

The

New Brofos Catalogue

of

Railway & Steamship
Carrier
Stamps of Norway

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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
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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 Sporveisselskab" 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 streetcars 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 Sporveisselskab" 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 "Grøntrikken"—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 Sporveisselskab" 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 Sporveisselskab)

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).

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 $11\frac{1}{2}$ 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 øre 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



Double perforation

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 $11\frac{1}{2}$, 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. $12\frac{1}{2}$.

10

10

8

7

6

5

4

3

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.



↑

error
inverted
ornament square

error inverted aqu
upper left corner of
2 stamps at bottom
right (10, 10, 2)

Sheet of 20 Stamps (2x10)
4 stamps inverted on one side of each stamp



original
↓ error



error
inverted
on 3 sides
instead of just
on top or bottom



Imperforate vertically and
double perforations horizontally

1901



101,8

102,1



101,4

101,5



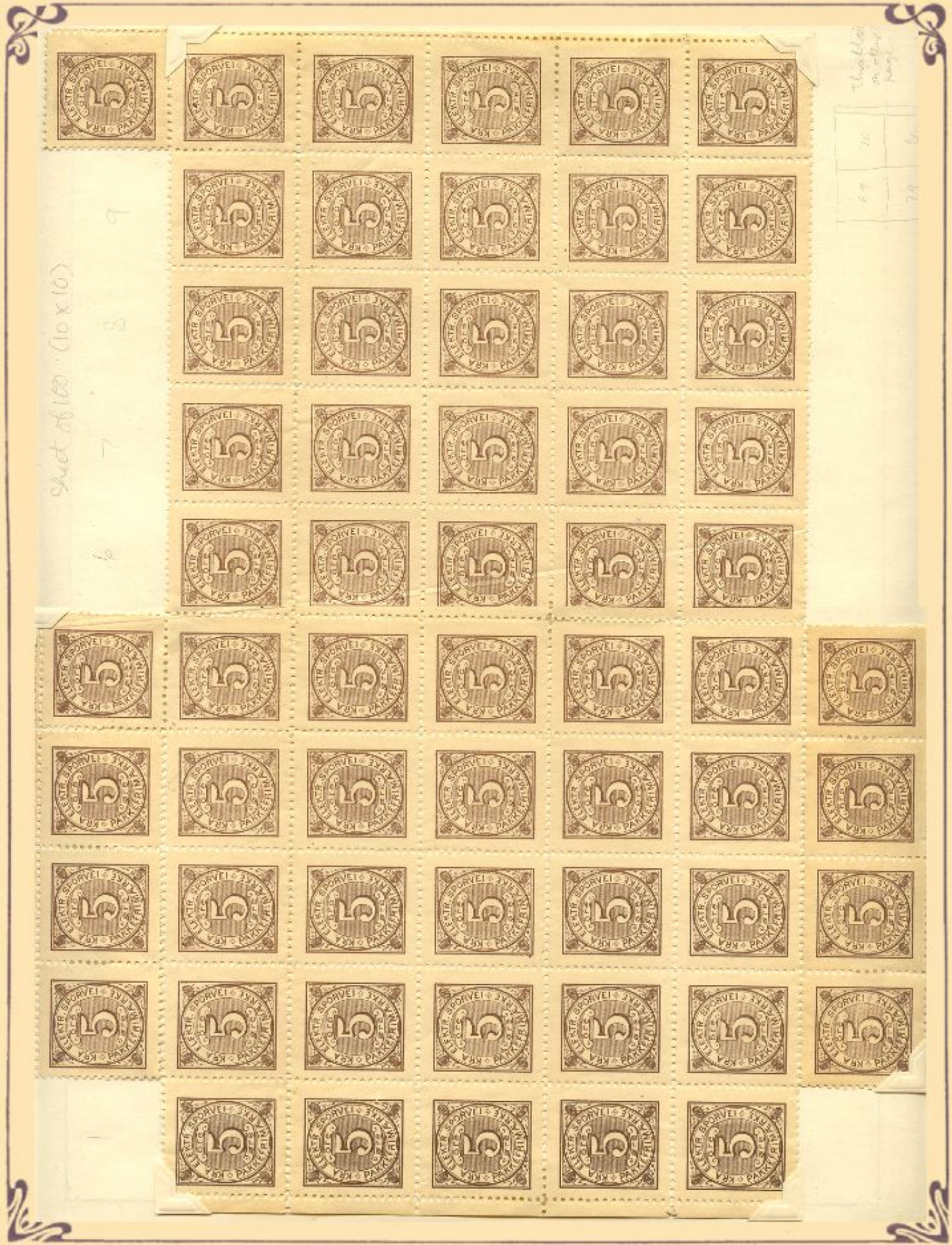
Imperforate



101,1

2

3



Sheet of 100 (10 x 10)

This is a 10c stamp

6	7
7	8



1. 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. 12½. Seen cancelled by blue crayon.

2. 5 øre red and brown

3. 20 øre black, brown and light blue



February, 1943. 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 øre black on light blue paper

7. 50 øre 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 Ilevolden. 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 operated 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. 1



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 "PAKKEFRIMÆRKE" (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 øre 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 "ØRE" 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

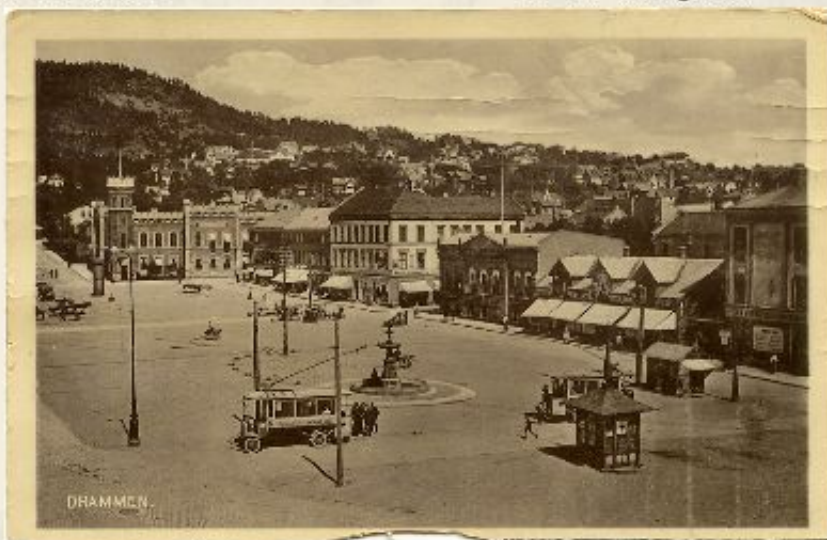
The Streetcar Company (A/S Trikken)

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.

1. 10 öre green

2. 15 öre green



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.