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Norwegian Numeral Ship Postmarks of World War II

by Frederick A. Brofos (497)

The Merchant Fleet

Immediately after the German invasion of Norway on April 9, 1940, the Germans attempted to gain control of the great Norwegian merchant fleet (4,850,000 gross tons), certainly Norway's most valuable war asset. The Germans broadcast orders, in the name of the ship owners, for all Norwegian captains abroad to take their vessels to Norwegian or neutral ports. However, every captain took heed of the warnings not to depend on communications from occupied Norway, which were sent out by Norwegian Legations overseas. Thus a fleet of more than 1000 vessels, manned by 25,000 Norwegian sailors, was put at the disposal of the Allies. A Norwegian shipping and trade mission, called Nortraship, with branch offices throughout the free world, was established to control this invaluable fleet. It is not difficult to realize what these ships meant for the Allied cause. To mention one point only: Forty per cent of the oil shipped for the Allies in all theatres of the war was carried by Norwegian tankers. Losses of ships and men were heavy. In all, Norway lost about 660 ships totalling 2,393,000 gross tons, and 3000 Norwegian seamen lost their lives as a result of enemy action.

The Royal Norwegian Navy

After the Battle of Norway, in 1940, only two Norwegian destroyers, one submarine, ten fishing protection ships and various auxiliary vessels safely reached British ports. Gradually, however, a new navy was built up, and by March 1943 the Royal Norwegian Navy had expanded to 25 warships: destroyers, submarines, corvettes, torpedo boats, and motor launches—and about 30 auxiliary vessels—converted Norwegian whale-catchers and trawlers, which were used as mine sweepers and escort or patrol vessels. These ships, and a number of others that were added to the Navy later, fought side by side with other Allied warships under the operational command of the British Admiralty and were manned by about 600 officers and 4,600 petty officers and ratings.

Philatelic aspects

The set of 6 stamps issued on January 1, 1943 by the Norwegian Government in exile in London was not only issued for propaganda purposes but found actual use on correspondence from personnel aboard ships of the Royal Norwegian Navy and the Merchant Fleet.



Special rubber postmarks were issued to the ships by the Norwegian Consulates and Nortraship offices, where stamp supplies were presumably also available. These postmarks are of particular interest to collectors as each postmark carried a separate identification number. Lists of these numbers and the corresponding ships were acquired from official sources after the war and published in "Norsk Filatelistisk Tidskrift" (1946), with whose kind permission they are here reproduced.

The postmarks were rectangular shaped and about 60x37 mm. in size. At the top appears an anchor with 3 wave lines on each side. In the center is a smaller rectangle, about 41x8 mm., containing the date and the identification number. At the bottom, in 2 lines, is: NORSK SKIPSPOST HANDELSFLÅTEN, meaning Norwegian Ship Mail—The Merchant Fleet. The postmarks of the Navy were identical with those of the Merchant Fleet except that the last word of the former was MARINEN, meaning The Navy. I have seen these postmarks applied in blue, violet, black and green.

There is an interesting variety of the Navy postmark which has the letters "J" on one side and "M" on the other side of the center date rectangle. This postmark, which, in addition, bore the identification number 125, was used by the guard force on the Norwegian arctic possession of Jan Mayen, a

desolate island of 144 square miles located between Greenland and Northern Norway and about 300 miles north of Iceland. There was apparently a weather station there too.

Incidentally, the 10 øre stamp of the London set pictures a unit of the Royal Norwegian Navy—the destroyer "Sleipner" (Navy postmark No. 23), and the 30 øre value shows vessels of the Merchant Fleet in a convoy.

Finally, I should say that some numbers are much scarcer than others, some having been in use for only a short while as the ship was soon sunk.

A number of postmarks of this series were never issued out at all, and remained at the Norwegian Consulate in San Francisco or the Nortraship Office in New York.

There are a few blanks in the name list, as the names of the ships which used these numbers have not been discovered yet. Maybe you have one of these missing links? If so, write the Editor, post haste.

Merchant Fleet List

(Postmark serial no. and ship name)

1—Lysaker IV	38—Spes
2—Ivaran	39—Egda
3—Hestmanden	40—Topdalsfjord
4—Sir James Clark Ross	41—Petter
5—Maakefjell	42—President de Vogue
6—Kong Sverre	43—Velma
7—Bergensfjord	44—Lind
8—Columbia	45—Bajamar
9—Marita	46—G. C. Brøvig
10—Norvarg	47—Haakon Hauan
11—Bestum	48—Stigstad
12—Sigrid	49—Iron Baron
13—Sado	50—Mathilda
14—Ara	51—Kaldfonn
15—Vigsnes	52—Ravnefjell
16—Brisk	53—Norbryn
17—Ruth I	54—Trondheim
18—Tijuca	55—Solhavn
19—Scebeli	56—Tigre
20—Washington Express	57—Leka
21—Tungsha	58—Fernwood
22—Tropic Star	59—Bestik
23—	60—Nova
24—Tai Shan	61—Heimgar
25—Mosdale	62—
26—Brimanger	63—Brant County
27—Thorstrand	64—Novasli
28—Petter II	65—Sneland I
29—Ask	66—Lauritz Swensson
30—Norlom	67—Ingría
31—Ringen	68—Lysland
32—Germa	69—Sirehei
33—Brajara	70—Lisbetr
34—Gaston Micard	71—California Express
35—Troubadour	72—Gallia
36—Slemmestad	73—Skaraas
37—Nueva Granada	74—Fjordheim

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|------|-----------------|------------------------------|
| 75— | — | 131—Corvus |
| 76— | — | 132—Gudrun |
| 77— | Titanien | 133—Vestmannrød |
| 78— | — | 134—Viva |
| 79— | Lysaker V | 135—Drammensfjord |
| 80— | Bolista | 136—Baldouin |
| 81— | Royal | 137—Somerville |
| 82— | Erica | 138—Marit II |
| 83— | Henrik Ibsen | 139—Brønnøy |
| 84— | Lom | 140—Alaska |
| 85— | Avance I | 141—Velox |
| 86— | Spurt | 142— |
| 87— | Spica | 143— |
| 88— | Raftlund | 144—Grey County |
| 89— | O. B. Sørensen | 145—Molda |
| 90— | Tore Jarl | 146—Belinda |
| 91— | Villanger | 147—Minerva |
| 92— | Emma Bakke | 148—Heien |
| 93— | Farnbank | 149—Gudvor |
| 94— | Vest | 150—Tordenskjold (Trondheim) |
| 95— | Orania | 151—Geisha |
| 96— | Munin | 152-160 Unused |
| 97— | Frode | 161—Arosa |
| 98— | — | 162—Norhauk |
| 99— | Bjerka | 163— |
| 100— | Frontenac | 164— |
| 101— | Jernland | 165—Tres |
| 102— | Norskstank | 166—Fjordaas |
| 103— | Lago | 167— |
| 104— | Snar | 168— |
| 105— | Norelg | 169— |
| 106— | Borgholm | 170—Suderøy |
| 107— | Hjalmar Wessel | 171-182 Unused |
| 108— | Bonde | 183—Nyholm |
| 109— | Skiensfjord | 184-199 Unused |
| 110— | Skandinavia | 200—Marpesia |
| 111— | Abraham Lincoln | 201—Fridtjof Nansen |
| 112— | King Haakon VII | 202—Kronprinsessen |
| 113— | Fagerbro | 203—Norholm |
| 114— | Selvik | 204—Ferncourt |
| 115— | Gabon | 205—Trondanger |
| 116— | Norheim | 206—Brage |
| 117— | Ibjørn | 207—Gausdal |
| 118— | Heire | 208—Glarona |
| 119— | — | 209—Titania |
| 120— | — | 210—Norsol |
| 121— | Montevideo | 211—Hiram |
| 122— | Lista | 212—Astria |
| 123— | Høyanger | 213—Sandviken |
| 124— | Katy | 214—Chr. Th. Boe |
| 125— | Elg | 215—Carmelfjell |
| 126— | Galtesund | 216—Samuel Bakke |
| 127— | Fernmoor | 217—Borgfred |
| 128— | Lyra | 218—Elisabeth Bakke |
| 129— | Balder | 219—Talisman |
| 130— | Granfoss | 220—Vav |

