

# 8

# **Table of Contents**



I-1 Table of Contents

I-2 Book Reviews

I-4 Introduction

#### Part I - Streetcar Parcel Services

I-6 Kristiania Electric Streetcar Co

I-7 Oslo Streetcar Co

I-14 Trondhjem Streetcar Co

I-14 Drammen Electric Trolley Co

I-16 The Streetcar Co (Drammen)

I-16 Bergen electric Streetcar & others

#### Part II - Suburban Railroad Parcel Services

II-1 Holmenkoll Railroad

II-5 Lilleaker Railroad

II-6 Baerum Railroad

II-7 Ekeberg Railroad

II-12 Graakal Railroad

#### Part III - Private Railroad Parcel Services

III-1 Urskog - Høland Railroad

III-3 Tønsberg - Eidsfos Railroad

III-4 Lier Railroad

III-6 Rjukan Railroad

III-9 Holmestrand - Vittingfos Railroad

III-12 Thamshavn Railroad

III-12 Sulitjelma Railroad

III-15 Lillesand - Flaksvand Railroad

III-18 Nesttun - Os Railroad

#### Part IV - Private Steamship Parcel Services

IV-1 Tyrifjord Steamship Co

IV-1 Bygdø Ferry Co

IV-4 Risør Steamship Co

IV-5 Hamar - Kapp Ferry

IV-8 Sartor & Sport S/S Co

IV-9 Naesodden, Frogn, Nordby Co.

IV-9 Bundefjord - Helvig Co

IV-9 Bundefjord S/S Co

IV-10 Asker, Røkum & Hurum S/S Co

IV-11 Nesodden - Bundefjord S/S Co

IV-11 Hydrofoil ship, Oslo-Moss

IV-12 Ferry route Ottersøy - Rørvik

#### Part V - Government Railroad Parcel Services

V-1 Trondhjem - Støren Railroad

V-3 Smaalens Railroad

V-5 Norwegian Main Railroad

V-10 Norwegian State Railroads (NSB)

#### Part VI - Government, Auto, Bus, Truck Parcels

VI-1 Norwegian State and Main Railroads Delivery

VI-2 Norwegian State Railroads Auto/Bus parcel delivery

VI-17 Norwegian State Railroads, Ski freight labels

#### Part VII - Municipal & Private Auto, Bus, Truck Service

VII-1 Ekeberg Railroad express truck route

VII-2 Polarbil, Vadsø

VII-3 Larsen's Omnibus Service, Drammen

VII-3 Rex Truck Co

VII-4 Tønsberg & District Auto Co

VII-4 Kongsvinger New Auto Co

VII-5 Sør-Trøndelag Rutebileier forening

VII-5 Øst-Telemarkens Automobilselskap

VII-5 Rutebil Drammen, Syvertsvolden, Svelvik

VII-5 A/S Siljan auto

VII-6 Ing. M.O. Schøyens Car center

VII-7 Fylkesbilene i Nord Trøndelag

VIIA-1 List of known bus companies with stamps

VIIA-2 Freight stamps from many companies

#### Part VIII - Tricycle and other Delivery Services

VIII-1 Drammens Expres Bureau

VIII-1 Adams Expres, Kristiania

VIII-3 Kristiania Parcel Express

VIII-4 Railroad map

## Part IX --- Articles on Postmarks on Norwegian Railroad Stamps and Norwegian Railroad Meter Stamps

IX-1 Postmarks on Norwegian Railroad stamps

IX-4 Norwegian Railroad station markings

IX-7 Norwegian Railroad meter stamps (I)

IX-10 Norwegian Railroad meter stamps (II)

IX-12 Two wastebasket finds in Norway







# Literature review in "NORSK FILATELISTISK TIDSSKRIFT", no. 1, 2004

# **Brofos Produces Comprehensive Catalogue of Norwegian Carrier Stamps**

By Frederick A. Brofos, and Alexander M. Brofos, Spiral-bound, 184 pages, color illustrated.

The Norwegian-American philatelist, Frederick A. Brofos is one of the most active writers on Norwegian philately and related topics.

It is 44 years since he published his first catalog about the special field of the parcel stamps of Norwegian transport, one of his many collecting areas.

His son Alexander has also contributed to this work, including the design of the cover, and has been instrumental in getting the book launched. Much of the comprehensive illustration material has never before been shown in philatelic literature.

Brofos determines categorically in his introduction that this collecting field is almost unique in that the production of its stamps in Norway (contrasting with several other countries) has generally been motivated by only the individual company's operational needs. The work is divided into 8 main chapters: Streetcars, suburban lines, private railroads, private steamship stamps, the parcel stamps of the Norwegian State Railroads (NSB), the State auto, bus, and truck routes, and finally delivery bicycle routes etc.

All known companies are included and listed chapter by chapter. The book is throughout gorgeously illustrated in color with many enlargements. There was of course no room for freight rate tables, as that would have filled another book by itself. However, quite a few cancellations, both rubber and steel marks, are clearly shown.

That this collecting field has obviously been largely neglected in Norway, as I can without hesitation attest to, also that it can be a very exciting collecting field. With shame I must confess that I never attempted to acquire any of the parcel stamps formerly used at my old work place "The Worker's Newspaper." They used to send out daily packages of papers for retail sale by streetcar or the small railroad "Graakalbanen" at Trondheim. Now they are rarities.

Steinar Furunes Editor, Norwegian Philatelic Journal





# Literature Review in Scandinavian Collectors Club Online 2004



The New Brofos Catalogue of Railway & Steamship Carrier Stamps of Norway by Frederick A. Brofos and Alexander M. Brofos. 8½ by 11 inches, spiral bound, plastic covers, 184 pages, Warner NH 2003.

This welcome catalog is an extensively revised, expanded, and updated version of the original one published in 1964. Unfortunately it is privately published by the author and his son in an extremely limited number of copies. Scandinavian Collectors Club members can see the catalog at the SCC Library in Denver CO. This catalog focuses on stamps used largely on parcels and carried by various modes of transportation. Although this is not a widely popular field, the authors have assembled information not easily found and thus have provided an important reference tool for collectors.

The first chapter deals with streetcar parcel services of Kristiania, Oslo, Trondhjem, Drammen, and Bergen. The importance of this book is reflected in the color illustrations of the stamps including perforation varieties, large multiples, and occasionally picture post cards depicting streetcars and other conveyances. The second chapter examines the parcel carriers of suburban railways such as the Holmenkollen, Lilleaker, Baerum and other railroads. Used copies of these stamps are seen with a variety of pen, crayon, and handstamp markings. Private railroads are discussed next such as Urskog-Hølands, Tønsberg-Erdsfos, Lier, and many others. Again, the wonderful color illustrations include various issues with examples of perforations, colors, values, and multiples. Steamship parcel services and those of government railroads; auto, bus and truck parcel stamps (government, municipal, and private services); the tricycle parcel service; a discussion of postmarks on Norwegian railroad stamps; and a brief mention of railroad meter stamps round out the book.

The real value of this catalog is the record of these unusual stamps in color and the background on the services that spawned them. The authors suggest that the next step, to be taken on by others, is to assign prices to these items. Collectors shall be indebted to Fred Brofos and his son for many years for this fascinating contribution to the hobby.

Alan Warren SCC Editorial Board







#### INTRODUCTION

Many railroads and other transportation companies of Norway have issued special stamps for parcels and other freight carried by them. These can be formed into an attractive and interesting collection. All the issues produced in Norway have been of a strictly commercial nature. In Denmark, on the other hand, collectors became interested in the railroad stamps of their country at an early date and the many small railroads produced a considerable number of elaborate but unnecessary issues especially for their benefit, or rather to make some extra money.

Collectors in Norway have largely ignored railroad stamps altogether, being only interested in postage stamps. This, of course, has been the general rule in most countries for a long time, but today the world-wide collector has almost disappeared and philatelists specialize in one or more favorite countries only. With a smaller area to work with and less postage stamps to gather, there is now time and space to include the various interesting side-lines to philately which in the past were frowned on by the "puritans." Railroad stamps along with postal markings, postal stationery and revenues are steadily gaining in popularity. There is plenty of room for research and discoveries in these hitherto neglected fields.

Having been overlooked for so long, Norwegian railroad and steamship stamps are by no means common and it will require some hunting around to form a collection. This is fine, because a collection which can be bought in a day at any stamp dealer's is no challenge and hardly a thing to boast of. When you have built up a collection of Norwegian railroad stamps, you will have something unusual, something not obtainable anywhere anytime, something to be really proud of.

I highly praise those old-timers who years ago stuck to what they liked to collect, in spite of ridicule and criticism for leaving the "beaten track." It is through the pioneering efforts of J. E. Thomle, Olaf Røsholm, N. V. B. Holmberg and other collectors of indomitable spirit, that we owe most of our knowledge of the subject and indeed the very possibility of acquiring older material of this kind today.

This catalog would not have been written, if I had not had the good fortune to buy Mr. Røsholm's collection from him in 1957. He had expanded what apparently was originally the collection of Mr. Thomle. Both of these pioneers have now passed away, but their collection lives on and I have added a second album.

A catalog of Scandinavian railroad stamps was published in 1909 by the Copenhagen Philatelic Club, the Norwegian section being written by J. E. Thomle. A catalog on the same subject was also published that year in Germany by Dr. Otto Rommel. News of occasional new issues of the Norwegian railroads was reported for awhile to "Nordisk Filatelistisk Tidsskrift" by O. Røsholm. Then there was a long, long silence, until my article series started in "The Posthorn" of April, 1958. This booklet is a revised collection of those articles. In preparing this work, I consulted the previously mentioned early catalogs and, for most of the statistics and other historical data, I have relied upon the comprehensive information handbook "Hvem Hva Hvor" and the excellent volumes on "De Norske Jernbaners Historie" by Einar Østvedt. Another inspiration to me was the wonderful day I spent at the Norwegian State Railroad Museum in Hamar. They have a splendid display of Norwegian railroad stamps, as well as of every conceivable aspect of Norwegian railroad history from uniform buttons to trains and even whole stations.

So far, I have seen no parcel stamps issued by any Norwegian airplane company, but the possibility exists.





I have divided the catalog into the following nine parts:

Part I-Streetcar Parcel Services

Part II-Suburban Railroad Parcel Services

Part III-Private Railroad Parcel Services

Part IV-Private Steamship Parcel Services

Part V-Government Railroad Parcel Services

Part VI-Government Auto, Bus and Truck Parcel Services

Part VII-Municipal and Private Auto, Bus and Truck Parcel Services

Part VIII—Tricycle Parcel Delivery Service, and others.

Part IX — Articles on Postmarks on Norwegian Railroad Stamps and

Norwegian Railroad Meter Stamps

This catalogue has been updated from the original published by the Scandinavian Collectors Club in 1964. Now, forty years later, my son Alexander has collaborated with me in this new edition which illustrates material from our collection never before published.

For the latest material, I expect the enthusiasts in Norway will eventually produce a final catalogue.

Frederick A. Brofos Warner, New Hampshire USA and Alexander M. Brofos Hopkinton New Hampshire USA

> January 2005 Copyright Reserved ©







# Part I - Streetcar Parcel Services

The Scandinavian countries acquired their first tramway in 1862, in Copenhagen, Denmark. This was only 12 years after the first city streetcar line in the world had been put into operation in the United States.

In Norway, the first streetcar company "Christiania Sporveisselsskab" was formed in 1874, and operations were opened the following year on three lines in the city: Homansbyen-Stortorvet, Stortorvet-Grønland, and Stortorvet-Vestbanen. These lines were all horse-drawn railroads.

Meanwhile, experiments with various kinds of railroads were going on abroad. In Denmark, for instance, experiments were made with cars driven by steam or storage batteries, and in the United States they tried out street-cars with chains between the tracks—similar in principle to cable cars. However, the electric railroad with an aerial wire was the form of operation which won out in the end.

A concession to build and operate an electric streetcar line in Kristiania (now Oslo) was granted in 1892 to a consortium of Norwegian businessmen. Electrical operation was started in 1894 on two lines, namely, Majorstua-Briskeby-Østbanen, and Parkveien-Skillebekk-Nobelsgate. Since 1894 there were, therefore, two streetcar companies in Kristiania, the old "Christiania Sporveisselskab" and the new "Kristiania elektriske Sporveiselskab" nicknamed "Blåtrikken," due to its blue cars. In the latter company there were German capital interests. When the electric streetcar line was opened in Kristiania, there were only 16 streetcar companies in the whole world, and only a few of these were in Europe. In 1899 the "Kommune" (municipality) also started electric streetcar lines in Kristiania, but the municipal operations (on the lines Sagene-St. Hanshaugen-Atheneum, and Nybroen-Rodeløkken) were of a short duration. The municipal lines, locally known as "Bruntrikken." from the brown cars, were taken over in the end by the old "Christiania Sporveisselskab," which by and by went over to electric operation also on its lines, popularly called "Grønntrikken"-from the green colored cars. After running 25 years, the last horse-drawn streetcar line was discontinued in 1900. As time went on, both companies expanded the line network more and more.

The German interests in "Kristiania elektriske Sporveiselskab" were transferred to Norwegian ownership during the first World War, and, in 1924, the two streetcar companies were merged to form the half-municipally-owned company "Oslo Sporveier." The streetcar network was supplemented in 1927 by a bus line between Loelvdalen-Østbanen and Alex. Kiellands plass. A further expansion of the streetcar and bus nets was accomplished during the years up to World War II. Two trolley-bus lines were opened in 1942 and were expanded after the war together with the ordinary bus lines. On the other hand, several lines of the streetcar network were discontinued.

# Kristiania Electric Streetcar Co. (Kristiania elektriske Sporveiselskab)

The following two stamps were printed in sheets of 20 stamps (2 rows of 10 stamps). The ornamental border varies, so that there are 10 distinct types. It is comparatively easy to plate these stamps as, although the stamps in the second row have the same types as those above them in the first row the stamps of the first row are always imperforate along the top edge, while those in the second row are imperforate along the bottom edge. There is a small margin tab on the left and right sides of the sheet. The position of the various types are the same on both values of this issue. The most noticeable variety is probably the inverted square in the upper left corner of the two stamps on the extreme right side of the sheet (positions 10 and 20).





S.

1901. The value is in the center of the design, with the company name above and the word "Ombringelse" (Delivery) below. Around the edge is an ornamental border. Black printing on colored paper. Perforated 11½ on three sides of the stamp. In use only until 1903.

- 1. 5 øre black on light blue
  - a) imperforate on two sides
  - b) imperforate on three sides, double perforation at top
  - c) imperforate on all four sides
- 2. 10 gre black on light carmine
  - a) imperforate on two sides







1901. Large figure of value within an oval band with firm name at top separated from the word "PAKKEFRIMAERKE" (parcel stamp), below, by two diamond-shaped ornaments. A "wheel of transport" with lightning bolts appears in the four corners. Above and below the figure of value in the center are scrolls reading, at the bottom "ØRE", and at the top "ÖRE". These stamps were printed in sheets of 100 subjects (10x10), and were perforated 10 with a wide margin between the design and the perforation on all sides. The 5 øre value shows traces of bronze powder in the printing ink.

1. 5 øre light brown

2. 10 øre light green







1901. Similar to the previous design, but new, redrawn, plates. No diamond-shaped ornament before and after "PAKKEFRIMAERKE". There is now a period after "KRA." The perforation is 11½, and the margin between the design and the perforation is, usually, much narrower. Seen cancelled by blue and red crayon, black and indelible pencil.

- 3. 5 øre chocolate brown
  - a) light to dark brown
- b) Vertical double perforations

The Oslo Streetcar Company (A/S Oslo Sporveier)

1928. Large size design diagonally divided down the middle. In the top half is a monogram of an "S" within an "O". Lower half contains text in four lines: "1928 For Pakker inntil 15 kg. vekt. Medtas uten ansvar for A/S-O.S." (for packages up to 15 kilos in weight. Carried without responsibility of A/S Oslo Sporveier). Perf. 123/2.



Stamps in positions 10 and 20 on both the 5 and 10 øre values have an inverted ornament square in the upper left corner.



Lotter Cell concer of 2 manged concer of maged (20, 10, 2 Syrtem wasted of Kara Na Ketaku Soweeig 10 Ore 2 10 Ore Ombringelse 25 G Ombringelse 2 George (1982) Combringelse emel Imperf. のないのではないのでは、 elekty. Sporveig No Ore IO Ore Ombringelse Compringelse Johnson I instead of just out to be on later SOCIAL ON SOCIAL 10 Ore Ombrinasiss S Ombringelse clearn-sportual 10 Ore CONCENSION OF \*\*\*\*\*\*\*\*\*\*\*\* Ombrittgelse Forecas 92 Control of the land of Secretary 30 Secretary Sec Se lo Oie TO COUNTY OF O Orio Ombringelac Omortngelse 5 To O're a 10 Ore S Contraingelse S Cambringelse clektr. sported 10 Ore % # 10 Ore 第 January Con S Ombringelse Ombringelse otakir sporaci zetakir zetakir sporaci zetakir ombringelse (c. 1) Cockin Sporeting 製 10 Øre 影 Ombringelse . A borry was on one not of seal through Kr.a To elektr. Sporoet Med of 20 Hamps (2×10 Separate Company ™ e.Ø OI ₩ elektr, Sporoei S Ombringelse 10 Ore 9 Ombringelse elektr. Sporocit selektr. Spor Zelektr. Sporoeli Z 10 Øre g Z ombringelse deter sperreig 10 Gre 7 Onbringelse 7 Onbri Onderfigure 2: Grandingers 2: Grandi 20 One 20 elektr. Sporveig Ombringelse Kra Oz Kra Oz 10 Øre The second 2 Ombringelse clekir, Sported



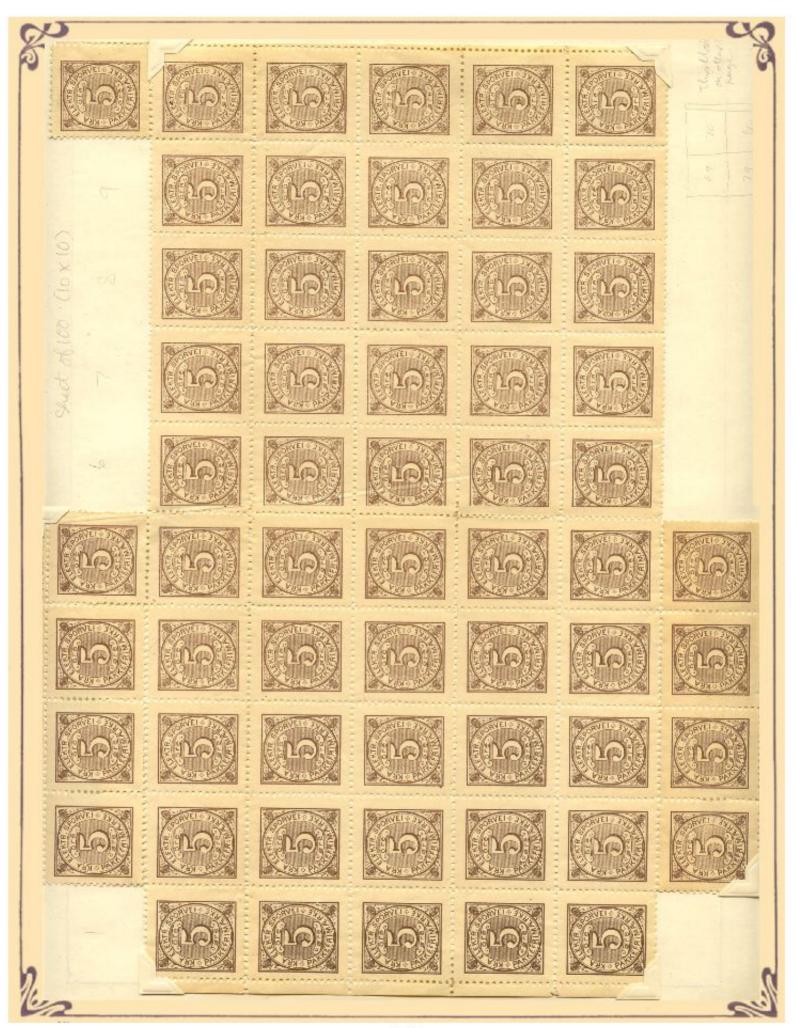
# Imperforate vertically and double perforations horizontally

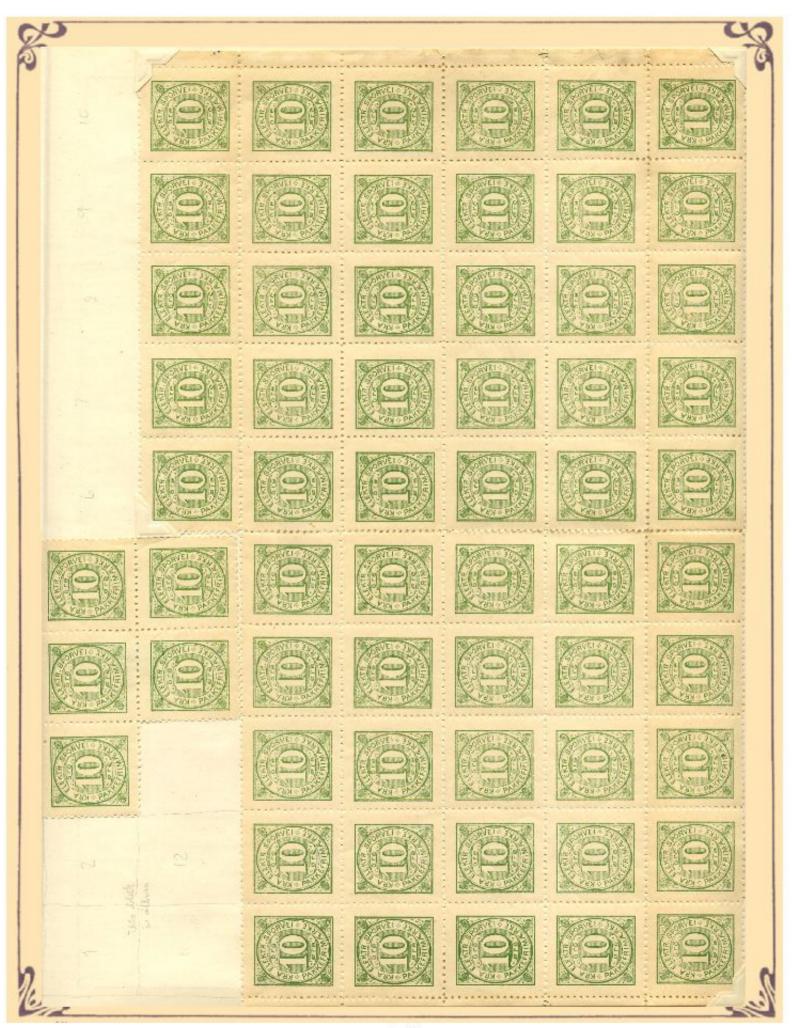




# Imperforate







No value indicated. Dark blue



April 15, 1941. Large size. Picture of streetcar token in center. Company name at top. The word "GODSPAKKER." (freight packages) at bottom. Perf. 121/2. Seen cancelled by blue crayon.

2. 5 gre red and brown

3. 20 øre black, brown and light blue



February, 1948. Value inscribed at top, and "GODSPAKKE" (freight package) at bottom. Control number at left, in red. In the center appears the emblem of the notorious Quisling Party. These stamps are imperforate at the top and bottom, as they were printed in rolls. They are perforated 11 at the sides. Seen cancelled by blue crayon.

- 4. 5 øre black and red on light pink paper
- 5. 20 øre black and red on light blue paper
  - a. Same, but light greyish-blue paper and black control numbers

July, 1945. New design. Company name with "A/S", in two lines. Control number in black. "GODSPAKKE" and the value. "ØRE" is in large capitals. Perforated 11 on the sides. Printed by Fabritius, Oslo, in coils. Seen cancelled by blue crayon.

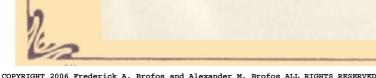
6. 20 gre black on light blue paper 7. 50 gre black on light pink paper



1957(?) New type. Company name with "A.S", in two lines. Control number in black, with letter "A" in front. "GODSPAKKE" and value. "øre" is now in lower case letters. Perforated 11 at the sides. Printed in coils by Fabritius, Oslo. The 70 øre was issued in 1960.

8. 50 øre black on yellow paper

9. 70 øre black on yellow paper







The Trondhjem Streetcar Company (Trondhjems Sporvei)

The predecessor of the present company was called "Trondhjems Omnibus Aktieselskab." It was started in 1893 and traversed the route from Lademoen to Hevolden. The omnibuses were drawn by two horses and could carry about twenty people. In the winter-time, sledges were used under the wagons instead of the regular wheels. This company oprated until the year 1901, at which time an electric streetcar line was opened on the same route. The new company, called "Trondhjems Sporvei," was under municipal management. The line ran at first on a single rail, but a double track was laid down already in 1913. That same year the line between the railroad station (Jernbanen) and Øyen was opened to the public. There were only these two lines in Trondhjem until 1927, when a line was inaugurated to Singsaker, a new residential area.

At the present time, Trondhjem Sporvei is the only narrow-gauged line in Norway. It was probably built that way because the Trondhjem-Støren Railroad was still narrow-gauged at the time the streetcar line was constructed. However, in spite of the narrow gauge, the streetcar apparatus of Trondhjem is probably the best in Norway. The speed is very good and cars appear at intervals of six minutes. The following three lines are now in operation: Lademoen-Ila, Lademoen-Øya, and Jernbanen-Singsaker.





No. 2

Date? The design shows Streetcar no. 10, with all seats filled, heading to the left. The company name appears across the top, and "PAKKEFRI-MAERKE" (parcel stamp) and the value at the bottom. The denomination also appears in circles in the four corners. On each side of the design, within an oval, is the coat of arms of the city of Trondhjem. In small print at the bottom of the design is the name of the printer. This varies from "AKTIETR. LITH. AFD. TRONDHJEM." on the 5 øre value, to "AKTIETRYKKERIETS LITH. AFD. T.HJEM" on the 10 øre.

Date? Lithographed. Perforated 11.

1. 5 øre dark blue

2. 10 gre dull red in shades

Date? Handstamped provisional. "10 øre", in two lines.

3. 10 øre in red on 5 øre dark blue

4. 10 øre red

The Drammen Electric Trolley Co. (A/S Drammens Elektriske Bane)

The trolley-bus line in the city of Drammen dates back to before the first World War. The cars originally had iron wheels and were very primitive. They have since been modernized. The stamps show one of the early electric conveyances attached to an overhead power-line upon which the scantily clad "goddess of electricity" is balancing rather precariously. The word "ORE" in the Swedish spelling form appears above the figures of value. The company name is shown in three lines in the lower half of the stamp in colorless lettering.







# Trondhjem Street Car Company





no. 3 no. 4



An old streetcar on Market Square and a later model near the Railroad Station, Trondhjem











Date? Lithographed. Perf. 11. 1. 10 öre dark blue

# The Streetcar Company (A/S Trikken)

The following stamps are of the same design as that of A/S Drammens Elektriske Bane, only the name "A/S TRIKKEN, DRAMMEN." appears instead, in two lines, in the lower part of the stamp.

Date? Lithographed. Perf. 11. Those I have seen are imperf. at top.



Two old street cars on Drammen Market Square

# The Bergen Electric Railway (A/S Bergens Elektriske Sporvei)

In the late Eighties a horse-drawn omnibus line was tried out in Bergen, but without much success. Then, in 1895, a syndicate was granted the concession to build and operate an electric streetcar line. This company has functioned under various managements until the present day. However, I have not seen any parcel stamps from Bergen so far, but I would not be surprised if they do exist. Let's hear from anyone who has one!

# Other Streetcar and Trolleybus Companies

There are no streetcar lines in the other Norwegian cities. There is a trolleybus line in Stavanger which was started after World War II. However, I have not heard of any parcel stamps being issued by that company.





# Part II - Suburban Railroad Parcel Services



HOLMENKOLBANEN

1: Holmenkolbanen

2: Sognsvannsbanen

3: Grini-Røabanen

BAERUMSBANEN

4: Lilleaker-Østensiøbanen

5: Kolsåsbanen

EKEBERGBANEN

6: Ekebergbanen

#### The Holmenkollen Railroad Co. (A/S Holmenkolbanen)

Of the Norwegian suburban lines, the most famous is probably the electric railroad to the hills north of Oslo, a favorite rendezvous of skiers and hikers. A/S Holmenkolbanen was founded on February 17, 1896 as a private stock company with a capital of Kroner 600,000. The main line from Majorstua to Holmerkollen (now Besserud) was opened to traffic on May 31, 1898. The branch line to Smestad was opened on November 7, 1912. An extension (Tryvannsbanen) of the main line to Frognerseteren was opened on May 16 1916. The old Holmenkollen station was renamed Besserud and the next station up the line was called Holmenkollen. (However, the Post Office did not follow suit, and Holmenkollen post office is today still at Besserud station, while at the Holmenkollen station there is only a platform letter-box). The subway line between Majorstua and the National Theatre was already started in 1912, but was not finished and opened for traffic until June 28, 1928. Following an agreement in 1933 with the municipal government (Aker Kommune), the company agreed to run Sognsvannsbanen, a branch line to the east of the main line, and this was opened on October 10, 1934. At the same time, the municipality took over 52% of the capital stock, which was then 4,15 million kroner, and acquired a corresponding influence upon the management of the company. Traffic on the Røabanen, a branch line to the west, was inaugurated on January 24, 1935. This line was extended to Grini in 1948, and since then towards the Øvrevoll racetrack.

