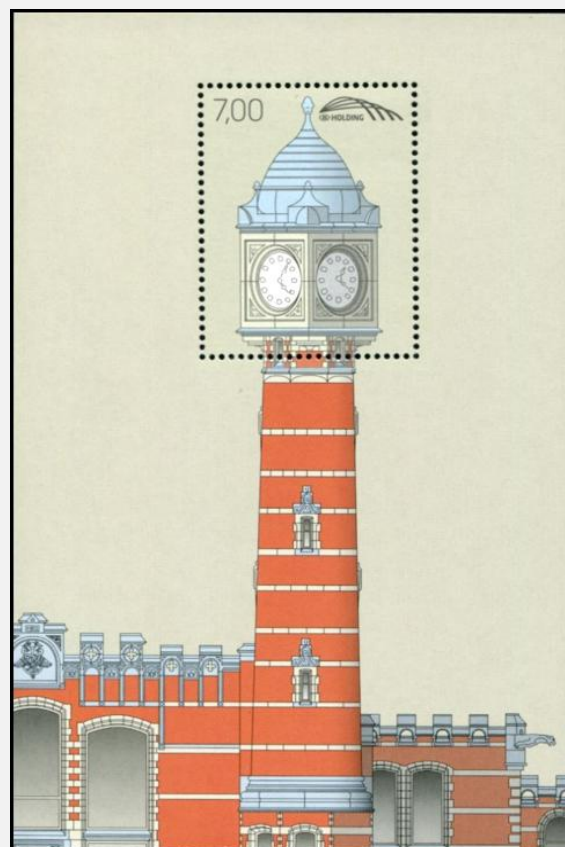
Reproduction and printing: **Stamps Production Belgium**



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TRV78

100 years of Ghent-Saint-Pierre station



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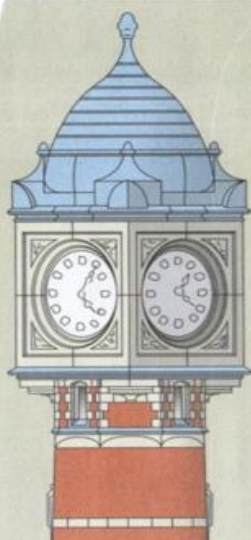
TRV-BL23

100 jaar station Gent-Sint-Pieters

Het station Gent-Sint-Pieters, een ontwerp van Louis Cloquet, werd gebouwd aan de vooravond van de Wereldtentoonstelling van 1913. Vanaf de opening op 19 november 1912, wercht de motor voor de ontwikkeling van een heel nieuw stadsdeel. Een eeuw later staan we voor een operatie van dezelfde omvang: het station en zijn omgeving aanpassen aan de behoeften van de 21^e eeuw.

Les 100 ans de la gare de Gand-Saint-Pierre

La gare de Gand-Saint-Pierre, conçue par Louis Cloquet, fut construite à la veille de l'Exposition Universelle de 1913. Dès l'ouverture, le 19 novembre 1912, elle devient le moteur du développement d'un nouveau quartier de la ville. Un siècle plus tard, nous sommes confrontés à un chantier de la même ampleur: adapter la gare et ses environs aux besoins du 21^e siècle.



issued in folder ? cover ?

TRV-BL23A - 100 years of Ghent-Saint-Pieters station (numbered)

2012

Presale: 24-25/11/2012 emission: 26/11/2012

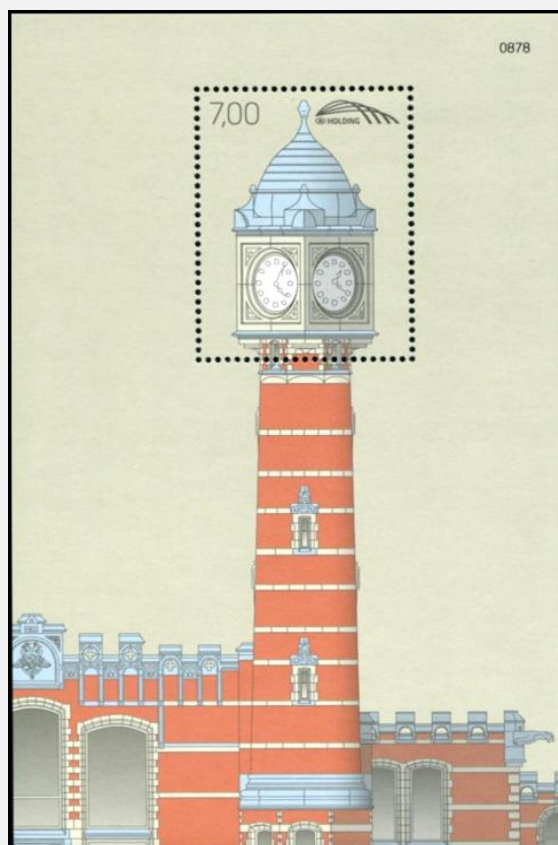
— Philanews N° 5 / 2012 (p. 18) —

Impression : ??

± Format: — stamps: *38.30 x 48.70 mm*;
— TRV-BL23A block: *100 x 150 mm*

Perforation: *11½*

Reproduction and printing: Stamps Production Belgium



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TRV-BL23A (numbered)

(published in a folder? and the cover is not shown here)

Presale: 21-22/09/2013 emission: 30/09/2013 — Philanews N° 4 / 2013 (p. 20) —
Impression : ??