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221—Fenja	248—Betncuria
222—Bomma	249—Møysalen
223—Sevilla	250—Ørnefjell
224—Anna Odland	251—Sønnavind
225—Marie Bakke	252—Atlantic
226—Ferncliff	253—Stirlingville
227—Fernbrook	254—Mui Hock
228—Fernplant	255—Leiv Eiriksson
229—Alf Lindeberg	256—Lutz
230-232 Remained at the Norw. Consulate in <i>Los Angeles</i>	257—Vadsø
233—Iselin	258—Garnes
234-235 Remained at Norw. Consulate in <i>Los Angeles</i>	259—Ole Bull
236—British Columbia Express	260-264 Remained at Nortraship Office, New York
237-238—Remained at Norw. Consulate in San Francisco	265—Remained at Norw. Consulate, San Francisco
239—Beau	266—Thor I
240—Noreg	267—Roseville
241—Bencas	268-269 Remained at Norwegian Consulate, San Francisco
242—Hoegh Silvercloud	270—Torrens
243—Reinholt	271—Duala
244—Nyco	272—Pan Europa
245—Tatra	273—Narvik
246—Kirsten B	274—General Ruge
247—Britamsea	275-400 Not used

Navy List

(Postmark serial no. and ship name)

Destroyers — Serial numbers 10-29

10—Glaisdale	22—Lincoln
11—Eskdale	23—Sleipner
21—St. Albans	24—Draug

Submarines — Serial numbers 30-39

30—Uredd	35—B-1
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Motortorpedoboats — Serial numbers 40-69

40—M.T.M. Flotillaen	45—M.T.B. 625
41—M.T.B. 618	46—M.T.B. 626
42—M.T.B. 619	47—M.T.B. 627
43—M.T.B. 620	48—M.T.B. 631
44—M.T.B. 628	

Corvettes — Serial numbers 70-79

70—Potentilla	72—Rose
71—Eglantine	73—Acandus

Mine Layers — Serial numbers 80-89

80—52 M.L. Flotilla	82—M.L. 210
81—M.L. 128	83—M.L.

90

Patrol Boats — Serial numbers 90-99

- | | |
|-------------|----------------|
| 90—Risør | 95—Nordkapp |
| 91—Horten | 96—Honningsvåg |
| 92—Farsund | 97—Narvik |
| 93—Svolvaer | 98—Bodø |
| 94—Namsos | 99—Molde |

Mine Sweepers — Serial numbers 100-120

- | | |
|-----------------------------------|---------------|
| 100—Minesweeper-division Dundee | 111—Brevik |
| 101—Minesweeper-division Falmouth | 112—Drøbak |
| 102—Oksøy | 113—Thorodd |
| 103—Karmøy | 114—Syrian |
| 104—Transvalia | 115—Nordhav 2 |
| 105—Noble Nora | 116—Børtind |
| 106—John Williamson | 117—Polar 6 |
| 107—Vardø | 118—Hval 5 |
| 108—Harstad | 119—Alcmaria |
| 109—Grimstad | 120—Bjerk |
| 110—Mandal | |

Guard force on the arctic island of Jan Mayen

- 125—(date rectangle with "J" and "M" on the sides)

UNUSUAL USE OF NORWEGIAN EXILE STAMP

A curious cover, that I acquired a number of years ago, recently surfaced here again and I thought I would share it with readers and place it on the record. The cover is machine cancelled LERWICK SHETLAND (Islands) 24 DEC 44 (Christmas Eve) and is sent to Kirkwall in the Orkney Islands. Both of these rather desolate islands are situated to the North of Scotland.



The cover bears on the front a red censor mark dated 23/12, of a type used on ship mail from vessels of the British Royal Navy. This sort of mail usually went postage free at that time. In this case, perhaps a Norwegian seaman may have been temporarily aboard, and was allowed to use the mail facilities to send his Christmas cards. He added one of the stamps of the Norwegian Government in Exile in England, as an added touch of interest to his friends. Although strictly an unnecessary and irregular usage, it does make a rather attractive and unusual wartime cover.