1898. Small size. Oval band inscribed "HOLMENKOLBANEN" at top and "JERNBANEFRIM." at bottom. Wheels in the corners and in the center a wheel emerging from a cloud amid lightning beneath which is the value. Perforated 111/2.







1. 10 øre black and pink (with sheet margins)

1898. New, larger, design. Large numeral in center with a wheel and lightning bolts, a small empty scroll and the letters "H.K.B." The company name appears at the top of the oval band and "GODSFRIMAERKE" (freight stamp) at the bottom. Wheels in the four corners. Perf. 111/2.

2. 5 øre blue and red

1903. Similar, but new plate with redrawn design. Company name "HOL MENKOLBANEN" at top of oval band, as before. Perf. 111/2.

3. 5 øre blue in shades, white paper

a) cream colored paper







No. 2

Date? Similar, but new plate with a rather crude redrawn design. The company name at top of oval band now reads "A/S HOLMENKOLBANEN" The 20 ore stamp does not have the little scroll above the central wheel, and this value comes in two sizes-the regular size, as previously, and with the perforation close into the design. Perf. 111/2.

4. 5 øre blue

5. 20 øre green







No. 4

No. 13

Date? Similar design. New values. Perf. 111/2.

6. 10 øre dull carmine

7. 15 øre dark green on white paper

a) green on yellowish paper

8. 50 øre black on pale reddish-mauve paper

a) "abklatsch"-reversed print-on the back

On the above issue the "F" of "GODSFRIMAERKE" has a foot, making it almost like an "E." On the 50 pre value the first "R" in the above word is sometimes partly missing, as is also the first "L" of "HOLMENKOLBANEN."

Date? Similar, but new redrawn designs. The 20 øre value has a spur point. ing up on the end of the foot of the large "2". Perf. 111/2.

9. 5 gre blue (with sheet margins) 10. 20 gre dark green











No. 6

No. 7a

No. 14

Date? Similar, but new redrawn designs. Notice particularly how the K's are formed differently from the previous issue. The "K" in "H.K.B." is here directly below the "K" of "KOL". The 20 øre value no longer has a spur on the foot of the large "2". Perf. 11½.

11. 5 øre indigo

- 12. 20 øre sea green
  - a) 20 øre green







No. 5

No. 10

No. 8

Date? Same plates as previous issue and an additional value. Perf. 101/2.

- 13. 5 øre indigo (without sheet margins)
- 14. 10 øre red (without sheet margins)
- 15. 20 øre dark green
  - a) 20 øre green (without sheet margins)
  - b) 20 øre olive green (without sheet margins)

Date? (current in 1957). Similar, but redrawn designs. Modernized spelling "GODSFRIMERKE". Perf. 101/2.

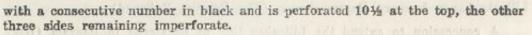
- 16. 50 øre indigo on buff (with sheet margins)
  - a) 50 øre dark blue on buff (with sheet margins)
- 17. 75 øre red on buff (with sheet margins)
- 18. 1 krone green on buff (with sheet margins) 1960?
- 19. 125 øre light indigo on buff (with sheet margins) (ca. 1968)

Most of the stamps listed so far have margins around the edges of the sheet, but certain issues are without this margin and the marginal stamps are therefore imperforate at the sheet edge, corner stamps being imperforate on two sides. In the list above, I have noted in parenthesis those stamps which I have seen either with margins or partly imperforate.

Booklet Stamps. Besides the regular sheet stamps there also exists a special large size stamp. This is sold only by the conductors on the trains and is made up in booklets of twenty separate stamps. Each stamp is overprinted







#### Date?

1. 40 øre dark red and black

Date? (current in 1957)

2. 75 øre red and black

- 100 øre red
- 4. 125 øre light red









The Holmenkollen railroad stamps have generally been cancelled by co!ored crayon, pencil or pen, but I have also seen (on no's. 3 and 6) a 1-ring cancellation in black reading "SLEMDAL STATION +".

Proof mark:



1972 New design, including Added Value Tax 5. Kr. 1.75 Black on pink 6. Kr. 2.00 black on yellow 7. Kr. 2.50 black on gray







1976 New design & title reflecting take over of Holmenkolbanen by Oslo Sporveier / Ekebergbanen (all black on white paper)

 200 øre with printer's imprint 73 "A".
 200 øre with printer's imprint 73 "B". 10. 300 øre with printer's imprint 74 "B".

> 1/2 OSLO SPORVEIER 4/3 EKEBERGBANEN PAKKEMERKE

1/2 OSLO SPORVEIER 1/2 EKEBERGBANEN

**1**/s OSLO SPORVEIER 1/2 EKEBERGBANEN PAKKEMERKE 35346





#### The Lilleaker Railroad (Lilleakerbanen)

Various alternatives for a line from Skøyen to Bestum or Øraker had been under study at A/S Kristiania elektriske Sporvei since as far back as the summer of 1912. A concession on a line from Skøyen to Lilleaker was applied for in 1913 and was granted by the Storting (the Norwegian Parliament) in July 1915. Following formal acceptance of the concession by the streetcar line's board of directors, work was started immediately on the laying of double tracks. The new line was given a trial run on May 8, 1919 and was opened to the general public the following day.

The Lilleaker line originally started at the streetcar terminal of Skøyen, passed through the Abbediengen villa quarter and on to Ørakerbråten on the west side of the Lilleaker road.





Date? Oval band with company name at top and "PAKKEFRIMAERKE" at bottom. Numeral in center, above and below which are bands each inscribed "ØRE". Wheel and lightning bolts in the four corners. Perf. 9. Seen cancelled by pencil or colored crayon.

1. 20 øre blue

2. 25 øre red





# Lilleakerbanen becomes Baerumsbanen (The Baerum Railroad)

A concession to extend the Lilleaker line to Presterud in Baerum (Bekkestua) was granted to A/S Kristiania elektriske Sporvei in 1922. Further concessions brought the line in 1923 up to Tveter and, in 1925, to Løken in West Baerum (the present terminal Kolsås). All this time construction was kept up on the expanding line network and traffic was opened to Bekkestua on July 1, 1924 and Avløs on November 2, 1924. The construction work towards Kolsås was continually going on and traffic to that point was opened on January 1, 1930. The double track to Kolsås was completed and opened on December 23, 1942.

On May 1, 1924 the concession of A/S Kristiania elektriske Sporvei for operating a streetcar line in the city expired, and the city streetcar line was taken over on June 1 the same year by the Oslo Municipality and given the name "Oslo Sporveier." However, the Lilleaker line was kept by Kristiania elektriske Sporvei and now became an individual company called "Baerumsbanen" (Kristiania elektriske Sporvei). This name was changed again when A/S Oslo Sporveier and Baerumsbanen made new arrangements with each other, and, since October 1, 1934, the line has been called simply "A/S Baerumsbanen."

On January 4, 1936, following preliminary negotiations, A/S Baerumsbanen rented A/S Akersbanene's line Østensjøbanen. Thereafter cars ran all the way through from Kolsås to Opsal, the terminal of Østensjøbanen. When A/S Akersbanene liquidated its assets, Østensjøbanen was, on July 1, 1948, taken over by the Oslo Municipality. Whether Akersbanene ever used special freight stamps is unknown to me, but the possibility exists.

The idea of a connecting line from Lilleaker to Majorstua was investigated together with various alternatives for some time. Finally, on September 10, 1938, a concession was granted to A/S Baerumsbanen for a connecting line between Jar and Sørbyhaugen. The routing onto the line of Holmenkolbanen led incidentally to a rebuilding to double tracks of the section between Sørbyhaugen and Majorstua. The undertaking was somewhat delayed by the war situation but was at last opened on July 15, 1942, and thereafter the traffic of A/S Baerumsbanen was divided into two separate branches, namely, "Lilleaker/Østensjøbanen" which runs from Jar past Skøyen and Etterstad to Opsal with light blue cars, and "Kolsåsbanen" which runs with dark blue cars from the National Theatre past Sørbyhaugen and Jar to Kolsås.

Date? Oval band with company name at top and "PAKKEFRIMERKE" at bottom. Numeral in center, above and below which are bands each inscribed "ØRE". Wheel and lightning bolts in the four corners. Perf. 11. Seen cancelled by pencil or colored crayon.

1. 20 øre blue

AS BÆRUMSBANEN

O 2 7 4 7

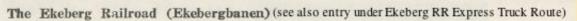
Gods 50 øre

Date? (current in 1957/60). "A/S BAERUMSBANEN" across top. Control number in black. "Gods 50 øre" in center. Printers name at bottom. Printed in coils by Fabritius, Oslo. The stamps are imperforate along the top and bottom and perforated 11 on the sides.



3. 50 øre green and black





A plan appeared already in 1897 to organize a suburban railroad which would connect Oslo and Ljan by way of the Ekeberg heights, and in 1899 an application was made for a concession to build and operate an electric line between these points. However, after many delays and repeated reviews by the municipal authorities in Kristiania and Aker, it was not until 1913, by the Royal Resolutions of October 7 and December 11, that the concession was finally granted. The concession was granted for a period of thirty years from the date that traffic commenced on the line. On March 27, 1914, a company was founded and given the name A/S Ekebergbanen. In 1914 construction work on the line was begun and, on July 1, 1917, the line was officially opened for traffic. The line, which ran from Stortorvet in Oslo to Saeter, had a length of 8 kilometers. A side line to Simensbråten was added in 1931 expanding the line another 1,5 kilomaters. Ten years later, in 1941, an extension was made from Saeter, at that time the end terminus, of one kilometer in a southerly direction to Ljabru, making the total traffic length of the line 10,5 kilometers.

In addition to this, the line operates an automobile route called Østmarkruten, which runs from Oslo via Abildsø to Svaersvann. It was apparently on this route that the large-size express-goods stamps were used (see Part VII).

Ekebergbanen's concession expired on July 1, 1947, but, while negotiations were going on regarding the turning over of the line to the Oslo Municipality, an extension was granted until July 1, 1949. Finally an agreement was reached with the private stockholders of the company whereby the majority share of stock in the Ekeberg Railroad was taken over, as of January 1, 1949, by the Municipality of Oslo.









1917? Company name across the top above the company monogram or trade mark "EB". Large numeral in center. Electric train heading left at bottom of design. Dotted background. Perf. 11. This issue was usually cancelled by a 2-ring cancellation, in violet, red-violet or blue, reading "GODS. EKE-BERGBANEN" around the edge and with the "EB" monogram in the center. A cancellation showing the company name in one line of slanting letters appears once in a while, in mauve or blue. Red, blue or yellow crayon was frequently used also.

- 1. 10 øre black and light green
- 3. 20 øre black and light blue
- 2. 15 øre black and light red

Date? (Seen with dates 1923-28). Similar to the previous issue, but now with background of wavy lines. The wavy line pattern occurs in two main types on the sheet. Looking at the top left corner of a stamp, the waves at the edge of the design appear in a rising curve on type 1, while on type 2 the wave lines start in a descending curve. Perf. 11.







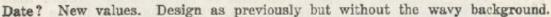
Type 2 Type 1

A new cancellation appears on this second issue, usually in violet, but occasionally in black or blue. The design is in the Swiss type, with vertical bars in the bridges. At the top it reads "GODS FRA", and "TORVET" is at the bottom. This means "Goods from the Market Square" and apparently refers to Stortorvet, the line's terminal in Oslo. The date runs in one line across the center of the cancellation. Red, blue and yellow crayon was also used to deface the stamps.

- 4. 10 gre black and light green
- 5. 15 øre black and light red
- 6. 20 gre black and light blue

Date? Small size stamp. Printed in coils, imperforate at the sides and perforated 9½ at top and bottom. Inscribed "EKEBERGBANENS GODSBE-FORDRING" at top. Value in center amid electric antennas. Control letters and numbers underneath. Wavy "safety" background in separate color.

- 7. 10 øre black and green (red control no's.)
- 8. 20 øre black and ultramarine (red control no's.)
- 9. 50 gre black and yellow (red control numbers)
- 10. 90 øre black and brown (black control numbers)
- 11. 100 gre black and mauve (red control numbers)
- 12. 200 øre black and red (black control numbers)



- 13. 70 øre black on yellow (red control numbers)
- 14. 80 øre black on blue (red control numbers)
- 15. 130 øre olive-green on pink (black control numbers)
- 16. 170 øre black on green (red control numbers)
- 17. 210 gre black on white (red control numbers)

Date? New values. Design as previously.

- 18. 230 øre red on green (black control numbers)
- 19. 250 gre red on blue (black control numbers)
- 20. 280 gre red on white (black control numbers)
- 21. 310 øre red on yellow (black control numbers)
- 22. 330 øre red on pink (red control numbers)











# Special stamps used on quarterly travel passes or season tickets



































## Ekebergbanen

Date? New values. Design as previously.

23. 75 øre red on blue (black control numbers)

24. 125 øre red on white (black control numbers)

25. 175 øre red on yellow (black control numbers)

26. 200 øre black on pink (dark red control numbers)

Date? (current in 1957). Design as previously. 27. 50 gre black on white (red control numbers)

Special stamps were issued for an express-goods motor-car (or truck) route

run by the Ekeberg Railroad. (See under Part VII).

I have also seen other special stamps printed in colors, perforated and gummed, showing railroad name and denomination. These were issued by the Ekeberg Railroad during the years 1918-36 and probably later as well. They were stuck on quarterly travel passes or season tickets. Although some of them are quite attractive (1920-26), they do not come within the scope of this catalog of parcel stamps.

# The Graakal Railroad (Graakalbanen)

A company was organized and founded in Trondheim in 1916 to build and operate a suburban railroad. The new line was called "Graakalbanen," after the proposed terminus near Graakallen hill. A 5.76 kilometer stretch from St. Olafsgate, Tronheim, to Munkvold was completed by July 24, 1924, at which time traffic was inaugurated. The line was lengthened to Ugla station in 1925 and by November 1933 it had reached Lian, the present terminus, which is about 8.8 kilometers from St. Olafsgate. A stretch of about 3 kilometers still remains before the original terminus near Graakallen is reached. In all, there are 14 stations on this line, which is run by electricity.

Date? Company name, under which is the value and beneath this the word "Frimerkegods". This simple design is surrounded by a single-line border. Perforated 11.

1. 25 øre black on pink paper





Date? Design as previously, but the company name and "Frimerkegods" are in a new type of lettering. Notice especially the "R" in "GRAA" which here has a loop on its right foot. The "g" in "Frimerkegods" is now open at the bottom, while previously it was closed. Perf. 11.

2. 50 øre black on light blue paper

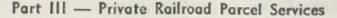
3. 1 Krone black on yellow paper

a) error: additional horizontal line of perfs thru middle of stamp.

It seems possible that each of the above three values may occur in both types of lettering, although I have myself only seen those mentioned. They are cancelled in violet with a straight-line cancellation reading "A/S Graakalbanen". All three of my stamps have one side imperforate, which indicates that the sheets had no margins around them and that therefore all marginal stamps would have one—and corner stamps two—sides imperforate.







Having reviewed the issues of the streetcar lines and small suburban railroads of Norway, we now move farther afield to examine the somewhat larger

private railroads operating in various other parts of the country.

I have thought it worthwhile to include a brief mention of the special Train Post Offices which were in operation on several of the railroads. I have also illustrated most of the postmarks used. All mail posted on the trains had to be franked with ordinary Norwegian postage stamps at the usual rates and was cancelled with the regular Train Post Office postmark. Parcels bearing railroad stamps were cancelled at the various stations with special cancellations or manuscript markings. The railroad stamps were as a rule only used on parcels, but I have seen a couple of the Trondheim-Støren stamps on envelopes and also, on a large Express letter, two copies of the 200 øre value of the current N. S. B. stamps. However, the use of railroad stamps on letters must be considered exceptional.

# The Urskog-Hølands Railroad (Urskog-Hølandsbanen)

This railroad was opened to the public on October 19, 1896, and ran between the stations of Kvevli and Bjørkelangen. A couple of years later an extension was made from Bjørkelangen to Skulerud and that section was opened on December 15, 1898. A side-line from Kvevli to Sørumsand was opened on December 7, 1908. Towards the end of World War II (since January 1, 1945, to be exact) the railroad was taken over by the Government and incorporated into the Norwegian State Railway system. However, the Aurskog-Høland branch line, as it is now called, appears to be an unprofitable acquisition and the N. S. R. budget proposal for 1959-60 suggested that it be discontinued.







June 15, 1901. The stamp design shows the front view of an old locomotive and the figure of value in a circle in the center. All the stamps of this line were printed in sheets of 100 stamps (10x10), with margin tabs around the edges. Perforated 11.

- 1. 5 øre black and light blue
- 2. 10 øre black and yellow
- 3. 50 øre black and green

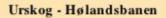
March 23, 1911. Similar, but redrawn design. Smaller lettering in oval band. The "\$\phi\$" of "\$\phi\$RE" has the cross-stroke pointing the wrong way! The letters "H B" in the four corners are now in solid black letters. Perforated 11.

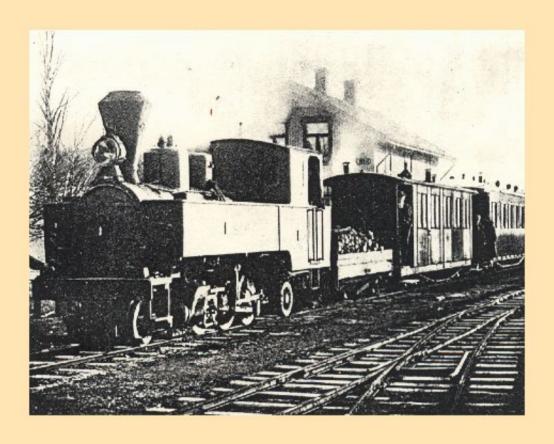
4. 1 øre black

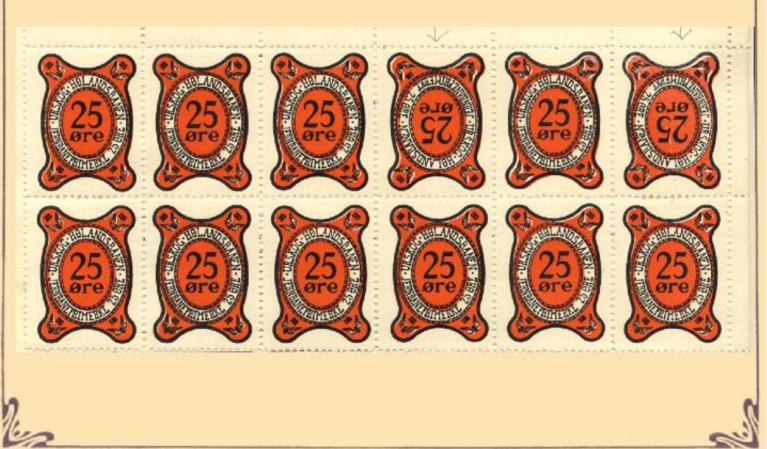
Date? Provisionals. Red overprint. Three different fonts used in same setting.

- 5. 25 gre/1 gre black (Three overprint types)
- 6. 40 gre/5 gre black and light blue (Three overprint types)

















Date? Design similar to the first issue, but "FRIMERKE" spelled with "E" instead of "AE", and the value "25 øre" in the center instead of the locomotive. Perforated 11. Printed in sheets of 100 (10x10) with ten stamps inverted (tete-beche). The inverts are the eighth and tenth stamps in every other horizontal row: nos. 8, 10, 28, 30, 48, 50, 68, 70, 88 and 90.

7. 25 øre black and red

a. tete-beche pair

The first issue has been seen cancelled in violet with a 1-line mark in lapidar letters reading "Urskog Hølandsbanen". Red pencil was also used for cancelling purposes. These stamps were later on replaced by the regular issues of the Norwegian State Railways.



A Train Post Office was established on December 15, 1898, and mail was postmarked with a Government postmark of the usual Swiss type (2 rings with date bridge and bars in the arches) reading "HØLANDSBANENE POSTEXP."

Later on a similar postmark was used, but reading "HØLANDSBANENS POSTEKSP."

# The Tønsberg-Eidsfos Railroad (Tønsberg-Eidsfosbanan)

On October 18, 1901, a 48-kilometer long railroad was opened from Tønsberg (on the Oslofjord) past Hillestad and on to Eidsfos at the southern end of Lake Ekern. The name of the line was changed on July 1, 1922, from "Tønsberg-Eidsfosbanen" to simply "Eidsfossbanen." The line was finally closed down on June 1, 1938.

Date? The design, similar to that used by Rjukanbanen, shows the numeral of value in the center, around which is a band inscribed "Tønsberg-Eidsfosbanen". Above this is a winged "wheel of Transport" and below is the inscription "Jernbane-Frimaerke" (i.e. Railroad Stamp). Numerals of value appear in the four corners within circles, connected by a border design of a railroad track. "Ore" is in the Swedish spelling. Perforated 11½. Lithographed in sheets with margin tabs around the sides.

1. 5 öre black and pale green

2. 10 öre black and pink

a) imperforated at top between stamp and margin tab

3. 50 öre black and pale ochre

S.

Some of these stamps were later crudely overprinted by violet handstamp "Lierbanen", for use on that railroad.



Mail was at first taken care of by the train conductor. Later on, (in 1916?) a special Train Post Office was established and was in operation until June 13, 1939. In the course of that time, two different postmarks were used to cancel postage stamps. At first there was one reading "TØNSBERG-EIDSFOSSBANEN" and later one reading "EIDSFOSSBANEN". Both were in the usual Swiss type (2 rings with date bridge and bars in the arches).

# The Lier Railroad (Lierbanen)

On July 12, 1904, a 20.6 kilometer long railroad was opened between Lier (in the Drammen area) on past Muggerud and Sylling to Svangstrand on the Holsfjord, the south West arm of the Tyrifjord. After about 30 years of operation, the competition of the automobile became too keen for the railroad. Passenger traffic was discontinued from October 1932 (taken over by a bus line Sylling-Sjästad-Drammen), and as of January 1, 1937, all operations on the Lier Railroad ceased.

1902. The first issue of this railroad consisted of the three stamps of the Tønsberg-Eidsfos Railroad overprinted by a rubber-stamp in violet, a section of which is illustrated below. The stamper actually read "Lierbanen-Lierbanen-Lierbanen", and was stamped across each horizontal row of five stamps, but only about half of the new name appeared on each stamp.

1. 5 øre black and pale green

3. 50 øre black and pale ochre

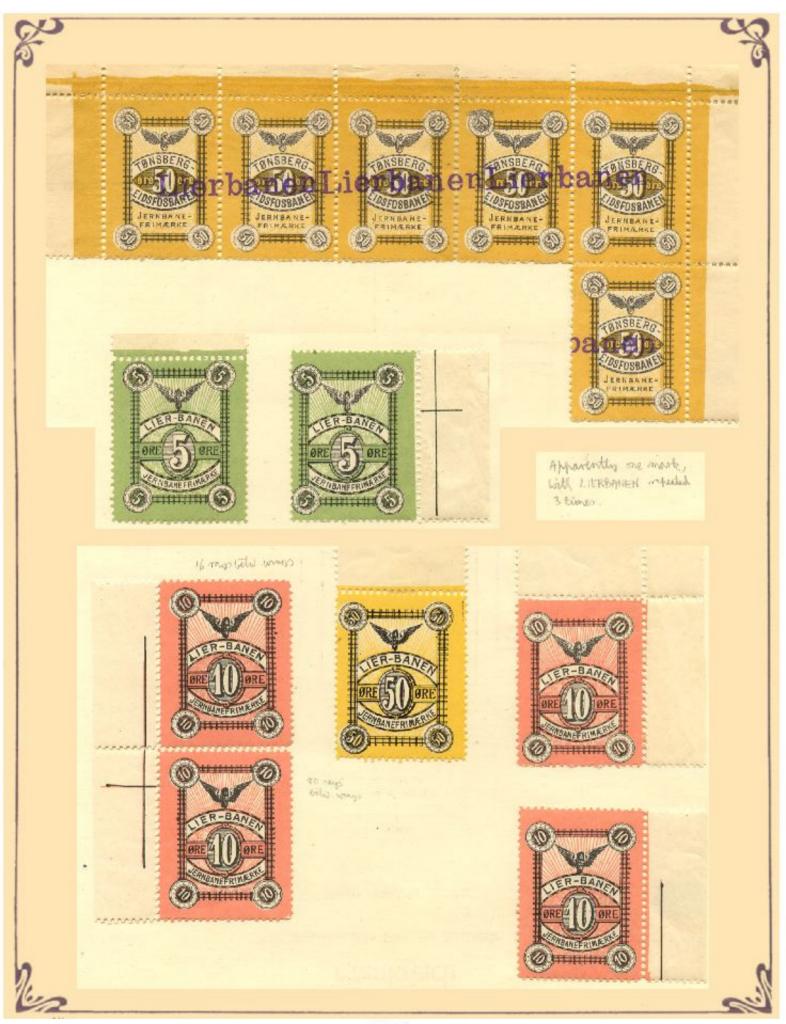
2. 10 øre black and pink

# Lierbanen

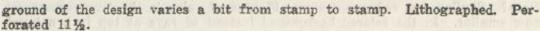


Date? Special stamp design, curious in that although the main part is similar to the stamps of Tønsberg-Eidsfosbanen and Rjukanbanen, the center part has been copied from the Norwegian State Railway stamps, type of 1897-1914. "Øre" now in the Norwegian spelling. The number of "rays" in the back-









4. 5 øre black and pale green

5. 10 øre black and pink

6. 50 øre black and pale ochre

As regards the size of the sheets, I have seen a vertical pair and a horizontal strip of five stamps—which indicates a sheet of at least ten stamps.

I have not seen any used copies of these railroad stamps.



A Train Post Office on the Lier Railroad was established on August 1, 1919, but was closed down on September 1, 1924, the mail thereafter being taken care of by the train conductor. A postmark of the usual Swiss type (2 rings with date bridge and bars in the arches) reading "LIERBANEN" was used to cancel the postage stamps on the mail during the T. P. O. period.

# The Rjukan Railroad (Rjukanbanen)

Railroad lines were opened on August 9, 1909 between Notodden-Tinneset and between Mael-Rjukan. Since the end of 1911 the line has been run by electricity. On July 1, 1920, the section between Notodden and Tinnoset was incorporated into the Bratsberg line of the Norwegian State Railway system.









Date? The design, similar to that used by Tønsberg-Eidsfosbanen, shows the numeral of value in the center, around which is a band with the company name. Above this is a winged "wheel of transport" and below is the inscription "Jernbane-Frimaerke" (i.e. Railroad Stamp). Numerals of value appear in circles in the four corners, connected by a railroad track design. "Öre" is in the Swedish spelling. Perforated 11. Lithographed in sheets with margin, tabs around the sides.

1. 5 øre black and pale green

3. 20 øre black and yellow ochre

2. 10 øre black and pink

As regards the size of the sheets, I have seen a horizontal strip of three stamps and a vertical strip of four—which indicates a sheet of at least twelve stamps.

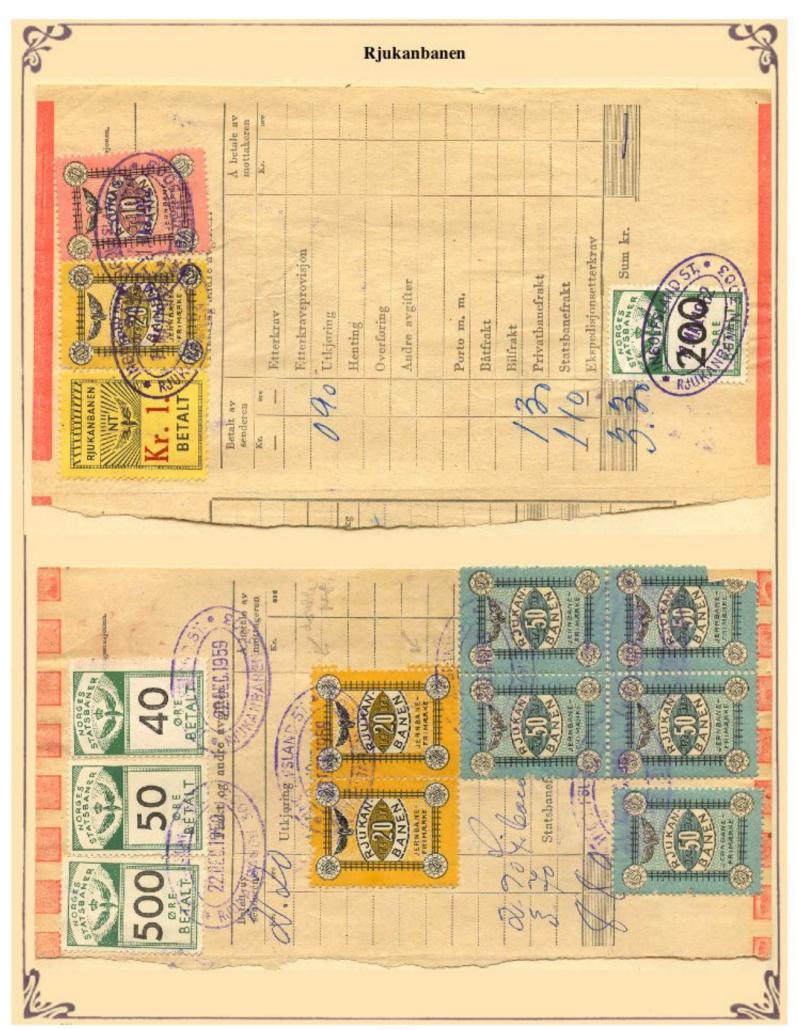


# Rjukanbanen

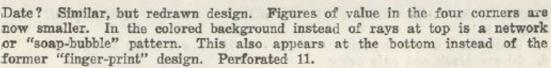








St.



