

Pioneers of the Industrial Revolution A

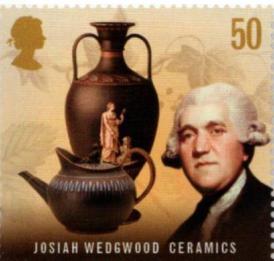


EIGHT STAMPS honouring leading figures in Britain's Industrial Revolution in the 18th and 19th centuries go on sale at Post Office branches and Royal Mail Tallents House on 17 March. The stamps comprise four se-tenant pairs of 1st class, 50p, 56p, and 72p stamps depicting: Matthew Boulton, manufacturer and engineer, and James Watt, developer of the steam engine (1st); Richard Arkwright, textile manufacturer and the inventor of the 'Spinning Jenny', and Josiah Wedgwood, founder of the famous ceramics firm (50p); George Stephenson, railway engineer, famed for the Stockton & Darlington Railway, and Henry Maudslay, inventor of the lathe (56p); and James Brindley, canal engineer, and John McAdam, the famous road builder (72p). The stamps were designed by Webb & Webb, and printed by Joh Enschedé in litho.

FIRST DAY FACILITIES Orders for serviced FDCs must reach Tallents House (address below) by the day of issue. Collectors may send stamped covers on the day of issue to: Royal Mail Tallents House, 21 South Gyle Crescent, Edinburgh EH12 9PB (Tallents House postmark) or to their nearest Royal Mail Special Handstamp Centre (Steam Mills, Cinderford postmark), marking the outer envelope 'FDO909' or 'FDO910'. Covers can be posted or handed in at main Post Office branches for the Steam Mills postmark.

For details of sponsored handstamps and addresses of the Handstamp Centres see the *British Postmark Bulletin* – available on subscription from Tallents House (£12.25 UK/Europe, £24.95 elsewhere). For a free sample copy write to: British Postmark Bulletin, Royal Mail, 35-50 Rathbone Place, London W1T 1HQ. ▶

special issue honouring eight innovative men



From left: Matthew Boulton, manufacturer and engineer, and James Watt, developer of the steam engine (1st class); Richard Arkwright, the textile manufacturer and the inventor of the 'Spinning Jenny', and Josiah Wedgwood, founder of the ceramics firm (50p).



George Stephenson, railway engineer, famed for the Stockton & Darlington Railway, and Henry Maudslay, the inventor of the lathe (56p); James Brindley, canal engineer, and the famous road builder John McAdam (72p).

Pioneers of the Industrial Revolution Prices

Set of stamps	£4.28
Presentation pack	£4.80
First day cover envelope	£0.30
Serviced first day cover (UK customers)	£5.51
Serviced first day cover (overseas customers)	£4.69
Stamp cards set	£3.20



The dawn of practical science in the 17th century, which helped to trigger the philosophical movement known as the Enlightenment, fostered the spread of practical ideas, inventions and engineering. Coal provided the power to drive the Industrial Revolution, which led to the development of powered machinery, resulting in mass production. Before long whole families were being drawn from the fields to the towns and cities, to seek their fortunes in the new manufactories there.

Inset: Founded in the mid 1700s, the Lunar Society of Birmingham presented themselves as a social and scientific debate. Its esteemed members included Matthew Boulton, Erasmus Darwin, James Watt and Josiah Wedgwood.

In the early 18th century, two men based in the West Country took their separate ideas north to the coal-bearing valleys of the Midlands, and changed the world for ever by laying the foundations of the Industrial Revolution.

Watt, managing the Bapty Mills brass works in Bristol under what was then Junction 5 of the M52, Samuel Darby discovered a new and better way of

building the world's first cast-iron bridge was built in 1779 across the River Severn in Coalbrookdale, Shropshire.

centre of iron production in Britain, if not the world.

With the demand for iron increasing the demand for coal, miners were forced to tunnel deeper and deeper, which caused the mines to fill with water. The problem of flooding gradually worsened, until the water could no

PIONEERS OF THE INDUSTRIAL REVOLUTION



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with Birmingham entrepreneur and manufacturer Matthew Boulton, and produced his first steam engine.

In 1776, Boulton's proud boast that "I sell here, Sir, what all the world desires to have - POWER" proved remarkably prescient, for over the next 20 years, steam

Royal Mail First Day Cover



Inset: James Watt's condensing steam engine. By adding a separate condenser to Daniel Rumford's



Industrial Revolution on stamps A number of stamps feature our industrial past. The Forth Rail Bridge on the 6d stamp marking the opening of the Forth Road Bridge in 1964 was the first to feature the great engineering works of Victorian era. The four Social Reformers stamps of 1976 remind us of the hardships of life during the Industrial Revolution – the top stamp featuring cotton mill machinery. Textile mills – Salts Mill, in Saltaire, Yorkshire and New Mills, Derbyshire, feature on stamps of the Workers' Tale and Above & Beyond sets in the Millennium series. Stamps of 1975 and 1980 marked the 150th anniversaries of two pioneer railways (Stockton & Darlington and Liverpool & Manchester), and issues in 1985, 1994, 1999 (Travellers' Tale 43p) and 2004 recall the great days of steam. The engineering genius of Isambard Kingdom Brunel was honoured by six stamps in 2006 showing his Great Western Railway, Clifton suspension bridge and *Great Eastern* paddle steamer. The final stamp in the 1980 Liverpool & Manchester set and the 17½p Mrs Gaskell stamp of the same year, and the 26p stamp of the Inventor's Tale set in the Millennium series all show smoking chimneys, ever associated with the northern industrial cities. A set of four stamps and a miniature sheet in 1989 featured important sites in Britain's Industrial Archaeology, and two of the 2007 World of Invention stamps are relevant to the Industrial Revolution theme, depicting an iron bridge (commemorating Thomas Telford) and a steam locomotive and railway tracks. A stamp issued in 1990 featured the impressive Templeton Carpet Factory in Glasgow, and four stamps in 1993 marked Britain's Inland Waterways (the canals) which played an important role in moving goods and materials in the early days of the Industrial Revolution, before the railways and improved road transport.

A most interesting article 'Our Industrial Archaeology', by the late Barbara Last, was published in the *Bulletin* in July 1989 •