NORSK SKIP HANDELSFLATEN CANCELLER--A MISTAKE? 91

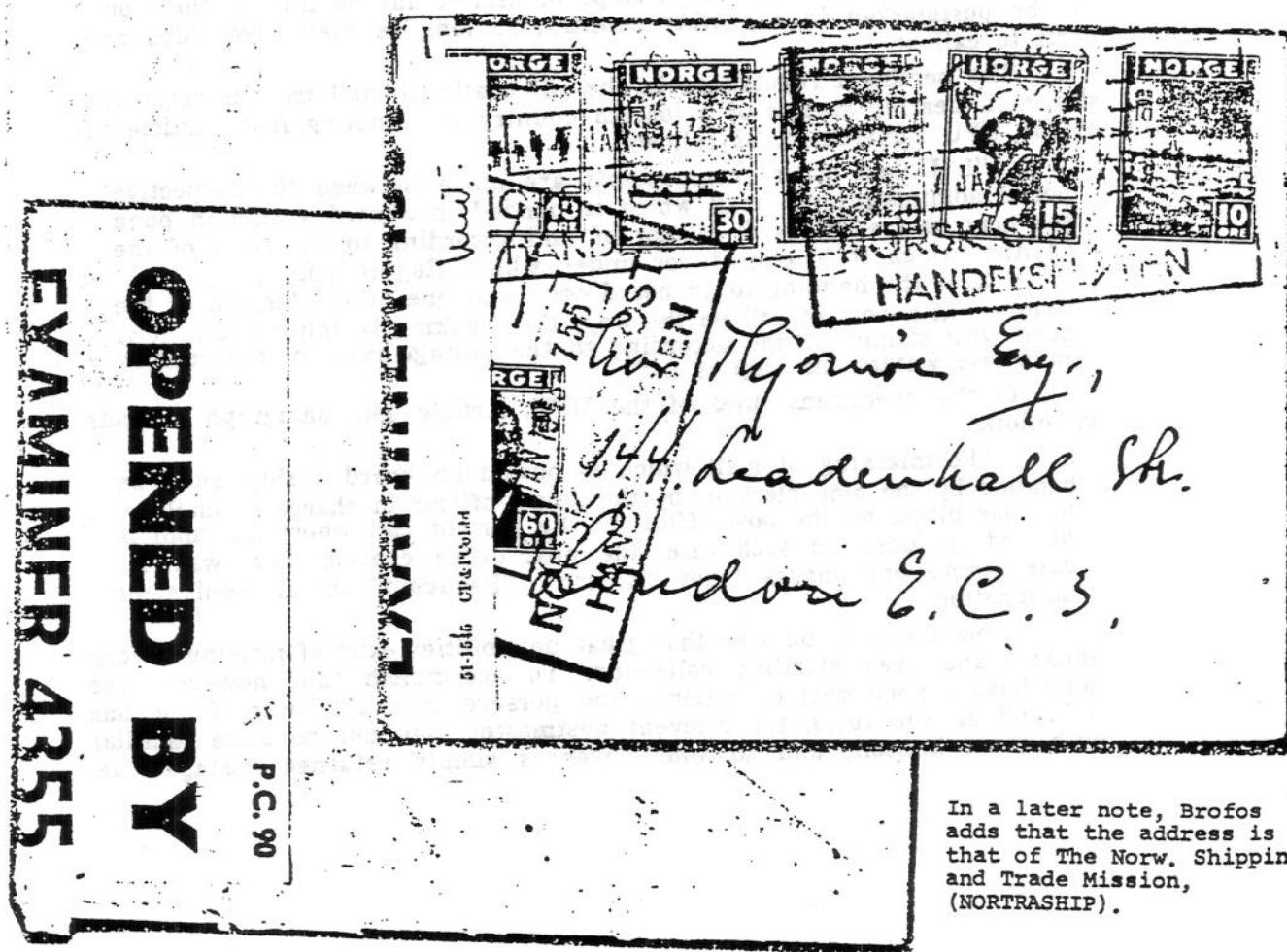
WALT JELLUM came upon the illustrated cover, cancelled with the NORSK SKIP HANDELSFLATEN rectangular mark used by the Norwegian Merchant Marine during World War II. This cover, dated 7 January 1943, was sent to London and bears a British censorship tape. All so good, but the ship number in the cancel is 755! Walt did as much research as possible on this ship number, but all he was able to come up with was more questions, so he wrote to Frederick Brofoss for his opinion. The reply follows.... "I would say that there is little doubt that this is a genuine postally used envelope. The orange red machine cancel is British and is often found on naval and other ship mail. This is what it says:

POST
OFFICE MARITIME
MAIL

"It appears that the number 755 on your cover was used in error, as no such number was assigned any ship. The valid numbers stop at 274. The postmarkers were distributed in early January of 1943, so your cover dated 7 January 1943 may be a first day of use on that ship, whatever it was. Is there no return address on the back? The postmarks were made by a London firm in a quantity of 445--this includes both types: MARINEN (Navy) and HANDELSFLATEN (Merchant Marine). Not all were given out, some remained at Consulates, etc. My statement in my 1957 Posthorn article "nos. 275-400 not used" was based on the late J. O. Stensdal's article in the Norwegian Philatelic Journal, 1946. Anyway, about 207 postmarks were used by the Merchant Marine, although there were far more ships. The postmarks had about 4 revolving bands which could be turned around and altered as desired. Any ship number could be set or changed on each postmark. It would seem that the person assigned as postman was so eager to get going he didn't read his instructions thoroughly and adjust his postmark to his assigned number. I have looked at Karl Sanne's article on these marks in Norsk Filatelistisk Tidsskrift #2, 3, 1975, and his list stops also at #274.

"Another lead towards what ship it was, might be the color of the postmark, which you did not indicate. If it was black, we are out of luck, though. That's about all I can say now. I have not seen any other "error" numbers before. Your cover is a nice item."

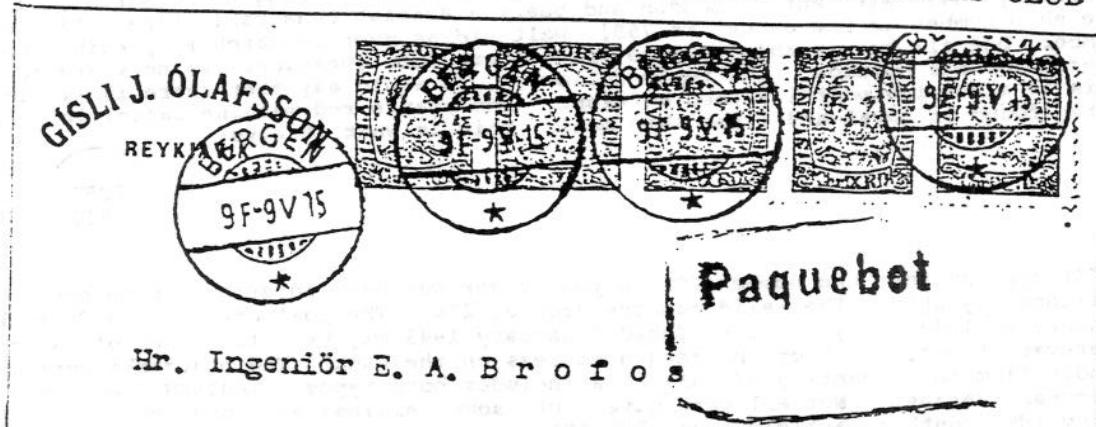
Walt adds that there is no return address at all, and that the color of the cancel is a bluish purple--is this significant, Mr. Brofoss? Can other LUREN readers advise us of the #755 cancel? Thanks to Walt and to Fred Brofoss for sharing their comments with us.



In a later note, Brofoss adds that the address is that of The Norw. Shipping and Trade Mission, (NORTRASHIP).

NORWEGIAN "PAQUEBOT" SHIP MAIL

by FREDERICK A. BROFOS (H-11) SCANDINAVIAN COLLECTORS CLUB



Bergen, Norway, on Icelandic stamps, 1915.

Numerous interesting covers, that are the delight of the postmark collector, have been produced due to certain regulations of the Universal Postal Union. This is particularly true in regard to Foreign Ship Mail. Although the UPU rules for maritime mail have been in force for many years, the general public is not well acquainted with them.

Theoretically, one can get stamps from just about any country cancelled with, for instance, a Norwegian postmark, provided that country has a ship that calls at a Norwegian port. And, the other way round, one can get Norwegian stamps cancelled in any country in which a Norwegian ship docks. Basically, therefore, stamps of almost any country in the world can be postmarked in any other country, so long as they have ships and ports to call at.

The pertinent regulations in the international mail treaties regarding ship mail bearing stamps of a foreign country are, quoting from Article 53 of the UPU Convention, as follows:

"1. Unless other arrangements are made between the respective postal administrations, mail which is handed in aboard a ship in open sea may be franked with stamps of and according to the rates of the country which it belongs to or under whose flag it sails.