4. 10 øre black and pink

5. 50 øre black and light blue

Date? New design. Name of railroad in box at top, beneath which is a winged-wheel with the letters "NT" (i.e. Norsk Transport A/S) amid rays. The lower half of the stamp contains the word "BETALT" (i.e. PAID) and space for the denomination to be added in a separate printing operation (in red). Perf. 10%.

- 6. 1 øre black & green on yellow paper
- 7. 2 øre black & green on yellow paper
- 8. 90 øre black & green on yellow paper
- 9. Kr. 1 black & red on yellow paper
- 10. Kr. 2 black & red on yellow paper
- 11. Kr. 5 black & red on yellow paper
- 12. Kr. 10 black & red on yellow paper



The first issue appears cancelled in violet with a marking reading "KAS-SERET" (i.e. Cancelled) in non-scriphed letters, above and below which are a row of seven X's. A double-ring oval cancel has been noted in violet on the last issue. It reads "INGOLFSLAND ST. \* RJUKANBANEN 3003 \*", and date in center.

A Train Post Office with a postal agent was established on the line from October 10, 1909, and the postage stamps on mail were cancelled with a post-mark in the Swiss type reading "RJUKANBANERNE". Later on, two other postmarks, also in the Swiss type, were used reading "RJUKANBANEN" and the letters A or B underneath. I have also seen a postmark in the Swiss type, but without the bars in the arches, reading "RJUKANBANEN" and the index letter A underneath.







### The Holmestrand-Vittingfos Railroad (Holmestrand-Vittingfosbanen)

The 30-kilometer long railroad running from the picturesque old town of Holmestrand on the Oslofjord, past Hillestad and on to Vittingfos, was opened for traffic on October 1, 1902. The line shared the same fate as the Tønsberg-Eidsfos railroad, operations ceasing on the same day—June 1, 1938.





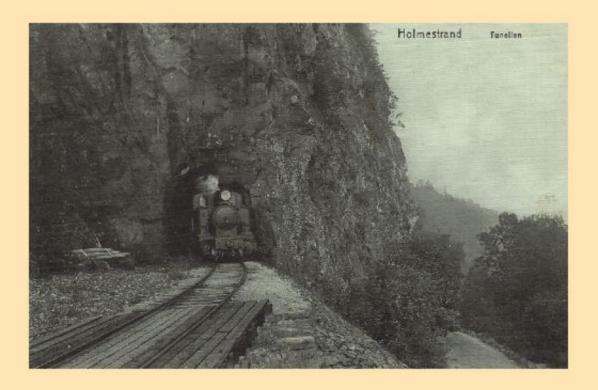
1902. The simple design has the denomination in the center within a frame.



## Holmestrand - Vittingfosbanen













Above and below this is the name of the company, which is also repeated on the sides but in abbreviated form. All this is surrounded by an outer, single line, frame. Typographed. Finely rouletted. The sheets are without separate margin and are imperforate along the edges. The stamps in the four corners each having two imperforate edges. Issued with glue on the back.

This first issue was only printed in a very small quantity and was quite soon followed by the second issue in a new design.

1. 5 øre black en green paper

2. 10 øre black on orange paper





Date? The denomination is in the center, above which is "Holmestrand-" and below "Vittingfosbanen." Around the edge is a double line frame. Typographed. Finely rouletted. The sheets are without separate margin tabs and marginal stamps are therefore imperforate on one side. Corner stamps have two imperforate edges of course. There is enough variation in the stamps to make it possible to reconstruct the sheets. There seem to have been forty stamps in a sheet, arranged four across and ten down. A group of twenty clichees was repeated twice in producing the sheet, so the two vertical columns of stamps at the left are the same as the two vertical columns on the right. However, the stamps can be distinguished from each other by the position of the imperforate edge or lack thereof. The arrangement of the various types in the sheet is the same for both the 5 and 10 gre values. Some of the prominent varieties are as follows: Position 1-spelling mistake "Vlttingfosbanen." ("P" instead of "i"). Positions 9, 11, 17, 19-Bodoni "5". Position 19 also has "Ore" in a different, smaller, type face. Position 16 has just the "Ø" in the smaller type face. Position 4 has the top broken off the letter "b". These varieties all occur twice in a sheet apparently. I have not seen a complete sheet myself, however, so other differences may exist. Issued without glue on the back.

3. 5 øre black on thin blue paper

4. 10 øre black on thin yellow paper

# Holmestrand-Vittingfos-banen.

Of cancellations on this 2nd issue, I have seen the one illustrated, in violet, as well as another marking, also in violet, reading "——nd V.B." in slanting seriphed letters and underneath "— FEB 1912". The first line is, of course, an abbreviation of the name of the railroad.

At first the mail, in sealed bags, was taken care of by the train conductor, and no postmark was used. On April 1, 1919, a Train Post Office with special postal agent (Pakmester) was established, but was discontinued some years later. From July 1, 1922, the name of the line was abbreviated to "Hvitting-fossbanen". The two postmarks that were used read "VITTINGFOSSBANEN" and "HVITTINGFOSSBANEN". Both are of the usual Swiss type (2 rings with date-bridge and bars in the arches).







#### The Thamshavn Railroad (Thamshavnbanen)

On July 10, 1908, this little railroad, up in the Trondheim area, was opened between Thamshavn and Svorkmo. On August 15, 1910, the line was extended from Svorkmo to Løkken. The line, sometimes called "Orkedalsbanen" after the name of the valley, is only about 5 kilometers long. The trains are elec-

trically operated



Date? Inscribed with company name, value and "FRIMERKE GODS". Inscriptions in black together with a control number in red and a fancy ornament underprint in pale blue. Printed in coils by Fabritius, Oslo. Perforated 11 at top and bottom, imperforate along the sides.

1. 25 gre black, red and pale blue

There was no Train Post Office, and any mail was taken care of by the train conductor.

Meters are apparently used now at the various stations instead of special parcel stamps. I have seen impressions dated 1958 which are similar in appearance to the meter from Trondheim illustrated in this booklet at the end of the Norwegian State Railroad section. However, at top of value box, instead of the NSR winged wheel emblem, is the text "THAMSHAVNBANEN" and at bottom instead of "NORGES STATSBANER" is "A/S T.O.B." These meters appear in black, no. 3 also in red. Meter no. 1 at Fannrem, no. 2 at Orkanger, no. 3 at Løkken. A 4-line ad slogan is sometimes seen out to the left reading "THAMSHAVNBANEN / OG / A/S TRONDHEIM-ORKLADAL / BILLAG". It seems that a bus company, probably under the same management as the railroad, also uses these meters. (see Part IX - RR meter stamps (II))

#### The Sulitjelma Railroad (Sulitjelmabanen)

This 23.8 kilometer long railroad in the Nordland district of Norway was built by private capital in connection with the exploitation of the large copper and sulphur mines in the area. The first 13 kilometers were opened on June 26, 1896, the rest on June 15, 1915. The line connects Sjønstå to Sulitjelma and Sandnes.

The following stamps are the only ones I have seen, but it is quite possible that earlier stamps were issued.

Printed in vertical coils by Fabritius, Oslo. Imperforate at the sides and perforated 10% at top and bottom. Inscribed with the name of the railroad at top, beneath its emblem-a large "S" and crossed hammers with wings at side. Denomination in center. Control serial numbers in black on each stamp. Blue colored paper.

- 1. 10 øre black on blue
- 2. 50 øre black on blue
- 3. 100 øre black on blue
- 4. 200 øre black on blue
- 5. 500 øre black on blue
- 6. 1000 øre black on blue







No. 6

Rearranged design. Printed in horizontal coils by Fabritius, Oslo. Imperforate at top and bottom of stamp, perforated 10 at sides. Railroad name and emblem at top. Denomination in center. Control serial numbers on each stamp now in red. Blue colored paper. Control letter "A" at left.

Fabrillius, Oslo.

7. Kr. 0,10 black on blue

9. Kr. 50,00 black on blue

8. Kr 050 black on blue

10. Kr. 100,00 black on blue





No. 11

Similar to previous issue, but denomination in thinner and more condensed type face. Red serial numbers. Blue paper. Control letter "A" at left.

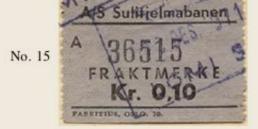
11. Kr. 0,01 black on blue

14. Kr. 2,00 black on blue

12. Kr. 0,05 black on blue

13. Kr. 0,10 black on blue

1971? Similar to previous issue, but no "S" emblem at top.



AIS Sulitjelmabanen

No. 16

15. Kr. 0,10 black on blue

Numbers 16-21 have the denomination in the third line.

16. Kr. 0.10 black on blue

17. Kr. 0,50 black on blue

18. Kr. 1.00 black on blue

19. Kr. 2,00 black on blue

20. Kr. 5,00 black on blue

21. Kr. 10,00 black on blue







1964. With "S" emblem again. Index letter "A". Large figures at right in black. Serial numbers in red.

- 22. Kr. 0.10 black on blue
- 23a. Kr. 1.00 black on blue
- 23b. Kr. 1,00 black on gray blue
- 24. Kr. 2,00 black on gray blue
- 25. Kr. 5,00 black on gray green
- 26. Kr. 10,00 black on gray green
- 27. Kr. 100,00 black on gray green



No. 22

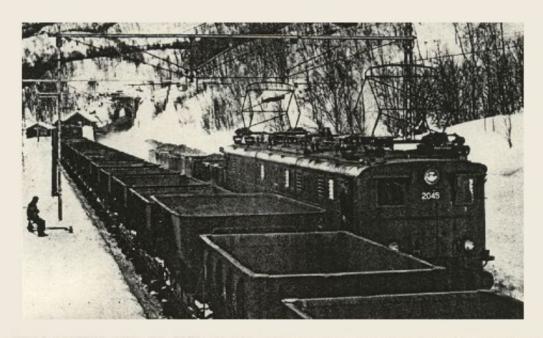
No. 24





No. 26

Day and night the ore trains go in an unending stream to the Narvik quays where boats lie in rows and wait for the ore to carry it on to the steel works melting ovens. The empty cars go back again. Here they are at Straumsnes station.



Cancellations noted: Large, oblong, framed box with 2-lined inscription "A/S Sulitjelmabanen / Sulitjelma st." in black. A small cancel "LOMI st.", also in black. Two small framed box cancels with railroad emblem at top, date in middle and station name at bottom (Sulitjelma st. or Lomi st.), in violet.







#### The Lillesand-Flaksvand Railroad (Lillesand-Flaksvandbanen)

A narrow-gauged railroad, 17 kilometers long, was opened in 1896 between Lillesand and Flaksvand in southern Norway. The line was finally closed down on July 1, 1958.



June 1906. Denomination in center surrounded by ornament border. Around this is repeated twice the name of the railroad. The outer border consists of two frame-lines, one thick and one thin. The arrangement of the ornaments of the inner border varies. There are about five prominent variations of this in the sheet. Two completely different types of the numeral figures occur in the sheets of both the 5 and 10 øre values. The sheets consisted of twenty or possibly twenty-five stamps. There were five stamps in each vertical row. As there were no margin tabs around the sheets all marginal stamps were imperforate on one side (corner stamps imperforate on two sides). Typographed. Perforated 11.

22\_













- 1. 5 øre black on light green paper
- 2. 10 ore black on light yellow paper



Date? Similar, but new type used for the figures in the center. The arrangement of the ornaments of the inner border varies. Marginal stamps are imperforate on one side (corner stamps imperforate on two sides). Typographed. Perforated 11.

3. 10 øre black on light buff paper





Date? New arrangement, with "Øre" now horizontally placed in the center, above and below which are TWO dots next to each other in the ornament border. The outer frame is a thick line at the top and bottom. On the sides it has a thin as well as a thick line. Marginal stamps are imperforate on one side (corner stamps imperforate on two sides). Typographed. Perforated 11.

4. 5 øre black on light green paper

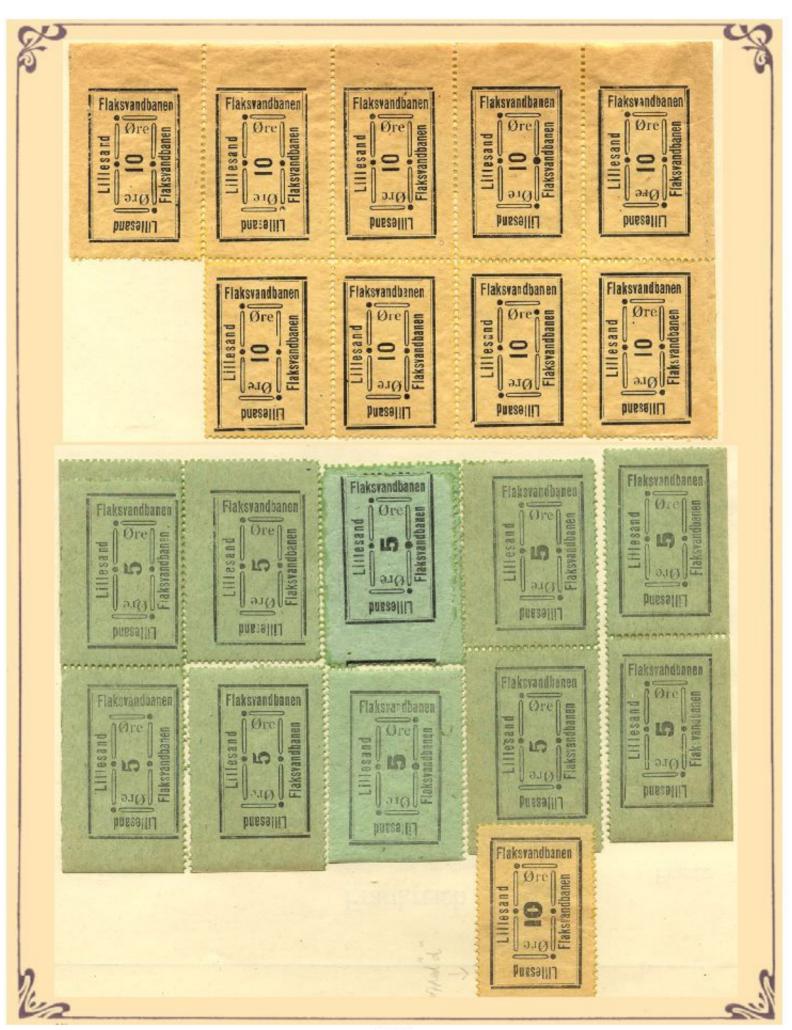
Date? Provisional. Design similar to No. 4. Marginal stamp: are imperforate on one side (corner stamps imperforate on two sides). Typographed Perforated 11. Black overprint "25". 5. 25/30 øre black on orange paper

I have not been able to ascertain whether or not the stamp had been previously issued, without the overprint, as a 30 øre stamp.

I have not as yet seen any used copies of these railroad stamps, but presumably pencil or crayon was used to cancel them.

From June 1, 1919, mail was sent on the line in charge of the train conductor. No postmark was used on the trains.









#### The Nesttun-Os Railroad (Nesttun-Osbanen)

A 26.3 kilometer long narrow-gauge railroad running from Os (on the Bjørnefjord) to Nesttun (about 9 kilometers from Bergen) was opened on July 1, 1894. After 40 years of faithful service, the two lilliput locomotives "Ulven" and "Bjørnen" made their last trip on September 1, 1935 when the line was finally closed.

Near Nesttun, incidentally, is "Troldhaugen," formerly the home of the famous Norwegian composer Edvard Grieg.





Date? Denomination in center surrounded by fancy ornament border. Between this and the outer, single line, frame is the compay name "NESTTUN OS-BANEN", repeated twice. The sheets were without margin tabs, so all stamps are imperforate on one side, corner stamps being imperforate on two sides. Typographed. Perforated 1114.

- 1. 5 øre black on blue paper
- 2. 15 øre black on white paper
- 3. 20 øre red on white paper
- 4. 50 øre black on green paper
- 5. 1 krone black on bright rose paper
- 6. 500 øre red on white paper (large size stamp)

Nos. 4 and 6 are listed tentatively. Their existance has not been confirmed.

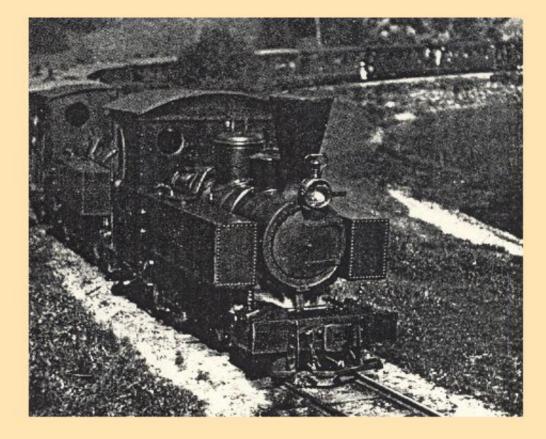


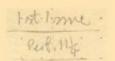


Date? Denomination in center surrounded by a new ornament border. Between this and the outer, single line, frame is the company name "NESTTUN OSBANEN", repeated twice (note new spelling). The sheets were made up of 10 stamps arranged in two vertical rows of five stamps each. One row was inverted in relation to the other, giving five tete-beche pairs. The two colors of the 20 øre value appear in the same sheet—one row of each color—indicating a 2-operation printing. The 500 øre was apparently printed in a vertical row of five stamps—three of which were inverted in relation to the other two. All stamps of this 500 øre value were imperforated on two sides, except the top and bottom stamps which were imperforate on three sides. Typographed. Perforated 114.

- 7. 5 øre black on blue paper
- 8. 15 øre black on white paper
- 9. 20 øre red on white paper
  - a. 20 øre brownish red on white paper

## Nesttun-Os Railroad







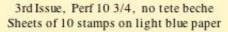










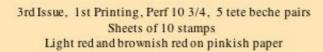






2nd Issue, Perf 11 1/4, 5 tete beche pairs Sheets of 10 stamps on dark blue paper







2nd Printing, normal positions Red

3rd Issue,



#### 2nd Issue, Perf 11 1/4













3rd Issue, Perf 10 3/4









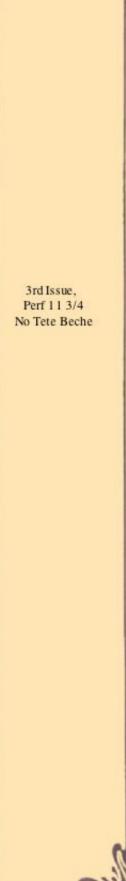








2nd Issue, Perf 11 1/4 Tete Beche





10. 50 øre black on green paper

11. 100 øre black (and vertical red stripe across center) on white paper

12. 500 øre red on white paper (large size stamp)



Date? Similar to nos. 7-12. Typographed. Now perforated 10%. Sheets of ten stamps, arranged in two vertical rows of five stamps each. Both rows now face the same way, so there are no tete-beches. There are no margin tabs around the edge. All stamps are imperforate on one side, corner stamps are imperforate on two sides. The 500 øre stamp was apparently printed in a vertical row of five stamps (all facing the same way now, so no tete-beche). All stamps were imperforate on two sides, except the top and bottom stamp in a sheet which was imperforate on three sides.

13. 5 øre black on light blue paper 15. 20 øre dark red on white paper

14. 15 øre black on white paper 16. 50 øre black on emerald green paper

17. 100 øre black on light pink paper

a. same, but double perforation

b. 100 øre black on dark pink paper

18. 500 øre red on white paper (large size stamp)

These stamps were generally cancelled by blue pencil. I have also seen a single-line cancellation in violet reading "Søfteland".

## Søfteland



A Train Post Office was established on May 1, 1919 and a postmark in the usual Swiss type (with bars in the arches) and reading "OSBANEN" was used to cancel postage stamps on mail.

#### Other Lines

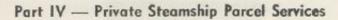
Although I have not seen or heard of any, the possibility may exist of parcel stamps having been issued by the Grimstad-Rise Railroad. Traffic on this line started on September 15, 1907, but already on January 24, 1912 it was taken over by the State Railways.

As for the 22.5 kilometer long Dunderland Railroad, built on the southern side of the Rana river, I think it was used exclusively by its owners—The Dunderland Iron Ore Company Ltd. This line was also finally taken over by

the State as of July 1, 1947.







#### Tyrifjord Steamship Company

A special stamp was issued to pay for the transportation of packages and other freight on the steamer "Tyrvi," which ran beween Hønefoss and Viker-

sund on Lake Tyrifjord.



1887. Large size stamp. Monogram "TDS" within oval in center of design, apparently standing for the name of the company "Tyrifjords Dampskibs Selskab". Denomination in the four corners. At top, in two lines, "TRANS-PORTMAERKE gjaeldende" (i.e. Transportation stamp valid) and below "for TYRVI". Ornamental border. Lithographed. Perforated 12½. My copy (illustrated) has a perforation hole missing on each of the four sides (apparently caused by a broken needle) and is cancelled by a pen and ink cross.

1. 5 øre red

#### The Bygdø Ferry Company (Bygdøfaergenes Skibsaktieselskab).

These ferries ran between Skillebaek (Kristiania) and across the bay to Framnaes (Bygdø), At Framnaes is located the large museum building which houses the famous polar exploration ship "Fram." A notice regarding "Parcel transport by the Framnaes ferries" in a Kristiania newspaper of November 1916, placed by Huk Aktieselskab (apparently a predecessor of the Bygdø Ferry Company), states that stamps were available aboard the ferries at Kr. 2.50 and Kr. 5.00 per sheet. This probably refers to the first 5 and 10 gre stamps and indicates sheets consisting of 50 stamps. The 25 øre value seems to have been issued somewhat later. The notice goes on to explain that parcels should be handed in with the special stamps affixed. Parcels that were received unfranked would be carried at the expense of the recipient who would be charged double the normal rate. A price discount of 10% was allowed on the purchase of at least ten sheets at the same time. This discount was only allowed on sales made at the Company Office at Carl Johansgate 25 (Lawyer Butenschøn, 4th floor). This ferry service was running as late as 1957, but is now discontinued. It is a shame, as one could enjoy a pleasant trip across the harbor in those picturesque little steamers. The closing, I think, was due to more people travelling by bus or private car.

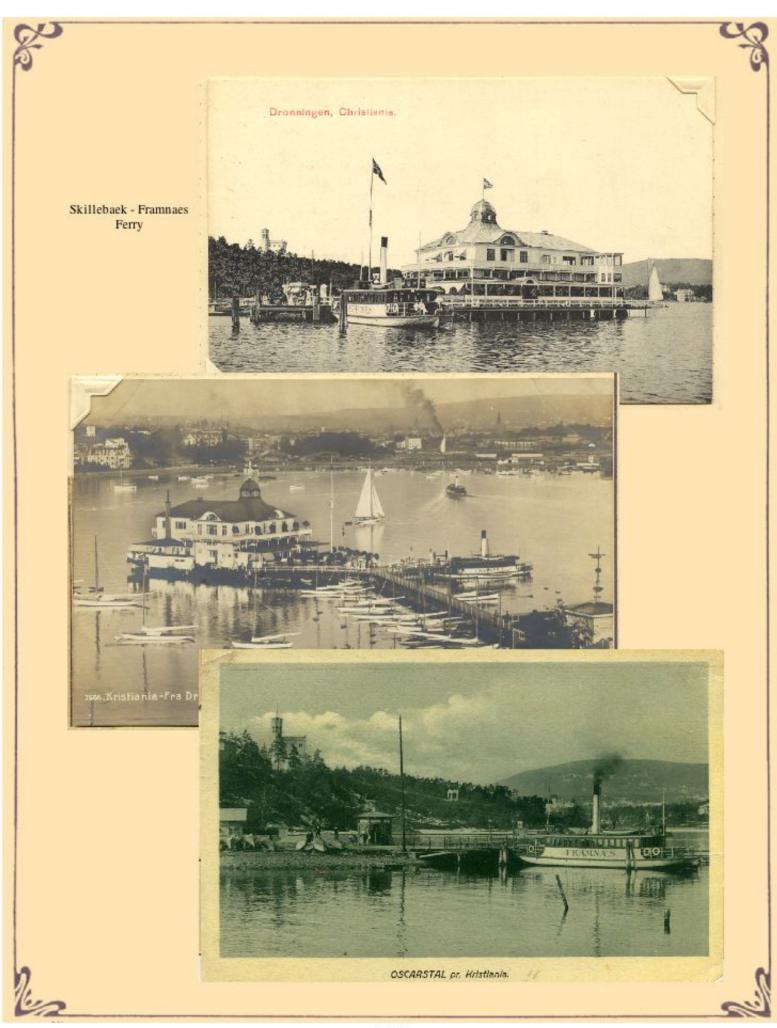
1916(?) Across the top is a band with the text "FRAGT Maerke" (i.e. Freight stamp). In the center appears one of the old ferry boats, inscribed "FRAM-NAES". In the background at the right is the Holmenkollen hill which rises behind the capital. At the left is "Oscarshal"—a summer palace built by King Oscar I. Value in the four corners. There are two types each of the 10 øre





Second printing Blurred impression













and 25 øre stamps (valueright points directly up to ated 11.

ares differ in shape). The ferry's flag at the end loop of the band or scroll above it. Perfor-

1. 5 øre blue

2. 10 øre red

3. 25 ore green

Date(?) Similar, but redrawn design. The ferry's flag at the right points to the left of the end loop of the scroll. The value figures differ from those of the previous issue. Clear printing. Perforated 12½.

4. 10 øre red

Date(?) Same redrawn design as no. 4, but unclear printing. Perforated 11. 5. 10 øre red

Date(?) Similar to no. 5, but now printed in coil form. Imperforate at the sides. Perforated 10½ at top and bottom. Each stamp is overprinted with a different control number in black across the face (for example: 62471).

6. 10 øre red

Cancellations seen: Black or indelible pencil, blue or red crayon.

#### Risør Steamship Company

This company had its headquarters at Risør, a small town on the southern coast of Norway between Arendal and Kragerø.

Date? Simple design inscribed with the denomination in the center, above

which is the name of the company "Risør Dampskibsselskab." and below is the word "Varemaerke." (i.e. Goods stamp). Typographed. Imperforate.





- 1. 5 øre black on white paper
- 2. 10 øre black on blue paper
- 15 øre black on green paper
   20 øre black on pink paper
- 5. 25 øre black on brown paper

S.

Risør Dampskibsselskab.

5 Øre

Varemærke.

Risør Dampskibsselskab.

10 Øre

Varemærke.

Risør Dampskibsselskab.

15 Øre

Varemærke.

Risør Steamship Company

#### The Hamar-Kapp Ferry (Hamar-Kapp Ferjen)

This ferry runs between Hamar and Kapp on Lake Mjøsa in central Norway. It is a modern vessel capable of carrying 400 passengers and 20 cars.





Date? (Current in 1958). Issued in booklets. Stamps imperforate on three sides, rouletted at left. Each stamp bears a different serial number in black. The 0,80 value differs from the others by having in front of the firm name "M/F" (Motor/Ferje, i.e. Motor/Ferry). The 0,50 value is a bit smaller than the rest and the type-face is also somewhat different.

- 1. Kr. 0.10 black on buff
- 2. Kr. 0,50 black on blue
- S. Kr. 0,60 black on pale green
- 4. Kr. 0.80 black on white
- 5. Kr. ,0,90 black on pink
- 6. Kr. 1,00 black on pale grey
- 7. Kr. 1,20 black on light grey
- 8. Kr. 1,50 black on cream
- 9. Kr. 2,00 black on emerald green
- 10. Kr. 2,50 black on pale green
- 11. Kr. 5,00 black on yellow

Date? (Current in 1959). Similar to previous issue, but now with printer's name "A. SAETHER, HAMAR" added at bottom left on each stamp.

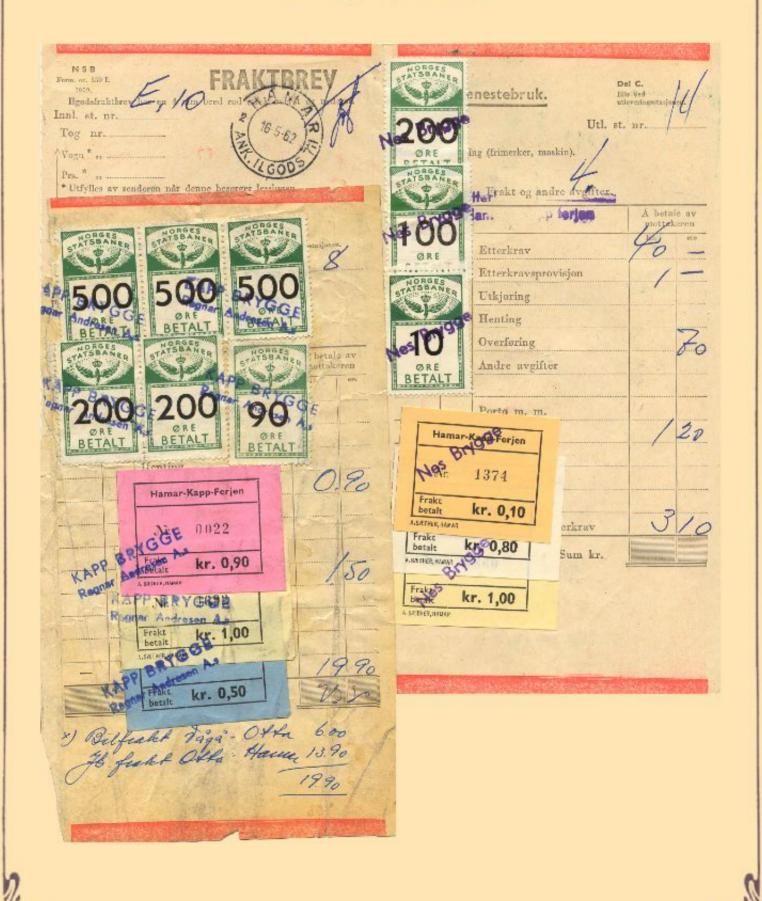
- 12. Kr. 0.60 black on pale green
  - 15. Kr. 1,20 black on buff
- 13. Kr. 0.80 black on white
- 16. Kr. 2.00 black on bright pink
- 14. Kr. 1.00 black on cream

Cancellations seen: NES D/S EKSPEDISJON in one line in black, violet or Jark blue; KAPP BRYGGE / Ragnar Andresen A.s, two lines in dark violet; HAMAR BRYGGE / EKSP., in double ring circle with date across center, in blue.