± Format: — stamps: *31.30 x 38.30 mm*;
— TRV-BL24 block: *100 x 150 mm*

Perforation: *11½*

Reproduction and printing: Stamps Production Belgium

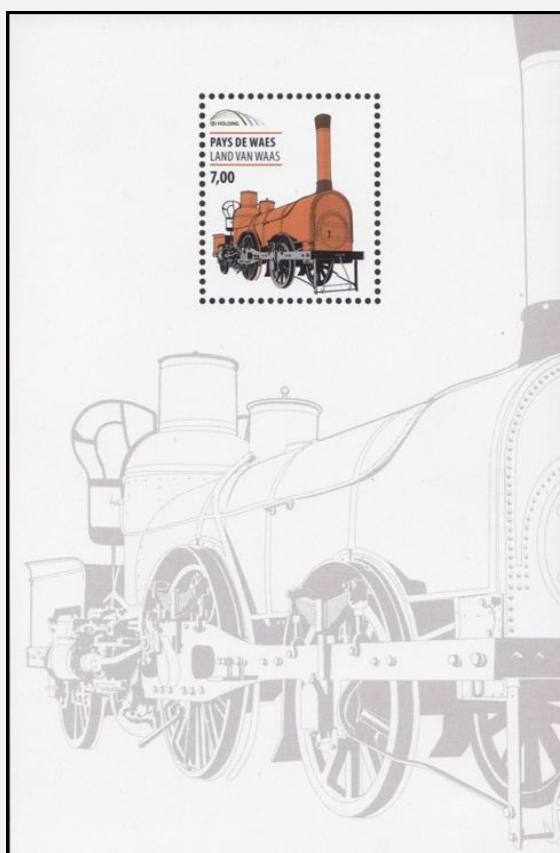


Locomotive "Land van Waas"



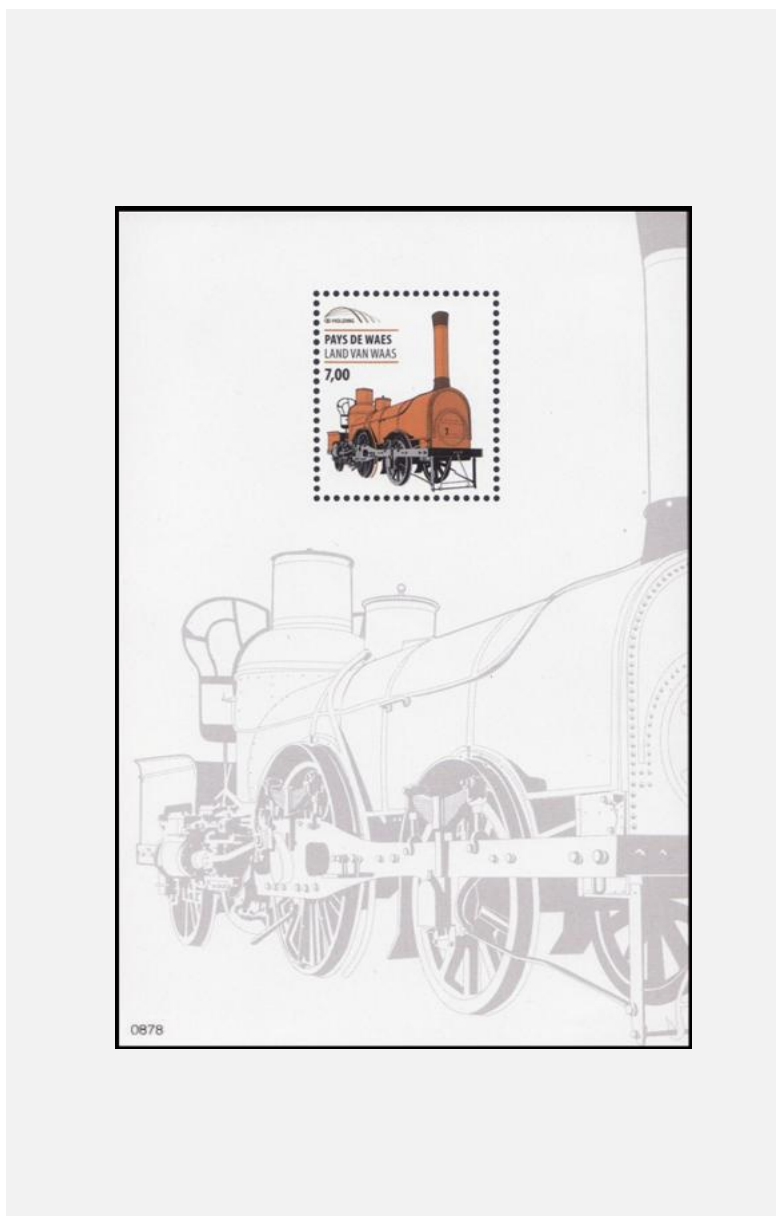
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TRV79



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TRV-BL24

TRV-BL24A - "Land van Waas" locomotive (numbered in the folder? and with envelope)**2013****Presale: 21-22/09/2013 emission: 30/09/2013****— Philanews N° 4 / 2013 (p. 20) —****Impression : ??****± Format:** — stamps: *31.30 x 38.30 mm*;
— TRV-BL24 block: *100 x 150 mm***Perforation: 11½****Reproduction and printing: Stamps Production Belgium**

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TRV-BL24A (numbered)