2. If the handing in on board occurs at one of the termini of the route or at a port of call on the way, the franking is only valid if it is done with stamps of and according to the postage rates of the country in whose waters the ship is in."

In the operations rules of the UPU, Article 146, paragraph 6 reads as follows:

"Postmarking of mail which is posted on board a ship, shall be handled by the mail clerk or by the ship's officer in charge of mail or, in their place, by the post office, in the port of call where the mail is handed in loose. In such case, the post office cancels them with its date stamp and marks them 'Navire', 'Paquebot' or an equivalent designation."

From this may be seen that great possibilities exist of forming a very unusual and even startling collection. To accomplish this, however, one must have a good deal of patience and perseverance. For, even if one has followed all the rules, the relevant postmaster may not be quite familiar with them himself, and so your cover is simply returned postage due.

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The Norwegian Post Office regulations state that Mail with foreign franking which is not posted on the High Seas, but which is determined by the Post Office to have been posted in Norwegian ports or in Norwegian territorial waters, is considered as entirely unfranked, and is either handed back to the ship or treated in accordance with the rules for mail which is franked with invalid stamps.



Bergen machine mark on Icelandic card, 1916.

Over the years, many different "Paquebot" marks have been used at post offices in Norwegian ports. As a rule, they have been rubber stamps which have been stamped on the envelope or card next to the stamps which have been date-postmarked. Occasionally one finds the "Paquebot" mark itself used to cancel the postage stamps, and the date-postmark placed alongside on the cover.

Ships which have their own post office aboard, cancel their mail with their own special postmarks, and a foreign postmark is usually not added. Mail, sent aboard ships of the Norwegian America Line, used to receive a "Paquebot" mark in ports like New York City. Now their ships, such as the "Sagafjord", "Oslofjord" and "Bergensfjord", have their own ship post offices with special postmarks showing the ship name and route.



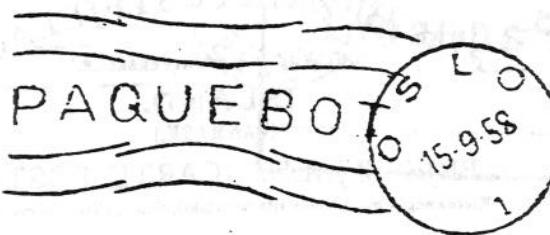
Special Norwegian ship postoffice cancels.

In the past, there were special Norwegian ship post offices aboard many of the vessels of the Bergen Steamship Co., the Halvorsen and the Fred Olsen Lines. The last of these marks, on the routes to England or

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Denmark, were discontinued at the outbreak of World War II. Unfortunately, they were not reinstated when peace returned. Now the mail is probably marked "Paquebot" in England just as it was done in the early days.

1 ORIGINAL B/L BY SHIPS BAG.



Messrs. Wittusen & Jensen A/S,
Kirkegt, 20,
Oslo,
NORWAY

Oslo postmark on British stamps, 1958.

One sometimes finds Norwegian Skilling stamps cancelled with the number "383" between bars. This is an English postmark from Hull, Yorkshire, and occurs in several varieties. They were often used to cancel ship mail from Scandinavia. In those days, most of the Norwegian mail arrived via Hull, which was the terminus of the Thomas Wilson Line. This line had a mail-carrying contract with the Norwegian Post Office for many years. Other English numbers are occasionally found on later Norwegian stamps, for example "545" (Newcastle on Tyne) and "E 89" (Tyne Dock, South Shields).

Finally, a special group of Norwegian ship postmarks is formed by the large square-shaped postmarks used during World War II by the Norwegian Merchant Marine and Navy. These had numbers on them representing the various vessels.

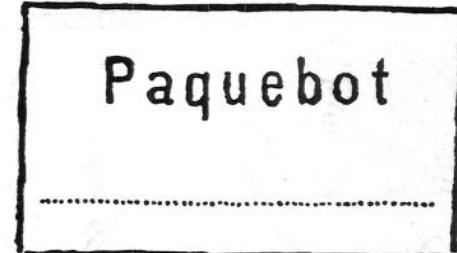
A List of Norwegian "Paquebot" Markings Seen

Port	Date seen	Color	Illustr.
Kristiania	12.9.03	black	fig. 9
Oslo	24.7.47	violet	fig. 5
Oslo	15.9.58	violet	fig. 1
Oslo	11.9.59	violet	fig. 3
Oslo	21.9.64	blue	fig. 3
Arendal	29.4.00	violet(?)	fig. 2, similar
Bergen	9.5.15	violet	fig. 2, sim., no frame
Bergen	29.1.16	violet	fig. 2
Bergen	17.8.36	violet	fig. 7
Bergen	12.9.52	violet	fig. 6, similar
Bergen	15.7.55	violet	fig. 10
Trondheim	18.7.55	magenta	fig. 4
Laerdal	20.6.55	violet	fig. 6, town added
Narvik	14.6.55	red	fig. 6, similar
Lyngseidet	14.6.55	red	fig. 6, similar
Geiranger	10.6.55	black	fig. 6, similar
Kristiansand S.	15.9.52	violet	fig. 6, similar
Kristiansand S.	7.6.55	blk. violet	fig. 11, similar

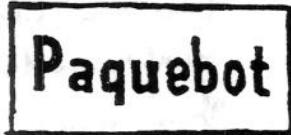
Hammerfest	8.7.37	red	fig. 11
Stavanger	2.7.53	green	fig. 11, similar
Stavanger	22.6.55	dk. violet	fig. 11, similar