#### Hamar-Kapp Ferry on Lake Mjøsa



#### Hamar-Kapp Ferry Hamar-Kapp-Ferjen Hamar-Kapp-Ferjen Hamar-Kapp-Ferjen 34725 Nr. 0705 Frakt kr. 0.50 kr. 0,10 betalt kr. 0,60 betalt M/F Hamar-Kapp-Ferjen Hamar-Kapp-Ferjen 8238 6630 Kr. 0,80 Betalt kr. 0,90 Hamar-Kapp-Ferjen Hamar-Kapp-Ferjen Hamar-Kapp-Ferjen Ni: 4890 3751 Frakt Frak kr. 1,20 kr. 1,50 betalt Hamar-Kapp-Ferjen Hamar-Kapp-Ferjen Hamar-Kapp-Ferjen RYGGE 1821 4598 Nin 1964 Frakt Frake kr. 2,00 kr. 2,50 betalt kr. 5,00 Hamar-Kapp-Ferjen Hamar-Kapp-Ferjen 6389 Ni 1939 090 Mach Frakt len 0,60 orgonal kr. 0,80 betalt betalt A. BETTER HANDS Hamar-Kapp-Ferjen Hamar-Kapp-Ferjen Hamar-Kapp-Ferjen 1446 Nic Ni: 3551 Wir. 3538 kr. 1,00 Frakt kr. 1,20 Frakt betalt kr. 2,00 betalt A. SACTIVER, YALLOW A ERIHER, HARAN



Sartor & Sport



Date? Inscribed "Sartor & Sport" and denomination. I believe these are the names of two steamers rather than just a firm name. I have seen the stamps cancelled in red "Andersen & Søn Aktieselskab", which is probably the firm name. Both halves have glue. The left one bears the additional word "Varebillet". Serial numbers on both in black.

1. 5 gre black on pink

3. 25 øre black on white

2. 10 øre black on green





Several other small steamship companies have issued parcel stamps. They are printed in booklet form, with two or three of the sides imperforate. Some of the stamps were printed in pairs with the two stamps differing from each other. One of the stamps was apparently stuck on the bill of lading, while the other was stuck on the package itself.

Other steamship companies that in the past have issued simple typeset stamps similar to the aforementioned, but without any ornamentation at all are: Naesodden, Frogn, Nordby A/S (4 variety seen—Kr. 0.30)

A/S Nesoddens dampskibsselskab (1 variety seen—Kr. 1.00)

Dampskibsakticselskabet "Asker, Røken & Hurum"—(14 varieties seen)

Akticselskabet "Bundefjord-Helvig"—(5 varieties seen)

A/S Bundefjord Dampskibsselskap—(1 variety seen—Kr. 0.40)





48

Næsodden, Frogn, Nordby "/s

> Varebillet Kr. 0.30

541

R/S Nesoddens dampskibsselskab

Kr. 1.00

Varebillet

Various shipping companies

Varebillet № 26

Dampskibsaktieselskahet "Asker, Roken & Hurum"

Varebillet

Dampakibanktieselskahet Asker, Røken & Hurum"

Kr. 1.00

Varebillet

Dampekibsaktisselskabet "Asker, Røken & Hurum"

Varebillet Dampskibsselskabet, "Asker, Røken & Hurum"

Varebillet (

Dampskibsselakabet "Asker, Røken & Hurum"

Kr.

Varebillet

Dampskibsaktinsalskabet

Asker Røken & Hurum' Kr 5.00

Varebillet

Dampski bankticselskabes

"Asker Røken & Hurum"

Nr. 22826

VAREBILLETT

Dampskibsakfleselskabet «Asker, Røken & Harnus

Kr. 0.50

7550 Varebillet

Aktieselskabet "Bundefjord-Helvig"

Kr. 0.50.

3054 Varebillet

Aktieselskabet "Bundefjord-Helvig" 40 Bre

4433

Varebillet

Aktieselskabet "Bundefjord-Helvig" 50 Øre

6332

M.T.

Varebillet

Aktieselskabet Bundefjord-Hei

Kr. 1.00

03068 Varehillet

A/s Bundefjord Dampskibsselskap

Kr. 0.40

Fabrilius, Oslo. 3445



St.

tumskip is

Various shipping companies

Varebillet

Dampskibsaktleselskabet

"Asker, Roken & Hurum" Kr. 0.15.

Varebillet

Dampsklisaktieselskabet

"Asker, Roken & Hurum" Kr. 0.15. Varebillet

Dampskibsaktieselskabet

"Asker, Røken & Hurum'

Varebillet

Dampskihsaktieselshabet "Asker, Røken & Hurum" Kr. O.10 Varebillet

Dampskibsaktieselskabet "Asker, Røken & Hurum"

Varebillet

Rampskibsaktisseiskabet "Asker, Røken & Hurum" Kr. 0.25. Varebillet

Dampskibsaktieselskabet "Asker, Røken & Hurum" Varebillet

Dempshiksaktisselskabet "Asker, Røken & Hurum" Kr. 0.50. Varebillet

Dampskihsaktieselskabet "Asker, Røken & Hurum"

Varebillet

Dampskinsaktieselstabet "Asker, Roken & Hurum" Kr. 1.00

Equotation me

№ 49 Varebillet

Dampskibsaktieseiskahet "Asker, Raken & Hurum" Varebillet

Dampskibsskibsselstabet "Asker, Røken & Hurum" Kr. O.15.

Varebillet

Dampskibsaktieselskabet

"Asker, Røken & Hurum" Kr. 0.10. Varebillet

Dampskibsaktieselskabet "Asker, Roken & Hurum" kr. 0.15.

Varebillet 18

Dampskibsaktieselskabel

"Asker, Roken & Hurum' Kr. 0.10 28 Varebillet

Dampskibsaktieselskabet

"Asker, Roken & Hurum" Kr. 0.10. Varebillet 23

Dampskibsaktieselskabet

"Asker, Røken & Hurum"

Varebillet 5

Dampskibsaktieselskabet

"Asker, Røken & Kurum" Kr. 0.50.





#### Ship route in Oslofjord area

A/S Mesodden-Bundefjord D/S FRAKTMERKE Kr. 3.00 Herav merverdiavg, kr. 0,50 Kundens kvittering

A/S Nesodden-Bundeljord D/S FRAKTMERKE Kr. 6.00 Kundens kvittering

A/S Nesodden-Bundetjord D/S FRAKTMERKE Kr. 5,00 Heray merverdiavg, kr. 0,83 18184 Kundens kvittering

A/S Nesodden-Bundefjord D/S FRAKTMERKE Kr. 8.00 Heray merverdiavg, kr. 1,33 03510Kuhdens kvittering

A/S Nesodden-Bundefjord D/S FRAKTMERKE Kr. 10.00 Påklebes pakken

Hydrofoil route in Oslo to Moss (1971? - until 1979?)

HYDROFOILRUTENE Utstikker D. Oslo 1 - Tif. 417677

Fraktmerke

Kr. 1.00 UTLEVERES KUNDEN

HYDROFOILRUTENE Utstikker D, Oslo 1 - Tlf. 417677

Fraktmerke

Kr. 1,00 PÅKLEBES PAKKEN

PASSITIUS, OSLO

HYDROFOILBUTENE Utstikker D. Oslo 1 - Tlf. 417677

Fraktmerke

03206 Kr. 2,00 UTLEVERES KUNDEN

PARRITIUS, OSLO

MARRITIUS, OSLO -

HYDROFOILRUTENE Utstikker D. Oslo 1 - Tif. 417677

Frakimerke

03206 Kr. 2,00 PÄKLEBES PAKKEN

PARRITOUS, OREO .

HYDROFOILRUTENE Utstikker D. Oslo 1 - Tif. 417677

Fraktmerke

03716

Kr. 5,00 UTLEVERES KUNDEN

PARRITIUS, OSLO -

HYDROFOILRUTENE Utstikker D, Oslo 1 - TH. 417677

Fraktmerke

03716 Kr. 5.00 PAKLEBES PAKKEN



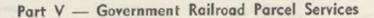




#### Ferry Route Ottersøy-Rørvik







#### The Trondhjem-Støren Railroad

A 53-kilometer long railroad was opened between Trondhjem and Støren on August 5, 1864. It was originally a narrow gauge line, but was rebuilt to wide gauge in connection with the new 158 kilometer long railroad between Dombås and Støren (built 1910-21 and opened in the latter year) and together they made up the important section of the Norwegian State Railroad system called Dovrebanen. The first railroad stamps of Norway were issued by the original railroad.





1870 (August?). The center of the design shows a locomotive of the period, facing left, above which is a band inscribed "PAKKE-FRIMAERKE." Another band, beneath the locomotive, reads "THRONDHJEM-STØREN JERNBANE". In the four corners are squares showing the figure of value. Perforated 12½. Printed in Sweden by Norrköping Lithografiska Actiebolag.

1. 2 skilling blue

a. Pair, imperforate vertically in middle

2. 4 skilling red

These stamps are much scarcer used than unused. Pairs and other multiples, used or unused, are seldom seen.

I have noticed five stamp types of both values. On the 2 skilling it is just a matter of certain dots here and there, but on the 4 skilling the corner squares with the figures of value vary in their alignment with the rest of the design and often cut into the arabesques. I don't know exactly how many stamps there were in a sheet, but it seems to me that there were at least ten. A horizontal pair I have of the 2 skilling shows two different stamp types, while a vertical pair shows two stamps of the same type. The 4 skilling value was apparently produced by taking the lithographic printing stone of the 2 skilling stamp and changing the denomination figures.

These stamps were sold at the following stations along the line: Throndhjem, Selsbak, Heimdal, Melhus, Kvaal, Ler, Lundemo, Hovind and Støren. The stamps were cancelled by special circular date stamps. I have so far seen those used at the stations of Throndhjem, Melhus, Lundemo, Hovind and Støren. Black and sometimes greyish blue color was used. Manuscript cancellations also occur. I have seen "Støren 4/5 75" and "Lundemo 15/4 71".

The earliest circular cancellation I have is 8/7 1870, from Støren, and the latest is 16/6 1876, from Hovind. The metal handstamp of Melhus station is, by the way, preserved among the wonderful collections of the Norwegian Postal







## HOYIND STATION



16.6.1876



18.10.1872

## LUNDAMO



15,4,71

### STØREN



4.5,75



4.5.75

## STOREN STATION



11 . 9.1872



8,7,1870

## THRONDHJEM STATION



21.8.1871



26.9.187

### THEONOHIJEM STATION



1.3.1892



imperforate





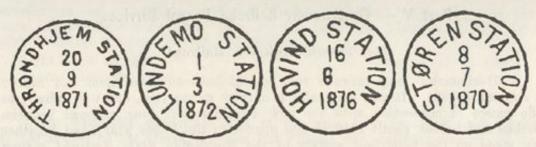
4 70



19/7







Museum in Oslo. It reads "MEELHUUS STATION" and is similar to those illustrated.

#### The Smaalens Railroad (Smaalensbanen)

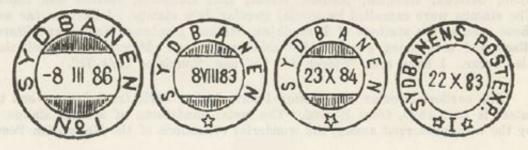
Smaalensbanen, also known as Sydbanen (Southern Railroad), was opened on January 2, 1879, between Christiania and Fredrikshald. On July 25, 1879, the line was extended to Graensen (Kornsjø) at the Swedish border.



1881. The design shows an old-fashioned locomotive within an oval on each side of which is "ØRE". Above the oval is the name "SMAALENS-" and below is "JERNBANEN". A large numeral "5" appears in the four corners. There is a remarkable variation in the perforation of these stamps, the range being 7, 8½, 9, 9½, 10, 10½, 11 and 12. Generally two and often three sides of a stamp vary in perforation. There were ten stamps in a sheet, arranged in two vertical rows of five stamps each. As the sheets have no separate margins, all the stamps in a sheet have one imperforate side, except the two corner stamps at top only which each have two imperforate sides. With the help of the imperforate edges and small variations in the design (plate flaws) the position of the various stamps in the sheet may be reconstructed. Typographed. I have seen the stamps cancelled by a pen cross and in one case by red pencil.

#### 1. 5 øre black on white (wove paper)

Sydbanen Train Post Office was established at the time the line was opened in 1879. Quite a number of different postmarks have been use, so I am just illustrating a few examples. After the opening of the eastern branch line Ski-Mysen-Sarpsborg, Sydbanen T. P. O. operated on both lines, and new postmarks were introduced with the identifying letters "Ø.L." (Eastern line)







#### Complete plate layout 1879







and "V.L." (Western line). From October 1, 1932, "Sydbanens" T.P.O. changed its name to "Østfoldbanens" T.P.O.

#### The Norwegian Main Railroad (Norsk Hovedjernbane)

This line was opened, on September 1, 1854, between Christiania and Eidsvold. It was the first railroad in Norway and was built under the direction of George Stevenson's son, Robert. Train mail was at first pen-cancelled. Later on, in 1875, the first railroad postmark was issued, bearing the text "HOVED-JERNB:POSTEXP:" and date within a circle. The railroad parcel stamps were not cancelled with this postmark but by pen or crayon.



1881. Numeral in center surrounded by frame of dots. Inscribed "NORSK HOVED-JERNBANE" in non-serifed letters. Apparently printed in sheets of 10 stamps (2 vertical rows of 5 stamps). As there were no margins, all stamps have one side imperforate, except corner stamps which have two sides imperforate. Perforated 8. Seen cancelled by a cross in red ink.





1. 5 øre black on blue paper

2. 10 øre black on yellow paper

#2

1891. Same design as previously. Apparently printed in sheets of 10 stamps (2 vertical rows of 5 stamps). However, this time there are margins around the sheet, so none of the stamps have any imperforate edges. Perforated 11½.

3. 5 øre black on greenish-blue paper

4. 25 øre black on light violet paper

#### Baggage Checking Stamps - (Hovedbanen)

1893. Value in circle at center, with a winged-wheel symbol on each side. A band across the stamp in a half-circle, reading "OPBEVARING AF REISE-GODS" (i.e. taking care of travellers' luggage, baggage checking). A band across the bottom inscribed "CHRISTIANIA Ø." The upper corners are filled with a hopeless tangle of snakes, like those found on old viking wood-carvings.



#### Norsk Hovedjernbane



#1



#3

#4





#### Hovedbanen



S.

Baggage #2





Baggage #3

Perf. 11½. I have seen the "Frit" stamp in a sheet of eight stamps (two vertical rows of four stamps) with margin tabs all around the sheet and blank gutter tabs in the center between the two vertical rows. The 10 øre value was also printed in a similar miniature sheet of eight stamps. Cancellation seen: "Kri. a@", in violet.

- 1. 5 øre ultramarine
  - a. 5 øre blue
  - b. with "PRØVE" (specimen) in large blue antique letters.
- 2. 10 øre light red
- 3. No value indicated, brown. Frank stamp. "FRIT" (free) in circle.

1903. Same design, but spelling change: "KRISTIANIA Ø." with "K" instead of "C" in the bottom band. Perf. 111/2.

4. 5 øre blue

1903(?) Same as no. 4, but additional spelling change: "AV" instead of "AF" in the half circle band. The letter "K" varies somewhat on the different stamps in the sheet.

5. 5 gre blue, perf. 111/2

a. perf. error, half of two stamps on one stamp area

6. 5 øre blue, perf. 9

1904. Same as no. 5, but rate increase. Perf. 111/2.

7. 10 øre blue

The Norwegian State Railroads (Norges Statsbaner)

Baggage Checking Stamp





1906. For taking care of travellers' luggage, baggage checking. Design similar to Hovedjernbanen no. 7. "AV" in the half circle band, but "STATS-BANERNE" in the bottom band. This was used in Trondhjem. Perf. 9. This stamp was printed in a sheet of 50 stamps (five vertical rows of ten stamps). Stamp no. 34 (the 4th stamp from the left in the 4th horizontal row from the bottom) in the sheet has a faulty "R" and reads "STATSBANEPNE". There are blank margin tabs all around the edges of the sheet.

1. 10 øre red

NSB Baggage #1



Hovedbanen

Baggage

#7





# Hovedbanen Baggage #2











# Hovedbanen Baggage #3









3

Regular Issues







1884. Similar design to the first issues of the Norwegian Main Kailroad, but the numeral in the center is surrounded by a wavy-line border (which varies on the different stamps in the sheet). Inscribed "NORGES STATSBANER" in serifed letters. "ØRE" is also in serifed letters. The outer border contains a dotted line. The sheets are without margins, the stamps are therefore imperforate on one side (corner stamps imperforate on two sides). Perforated 13. Seen cancelled with ink line or blue crayon cross.

1. 5 øre black on blue paper

3. 50 øre black on pale green paper

2. 10 øre black on lemon yellow paper

1884. Same design, but the stamps have no imperforate sides. Apparently printed in sheets with separate margins around. Perforated 11½. Seen cancelled with 3-ring numeral POSTMARK in black, (number illegible).

4. 10 øre black on lemon yellow paper







1884. Similar design, but numeral in center is surrounded by a border of small hatched lines. The inscription reads "NORGES STATSBANER." in serifed letters and with period now. "ØRE" is in non-serifed letters. The outer border contains a wavy line, of which I have noticed two main types in the sheet. There were no margins to the sheet this time, so the stamps are imperforate on one side of each stamp (corner stamps on two sides), the imperforate sides corresponding with the edge of the sheet. This applies to the 5 øre value, a copy of which I have seen imperforate on one side. As for the 50 øre and 100 øre values, I have seen them only perforated on two sides and imperforate on two opposite sides, so it appears that these latter two values were printed in single vertical strips. This applies also in the case of the large 500 ore value. I have seen it imperforate at left and right and also at the top, (top stamp of the strip.) The 500 øre value is of the same general design as the other values but is larger and differs in various details (see illustration). The perforation of the stamps in this set varies from 7, 8, 101/2. (Stamps perforated 81/2 to 9 have been recorded by other collectors.) I have also seen a combination on the 50 øre-perforated 8 at top and 7 at bottom, and the 5 øre perforated 10 at top, 91/2 on the right and 9 at bottom. On this issue I have noted cancellation by means of red crayon or by blue or red ink cross.

5. 5 øre black on blue paper

6. 50 øre black on dull green paper

7. 100 øre black on dull pink paper

8. 500 øre black on dull green paper











1884. Same design as previous issue. The sheets now apparently have margins, and there are no imperforate sides to the stamps. Perf. 11½. Seen cancelled with red or blue crayon or handstamp in violet reading "KASSER-ET" in serifed letters. Examples have also been seen cancelled by ink cross or by handstamp in violet of the station "Røiknes" in joined letters. The figure in the center of the 5 and 50 øre values can vary a bit in position (higher or lower). This corresponds with the two main types of the outer border wavy line. There is also some variation in the thickness of the straight line of the outer border. The 50, 100 and 500 øre values are also known in imperforate condition (from a proof sheet?).

- 9. 5 øre black on various shades of blue paper
- 10. 10 øre black on yellow paper
- 11. 50 øre black on emerald green paper
- 12. 100 øre black on pink paper
- 13. 500 øre black on light green paper

1897. New issue of parcel stamps. Elaborate design with viking-type border of entwined dragon tails. Two stylized dragons with jaws interlocked at the base. Numeral within oval in center, above which is a crown and winged wheel. Underprint of twisting bands inscribed "NORGES STATSBANER" around "NS" monograms. The stamps of this type were printed in sheets of 100 stamps (10x10) from at least 1907 on. The earlier issues were probably also printed the same way, but I have not been able to confirm this. Complete sheets are rare, as most stations made "stamp books" with each page a halfsheet of stamps. The large margin at the top or bottom of the sheet was wetted so as to stick the sheet into the book. This is why one seldom sees used stamps with the end margin attached-as these were left stuck in the book. This is a disappointment to plating specialists, but at least one can run into the side margins. Cancellations: blue crayon, indelible pencil and rubber or metal stampers in a wide variety of sizes and shapes, usually with station name. Those including a clear year date deserve a premium. Violet or black color was generally used, but some places preferred blue or red. Several small stations which were also post offices used their postmark to cancel railroad stamps. I have seen the following, in black: KRONSTAD (1914), AASEN (1916), HOL-STAD and RYGGE (1918), SEL (1923), TREUNGEN and LØVE STASJON (1925), BRENNHAUG (1926). Others probably also exist.

The 500 øre stamp of 1897 has a distinct copper tint to the gold. There is a similar appearance in the color of the 1899 (?) stamp of that value. The 500 øre stamp of 1914, however, has a more brass colored gold.

The horizontal lines within the central oval on the stamps of Plate I are more numerous and closer together than those of Plate II. On the issues of





Plate II and several later issues, the position of the numerals within the oval can vary on individual stamps within the sheet. This is, of course, a very useful aid in sheet reconstruction. An example of this kind of work may be seen in the following two diagrams. Fig. 1 shows the 1st Setting or arrangement of stamp die types in a sheet of the 1 gre value (no. 28). A block of ten different stamp dies was repeated ten times to form the sheet of 100 stamps. This setting was used again for printing stamps nos. 36 and 39.

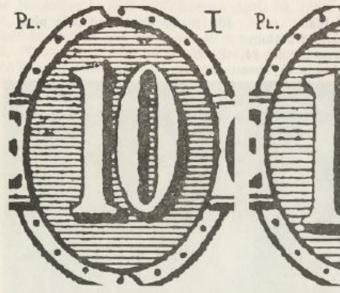
Fig. 2 shows the 2nd Setting or new arrangement of stamp dies used for a later printing of the 1 øre (no. 36a). A block of ten different stamp dies was repeated nine times. The other block of ten differs from the rest and is actually a block from the 1st Setting.

	_	_	-				_	_	-
1	2	3	4	5	1	2	3	4	5
6	7	8	9	10	6	7	8	9	Ю
1	2	3	4	5	1	2	3	4	5
								9	
1	2	3	4	5	1	2	3	4	5
6	7	8	9	10	6	7	8	9	10
1	2	3	4	5	1	2	3	4	5
6	7	8	9	10	6	7	8	9	10
1	2	3	4	5	1	2	3	4	5
6	7	8	9	10	6	7	8	9	10

234111 7 8 9 12 6 11 1 2 3 4 11 1 2 3 4 8 9 12 6 7 8 9 12 3411123

Fig. 1

Fig. 2





1897. Perf. 111/2. Plate I.

14. 5 øre black and light blue a. "PRØVE" (specimen) in blue 17. 100 øre black and dull pink

15. 10 øre black and yellow

16. 50 øre black and light green

18. 500 øre gold and light brown

1899(?). Perf. 111/2. Plate II.

19. 5 gre black and light blue

20. 10 øre black and dull yellow 21. 50 øre black and light green 22. 100 øre black and dull pink

23. 500 øre gold and light brown











1899(?). Perf. 9. Plate II.

24. 5 øre black and greyish blue 25. 10 øre black and pale yellow

1904. Perf. 111/2.

28. 1 øre black and grey

1906. Perf. 111/2.

30. 30 øre black and brownish orange

1907. Perf. 111/2.

31. 15 øre black and red

1907. Perf. 9.

33. 12 øre black and emerald green

25. 75 øre black and dull violet

1909. Perf. 111/2.

36. 1 øre black and lilac

a. black and lilac pink

1909. Perf. 9.

39. 1 gre black and dull lilac

a. error: double perf. at bottom

1911. Provisional surcharge on no. 34. Perf. 9.

41. 200/12 ore black and emerald green

26. 50 øre black and pale green 27. 100 øre black and light pink

29. 2 øre black and light brown

32. 35 øre black and pale chocolate

34. 15 øre black and red a. error: imperf. at right

37. 2 øre black and pale pink

38. 40 gre black and pale ultramarine

40. 2 øre black and pale pink

l. Perf. 9.



A spectacular retouch. No. 54a. (At right)





1914. Perf. 11½.	
42. 8 øre black and pale violet 50	). 50 øre black and grass green
43. 5 øre black and light aquamarine	a. error: double perf. at left
a. black and pale sea green	b. black and yellow green
44. 10 øre black and lemon yellow	51. 50 gre black and deep yellow
45. 20 øre black and grey (shades)	a. error: imperf. at left
46. 25 øre black and brown (shades)	52. 70 øre black and deep green
a. black and orange	53. 75 øre black and blue-violet
47. 30 øre blk and pale pink (shades)	54. 100 øre black and orange
48. 35 øre black and pale orange	a. retouched numerals
49. 40 øre black and greyish blue	55. 200 øre black and emerald
a. black and saxe blue	56. 500 øre gold and greybrown
1914. Perf. 9.	
57. 3 øre black and pale violet	62. 30 øre black and pink
58. 5 gre black and light blue	a. black and flesh
a. black and pale green	63. 40 øre black and blue
59. 10 øre black and yellow	64. 50 øre black and dull grass green
60. 20 øre black and grey	65. 70 øre black and deep blue-green
61. 25 øre black and light brown	66. 100 øre black and flesh pink

In order to help out temporary shortages of certain values, various stamps of the preceding issues were bisected. The following stamps have been seen tied on piece. Cut diagonally: nos. 41, 44, 45, 47, 50, 52, 54, 59, 62. Cut. horizontally across center: nos. 44, 54.

The stamps of this design, in use since 1897, now give way to a more modern one. They do, however, make a small reappearance later on with added surcharges (nos. 99 to 101).

Issued November 1, 1927. Withdrawn April 30, 1929. The remainders of nos. 69, 71, 82 and 73 were reissued in 1947. New "modernized" design. "NORGES STATSBANER" in two lines across top, beneath which is a crowned winged wheel. The rest of the design is a value-tablet inscribed "A BETALE" (i.e. TO PAY) at bottom, and the denomination in the center. Printed in sheets of 100 stamps. Perforated 111/2.

67. 10 øre carmine 70. 80 øre carmine 68. 50 øre carmine 71. 100 øre carmine 69. 70 øre carmine 72. 200 øre carmine a. error: imperf. at bottom 73. 500 gre carmine

Of the above design, I have the 200 øre carmine and also in green, both imperforate. I also have an imperforate 70 ore green of the following "Betalt" type. They are proofs I believe.

1929. Similar to 1927 issue, except bottom line now reads "BETALT" (i.e. PAID). Printed by Halvorsen & Larsen, Oslo, in sheets of 100 stamps. Perf. 9. Thin smooth paper.

74. 10 øre emerald green 75. 30 øre emerald green 76. 60 øre emerald green

1929 to ? Same as previous issue, except now perf. 111/2. The first printing (1929) was in emerald green on thin smooth-surfaced paper. Other color shades followed later. All in this group are on smooth paper.