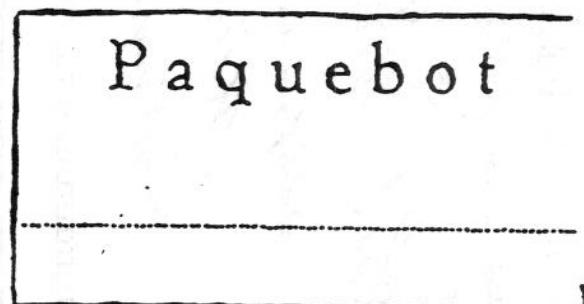
1



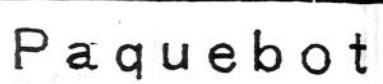
2



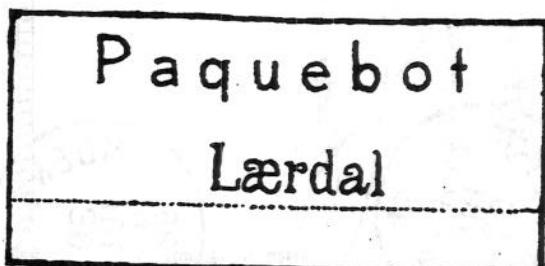
3



4



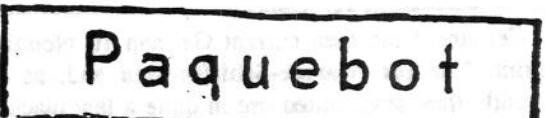
5



6

Paquebot
PAQUEBOT

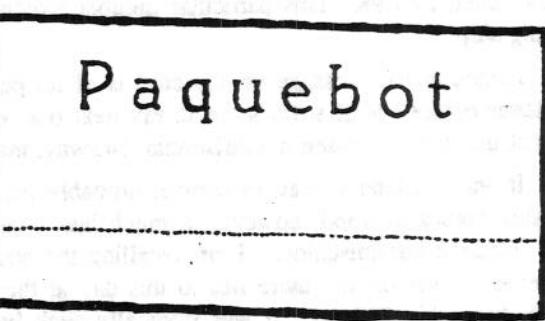
7



8

Paquebot
Paquebot

9



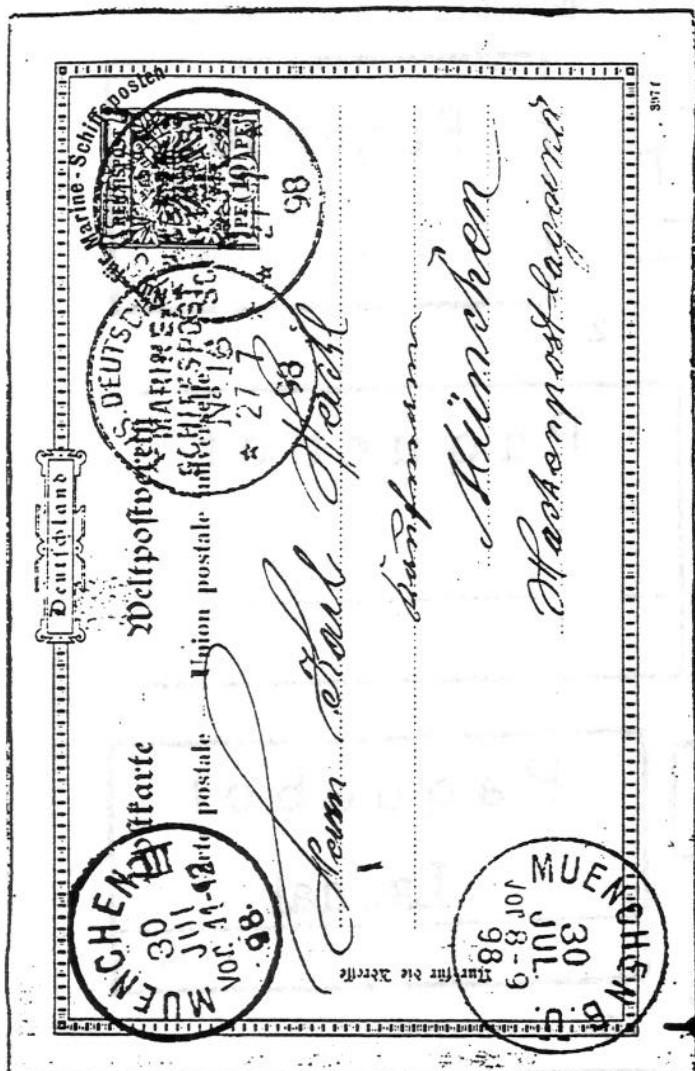
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Examples of Norwegian Ship Mail markings.

IMPERIAL GERMAN NAVAL MAIL, NORWAY, 1898

Frederick A. Brofos

German naval ship mail from Norway is, of course, known from World War II. However, here is a card cancelled aboard a German naval vessel in Norwegian waters long before World War I even.



Certain of the then current German 10 pfennig postal cards, such as this one, received a special black overprint, Nur für Marine-Schiffsposten and, as stated, these were to be used only for naval ship mail. Apparently they saw limited use in quite a few places around the world.

I have before me one of these red cards, cancelled KAIS. DEUTSCHE MARINE SCHIFFSPOST No. 16 and dated 27.7.98. This particular number indicates that it was used aboard the *S.M.S. Charlotte*, a naval training ship.

Although the message on the card is of no particular importance ("Dear Karl, write me if you got my last letter or not. Will write more in my next one, etc. Heartiest greetings from your friend Johann Maier"), the fact that it was written at Christiania, Norway, makes it of special interest to us.

It was a friendly visit, of course, probably just a summer training cruise for young sailors. There unavoidably comes to mind, however, a much later visit to these very same waters by the German Navy, under quite different circumstances. I am recalling the notorious German invasion of Norway in April, 1940. As a memento of that drama, there lies to this day at the bottom of the Oslofjord, the rusting hulk of the German pocket battleship *Blücher*. It was ironically sunk by a fortress gun imported to Norway in the 1890's, from Krupp's, Germany. Hoisted on their own petard!

The First Railroad Postmarks
By Frederick A. Brofos

An interesting collection may be formed of the railroad postmarks of Norway, a considerable number of varieties having been used down through the years on the various lines.

This article will deal with the earliest Norwegian railroad postmarks—those of the so-called 1-ring type. First, however, mention must be made of the manuscript cancellations which were in use for several years before the railroads got their own postmarks, and occasionally afterwards, as a supplementary measure. The stamps were generally cancelled by pen and ink with a cross, while the Norwegian word for "railroad (Jernbanen)" was written nearby on the envelope or card itself, together with the date, the year usually being omitted. The following inscriptions have so far been recorded:

Jernbanen — on mail from 1856 and 1857

H-Jernbanen — on mail from 1872

Jernbanen — on some postcards from 1880

Hovedb. — on mail from 1880

The second and fourth inscriptions (and probably the others also) were



The two postcards, shown herewith, bear manuscript postmarks "Jernbanen" (July 3, 1879) and "Hovedb." (December 11, 1882).

used on Norway's first railroad. Called "Norsk Hovedjernbane," meaning Norwegian Main Railroad, it had been opened on September 1, 1854, and ran between Christiania and Eidsvold. The railroad was right away used to transport the mails, which were no doubt accompanied by one or more postal officials. Most of the mail was already postmarked, so only those pieces which had been missed by oversight or mailed aboard the train were pen-cancelled. Later on, when the volume of mail handed in at the stations increased, the need for a handstamp was felt, and, in 1875, Norway's first railroad postmark made its debut. The circular postmark had an outer diameter of 23 mm., and bore the text HOVEDJERNB:POSTEXP:, with the date in the center.



A postcard postmarked on Hovedbanen in 1883.

On October 6, 1862, another line — the Kongsvinger Railroad — was opened. It ran from Lillestrom, a station on the Main Railroad, to Kongsvinger, and was continued to the Swedish border on November 4, 1865. However, a connecting railroad service between the two countries was not inaugurated until June 19, 1871, when the Swedish North Western Trunk Line (Nord Vestre Stambane) Laxå-Charlottenberg was completed. On the route Christiania-Charlottenberg two postmarks were brought into use in 1868 with the text CHRA-CHARLOTBRG A and CHRA-CHARLOTBRG B. In 1870, there followed two more postmarks, CHRISTIANIA OMK and CHRISTIANIA OMK:, the difference between them being a period or a colon following OMK. (Omkartering). They are both supposed to have been used on the Kongsvinger Railroad. Starting around 1876, a new postmark appears on mail for abroad handled by the travelling post office of the Kongsvinger Railroad. It is somewhat larger in size than those previously described, and bears the French text BUREAU RÉEXPÉDIANT DE CHRISTIANIA.

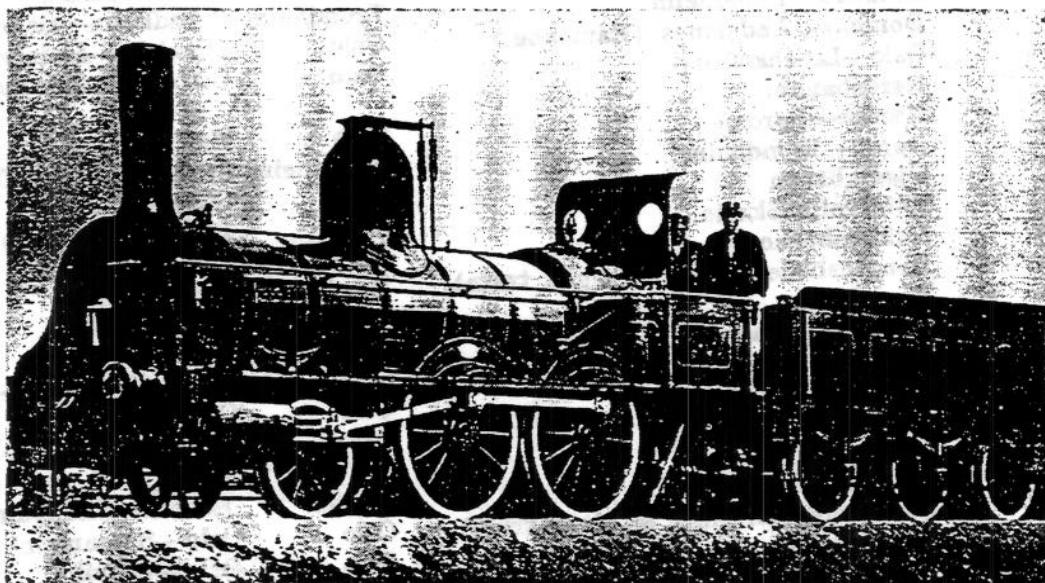
The Røros Railroad was opened in 1862 with a narrow-gauge line from Hamar to Grundset. Later on this line was lengthened northward to Støren, and on October 17, 1877 the Røros Railroad was completed. There was now narrow-gauged railroad connection from Hamar through Elverum and Røros all the way to Trondhjem, the line Støren-Trondhjem having already been put into service on August 5, 1864. The mail from Christiania was now transported by rail to Eidsvold, thence by ship over Lake Mjøsen to Hamar, and on by rail to Trondhjem. The Røros Railroad had postal facilities at an early date, and a postmark inscribed RØROS BANEN was used since 1877.





On October 13, 1868 the Randsfjord Railroad was completed from Drammen via Vikesund - Hønefoss to Randsfjord, with sidelines in 1871 from Hauge-sund to Kongsberg and in 1872 from Vikesund to Krøderen. On October 7 of that year the line between Christiania and Drammen was opened. The Randsfjord Postal Service started on July 1, 1883, but 3 postmarks are known from as early as 1877 with text KRANIA-RANDSFJORD I, II and III.

This completes the list of Norwegian railroad postmarks of the 1-ring type. From then on, postmarks with an inner circle — the 2-ring and "Swiss" types — were used. These have the date in one line instead of three.



The picture shows Norway's first locomotive, which was used on Hovedbanen. The locomotive has been featured in the designs of the 45 ore value of the 1947 Postal Jubilee set as well as the 20 ore value of the 1954 Norwegian Railways centenary issue.

Bibliography: Lt. Col. Max Nørgaard: "Norges Jernbanestempler," Nordisk Fil. Tidskrift, Dec. 1936; Lt. Col. Max Nørgaard: "Norges Jernbane-stempler," Nordisk Fil. Tidskrift, Jan. 1937; Lt. Col. Max Nørgaard: "Norges Jernbanestempler", Nordisk Fil. Tidskrift, Feb. 1948, Stian Sanness: "Forte-gnelse over Norske Poststempler 1846-1894". Oslo, 1941.

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Norwegian Railroad Postoffices

by Frederick A. Brofos (497) and Stanley H. Hanson (974)

The following list of RPOs is taken from "Norges Postruter," a publication of the Norwegian Post Office (1960?).

Name	Head Office	Route
Østfoldbanen:		
Oslo—Ås	Oslo	Oslo—Ås
Oslo—Kornsjø (exchange office)	Oslo	Oslo—Ed. (Sweden)
Østfoldbanen, west line	Oslo	Oslo—Kornsjø
Østfoldbanen, east line	Oslo	Oslo—Sarpsborg
Kongsvingerbanen:		
Oslo—Charlottenberg (exchange office)	Oslo	Oslo—Char'bg. (Sweden)
Hølandsbanen	Oslo	Sørumsand—Skulerud
Solørbanen	Oslo	Kongsvinger—Elverum
Dovrebanen:		
Oslo—Lillestrøm	Oslo	Oslo—Lillestrøm
Oslo—Trondheim (night train)	Trondheim	Oslo—Trondheim
Oslo—Dombås	Oslo	Oslo—Dombås
Dombås—Trondheim	Trondheim	Trondheim—Oslo
Dombås—Åndalsnes (Raumabn.)	Oslo	Dombås—Åndalsnes
Oslo—Lillehammer	Oslo	Oslo—Lillehammer
Rørosbanen:		
Hamar—Røros	Oslo	Hamar—Røros
Røros—Trondheim	Trondheim	Røros—Støren (Trhm.)
Gjøvikbanen	Oslo	Oslo—Gjøvik
Reinsvoll—Skreia	Oslo	Reinsvoll—Skreia
Valdresbanen	Oslo	Eina—Fagernes
Bergensbanen (day & night train)	Bergen	Bergen—Oslo
Vossebanen	Bergen	Bergen—Voss
Hønefoss—Roa	Hønefoss	Hønefoss—Roa
Randsfjordbanen	Oslo	(Oslo-) Drammen—Hønefoss
Oslo—Asker	Oslo	Oslo—Asker
Vestfoldbanen	Oslo	(Oslo-) Drammen—Larvik—Eidang
Horten—Skoppum	Horten	Horten—Skoppum
Sørlandsbanen (day & night train)	Oslo	Oslo—Stavanger
Oslo—Brevik	Oslo	Oslo—Brevik
Numendalsbanen	Oslo	Kongsberg—Røberg
Rjukanbanen	Oslo	Hjuksebø—Rjukan
Skien—Brevik	Skien	Skien—Eidanger—Brevik
Arendal—Nelaug	Oslo	Arendal—Nelaug
Setesdalsbanen	Kristiansand	Kristiansand—Byglandsfjord
Meråkerbanen (exchange office)	Trondheim	(Trondheim-) Hell—Storlien (Sweden)
Nordlandsbanen	Trondheim	(Trondheim-) Hell—Grong—Mo
Grong—Namsos	Trondheim	Grong—Namsos

Several articles dealing with Norwegian RPOs have appeared in "The Post Horn": "Early Norwegian Railroad Cancellations" by F. A. Brofos (April 1956); "Postmarks Used By the Norwegian Railway Postoffices," by A. Odjell (April 1961).