77. 5 øre blue green

78. 10 øre emerald green

a. green

b. blue green

79. 20 øre emerald green

a. green

b. blue green

80. 30 øre emerald green

a. green

b. blue green

81. 40 øre emerald green

a. green

b. blue green





STATSBANER

1904











1907 perf 11 1/2







1907 perf. 9







1909 perf. 11 1/2



















1911 Provisional perf. 9



1914 perf 11 1/2





























1914 perf. 11 1/2

































reame













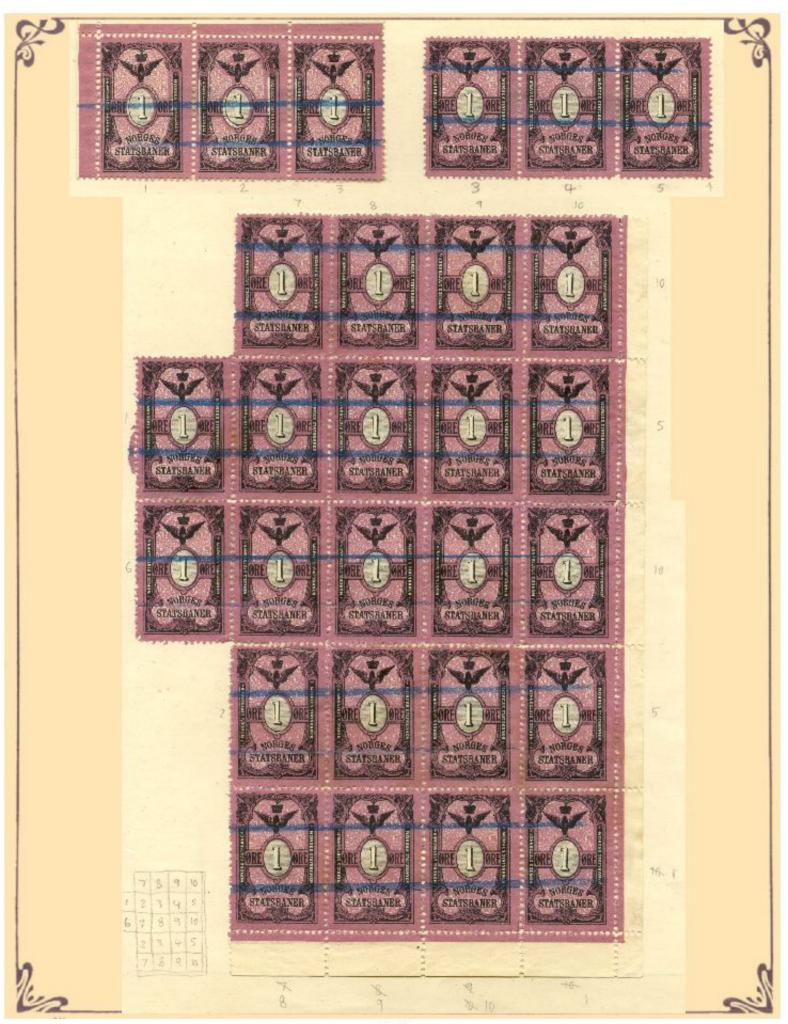










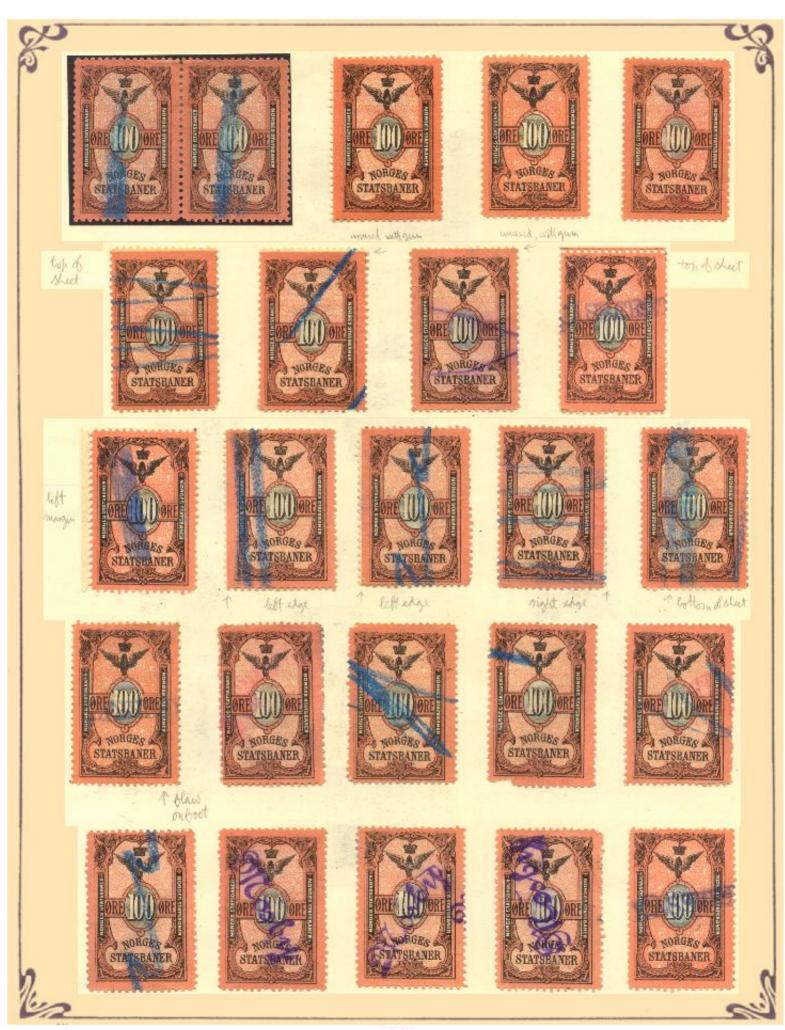


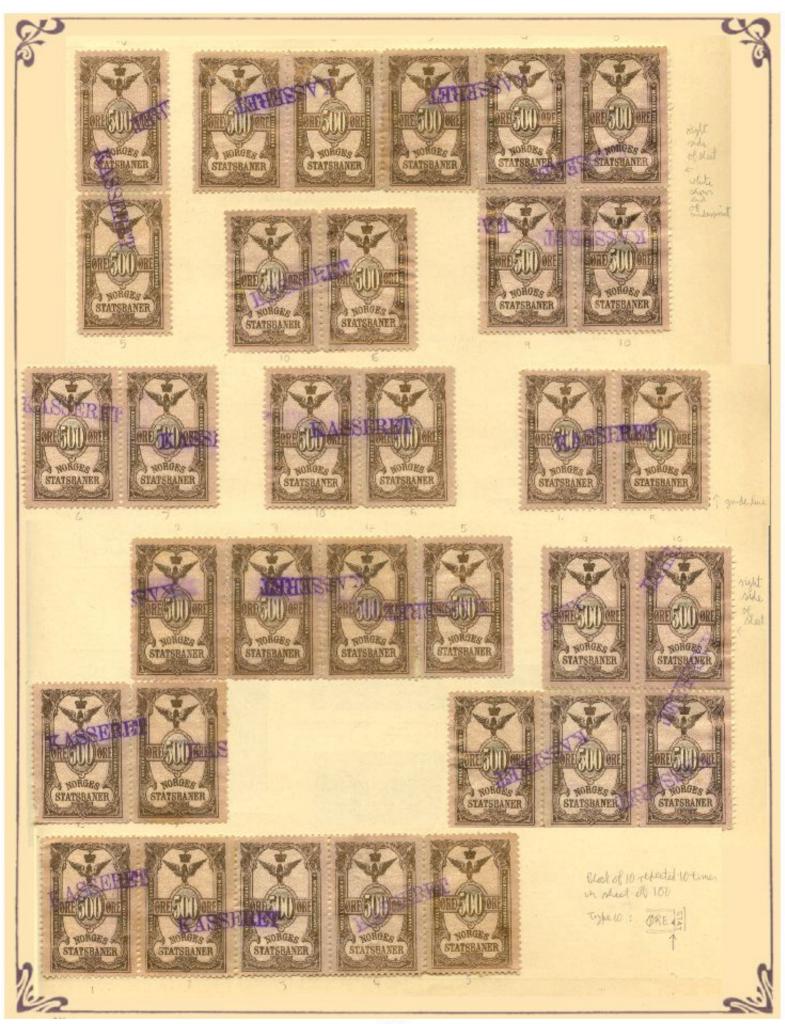




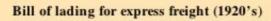


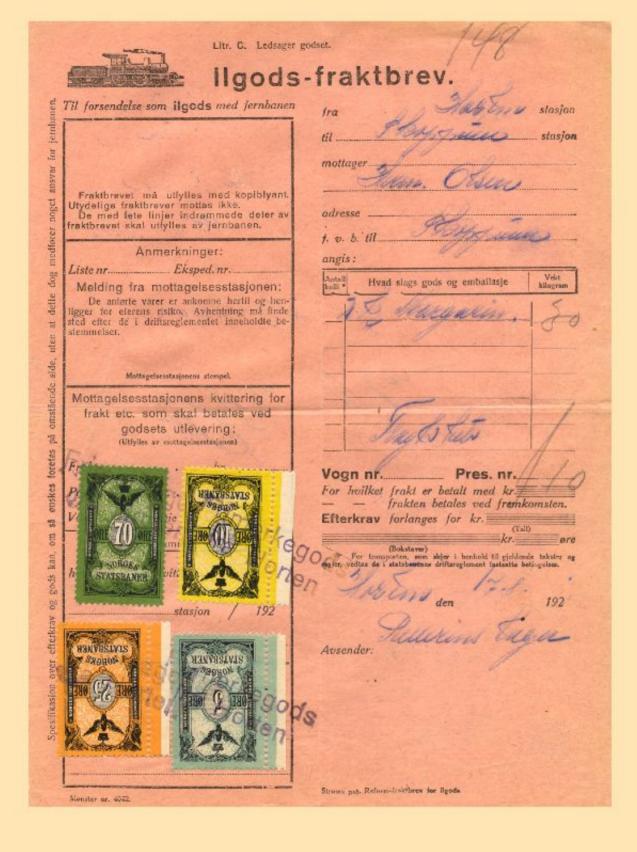
















### The use of bisected stamps was permitted for a while

Perf 11 1/2



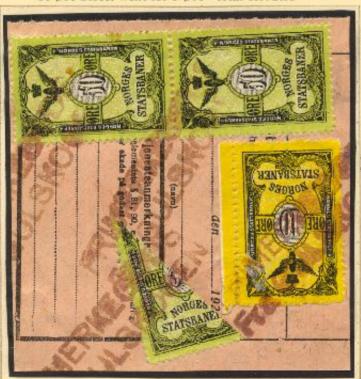
Frimerke -Gods cancel

10 øre bisect went for 5 øre - total Kr. 0.65



Used at Gulskogen

10 øre bisect went for 5 øre - total Kr. 2.05



50 øre bisect good for 25 øre - total Kr. 1.35



50 øre bisect good for 25 øre total Kr. 0.75

### Bisects





10 øre bisect - total Kr. 1.35 - from Rinnan

10 øre bisect - total Kr. 1.35 - Gulskogen



10 øre bisect total Kr. 0.85 used from Hoven



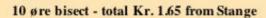
10 øre bisect total Kr. 0.45 used from Stange June 1924







#### 10 øre bisect - total Kr. 0.75 from Sandvika











### Bisects

10 øre bisect - total Kr. 1.30 - Vikesund - 6 Aug 1925





20 øre bisect - total Kr. 0.80 - from Spikkestad 7 May 1924



#### Bisects



10 øre bisect - total Kr. 0.85 - unusual bisect horizontally across middle
Used from Lillehammer, 3 May 1924



10 øre bisect - total Kr. 1.35 - horizontal bisect from Gjeithus 2 May 1924





"To Pay" stamps used as regular stamps later











- 82. 50 gre emerald green
  - a. green
- 83. 60 øre emerald green
  - a. green
  - b. blue green
- 84. 70 øre emerald green
  - green 3.
  - b. blue green

- 100 øre emerald green
  - a. green
  - b. blue green
- 86. 200 øre emerald green
  - a. blue green
- 87. 500 øre blue green
  - a. green

Date? Same as previous issue, except now perf. 10%. The dark blue green printing on smooth-surfaced thin white paper, with good clear gum, seems to have appeared just before World War II. During the war, various green shades were used on a rough-surfaced thick paper which had poor quality (brownish) wartime gum. After the war, the smooth paper and clear gum reappears.

- 88. 5 øre
  - a. dark blue green, smooth paper
- 89. 10 øre
  - a. dark blue green, smooth paper
  - c. green in shades, rough paper
  - d. emerald green, rough paper
- 90. 20 øre
  - a. green in shades, smooth paper
  - b. green in shades, rough paper
  - c. emerald green, rough paper
  - d. emerald green, smooth paper
  - e. error: double perf. at left (green; smooth paper)
- 91. 30 øre
  - a. dark blue green, smooth paper
  - b. green in shades, smooth paper
  - c. green in shades, rough paper
  - d. emerald green, rough paper
  - e. emerald green, smooth paper
- 92. 40 øre
  - a. dark blue green, smooth paper
  - b. green in shades, smooth paper
  - c. green in shades, rough paper

- d. emerald green, smooth paper
- e. emerald green, rough paper
- 93. 50 øre
  - a. green, smooth paper
- b. green in shades, rough paper
- 94. 60 gre
  - a. green in shades, rough paper
  - b. emerald green, smooth paper
- 95. 70 øre
  - a. green in shades, rough paper
  - b. emerald green, smooth paper
- 96. 100 øre
  - a. green in shades, smooth paper
  - b. green in shades, rough paper
  - c. emerald green, smooth paper
- 200 øre
  - a. green in shades, smooth paper
  - b. green in shades, rough paper
  - c. emerald green, rough paper
- 98. 500 øre
  - a. dark blue green, smooth paper
  - b. blue green, rough paper
  - c. emerald green, rough paper

1947. Provisionals. Nos. 37, 42, 36a, and 70 with added surcharge in black. Perf. 111/2. Nos. 99 and 100 were originally used (1943-45) as revenue stamps on railroad travel permits. No. 36a handstamped "100" is probably an essay.

- 99. 100/2 gre black and pale pink
- 101. 40/1 øre black and lilac pink
- 100. 100/3 øre black and pale violet 102. 40/80 øre carmine







# **Provisionals 1947**



















100 / 1 øre - Essay - Not issued











January 1, 1948. Redrawn design. Smaller dimensions. "S" of "NORGES" above "N" of "STATSBANER". On previous issues it was above "NE". Printed by Norges Bank (Bank of Norway) in sheets of 50 stamps. Perf. 13½. Stamps now printed in two operations, design in green, and numeral of value printed separately also in green.

Danger		achee.	- sener's	CHICU	ALL	Procii.
103.	5	øre ;	green			
104.	10	øre	green			
105.	20	øre	green			
106.	30	øre	green			
107.	40	øre	green			
			green			
Date	2	(Cur	mont is	10	F/7 \	Come

109. 60 øre green 110. 70 øre green 111. 90 øre green 112. 100 øre green 113. 200 øre green 114. 500 øre green

Date? (Current in 1957.) Same previous design printed in green, but numerals of value now printed separately in black (same type-font as before). Printed in sheets of 50 stamps. Mixed perforation.

115. 70 øre green and black, perf. 10% horizontally, 12% vertically a. perf. 10% horizontally and at right, perf. 12% vert. at left

b. perf. 10% horizontally and at left, perf. 12½ vert. at right Date? (Current in 1957.) Similar, but the numerals of value are in a new type font, with thin zero figures, etc. Perf. 12½.

116. 100 øre black and green

118. 1000 gre black and green

117. 200 øre black and green







Date? (Current in 1957.) Similar, but numerals of value are in a new and larger font type, with large oval zero figures, etc. Various minor shade varieties of the green design and also of the black numerals exist. All are perf. 12%, except the 70 øre which is perf. 10% on all sides.

121/2,	except the 70 øre which
119.	1 øre green and black
120.	2 øre green and black
121.	5 øre green and black
122.	10 øre green and black
	a. top broken off "1"
123.	20 øre green and black
124.	30 øre green and black
125.	40 øre green and black
126.	50 øre green and black

127. 60 øre green and black 128. 70 øre green and black 129. 80 øre green and black 130. 90 øre green and black 131. 100 øre green and black 132. 120 øre green and black 133. 200 øre green and black 134. 500 øre green and black





















BETALT





























Colorless instrukt grem

(latest issue, acq, 5/1989)









































X = mit seen with both types of gum

St.

Varieties with mixed perforation exist of some of the above stamps:

123. 20 øre green and black

- a. perf. 10% horizontally and at left, perf. 12% at right
- b. perf. 10% horizontally and at right, perf. 12% at left
- c. perf. 12½ vertically and at top, perf. 10¾ at bottom
- d. perf. 12% vertically and at bottom, perf. 10% at top

125. 40 øre green and black

- a. perf. 121/2 vertically and at top, perf. 10% at bottom
- b. perf. 121/2 vertically and at bottom, perf. 10% at top

126. 50 gre green and black

- a. perf. 10% horizontally and at left, perf. 121/2 at right
- b. perf. 10% horizontally and at right, perf. 121/2 at left

128. 70 øre green and black

- a. perf. 10% horizontally and at left, perf. 12½ at right
- b. perf. 10% horizontally and at right, perf. 12% at left

134. 500 øre green and black

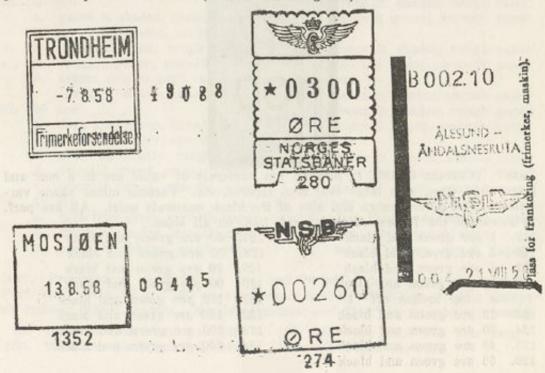
- a. perf. 10% horizontally and at right, perf. 12% at left
- b. perf. 10% horizontally and at left, perf. 12% at right
- c. perf. 121/2 vertically and at top, perf. 10% at bottom

I have not yet seen the varieties nos. 115b, 123b and d, and 125b, but it seems logical that they exist.

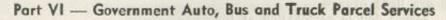
This brings us up to date on the parcel stamp issues of the Norwegian State Railways.

Most of the present railroad station cancellations are circular metal ones with the date in the center. They appear to be made by the same firm that makes the Norwegian postmarks. Although applied in black and bearing the various town names, these station marks may be distinguished from postmarks as they also carry the station number. A star is usually on a line with the date, instead of beneath it as in postmarks.

Railroad stamps are now being much less used in Norway, as even the smaller stations are getting special meter machines. Several kinds of machines are in use, but the majority are manufactured by the Norwegian firm of Krag. The station meters use red or magenta colored ink, while machines used by private companies use black (and sometimes green) ink.







Norwegian State and Main Railroads' Delivery Service





1900. Delivery stamps, used by both the Norwegian Main Railroad and the Norwegian State Railroads. Value within oval in center, above this the inscription "STATSBANERNE OG HOVEDBANEN" and below: "OMBRING-ELSESAFGIFT FRA CHR:A. Ø. ELLER CHR:A. V." This is all framed by an unusual design of carrots and other vegetables. There is also an elaborate colored underprint. The 20 øre value was printed in sheets of 60 stamps (six vertical rows of ten stamps) with margin tabs around the sheet edges. The 30 øre value was printed in sheets of 30 stamps (six vertical rows of five stamps) with margin tabs around the sheet edges. These two stamps were apparently used to cover the extra delivery charge on packages picked up by a bus or truck from the railroad stations at Christiania Ø (East) and V (West) and delivered directly to the addressee at his home or place of business.

- 1. 20 gre black and light blue
  - a. with "PRØVE" (specimen) in large blue antique letters
  - b. with reverse print on back of stamp (abklatsch)
- 2. 30 øre black and pink
- a. with "PRØVE" (specimen) in large blue antique letters

#### Norwegian State Railways Auto/Bus Parcel Delivery Service

A parcel service has been operated by the Norwegian State Railways in connection with certain automobile or bus routes that they run to places without direct train connections. (As-Drobak, Alesund-Andalsnes and others). Date? (Seen cancelled 1947-50, but probably issued during World War II.) Same design as Norwegian State Railway regular issue of 1929, but printed in yellow instead of green and overprinted in black "BIL" (i.e. Auto). Thick, rough-surfaced paper. Poor quality, brownish, wartime gum. Narrow margin tabs around all four sheet edges. Perforated 10%.

- 1. 10 gre yellow (printed in sheets of 50)
  - a. error: imperforate at top
  - b. error: imperforate at bottom
  - c. broken tops on letters "IL" of overprint (no. 42 in sheet)
- 2. 20 øre yellow (printed in sheets of 100)
- 3. 70 øre yellow
  - a. error: imperforate at bottom
  - b. error: double perforation at bottom

Date? Same design and overprint as previously. Smooth-surfaced, white paper. Printed in sheets of 50 stamps with narrow margin tabs around all four edges. Perforated 111/2.

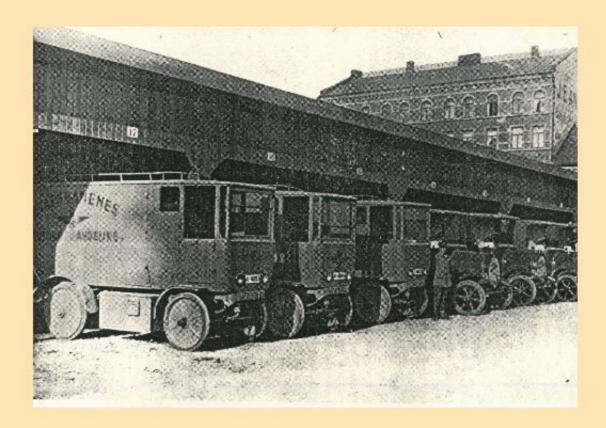
- 4. 80 øre light orange
  - a. error: double perforation at top
  - b. error: imperforate on one vertical side



















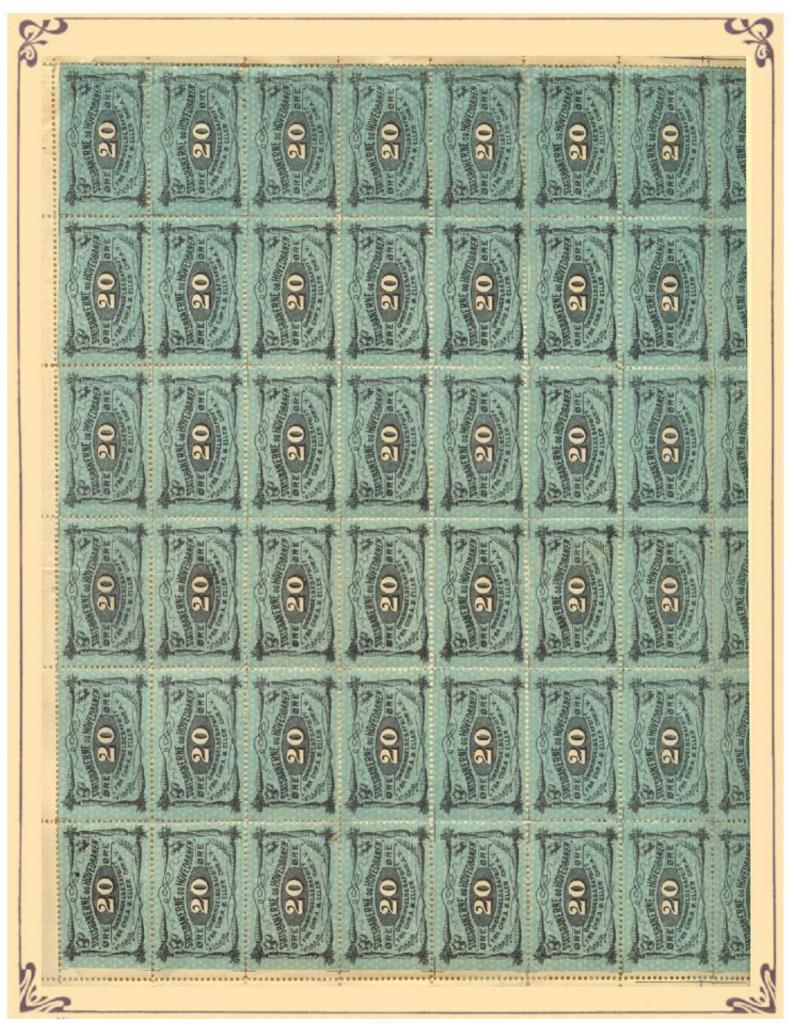




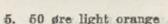


Printing transfer onto gum









- a. error: double perforation at top b. error: imperforate at bottom
- c. error: imperforate at top and bottom
- 6. 70 øre light orange





Date? Same design as previously, but overprint in a new type face (thicker serifs). Smooth-surfaced, white paper. Good, clear gum. Printed in sheets of 50 stamps, with narrow margin tabs around the edges on all four sides. Perforated 10%.

- 7. 10 øre lemon yellow
- 8. 20 øre lemon yellow

- 9. 40 øre lemon yellow
- 10. 100 øre lemon yellow

1948? Same general design as previously, but redrawn in somewhat smaller size (same as Norwegian State Railway regular issue of 1948). The value figures are now added in a second printing operation. Black overprint similar to the first and second issues (nos. 1-6), but letters are closer together. Smooth-surfaced white paper. Good, clear gum. Printed in sheets of 50 stamps, with large margin tabs around the sheet-edges. Perforated 13½.

11. 40 øre yellow

12. 100 øre yellow

These yellow and orange stamps now are apparently replaced by pink coil stamps. In regard to these latter, I had at first thought of separating them into a Bus and an Auto group. However, both types seem to be in use together on the same lines without distinction as to the type of vehicle used. Based on the "mixed frankings" I have seen, I have therefore listed them all together.

Date? (Current in 1948.) Simple typeset arrangement. "Statens Bussrute" horizontally across top. "Fraktmerke" and control number at center left. Value at center right. Printer's imprint at bottom. Printed in coils by Fabritius, Oslo. Imperforate at top and bottom, poorly perforated 10 at sides. Large, thick figures of value.

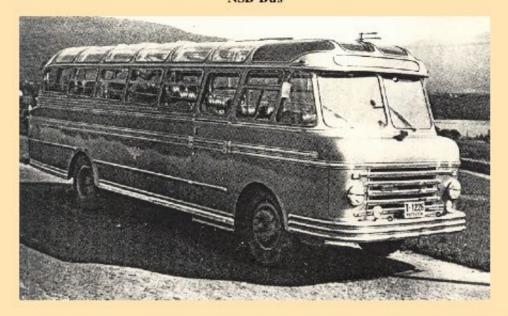
- 13. 10 øre black on mauve paper, black control numbers
  - a. black on pink paper, red control numbers
- 14. 40 øre black on mauve paper, black control numbers

Date? Same as before, but thinner figures of value.

- 15. 30 øre black on mauve paper, black control numbers
  - a. black on mauve paper, brownish control numbers
  - b. black on pink paper, red control numbers
- 16. 40 øre black on pink paper, black control numbers
- 17. 50 øre black on mauve paper, brownish control numbers a. black on mauve paper, red control numbers
  - b. black on pink paper, red control numbers



# NSB Bus











Statens Bus	srute
Fraktmerke	50
48567	ØRE
Fabritius, Oslo,	

18. 100 øre black on pink paper, red control numbers
 19. 200 øre black on pink paper, red control numbers

Date? (Current in 1958.) New, simple typeset arrangement. Vertical text "N.S.B. Bussrute" at left. "FRAKTMERKE" horizontally across top. Denomination in center above control numbers, all in black. Circular underprint in red, inscribed "NORGES STATSBANER" and Norwegian coat of arms (often unclear). Pink paper. Printed in coils by Fabritius, Oslo. Imperforate at top and bottom. Perforated 10 at sides.

20. 10 øre black and red

23. 60 gre black and red

21. 30 øre black and red

24. 100 øre black and red

22. 40 øre black and red

Date? (Current in 1958.) Simple typeset arrangement like nos. 13-19, but "Statsbanenes Bilruter" horizontally across top. "Fraktmerke" and control number at center left. Value at center right. Printer's imprint at bottom. Red, circular underprint as on previous issue (nos. 20-24). Pink paper. Printed in coils by Fabritius, Oslo. Imperforate at top and bottom. Perforate 10½ at sides. I have so far only seen an imperforate pair of the 70 øre.

25. 20 øre black and red

28. 200 øre black and red

26. 40 øre black and red

29. 500 øre black and red

27. 70 øre black and red (imperf.)

Date? (Current in 1958.) New, simple typeset arrangement like nos. 20-24, but vertical text "N.S.B. Bilruter" at left. "FRAKTMERKE" horizontally across top. Denomination in center above control number, all in black. Circular, red underprint as previously. Pink paper. Printed in coils by Fabritius, Oslo. Imperforate at top and bottom. Perforated 10½ at sides.

30. 10 øre black and red

33. 60 øre black and red

31. 30 øre black and red

34. 100 øre black and red

32. 40 øre black and red



Date? (Current in 1958.) Similar to previous issue, but vertically at left "N.S.B." winged-wheel emblem and text "Bilrutene". "FRAKTMERKE" horizontally across top. Denomination in center, above control number, all in black. Circular, red underprint as previously. Pink paper. Printed in coils by Fabritius, Oslo. Imperforate at top and bottom. Perforated 10½ or rouletted 10(?) at sides. Both methods may be found on the same coil, so that







some stamps have vertical perforation, some vertical rouletting, and others a combination of the two.

25. 10 gre black and red

38. 40 ere black and red

86. 20 øre black and red

39. 50 øre black and red 37. 30 øre black and red

Date? (No. 42 current 1958, nos. 40, 41 current 1959.) Similar to previous issue. Same vertically at left, but now "FRANKERINGSMERKE" horizontally across top. Circular, red underprint as previously. Pink paper. Printed in coils by Fabritius, Oslo. Imperforate at top and bottom. Perforated 101/2 at sides.

40. 10 øre black and red 41. 50 øre black and red

42. 100 øre black and red

I have seen two special meters used (in red) instead of the N.S.B. bus/ auto stamps. They are similar to the meter from Trondheim (illustrated in this booklet after the regular N. S. R. issues) with differences as follows:

- 1) N. S. B. meter no. 1052 in use at Spjelkavik (seen 1958) has the additional word "BIL" under the denomination.
- 2) N. S. B. meter no. 940 in use at Tresfjord (seen 1959) has the word "Bilfrakt" in the lower part of the date box. A 2-line ad slogan out to the left reads "N. S. B. Bilruter / Andalsnes-Alesund".







# **State Bus Route**



mount paper + 1



punt paper 2.7 and control non (Linewallanta, one)



ment to a type i



sleet senal as



manine paper 1.2. brothing



junt paper t.2





Statens Bussrute
Fraktmerke 100
63736 0 R E
Fabritius, Oslo.

Fabritius, Oslo.



Eventional aerial as



induce parties T-2



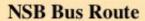
wind junger

Fraktmerke 200
49901 BRE

There



















Perf 10 1/2



# S.

# **State Railroad Bus Routes**



Statsbanenes Bilruter

Fraktmerke 20 Fraktmerke 20

76515 g R E 76514 g R E

Fraktmerke 40
29736 BRE

Perf 10 1/2



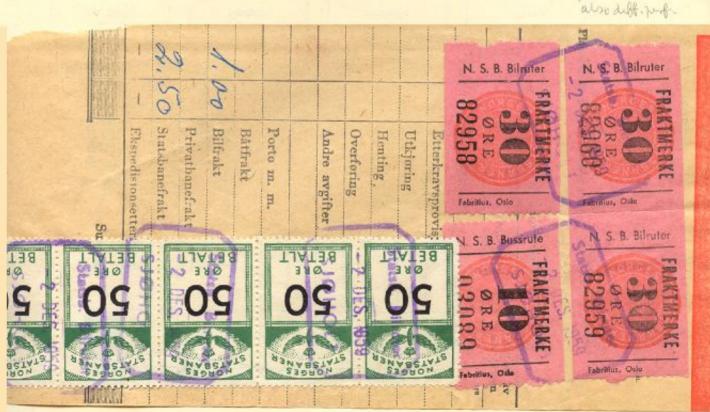
Statsbanenes Bilcuter
Fraktmerke 70
24710 ØRE

Statsbanenes Bilruter Statsbanenes Bilruter Fraktmerke 200 Fraktmerke 200 54023 FRE Fabrillas, Oile

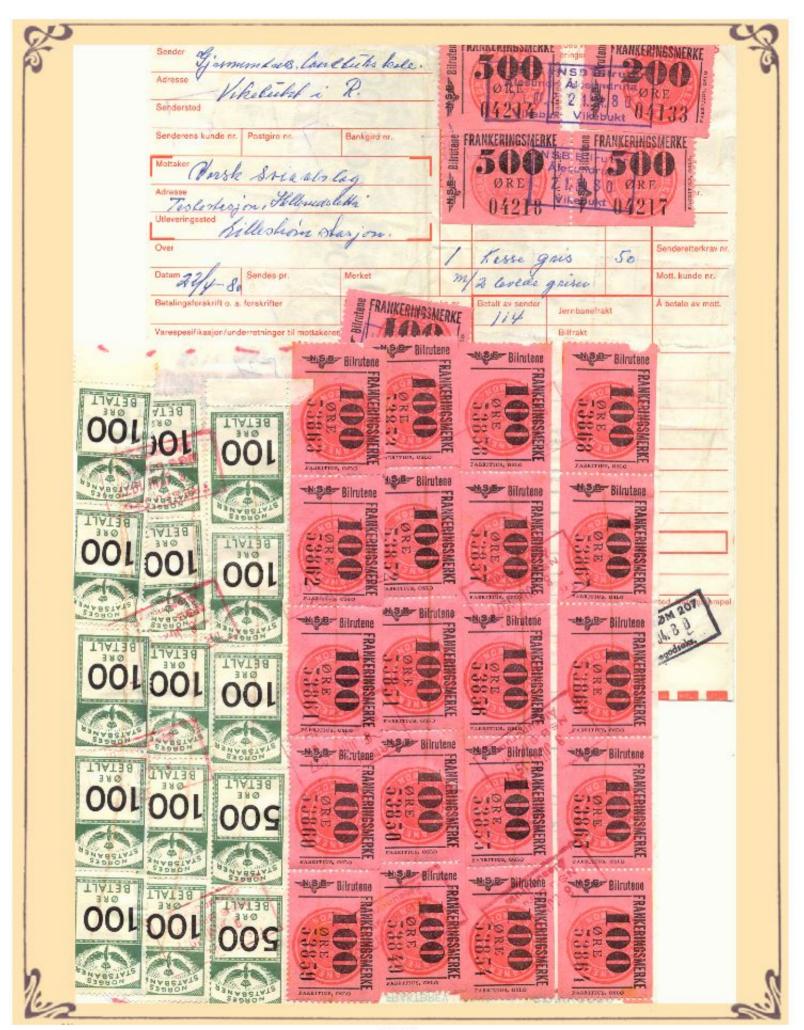
imperf.

Statsbanenes Bileuter
Fraktmerke 500
72870 FRE
Folimus, Oslo
Pelorety Line

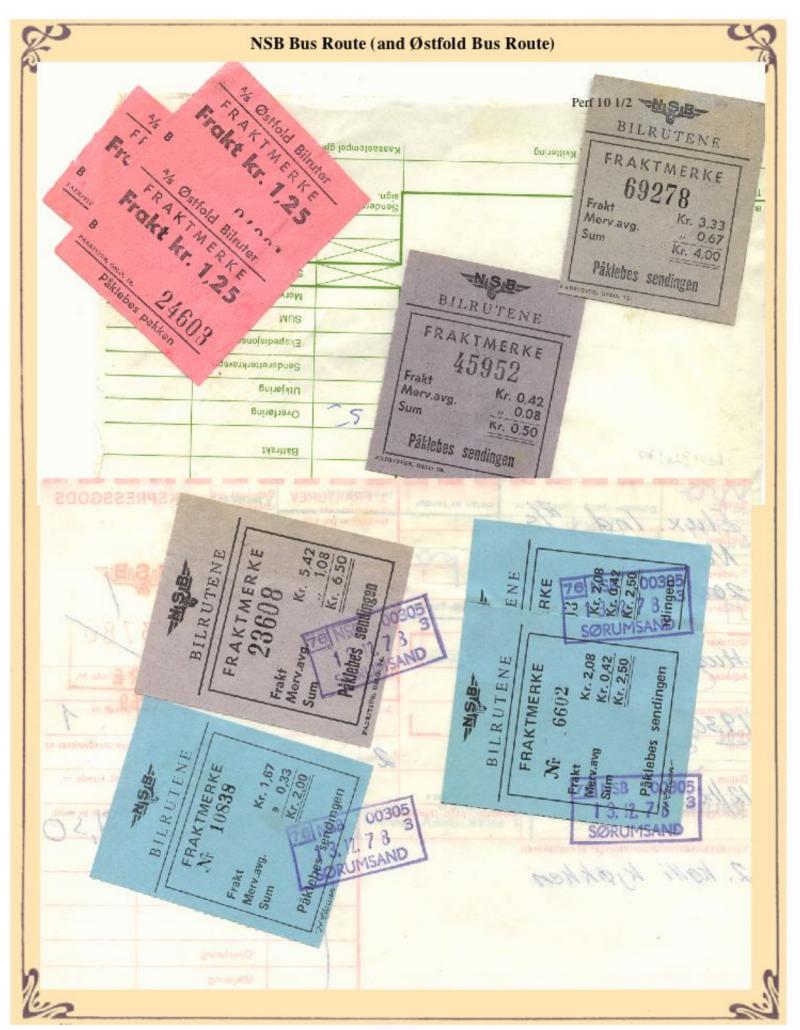
Statsbanenes Bilcuter
Fraktmerke 500
64886 BRE
Fabilities, Oale
Most Capture under time
(Brown S. Roger)















Norwegian State Railways Freight Stamps for transport of Skis (pre-WWII)

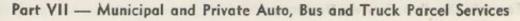












Ekebergbanens Ilgodsbilrute (Østmarkruten)

(see also entry in Part II)

The suburban railroad Ekebergbanen (see under Part II) also issued stamps for an express-goods motor-car (or truck) route, which it operated (Oslo-Abildsø-Svaersvann) in order to bring parcels directly to the addressee.

Date? Upright rectangle, divided into three sections. At top: company name. control letters (A B) and value (10 gre). In middle: an orange colored ad for "Lilleborg" soap, I suppose to cut printing costs. At bottom: red serial number. A rubber handstamp is struck diagonally across the stamp in dark violet. This reads in two lines "OMBRINGELSE / 15 øre", within a box frame. Part of the adjoining stamp is attached to my copy and shows that it was handstamped too. There are traces of gum on the reverse. This unusual item appears to be from a roll of tickets converted into delivery stamps by overprinting. Rough, yellowish paper. Imperforate coil.

1. 15/10 øre black, orange and red

December 1, 1940(?) Large size. At top, in band, "EKEBERGBANENS" and beneath this "ILGODSBILRUTE". Value in circle in center. The company monogram "EB" is included once in the colored wavy underprint. Each stamp has a consecutive control number in black at the bottom. Above the number is a pair of control letters which apparently indicate the various printings. Letters seen: A A, A B, A D, A E, A F. Printed in coils, imperforate at the sides and perforated 10 at top and bottom.

2. 10 øre black and light green 5. 50 øre black and yellow

3. 15 øre black and red

6. 100 øre black and mauve

4. 20 øre black and ultramarine







The following stamps were apparently also used in connection with the aforementioned special delivery service.

Date? Large size stamp. Inscribed at top "EKEBERGBANENS ILGODS-RUTE" and diagonally across center "OMBRINGELSESAVGIFT"-meaning "Ekeberg Railroad express-goods route. Delivery fee". Red serial numbers at bottom together with black control letter. Letters seen: A, B, C. These stamps appear first with good, clear gum, then with poor, brownish, war-time gum and finally without gum. Printed in coils, imperforate at sides and perforated 10 at top and bottom.

7. 20 gre black and red

8. 30 øre black and red

9. 50 øre black and red







#### Polarbil - Vadsø







"The World's northernmost and longest auto-route traffic"



"50" twice

Snow landscape with moon and Northern lights.

Lapplander with sleigh drawn by a reindeer watches as an old fashioned passenger car drives by.

Probably issued 1920-1930







## Larsen's Omnibus Service, Drammen

Sometime around the turn of the century a certain Otto Larsen operated an omnibus service in Drammen. It ran between the district of Bragernaes on the north side of the Drammen river and Tangen on the south side.



Date? Lithographed. Perf. 11. Oval band design with the value in the four corners. Inscribed "PAKKEMAERKE" at top. Apparently for use on parcels conveyed by the omnibus.

1. 10 gre red

## Rex Bus (?) Company

Date? Viking head in front of tire wheel. At bottom "er betalt" (i.e. paid,. Perforated 11.

5 ore black and green
 10 øre black and red

3. 25 øre black and blue











Date? Similar, but at bottom "at efterbetale" (i.e. to be paid)

4. 5 øre black and yellow

6. 25 øre black and violet

5. 10 øre black and brown

Date? Provisionals. Nos. 4 and 6 overprinted in black.

7. "60 øre betalt"/5 øre black and yellow

8. "60 øre betalt"/25 øre black and violet

Date? Provisional. No. 4 overprinted in red.

9. "5 kr. betalt"/5 øre black and yellow

Date? New values.

10. 40 øre yellow

11. 50 øre black on pink paper

The stamps were cancelled by red or blue crayon lines.





Tönsberg and District Automobile Co. (Tönsberg og Omegns Automobil Kompani



1911? Denomination in circle in the four corners. Company name at too center. Old-fashioned car with driver and two passengers passing tower on "Slottsfjellet", Tønsberg. "Ö" in "Öre" and "Tönsberg" in the Swedish spelling form (Stamps printed in Sweden?). Typographed on colored paper. Perforated 11½. My stamp is imperforate on two sides and is probably from the bottom right corner of the sheet.

1. 5 öre black on yellow paper

2. 10 öre black on pink paper

Kongsvinger New Auto Co. (Kongsvinger nye Bilselskap A. S)



Date? Company name at top. "Fragtmerke" (i.e. Freight stamp) in center. Serial number in red. Value at bottom. Ornamental background underprint in blue. Typographed by Fabritius, Oslo. Printed in coils imperforate at top and bottom, rouletted at sides.

1. 25 øre black, blue and red

Quite a number of other bus companies (some County or Municipally owned) have issued simple typeset parcel stamps. I shall not attempt to catalog all the varieties here, as they would fill a separate booklet. The following is a list of firms from which I have seen stamps. Some companies no longer exist.

Fylkesbilene i Nord Trøndelag (28 varieties) Aurland Kommunale Rutebiler (4 varieties)







#### Some Older Bus Parcel Stamps

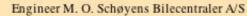


















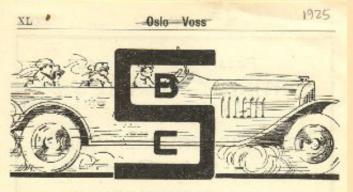






Old Schøyen bus





Largest firm in the line in Norway

Good tourist-cars and omnibusses to be hired. Chief place for auto-routes with starting point in Oslo. Drivers speak French, English, German, Spanish and Russian.

Engineer M. O. Schøyens Bilcentraler As Chr. IV gt. 4, Oslo :: Telegr.addr. "Bilcentralen"

# Country buses in North Trøndelag



Qodsfrakt 20 øre Pylkesbilene i N-Trondelag

Godsfrakt
30 øre
Fylkesbilene
i
N-Trøndelag

Godsfrakt
40 øre
Fylkesbilene
N-Trøndelag

Godsfrakt

KR. 1.
Fylkesbilene

N-Trendelag

12148.1





Godsfrakt

10 ØRE
Fylkesbilene

1
N-Trøndelag











Edems - 1499





when



Set 4





Godsfrakt
40 ØRE
Fylkesbilene
i
N-Trøndelag

Godsfrakt
50 ØRE
Fylkesbilene
i
N-Trøndelag

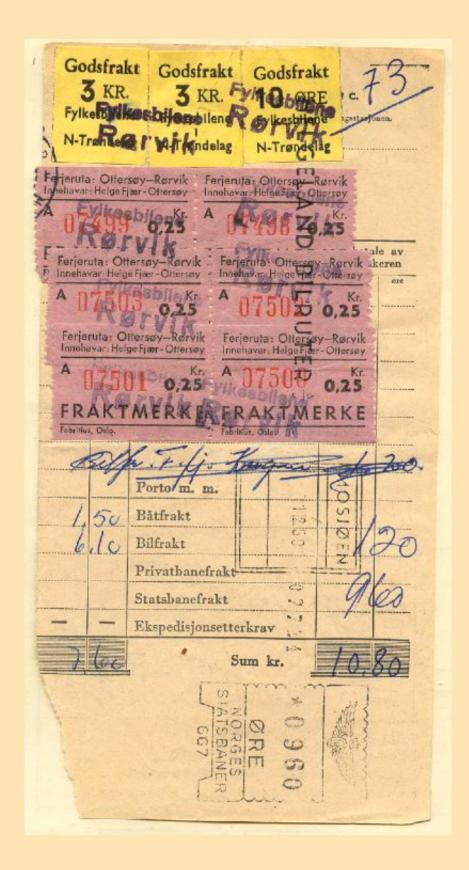
limited to

Apparently printed in booklets containing horizontal strips of 4 stamps, all rouletted except for set 3 which is perf. 11



3

New Type --->









# Alphabetical List of Known Bus and Ferry Routes

Alvdal-Foldal-Hjerkinn Aurland-Komm. Rutebiler Bergen-Hardanger Billag

Biri Bilselskap

De Sammensluttede Bilruter

Drammen-Syvertsvolden Svelvik Rutebil

Drangedal Bilruter

Fylkesbilene I Nordtrøndelag

Gjøvik og Vardal Bilruter

Gausdal Bilselskap

Hadeland Bilselskap

Hallingdal Billag

Hamar og Omland Bilruter

Harstad Oppland Rutebil Helgeland Bilruter

H.T.S. Bilruter (Helgeland Trafikkselskab)

Hemne og Vinje Billag

Hemne Orkladal Billag

Hønefoss, Rutebilkontoret

Indre Hardanger Billag

Kristiansund-Opdal Auto

Lillehammer-Ringsaker Bilruter

Namsos Trafikkselskap

N.R.F. (Norsk Rutebileiernes Forening?)

Ofotens Bilruter

Os-Saetra Bilruten

Ottadalens Kommunale Billag

Ottersøy-Rørvik ferry route

Rindal Kommunale Auto

Risør og Oplands Automobilselskap

Rutebileiernes Varecentral, Oslo

Saltens Bilruter

Schøyens Bilcentraler

Seljord Billag

Siljan Bilruter

Surnadal Billag

Sør-Trøndelag Rutelbileier-forening

Torghatten Trafikkselskap

Trondheim-Orkladal Billag (T.O.B.)

Trysil Bilruter

Valdres Lastebilselskap

Vestoppland Bilselskap

Åmot-Engerdal komm. Bilselskap

Øst-Telemarkens Automobilselskap

Østfold Bilruter

Østre Toten Bilselskap

Øttersøy-Rørvik Ferjaruta





## Gausdal Bus Company



Gausdal Bilselskap



A/S Gausdal Bilselskap 20 ore

A/S Gausdal Bilselskap



A/S Gausdal Bilselskap A/S Gausdal Bilselskap

A/S Gausdal Bilselskap A/S Gausdal Bilselskap A/S Gausdal Bilselskap

A/S
Gausdal Bilselskap

50 øre

50 øre

ca, 1950

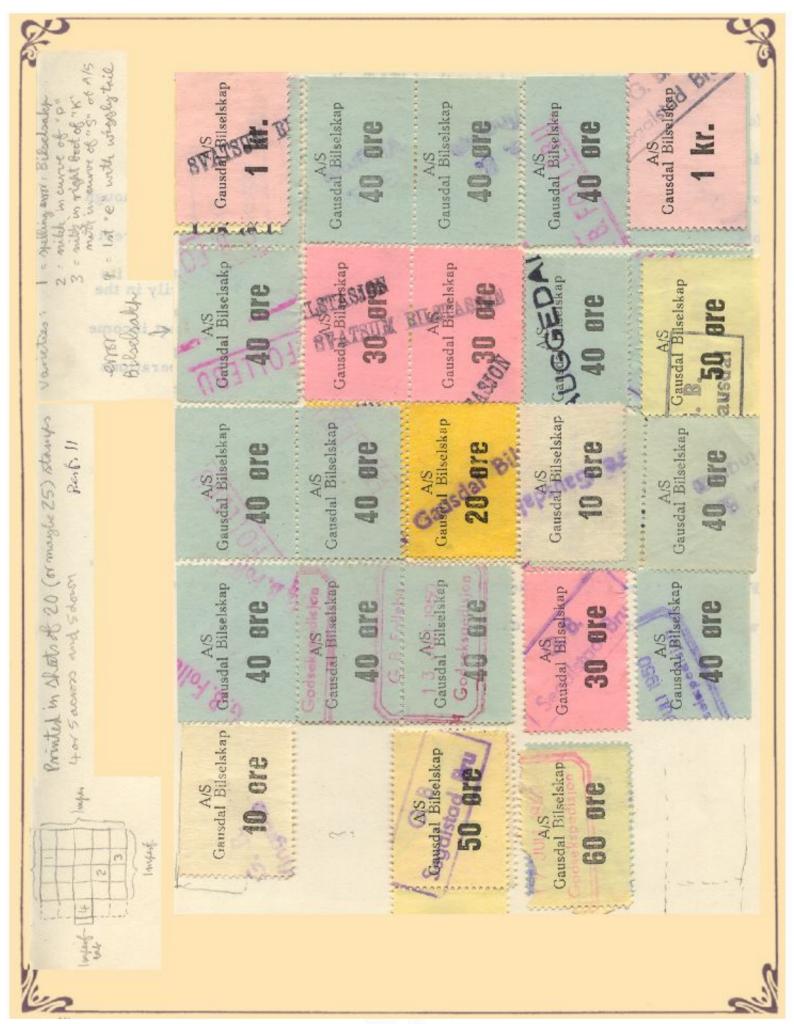


A/S Gausdal Bilselskap 60 øre

Gausdal Bilselskap



A/S
Gausdal Bilselskap **5 Kroner** 



1/s Gausdal Bilselskap FRAKTMERKE As Gausdal Bilselskap 4/s Gausdal Bilselskap 280 0,10 4/s Gausdal Bilselkkap FRAKTMERKE AKTMERKE 35200, Kr. RAKTMERKE A/s Gausdal Bilselskap A/s Gausdal Bilselskap 4/s Gausdal Bilselskap A50868 0,30 581189 0.70 0,80 FRAKTMERKE FRAKTMERKE FRAKTMERKE I'M NOR IM 1999 4/s Gausdal Biselskap 1/2 Gausdal Bilselskap 4/s Gausdal Bilselskap 30598 5,00 66119 1.00 FRAKTMERKE RAKTMERKE FRAKTMERKE 4/s Gausdal Bilselskap Guedal Bilselskap 4/s Gausdal Bilselskap 04959 0,10 FRAKTMERKE FRAKTMERKE 1959 Febrifius, Osle 1050 1954 1/2 Gausdal Bilselskap 1/2 Gausdal Bilselskap 4/s Gausdal Bilselskap 38662 o.10 52893 67398 0.10 2,00 FRAKTMERKE FRAKTMERKE FRAKTMERKE TABBITTUS, OSLO, AS. A.s Gausdal Bilselskap A.s Gausdal Bilselskap Fraktmerke 30 øre Fraktmerke 50 gre Trungge Trykk Tremage-Trykk FABERG A.s Gausdal Bilselskap UL 23 2 59 (fringer 10 . 9 .. 1 . 15 .. 7 Fraktmerke 100 etc C A.s Gausdal Bilselskap FRAKT A.s Gausdal Bilselskap ₹ Etter Fraktmerke 100 ere Fraktmerke 200 gra Ette 3

Utkjoring



#### Indre Hardanger Billag A/S



#### Route bus-owner's goods center







# N.R.F. (Norsk Rutebileiernes Forening?)

#### Route bus-owner's goods center

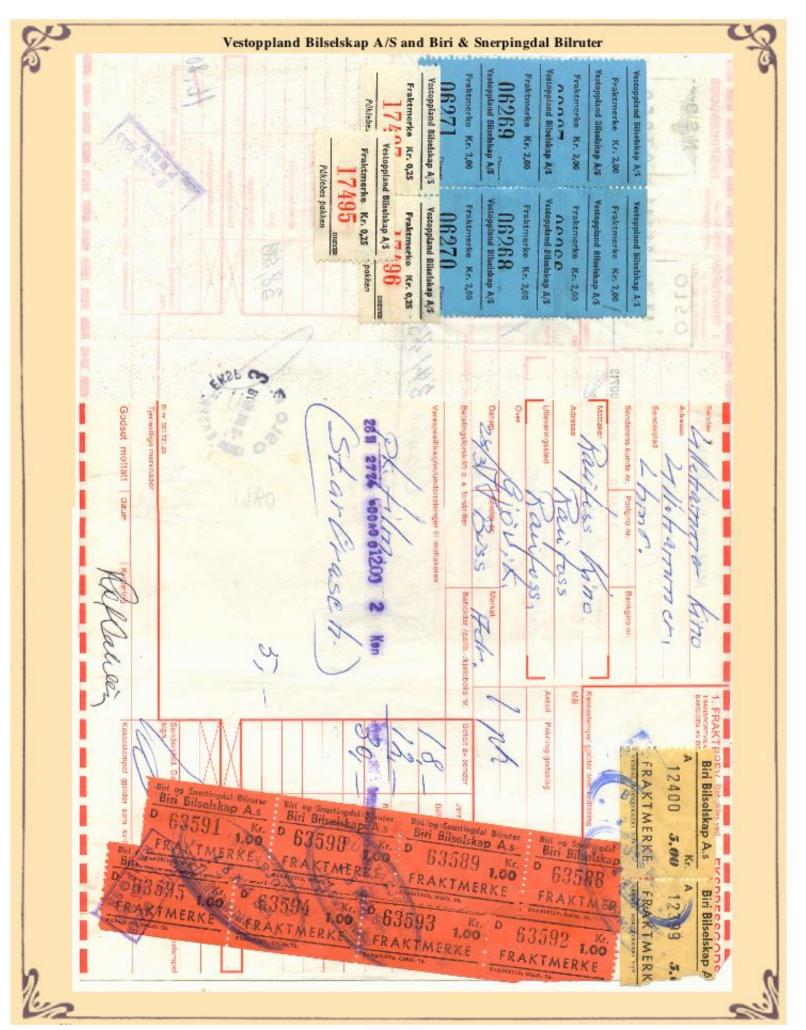


#### Route car office, Hønefoss

























Alexand - Folidal - Hjerkenn - Atma bibriter

A. F. H. A. bilruter Kr. 0.10 FRAKTMERKE Fabritius, Odo

A. F. H. A. bilruter Kr. 0.30 FRAKTMERKE Fabritius, Oslo

A. F. H. A. bilruter FRAKTMERKE Fabritius, Odo.

A. F. H. A. bilruter Kr. Herking Atmon 5 FRAKTMERKE Fabrillus, Oslo

A. F. H. A. bilruter ALVDAL 1,00 FRAKTMERKE Fabritius, Oslo.

" Frattmerke wide

A. F. H. A. bilruter 209681.00 FRAKTMERKE Fabritius, Oslo.

short

A.F. H. A. bilruter 42,00 FRAKTMERKE Fabrillus, Oslo,

A. F. H. A. bilruter 5,00 FRAKTMERKE Fabrius, Oslo





A/L TRYSIL BILRUTER

B
92388 0,10

FRAKTMERKE

Fabrilus, Osle 1/5

A/S Trysil Bilruter
FRAKTMERKE
A 10218
Kr. 0,20
Herav merverdiavgiff kr. 0,04

< VATTON

A/L TRYSIL BILRUTER

C 39205 0,70

FRAKTMERKE

Fabritius, Oslo

A/L TRYSIL BILRUTER

C 14466 1,00

FRAKTMERKE

Factorities, Oalo (II)

Alvdal-Folldal-Hjerkeinn Biloute

1954

A.F. H. A. bilruter
ALVDAL

A 13060 O,10
FRAKTMERKE
Fabricus, Oslo 1+1

Alvdal - Folidal - Herkinn

A 0.4392 0,20

FRAKTMERKE

Fabritas, Osla

late use of older trime

A.F.H.A. bilruter
ALVDAL

A 26297 0,50
FRAKTMERKE
Febrillus, Oalo 141

A.F.H.A. bilruter
ALVOAL

A 15881 2,00

FRAKTMERKE

Fabrilius, Oslo |+|

A.F.H.A. bilruter
ALVDAL

A 05362 5,00
FRAKTMERKE

Fabritus, Oslo |+1

A. F. H. A. bilruter
ALVDAL

A 00294 10,00
FRAKTMERKE
Fabrillus, Orlo 1+1

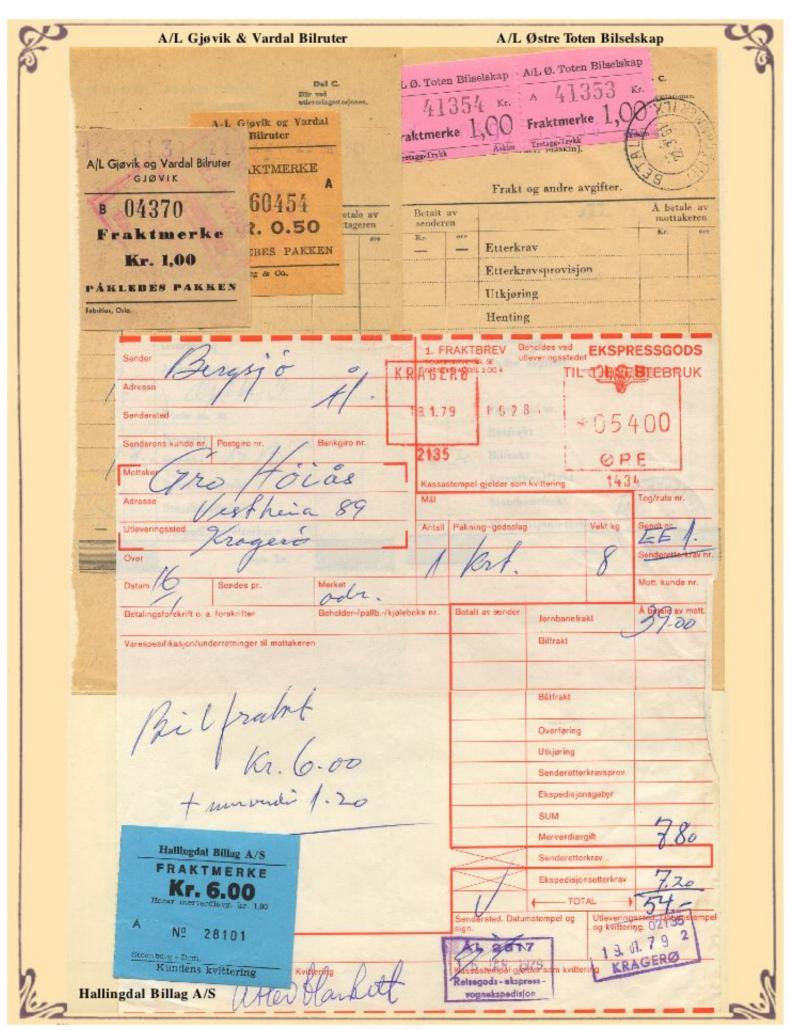




### Aurland Kommunale Rutebilar



Actas Copco OSLO 5 SENTRA Senderens kunde nr. Postgiro nr.	CARLO SERVICE AND ADDRESS OF THE PARTY OF TH	BAKSIQ L	1913 1913 1913	lleveringsstede		RESSGODS
1 2 6 7 4 Mottaker						
		Kassas	tempel gjelder son	n kvittering		
Ing. Thor Furuholmen		Mai &				Tog/rute nr.
tleveringssted Aurland Vekt kg				Vekt kg	Sendt RV.7	
Over Flåm St.		≥i	Karton	ıg	35,8	Senderetterkray r
28/6-77 Sendes pr.	Merket	000	6.7			Mott. kunde nr.
Betalingsforskrift o. a. forskrifter	Beholder-/pallb/kjelel	poks nr.	Betalt av sender	Jernbanefra	kt	A betale av mott.
/arespesifikasjon/underretninger til mottakeren ARK.:				Bilfrakt		12, -
O Kompressorer O Bergbormaskin matere O Muttertrekkere O Trykklufthammere O Metallbormaskiner O Slipemaskiner O Sprøytemaleutstyr O Armatur O Slanger O Fillbønør O Fandvik Conomatin O Fandvik Conomatin O Find Vik Conoma	VAREFR. T. D.		Sendersted, Datur	Båtfrakt  Overføring  Utkjøring  Senderetter  Ekspedisjon  SUM  Merverdiavg  Senderetter  Ekspedisjon  ( TOT)  instempel og	sgebyr yift krav setterkrav AL Utleverings og kvitterin	sted. Datumstempig.