There is also quite a bit about Norwegian RPOs in: "Norwegian Railway and Steamship Parcel Stamps," by R. A. Brofos in "The Post Horn" 1958-63 and revised booklet 1964.

In the article by Mr. Odfjell referred to above, those postmarks mentioned with a train number are of the Large Size Double Circle Type. Looking over my own collection, I have compiled a supplementary list of postmarks of this type. The RPO marks of recent years tend to carry the town names of their route instead of the name of the railroad. I have also seen several RPO marks in the new Small Single Circle Type. However, these seem impractical for longer route names and have no room for a train number. A postmark of this latter type reading OSLO-TRSP may also be an RPO mark.

Large Size Double Circle Type

Text in postmark	Train No.	Index letter
Dombås—Åndalsnes	356	(2 stars)
Hamar—Lillehammer	308	
Hamar—Røros	302	
Kongsvinger—Elverum	1082	
Kristiansand S—Stavanger	708	
Namsos—Grong	482, 2462	
Skien—Brevik	2101	
Stavanger—Egersund	712	
Trondheim—Mo	452, 456	A, G, H
Oslo—Brevik	501, 502	A, B
Oslo—Charlottenberg	1031, 1032, 1051, 1052	(star), B
Oslo—Drammen—Hønefoss	548	
Oslo—Fagernes	281, 282	
Oslo—Dombås	401, 402	(star), A, B, C, D
Oslo—Gjøvik	202	A,
Oslo—Kristiansand S.	701, 706, 708	A, A.1, A.2, A.3, B, B1, B111
Oslo—Larvik—Skien	802, 803, 804	A, B
Oslo—Lillehammer	202, 311, 312, 318	
Oslo—Magnor	1052	A
Oslo—Mysen—Sarpsborg	190, 192	
Oslo—Røros	301, 302	A, B, C, D
Oslo—Trondheim	405, 406	A, B, C(2 typ.), D, F, G (2 typ.)
Oslo—Åndalsnes	356	A, B, C, F
Bergensbanens posteksp.	602	G

Small Single Circle Type (22 mm)

Text in postmark	Index letter
Oslo—Halden	V
Oslo—TRSP (Transport)	(on letter Skien—Oslo)
Bergensbanen	A, E, F, O

Oslo Suburban Railway Mail Markings

By Frederick A. Brofos (H-11)



Types 1, 2, 3



Types 4, 5, 6

"Norway's Forgotten Postmarks," by SCC L-16 Ernst M. Cohn (The Posthorn, Oct. 1960), dealt with the Crown-and-Posthorn postmarks used by many of the smaller "Brevhus" post offices of Norway. This article is about another type of Norwegian Crown-and-Posthorn mark (sometimes the crown is missing) which is even less seen or heard about.

An intriguing group of postal markings was in use a number of years ago on mail posted in boxes on the Oslo suburban railroad trains. Of the various electric railroads running between Oslo and its picturesque suburbs, the most famous is probably the one to the hills north of the city. It is a favorite with skiers in the winter and hikers in the summer. This line also brings tourists to see the famous Holmenkollen ski jump and, at Frogner-seteren, the well-known restaurant with a dramatic view of the Oslofjord. Besides Holmenkolbanen, there are other lines that go to Baerum and Ekeberg (for map and history, see SCC booklet "Norwegian Railway and Steamship Parcel Stamps").

Mail posted on the railroad cars of these lines received the mark: "Fra Tog", meaning "From Train", in addition to the usual Oslo machine or hand-postmark cancelling the stamps. This was usually applied somewhat to the left of the postage stamp, although I do have one example (Type 5) where the mark is on half the stamp (in addition to the postmark).

A description of the items I have seen follows in tabular form:

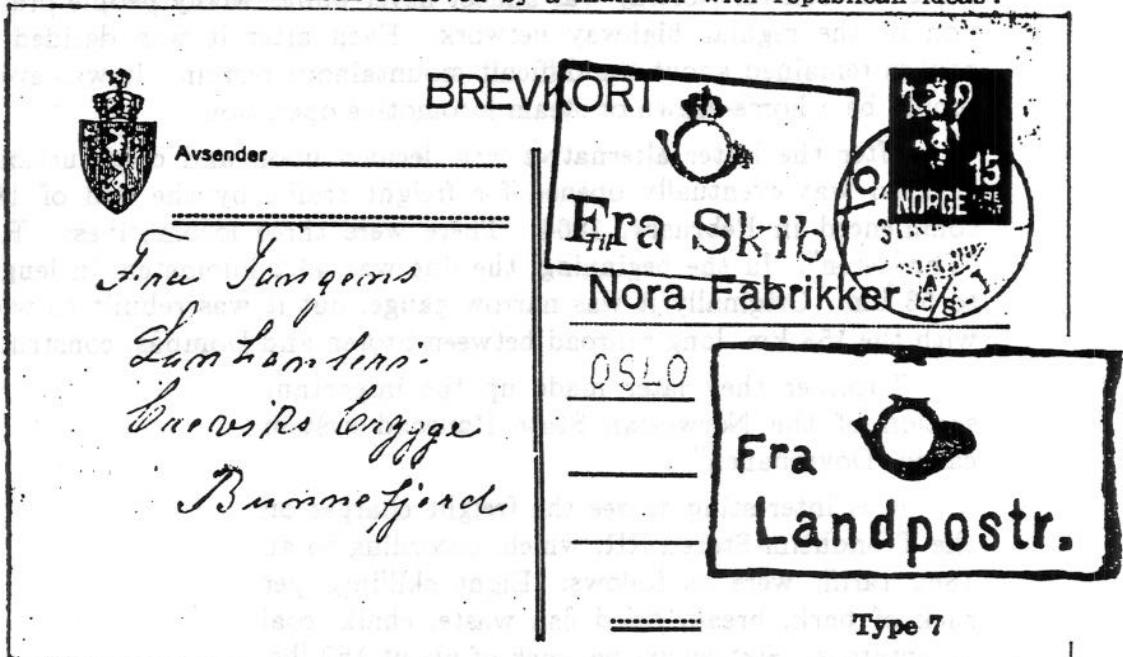
Type	Color	Postmark	Date
1	red	Kristiania Br.	18.11.24
1	violet	Oslo Br. 1	21.10.2(5?)
2	violet	Oslo	6.6.31
3	violet	Oslo Br.	14.1.30
4	violet	Oslo Br.	17.7 & 16.8.35
5	violet	Oslo Br.	13.2.41
5	red	Oslo Br.	8.9.41
6	red	Oslo Br. II	11.12.45

Type 2 is similar to Type 1, but its letters are spaced differently. The "F" is noticeably further away from the left border in Type 2. Type 3 is similar to Type 4, but the letters are different—particularly the "F". Furthermore, the box is taller in Type 3.