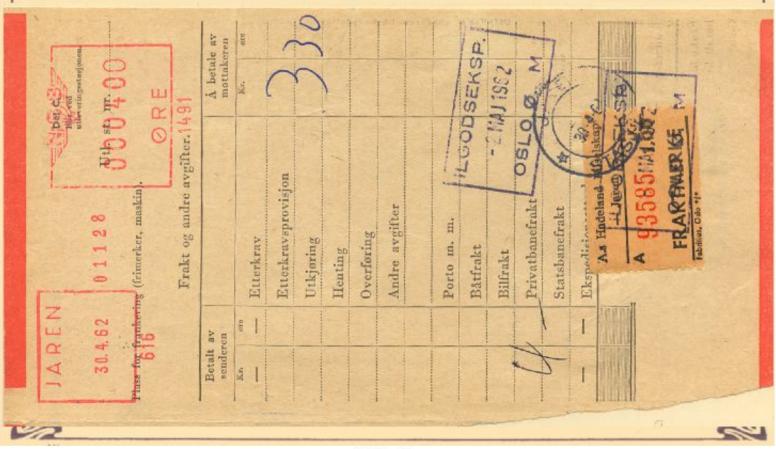
# A/S Hadeland Bilselskap















A/L HAMAR OG OMLAND

BILRUTER BILRUTER

Godsbillett 13909 Kr 0.75

Utleveres kunden

Fabrillius, Oulo.

Godsbillett 13909

Kr 0.75

A/L HAMAR OG OMLAND

Påklebes pakken

Fabritius, Oslo.

A/L HAMAR OG OMLAND BILRUTER

Godsbillett

11857

Kr. 1,00

Utleveres kunden

Fabritius, Oslo

A/L HAMAR OG OMLAND BILRUTER

Godsbillett

в 11857

Kr. 1,00

Påklebes pakken

Fabrillus, Oslo

A/L HAMAR OG OMLAND BILRUTER

Godsbillett 68888 Kr 1.50

Utleveres kunden

Fabritius, Osio.

A/L HAMAR OG OMLAND BILRUTER

Godsbillett A 68888 Kr 1.50 Påklebes pakken

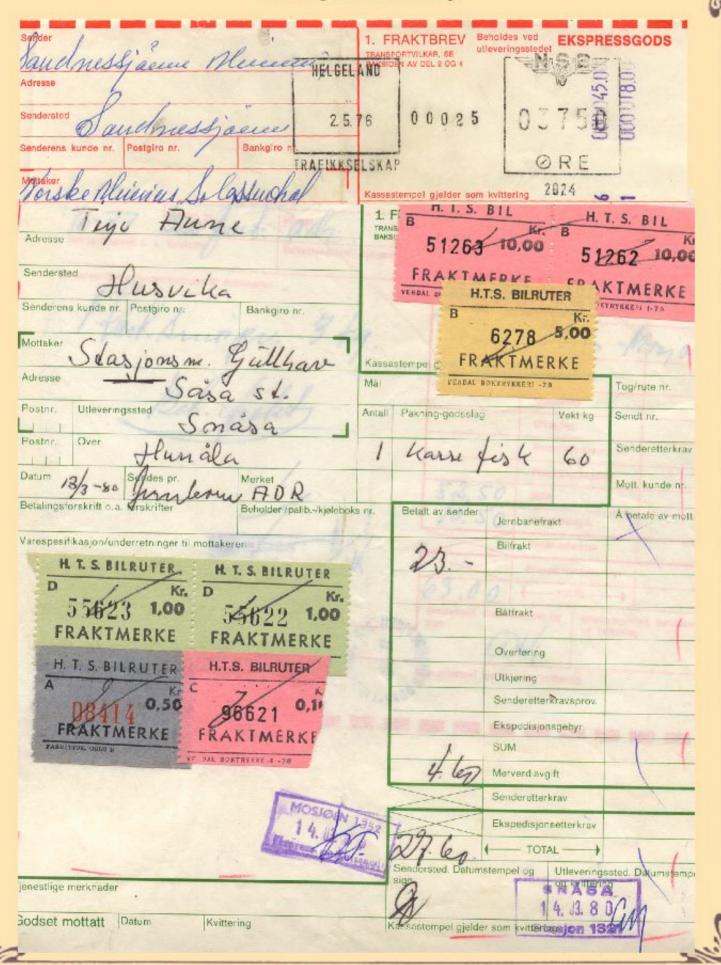
Fabritius, Oslo.

Right I'd godsdestaliagon He torret and postinent Havey Hosten 1960 old from booklets by girl undustry





#### H.T.S. Helgeland Trafikkselskap



## Harstad Oppland Rutebil A/S









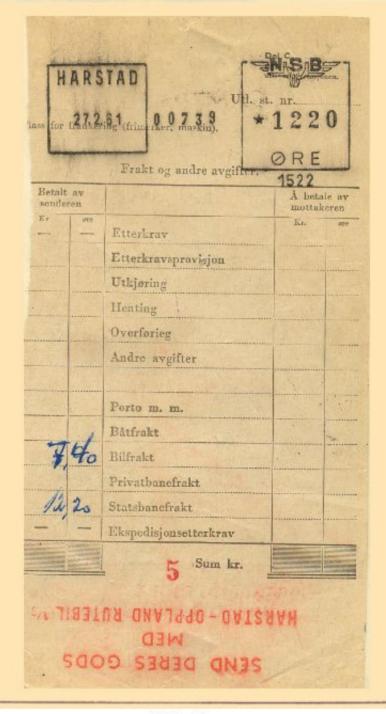


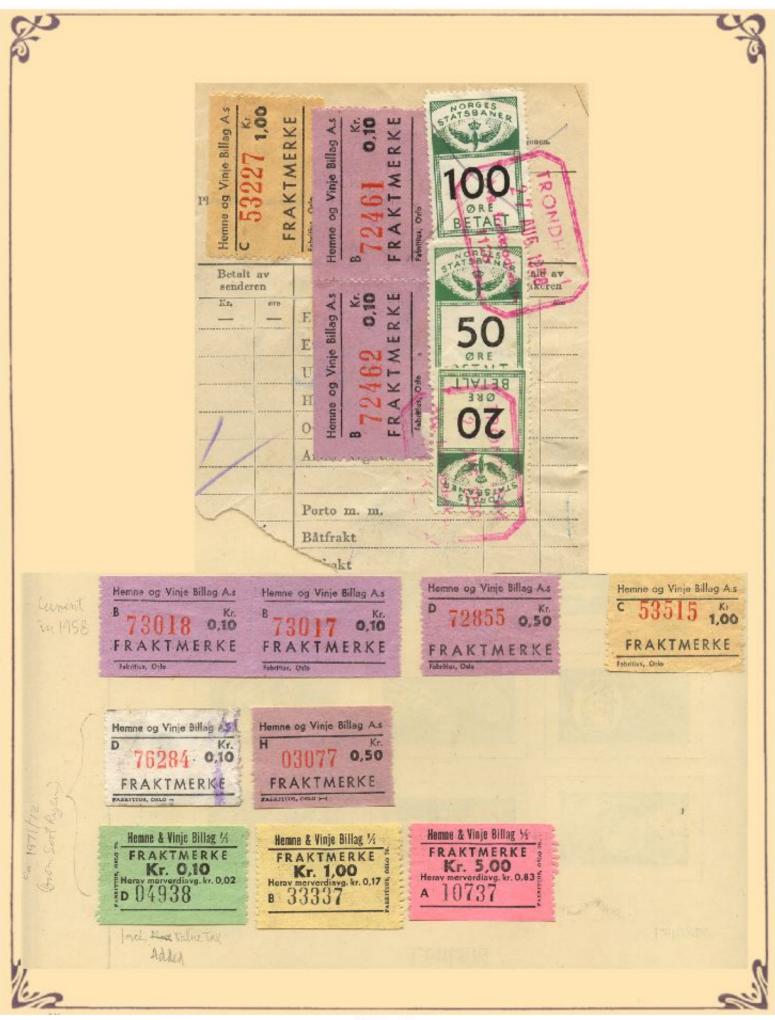


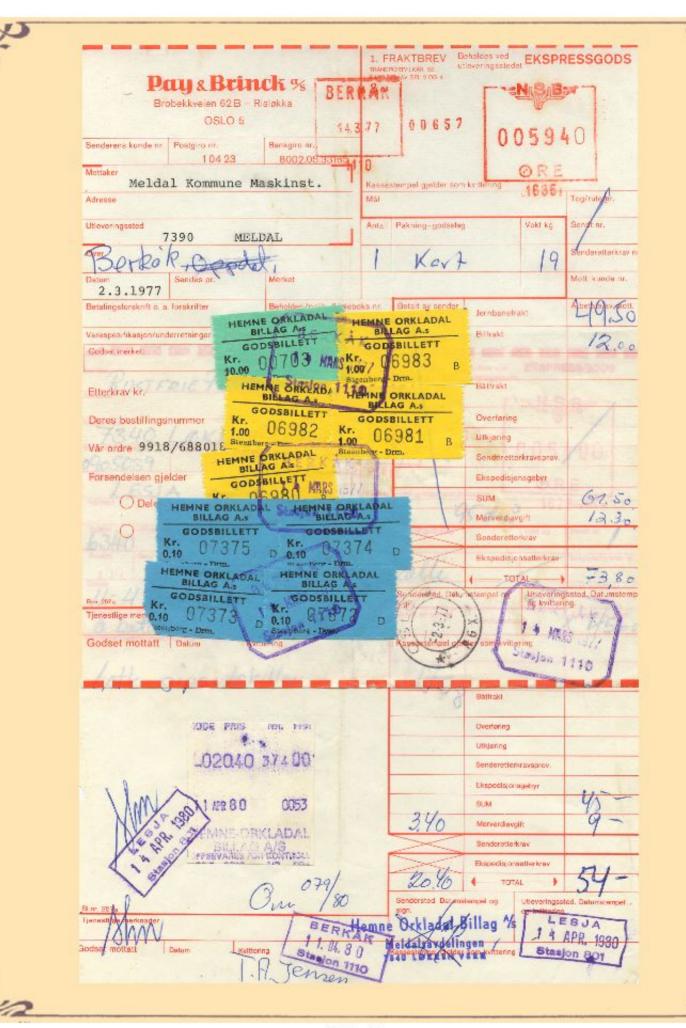


Harstad Oppland Rutebil A/S

A 15688 10.003
FRAKTMERK III.









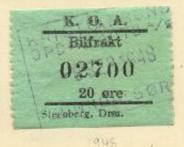
### Kristiansund Opdal Auto A/S (K.O.A.)



Bilfrakt
60 øre
KelstisssundOpdal Anto nas

in 1948





























marken

always vinjant.

#### Ottadalens Municipal Bus Company

#### Bergen - Hardanger Billag A/S



canc. Oct. 1939





#### Ottadalens Kommunal Billag (O.K.B.)























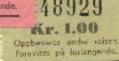












Fabrition, Oslo

MM. BILLAG

























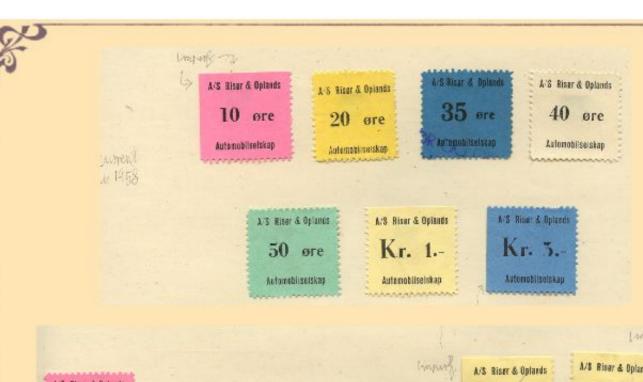


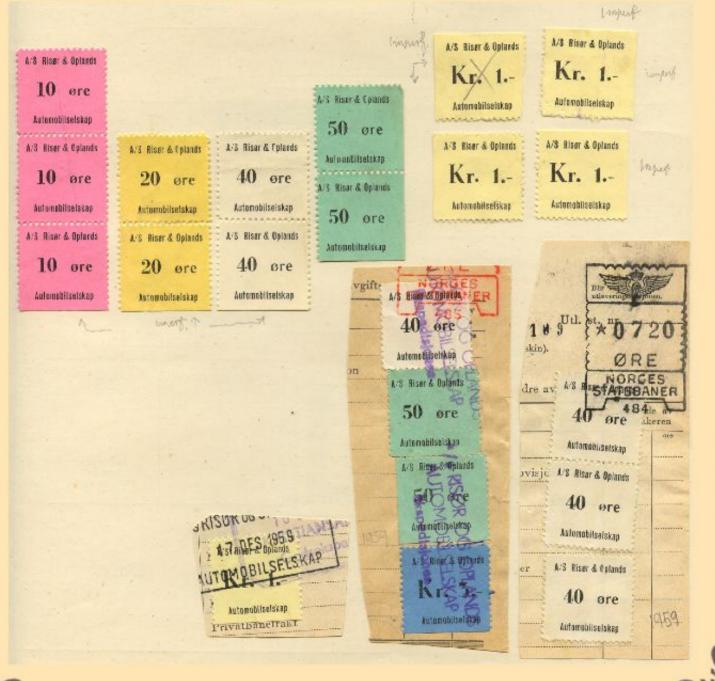


#### Rindal Kommunale Auto











#### Saltens Bilruter A/S























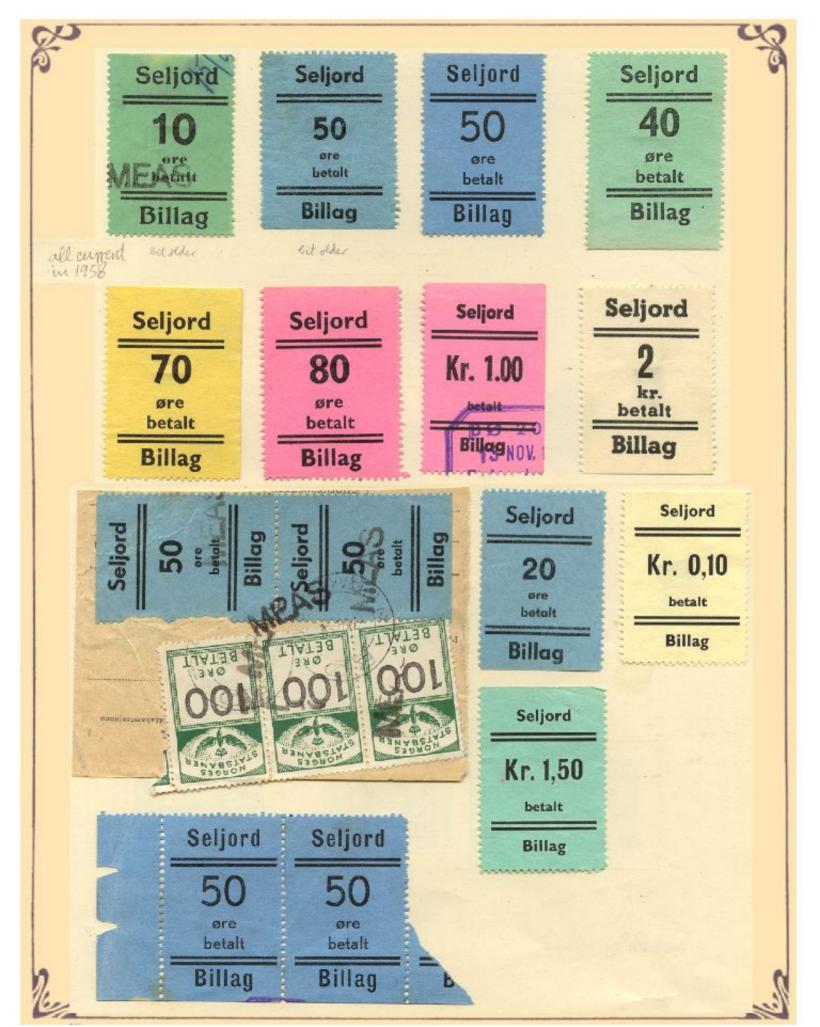


Cancelled at Sulitjelma



1時隔







Ca 1971/72? (from Soot Rysn)



Seljord

Kr. 0,10

Hostvany

Billag

Kr. 0,10
betalt
Billag

Kr. 0,40
betalt
Billag

Kr. 0,40
betalt
Billag

Kr. 0,50

betalt

Billag

Kr. 1,00
betalt
Billag

Kr. 1,50

betalt

Billag

Kr. 2,betalt

Billag

Kr. 3,betalt

Billag

Kr. 5,—
betalt

Billag

Drangedal Bilruter

FRAKTMERKE

Kr 1,00
Herav merverdisvigit: kr 0,17
Nr: 44305
A Nr: 44305
Ektrobektare Ax 5000
Kundens kvittering

Drangedal Bilruter

FRAKTMERKE

Kr 1,00

Kr 1,00

Herav merverdisvigit: kr 0,17

Nr: 44305

Ektrobektare Ax 5000

Faklebes pakken

Kr. 10,
betalt

Billag

Seljord Seljord øre øre betalt betalt Billag Billag Seljord Seljord øre øre betalt betalt Billag Billag



#### Surnadal Billag A/S

## SURNADAL BILLAG A/S



Cornect in 1958

W0.10 white

W1.00 what shope

4.2.00 green about

SURNADAL BILLAG A/S VAREMERKE Kr. 2.00 Steamberg, Dritte.

tatsbanefrakt

SURNADAL BILLAG AS VAREMERKE

SURNADAL BILLAG A/S 034331

SURNADAL BILLAG A/S

034330

NAREMERKE

Kr. 0:10

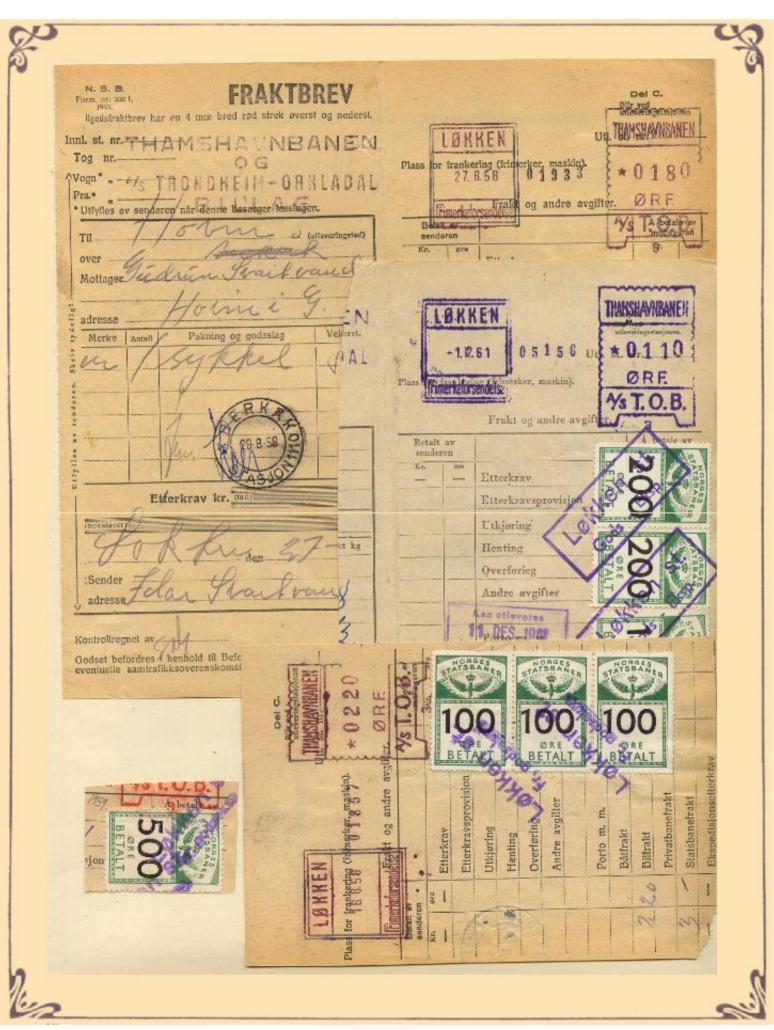
Strenberg, Drm.

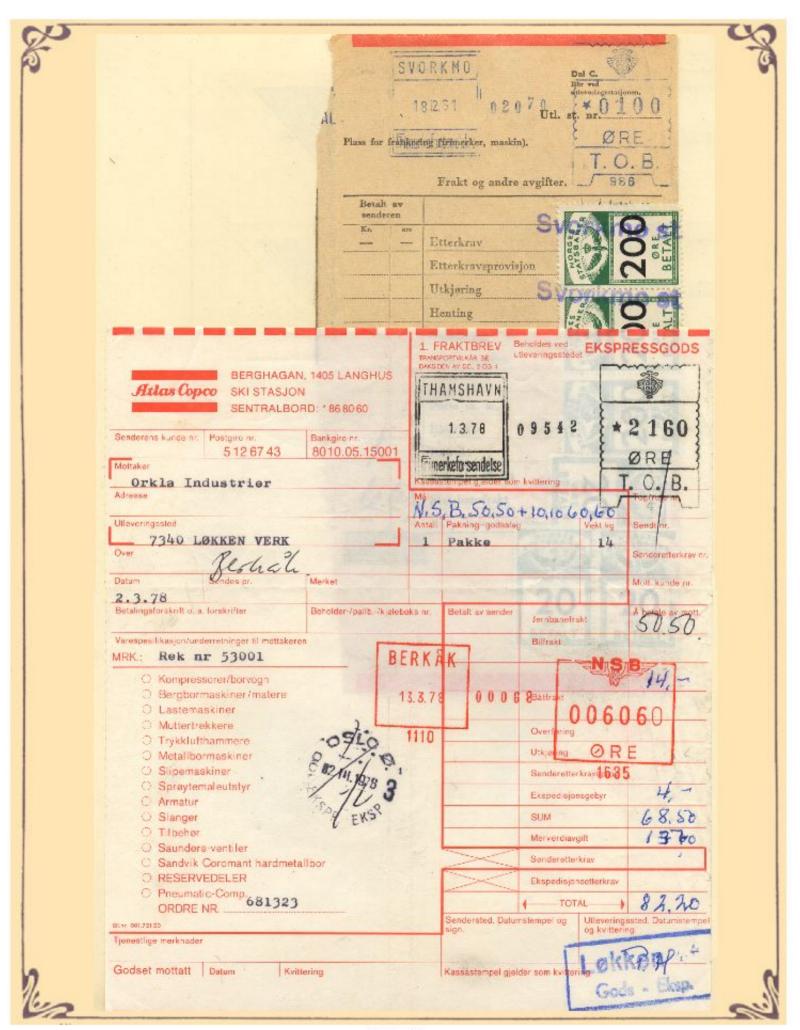




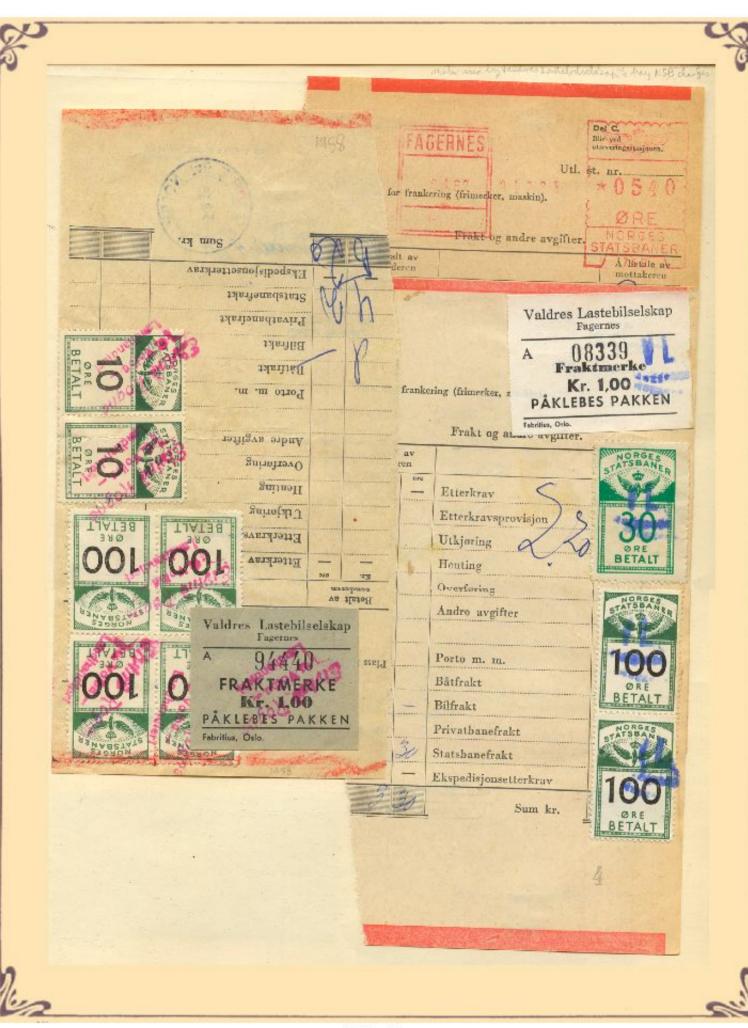










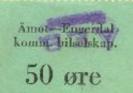




























Printed probably in exects of 20 (5xxx) ? imperf. at edges





#### The United Bus Routes - Sammensluttede Bilruter A/S

De Sammensluttede Bilruter

FRAKTMERKE

Frakt kr. 1.00

Nr. 9896

Tvedt - Kr.sand S.

PÅKLEBES PAKKEN

De Sammensluttede Bilruter

FRAKTMERKE

Frakt kr. 3.00

Nr: 4538

Tvedt - Kr.sand S.

PÅKLEBES PAKKEN

De Sammensluttede Bilruter

FRAKTMERKE

Frakt kr. 3.60

Nr. 12488

Tvedt - Kr.sand S.

PÅKLEBES PAKKEN

De Sammensluttede Bilruter

FRAKTMERKE

Frakt kr. 4.80

Nr. 6689

Tvedt - Kr.sand S.

PÅKLEBES PAKKEN

De Sammensluttede Bilruter A/S

FRAKTMERKE

Frakt kr. 5.40

Nr. 7007

Tvedt - Kr.sand S.

PÅKLEBES PAKKEN

De Sammensluttede Bilruter

FRAKTMERKE

Frakt kr. 7.20

Nr. 1799

Tvedt - Kr.sand S.

PÅKLEBES PAKKEN

De Sammensluttede Bilruter A/S

FRAKTMERKE

Frakt kr. 12,00

Nr. 2011

PAKLEBES PAKKEN

SARSONDO AVID AXBIDENSAVDELING





## A/L Lillehammer - Ringsaker Bus Routes

ELIGIPAL AND AND AND AND	170 10/45	Walls of			
Del C. Blir ved utleveringsstarjunen.					
Utl. st. nr.					
ring (frimerker, maskin).					
Frakt og andre avgifter.					
	Å betale mottake				
Etterkrav	Kr.	629			
Etterkravsprovis					
Utkinging RINGSA	A/L LILLEMAMMER - RINGSAKER BILRUTER				
Henting A OF	0.0				
Overfering GODSBI	LLETT				
Andre avgifter Kr. 1,	.00				
Páklebes j Fabricus, Oale	oakken				
Porto m. m.					
Båtfre statsbante stats	ANER				
Bilfrai					
Privat 100 (100)					
Statsb ORE COMETA					
Eksper BETALT MB\$	2				
Sum kr.					
*******					
A CONTRACTOR OF THE PROPERTY O	1.1.644/9/2	AND STREET			





#### Ofotens Bilruter A/S, Narvik

































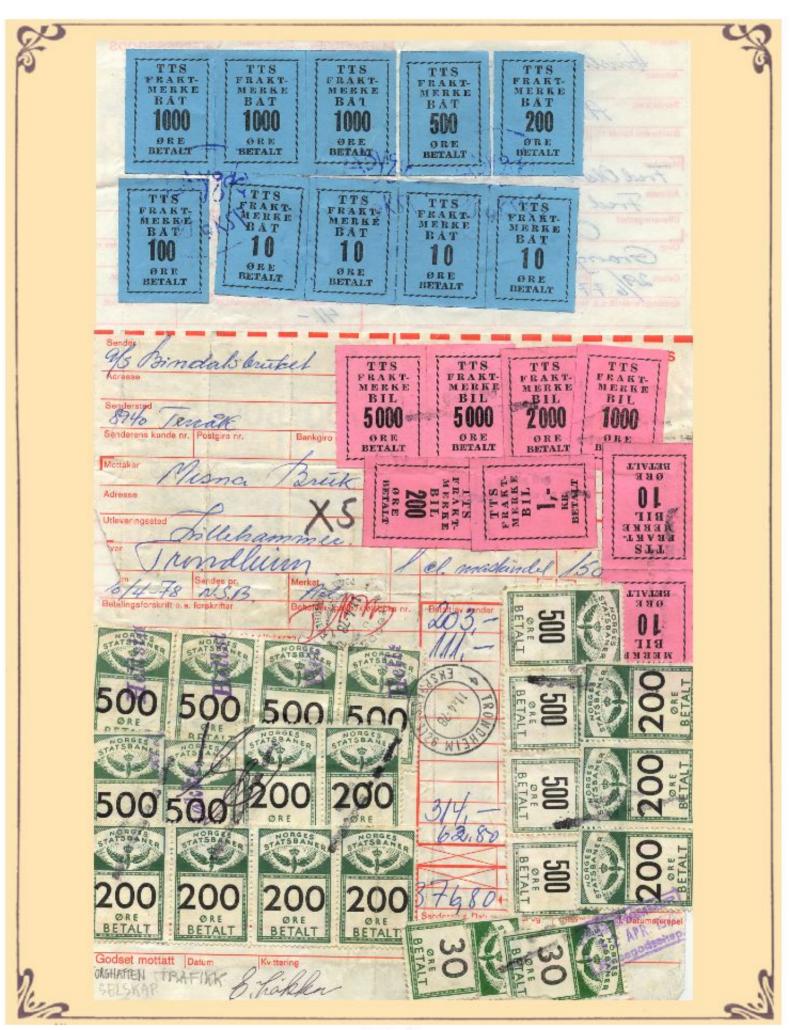




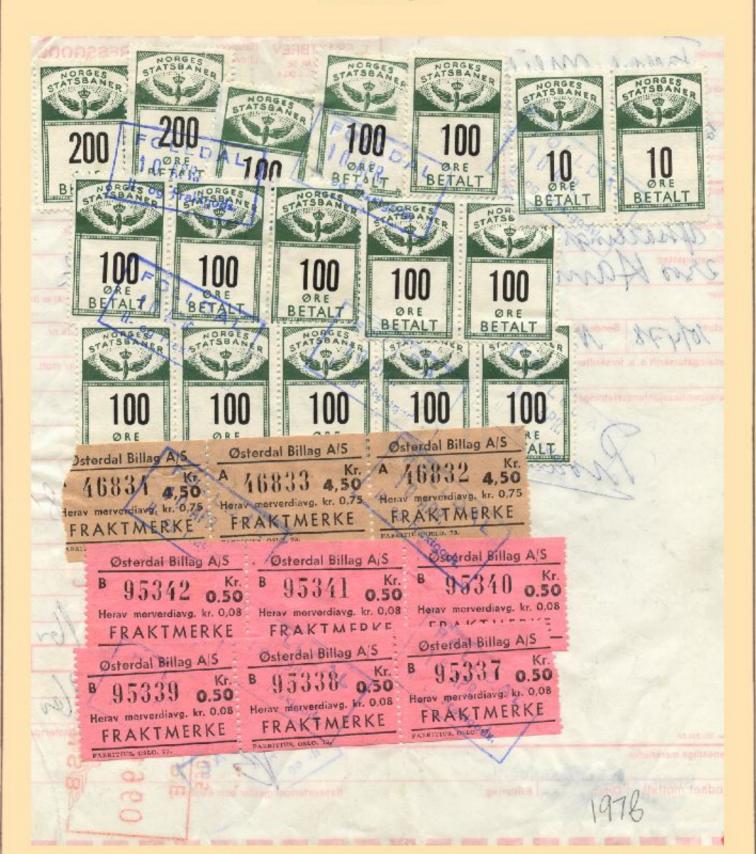




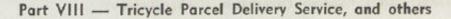
Grony



#### Østerdal Billag A/S







The Drammen Express Bureau (Drammens Expresbureau)

189(?) Design shows a messenger riding a tricycle with a container of parcels at the rear. This was presumably the mode of delivery used by this service, the owner of which was Christian B. Lorentsen. Lithographed. Perf. 11½.



1. 10 øre red

Cancellations seen: 1) Rubber stamp in violet consisting of 16 colored dots arranged 4x4. 2) Solid rectangular mark in blue.

### Adams Expres (Kristiania)

This was apparently a branch of the same Company that operated under this name in Copenhagen. The conveyance used in delivering parcels is not known, but at least the dog pictured on the stamps didn't do it—even though he does hold a parcel in his mouth. He was just the company emblem or trade mark.





Date? Between two columns, a dog facing left. Across top, company name on a ribbon. Denomination in the two bottom corners. The two values in this set may be occasionally found together in pairs separated only by a small blank gutter, as both were printed in the same sheet. Forty of the 20 øre stamps on the left side (4 vertical rows of 10) and fifty of the 10 øre stamps (5 vertical rows of 10) at right. Perforated 11½. Margin tabs around the sheet edges.

1. 10 øre black and pale rose

2. 20 øre black and pale green



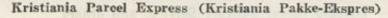




Storage label (1940's)







Mode of conveyance unknown.



1889(?) Company name in circle around denomiation in center. Band across bottom of circle reads "BETALINGSMAERKE". Open space at bottom, in which a black serial number is usually seen. Lithographed in sheets of fifty stamps (10 vertical rows of 5). There are no margin tabs, so the stamps are imperforate on their outer edges along all four sides of the sheet. Printer's imprint under each stamp "THV. MOESTUE A/S 89". Perforated 9.

- 1. 10 øre red and black
  - a. without serial number

Ordinary 1-line date cancellation seen in violet: 21 AUG 1909.

These last parcel stamps carry us across the vaguely defined border into another interesting field. Some of the issues we have covered are also listed by Pihl and Hurt-Williams in their catalogs of the Norwegian Local Posts. The chain is joined.



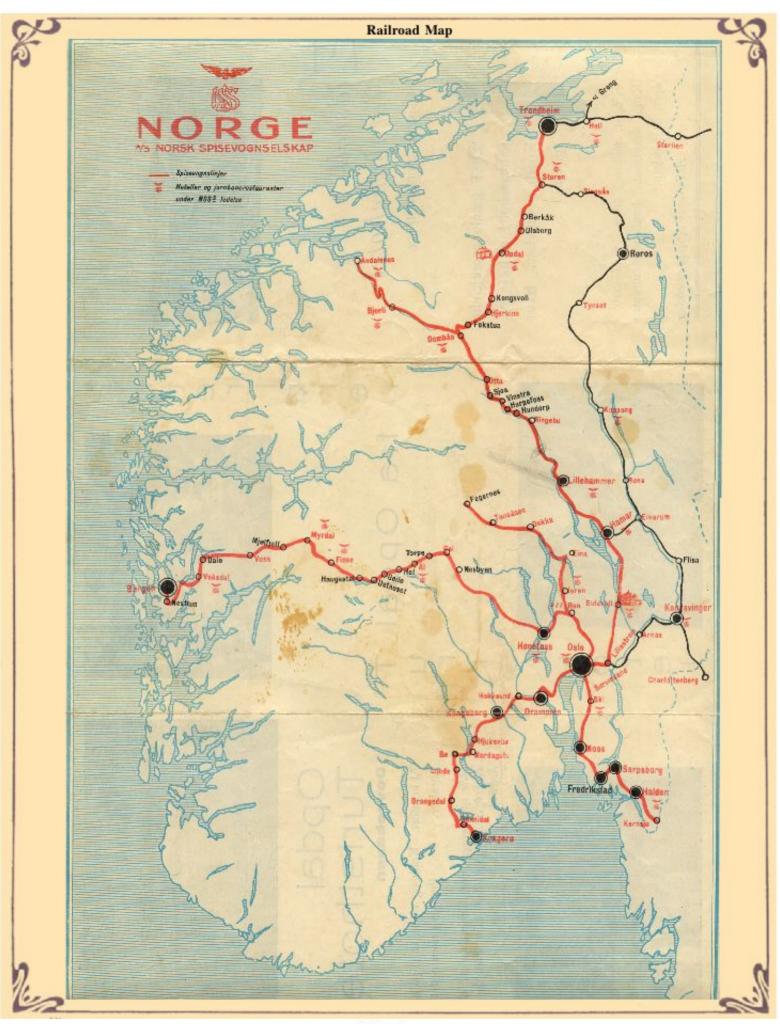






t imperf top









# POSTMARKS ON NORWEGIAN RAILROAD STAMPS

The various Norwegian railroad freight and parcel stamps have generally been cancelled with special station cancels, usually rubber name-stamps, with or without a frame. These marks were mostly without date and applied in violet. Of special interest, therefore, are the much scarcer cases where a regular postmark was used. This sometimes happened when a postoffice and railroad station were located together in the same building and with the same manager. I suppose there was no actual authorization for this use, but no special regulation against it either, so the combination post and station master used his own initiative utilizing what was handiest. Not only do railroad stamps look better with a postmark applied in black, but the date provides a useful clue in separating the various stamp printings, of which there are many, together with different color shades and plate varieties. Sheet reconstruction is also possible on many issues.

With the growing popularity of hometown collections in Norway, the addition of railroad stamps showing clear impressions of the local station cancel and, of course, also the postmark if ever used, should be of additional interest.

I have a couple of the early type-set railroad stamps of 1884 cancelled in black by a 3-ring numeral postmark, rather unclearly, but it might be No. 77 (Fredriksværn). Then come the dragon-type stamps, with my earliest postmark from 1918, followed by the green numeral design with my latest postmark there being from 1949. Some of the red numeral-type Due stamps as well as the red freight insurance stamps have also been occasionally postmarked.

The following list shows 50 places that have used their postmark on railroad stamps at one time or another. Undoubtedly others exist too. A word of .





of caution, though. In later years, a number of stations received and used circular metal date stampers looking much like postmarks (and probably made by the same manufacturer). However, these strictly railroad marks can be easily distinguished. They usually include:the word STASJON and the station's number. If a star ornament is included, it is horizontal at left rather than at the bottom of the mark as on the postmarks. Furthermore, various identifying words or abbreviations may also occur, such as ILGODS, (express freight), GS, (freight office), etc. These were used in black, violet, and sometimes, red.

Several places in the accompanying list later changed name. Eigersund became Eiksund, Love stasjon to Lauve, Saaner to Såner, and Aasen to Åsen. I have not seen a continued use on railroad stamps with the new names, except for the Lauve postmark. The two places that postmarked insurance stamps were Neslandsvata and Singsås. Incidentally, the Ostfold railroad divides into two lines, with Dilling, Rygge and Saaner on the West Line and Heia stasjon on the East Line.







#### Postmarked Railroad Stamps













































































Place	County	Superior PO	RR Line	Year Seen
Bredvik	Finnmark			ca. 1948
Brennhaug	Oppland	Lillehammer	Dovrebanen	1926
Brusand	Rogaland	Stavanger		1927
Dilling	Ostfold	Moss	Ostfoldbanen	1920?
Evensuad	Hedemark	Elverum		1948
Hallvik i Eigersund	More & Roms	Ålesund		1936
Hanestad	Hedemark	Elverum		1946
Hauerseter	Akershus	Lillestrom		1946
Heia stasjon	Ostfold	- Sarpsborg	Ostfoldbanen	1918
Heskestad	Rogaland	Egersund	Sörlandsbanen	1927.37
Holstad ·	Akershus _	Oslo		1918
Homaseng	Akershus	Lillestrom	Holandsbanen	1948?
Jessnes	Hedemark	Hamar	Dovrebanen	1928
Kjose	Vestfold	Larvik	Vestfoldbanen	1940.46
Hørsand 1926	Calloid	j 11A	1 con order	45.333 T
Kibblectoss	Buskerud	Vikersund	Randsfj.banen	1924
K90164y	S. Trondelag	Roros	Randsij.baien	1924
Kraby	Oppland	Gjóvik	Gjóvikbanen	1924,48
Kronstad	Bergenhus	Bergen	Ojovikolaicii	1924,48
Kvam	Oppland	Lillehammer	Dovrebanen	1948
Ler	S. Trondelag	Trondheim	Dovicouncii	1948
Losna	Oppland	Lillehammer	Dovrebanen	ca. 1923
Love stasjon (Lauve)	Vestfold	Larvik	Vestfoldbanen	1925, 46
	Vestfold	Larvax	4 CStrongomich	1918
Myre Neslandsvain	Telemark	Vennes	Sørlandsbanen	1948
	S. Trondelag	Kragere Trondheim	Soliandsoanen	1924.5
Nypan	Telemark		Vestfoldbanen	0.0000000000000000000000000000000000000
Oklungen	Akershus	Porsgrunn	· A c2(t)(d)micil	1925
Oppegaard	Hedemark	Oslo		1918
Rasta		Elverum	Dovrebanen	1948
Ringsaker	Hedemark	Hamar	Numedalsbanen	1923
Rollag	Buskerud	Kongsberg		1946
Rygge	Ostfold	Moss	Ostfoldbanen	1918
Raastad	Vestfold	Sandefjord	Vestfoldbanen	1923,48
Sel .	Oppland	Lillehammer	Doverbanen	1923
Singsås	S. Trondelag	Réros		1948
Steinvik	Hedemark	Rena	0-610	1926
Saaner	Akershus	Oslo	Ostfoldbanen	1918
Sor-Fron	Oppland	Lillehammer	Dovrebanen	1948?
Tinnegrend	Telemark	Arendal	Sorlandsbanen	1948
Tjønnefoss	Telemark	Arendal	Sorlandsbanen	1948
Treungen	Telemark	Arendal	Sériandsbanen	1000
Ualand	Rogaland	Egersund	Sørlandsbanen	1927
Viksfjord	Vestfold	Larvik	Vestfoldbanen	1949
Vinstra	Oppland	Lillehammer	Dovrebanen	1923
Aasen	N. Trondelag	Levanger		1926
Ørgenvika	Buskerud	Drammen	Bergensbanen	1924
Åstad		€		1928
Øksna				

Telneset





# NORWEGIAN RAILROAD STATION MARKINGS

## Frederick A. Brofos

I have previously written about the unusual usage of postmarks on Norwegian railroad stamps. Now, we shall examine some of the actual railroad station marks that were in normal use.

Most of the earliest ones were straight-line marks in various type faces and usually without date. We may look at them more closely another time.

We shall here limit ourselves to dated marks. Those commonly used between the 1930s and 50s were mostly oblong octagonal rubber stamps. The usual arrangement was to have the station name at top, date in middle and station number at bottom. Violet was generally used, but black, red, and other colors did occasionally occur. These handstamps were, of course, the official station mark and were used to certify all kinds of documentation, as well as for cancelling railroad stamps. As the rubber wore down rather quickly, metal handstamps were introduced in the late 50s. There were a few metal predecessors in a large double-circle type. These were similar to those large postmarks used sometimes by RPOs, usually showing the route terminus. These we may examine another time.

In the illustration, the first three examples of the small metal handstamps show larger inner circles and larger date figures than those commonly used later. These latter appear to have been made by the same manufacturer who supplied postmarks to the postal service. The various inclusions of station numbers, freight, express and other unusual designations clearly distinguish these railroad marks from regular postmarks. Furthermore, if a star was included in the arrangement, it usually appears to the left and on line with the date, not at the bottom as in postmarks.

After 10 to 20 years of wear, changes or loss, it came time again for new markings. A return was







made to the use of rubber handstamps, as these were undoubtedly cheaper and quicker to produce.

The new rubber stamps of the 70s were rather small oblong affairs with the date. Black and other colors were used as before.

Among the examples illustrated is one with a curious spelling error, KONGSBEG instead of KONGSBERG. Shown also is a larger oblong type from the express office at the Oslo East station. No doubt, other non-conforming types exist too. There is a particularly interesting mark from Kornsio, a small Norwegian town right on the border with Sweden. Also illustrated is a Swedish mark from Gothenburg which, in addition to the station and SJ, shows a small inner box with the number 74. This innovation, I think, may indicate a certain country. The later marks in Norway include the number 76, as well as NSB. Among the latter group I noticed another interesting spelling error, TONSBRG instead of TONSBERG. Finally, there is a mark from a bus company route connected with Mandal station. Another, larger, company, which eventually began to handle much of the freight business around the country, was called LINJEGODS A/S. This company had its own special markings, sometimes oblong and later round and rimless, as shown in the last illustration.

I have introduced readers to a little-known collecting field. I first noticed these speial station markings on a bill of lading and realized they were unusual and collectible. Eventually, I discovered that they all wound up on the top floor of a Railroad Administration building in Oslo, at the Control Office. Here, in hundreds of neatly tied bundles, stacked along corridors of shelves running from floor to ceiling, were the impressive records of the whole railroad commerce of Norway. Things were kept there a certain time only and then discarded to make room for new material. I will always gratefully remember the fun and excitement I had years ago while looking for philatelic treasures among the piles destined for destruction. Of the several "Heavens on Earth" that I have had the privilege of visiting, that was one of them. Besides station marks and unusual meters, there were railroad and bus stamps of many kinds, to be found with time and patience.

On my last visit there, however, I was sad to find the attic empty and deserted, the shelves bare and the kind and helpful railroad people I had known all gone. A new system of computers had been introduced throughout the land, replacing the now obsolete bills of lading, all of which had been pulped. As they say in Latin: Sic transit gloria mundi...







ARLIFOSS

11 DES. 1959

Stasjon 1803

**FOKSTUA** 

-8 DES 1959 Staten Tito

FREDRIKSTAD

1 2 MAI 1952

Il- og Fraktgodieks. 522

KONGSVOLL 18 DES. 1959 Stasjon 1103

ttestad 2 4 SEP. 1942 Stasjon nr. 709

VIKSFJORD 12 KOK 1959 Stasjon 1517





















HELL 1 6 JULI 1973 Stasjon 1208

Error

es Statzbanes Narvik sterjon 0 5.02.79 Godshus

NSB Burgte Alesandrute 3 0 MARS 1978 Alesund

PASSERT 5 FEB. 1979 KONGSBERG 1631 KONGSBEG 1631 1 1 APR. 1980 Relsegodsekspi

Jernb. Tollgods- og Sped-13.11.73 KONGSVINGER 918

ILGODSEKSP - 2 MAJ 1962 ... OBLO Ø. M

NSB/SJ 2 7.02 7 9 DRINSJØ

01318 1979 - 02 -- 21 Göteborg C Expressgodsmagasine

76 NSB 01510 2 7, 10, 78 TØNSBSRG

76 NSB 01510 7.11.73 Raise- op skroreerpod

Sørlandsruta 4/s 2 APR. 1980 4800 MAND

1720 GREAKER

27 MAR 1980







## NORWEGIAN RAILROAD METER STAMPS

The first meters used in connection with payment of freight charges on the Norwegian State Railroads were, I believe, the machines apparently made in Germany by the Francotyp company of Berlin. These were imprinted in red. A small double-lined square on the left contained the station name, the date and at the bottom was often the word "Frimerkeforsendelse", (ie Stamped Goods). To the right, and slightly higher, was a larger double-lined oblong, which contained crowned winged wheel, the emblem of the railroad, at top. In the center was a place for stamp value. At the bottom was the railroad name "NORGES STATSBANER", in two lines.

Under that was the meter machine number. The value figures were distinctive and Gothic like. The counter or enumerator number appeared separately and high above the small box with the station name. This number is not visible in the accompanying illustration. Shown is a meter of this type, with an 0000 setting, used to cancel some yellow "BIL" bus stamps. This was done at RINGEBU (meter 51) in 1949/50. This unusual cancelling procedure was also used at ELVERUM (meter 52) in 1948/50 on the regular green railroad stamps.

The third figure shows a typical Norwegian-made Krag machine in "the old design". Weighing about 31 kilos, it was in use all over the country for many years. However, the meter illustrated is particularly unusual, as it is inscribed RESERVE, instead of a town name. This indicates a reserve or extra machine used only in emergencies, such as when a regular machine was being repaired. Another reserve Krag machine is shown next, in a modernized design with the new NSB logo. This was used in red in connection with the private railroad Rjukanbanen.

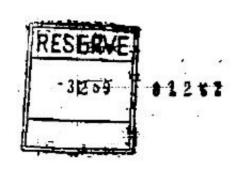
Several Krag machines with extra large dies in the old design were used at a couple of places: SPJELKAVIK, meter 1428 inscribed BIL, was used

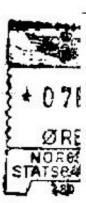


















in green in connection with an NSB-operated bus line. A similar one was also used in green at ALESUND, station 4018, meter 1471, and another one there in red inscribed JERNBANE, meter 1470. These were seen in use 1963/1973.

While the meters used by NSB railroad stations were usually imprinted in red, the NSB bus or muck lines in green, those meters used by private firms used black or blue. These latter sometimes included advertising slogans such as the one shown from the shoe factory at Drammen. A couple of curiosities seen are where the whole town/date mark has been missing from the meter used, and the handstamp of the station has been added in its place. (HAMAR 21/8/58 on Norrōna Co. machine 810, and ÅLESUND on the AAKOFA Co machine, the latter also using red color instead of black in December, 1959).

Finally, on the Langaard Tobacco Co. meter, the value figures seem to be larger than usual and furthermore there is a small lion instead of a cross atop the crown over the winged wheel emblem. This may have been from a machine not manufactured by Krag, who probably did not have a complete monopoly of the field all the time.

Between about 1958 and 1961, a Swedish machine made by Hugin A.B., Stockholm, was placed in use at various Norwegian stations. Magenta or light red was the color used. I have seen examples used from Bergen, Charlottenlund, Flisa, Koppang, Oslo, Rakkestad, Röros, Steinkjer, and Tolga. There was also a reserve machine for Drammen district and a machine at Miland on the Rjukanbanen. Furthermore, it was used on several NSB bus routes, namely Lågendalsruta, Haukeliruta (Haugesund), Selburuta, Alesund-Andalsnesruta and As-Drebakruta. Some of the machines had an index letter in front of the value figures, which could be changed according to the account credited. Thus B was for Bus fees, J for Jembane or NSB railroad fees and R for Rjukanbanen. All of these machines were eventually withdrawn. They were found to be unsafe, meaning not tamper-proof and could be misused, causing a loss of revenue.

The latest type of meter noticed are those illustrated showing a very simplified winged wheel. Meter 3001 was used around 1982 in black by Standard Telefon og Kabelfabrik A/S, the largest electrotechnical firm in Norway. The meter was apparently made by the Swiss company. Hasler A.G. Finally, there is shown a Krag meter no 1563, in a somewhat simplified design, which was in use in red at the Oslo Sentral Station.

The study of all these interesting machines seems to have been largely neglected in Norway, leaving a new field for the adventurous explorer and patient collector.

Unfortunately, I believe that most of these interesting meters are now things of the past, a good many having been replaced by computers.

The bills of lading, upon which these meters appeared, were sent in by all the stations to a central control office in a big old building amid the Oslo train and freight yards. There they carefully were checked over and then stored away for 3 or 4 years, in case a question came up. The bills were tied up with twine in labeled bundles and neatly arranged on shelves in a long anic. Periodically, the older material was weeded out and moved to a smaller side room on the way to being pulped.

This article could not have been written without the kindness of railroad officials who granted me access to the discarded bundles, allowing me to retain anything I fancied. As each bundle was usually from the same station with the same meters. I had to go through many stacks to get variation. I remember the tight twine knots I had to undo and, of course I had to tidy up a bit afterwards. Anyway, on several trips to Norway over the years. I always managed to squeeze in a visit to that little Mecca, picking out goodies, long after closing time and darkness. All I had to do was turn off the lights and see that the doors were locked shut afterwards. If anyone may have thought I was crazy, that never bothers a dedicated collector! Saving those samples was certainly no mistake. Quite likely, they may be the only ones which have escaped destruction. It's the old story of collecting what interests one, even if no one else cares about it at the time.









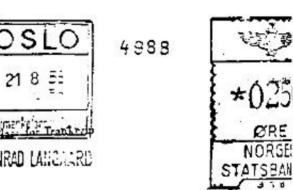


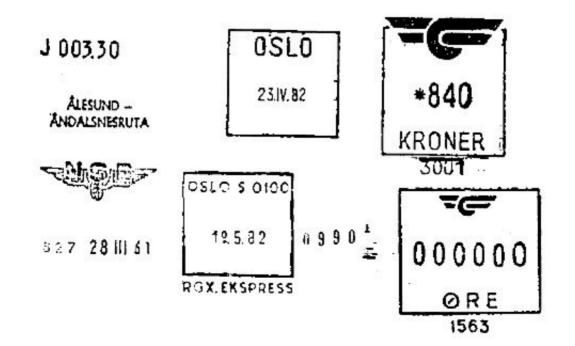














## NORWEGIAN RAILROAD METER STAMPS (II)



As one investigates the meters used in conjunction with parcels and freight sent on Norwegian railroads, one notices certain other curious-looking meters which are not from the State Railroads. Meter no 238, used in black at Bodé around 1958, shows an unusual conversion by dissection of an NSB meter into private use by the bus company Saltens Bilruter.

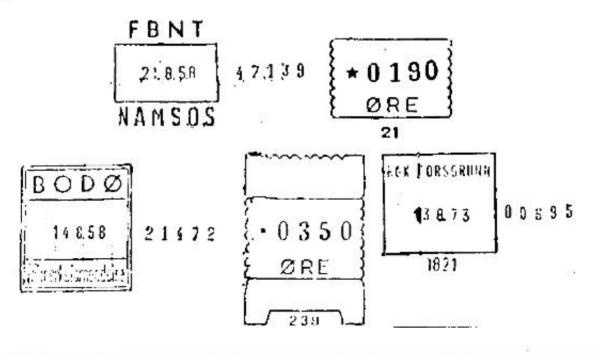
Among the several private railroads in Norway, which were either closed down or partially or wholly absorbed into the NSB system, was the Rjukanbanen. At Porsgrunn (station no 1821), a meter 1664 was used in green for freight bills due the Rjukan Railroad. This meter bears the initials RJB in the winged wheel, instead of the usual NSB. Similar meters marked RJB were used at MILAND, station 3001, meter 1662, and RJUKAN, station 3004, meter 1664. Rjukan will, of course, always be remembered in connection with World War II and its forced production of heavy water for a possible German atomic bomb. However, this was successfully sabotaged.

Another unusual meter was one used in black at Lökken st. for the combined use of the Thamshavn private railroad and the Trondheim-Orkladal Bus Company. This shows on the left a large slogan advertising their name. The bus company had its own special meter at Thamshavn, showing its monogram TOB with wings at top. This logo appears again in the modernized design used at the Orkanger bus route station.

Yet another private meter was used in black by the bus company Risér & Omland Automobilselskap.

Finally, there is a remarkable cut down-looking meter used in black at Namsos by Fylkesbilene i Nord Trøndelag (the regional buses in Northern Trøndelag).

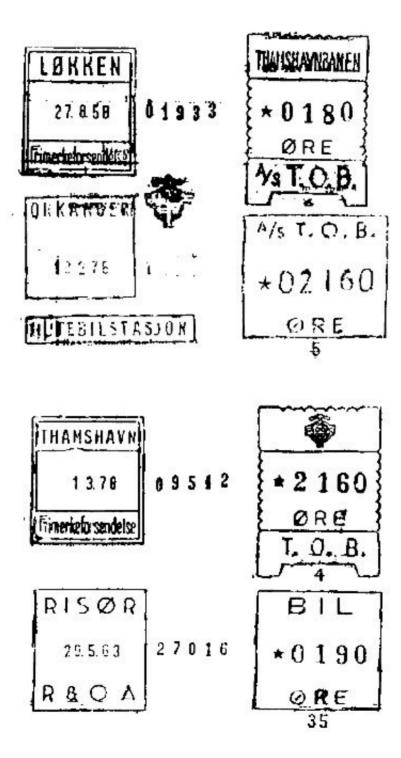








THAMSHAVNBANEN
OG
OGTHIANO-NIBHDNORT & TROKOHEIM-ORKLADAL









#### TWO WASTEBASKET FINDS IN NORWAY: RAILROAD FREIGHT STAMPS

Frederick A. Brofos

Forty years ago, I think one could count on the fingers of just one hand those who collected Norwegian railroad and revenue stamps in Norway itself. They were then considered in the same category as Christmas seals and anyone who dared to show any interest at all kept quiet about it to avoid ridicule. Times change, however, and now that these things have become popular, people kick themselves for not having been more alert when the chance was there.

Two of the suburban electric railroads that radiate from metropolitan Oslo are Holmenkollbanen and Ekebergbanen. They both had their own private stamps for use on parcels. Produced in several issues with various denominations over the years, just about nobody bothered to collect them in those days.

At the end of May, 1957, while on a visit to Norway, I found myself waiting impatiently at Holmenkollen station for a train to come and take me down into town. Wandering along the platform, I came upon a large wire wastebasket. I rescued from it a discarded brown paper wrapper off a bundle of newspapers for the local kinst Franking it was a 50 ere Holmenkollen railroad stamp. A similar find, but with a 50 ere Ekeberg railroad stamp, was found another time at Holtet station.

These two examples of Norwegian private railroad stamps on cover are now considered very unusual. Of course, the stamps went out of use long ago. But back then, probably all year round, a stamped package was dropped off at every station along the line; perhaps one in the morning and later an evening issue. The different newspapers would have separate parcels, too. "Aftenposten" was the largest newspaper in town. All those interesting wrappers were inevitably destroyed. I therefore am glad I had the foresight to boldly dive into those wastebaskets 42 years ago. It wouldn't have bothered me if someone had remarked, "Look at that nice young man there, poking in the trash, my goodness gracious me!" I don't embarass easily when on a philatelic hunt!



# Aftenposten

Chr. Schibsteds Forlag - Oslo



LOKALPAKKE GODSSKAPET HOLMENKOLLEN ST. RUTE 60 HOLMENKOLBANEN





RUTE 1046 HOLTET NEDRE 1.A HOLTET.ST EKEBERGBANEN