I have an envelope with Type 1 and showing a return address at Nordstrandshøgda, which would indicate mailing on the Ekeberg railroad. Also, a postcard reading "I am now at the wireless station at Tryvannshøgden," indicating Holmenkolbanen. However, I am of the opinion that the "Fra Tog" markings are not to be associated with any particular suburban line, but instead were in general use on all such railroad mail arriving at and cancelled by the Oslo Main Postoffice. As the rubber stamps wore out, new ones were introduced, thus giving us the various types.

Mail boxes still hang outside cars of the suburban trains but, unfortunately, mail deposited in them no longer receives any identifying mark to denote its special origin. I have tested this out myself. As is usually the case, these attractive postal markings will receive more attention, now that they are no longer available. With a bit of luck it is still possible to find them among postcards which tourists mailed home. All mail, whether domestic or foreign, posted on the trains received these markings.

Mention should also be made of a couple of other markings of similar appearance. They were apparently used at the main post office in Oslo, but on mail of a different origin than "Fra Tog." I have heard of one reading "Fra Skib" (i.e. "From Ship"), but have not seen it. Perhaps it was used on mail received from small local steamers on the Oslofjord. Then there is the one illustrated as Type 7. The text "Fra Landpostr." means "From rural mail route". My example shows it in violet on a cover mailed from the Oslo suburb of Grefsen. The stamps are machine-cancelled 13.8.29 at Oslo Br. (Brevavdeling—Letter section). There are traces of a crown above the posthorn. Could it have been removed by a mailman with republican ideas?



NORWEGIAN "Fra Skib" (FROM SHIP) Marking, by Frederick A. Brofos

Some years ago I had an article in "The Posthorn" (Volume 24, No 4, Page 74) about the "Oslo Suburban Railway Mail Markings", listing the various "Fra Tog" handstamps I had seen. I also mentioned a "Fra Skib" mark I had heard of, writing that perhaps it was used on mail received from small local steamers on the Oslofjord. This theory appears to be confirmed by a postal card I ran across recently. It was sent in 1926 from a small grocery at Brevik's docks on the Bunnefjord (a branch of the Oslofjord). The violet posthorn handstamp and the black Oslo postmark (BR.I) were applied at the Letter Division of the Oslo Main Post Office. These interesting marks were discontinued many years ago.



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The Trondheim - Støren Railroad of Norway

Frederick A. Brofos

The railroad which runs almost North-South between the towns of Trondheim and Støren in Central Norway was almost never built. Many people preferred instead an extension of the regular highway network. Even after it was decided to build the railroad, doubts remained about the difficult mountainous terrain. It was even wondered whether it should be a horse-drawn or steam locomotive operation.

After the latter alternative was decided upon and construction problems solved, the railroad was eventually opened for freight traffic by the end of 1863. Passenger service commenced in February, 1864. There were three locomotives: "Robert", "Haakon", and "Thröderen". In the beginning, the line was 49.2 kilometers in length, but expanded later to 53 km. Originally it was narrow gauge, but it was rebuilt to wide gauge in connection with the 158 km. long railroad between Støren and Dombås, constructed in 1910-1921.

Together they later made up the important section of the Norwegian State Railroad system called "Dovrebanen".

It is interesting to see the freight charges on the Trondheim-Støren RR, which, according to an 1869 tariff, were as follows: Eight skillings per sack of bark, bread, dried fish waste, chalk, coal or potatoes. Sixteen sk. per sack of about 150 lbs. of coffee. Six sk. per sack of hay. Twelve Sk. for unnamed things in sacks. To transport a horse cost 36 sk., while a cow, foal, or reindeer cost 24 sk. A small animal like a calf or piglet cost only 6 sk., but a pig of ordinary size cost all of 20 sk. Dead animals were also carried, by arrangement.

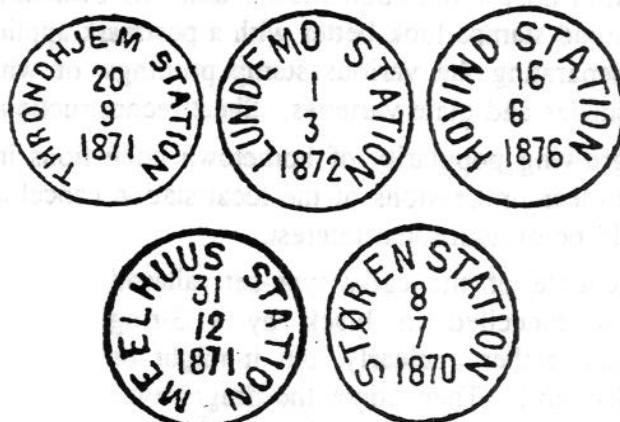
The Trondheim - Støren Railroad, cont.

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To assist with the collection of freight charges, blue and red 2 and 4 skilling stamps were issued in 1870, the first railroad stamps of Norway. Oddly enough, they were printed in Sweden, by Norrköping Lithografiska Aktiebolag. The stamps were also popular with early stamp collectors, so unused singles are still not too difficult to find. Multiples are another matter, though, and used stamps are much scarcer. There is an unused 2 sk. in the British Museum in the Norway frame of the famous old Tapling Collection.



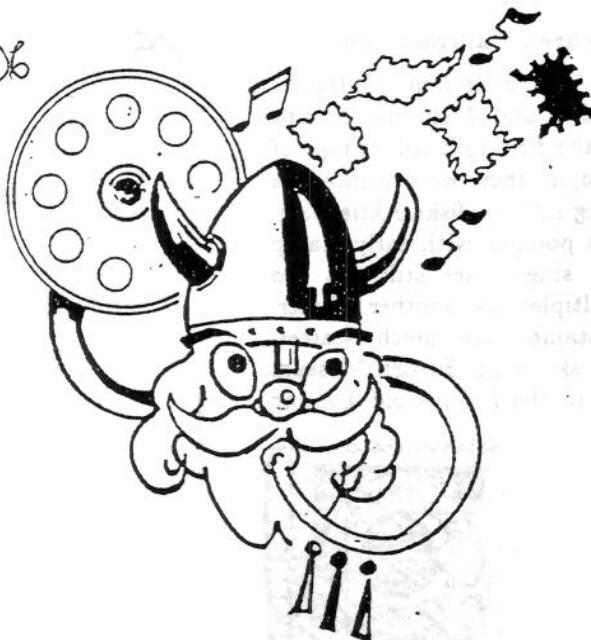
The stamps were apparently printed in sheets of 20 (4x5), with five main discernable types of both values. Both manuscript and circular date marks were used to cancel the stamps. The latest cancellation I have noted is 16/6 - 1876. A copy of a timetable for midyear 1869 shows the various stations, from Trondhjem, to Sluppen, Heimdal, Stofte, Meelhuus, Søberg, Kvall, Leer, Lundemo, Hovind, and finally, Støren, to which must be added Selsbak, which came later. Sluppen, on the other hand, was just a signal stop, from which no cancels probably exist.



The metal cancellers
of the Trondheim - Støren Railroad

See also Norwegian Railroad and
Steamship Parcel Stamps, by F. A. Brofos,
SCC 1964, pg. 31/32.

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POSTMARKS ON NORWEGIAN RAILROAD STAMPS

Frederick A. Brofos

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.

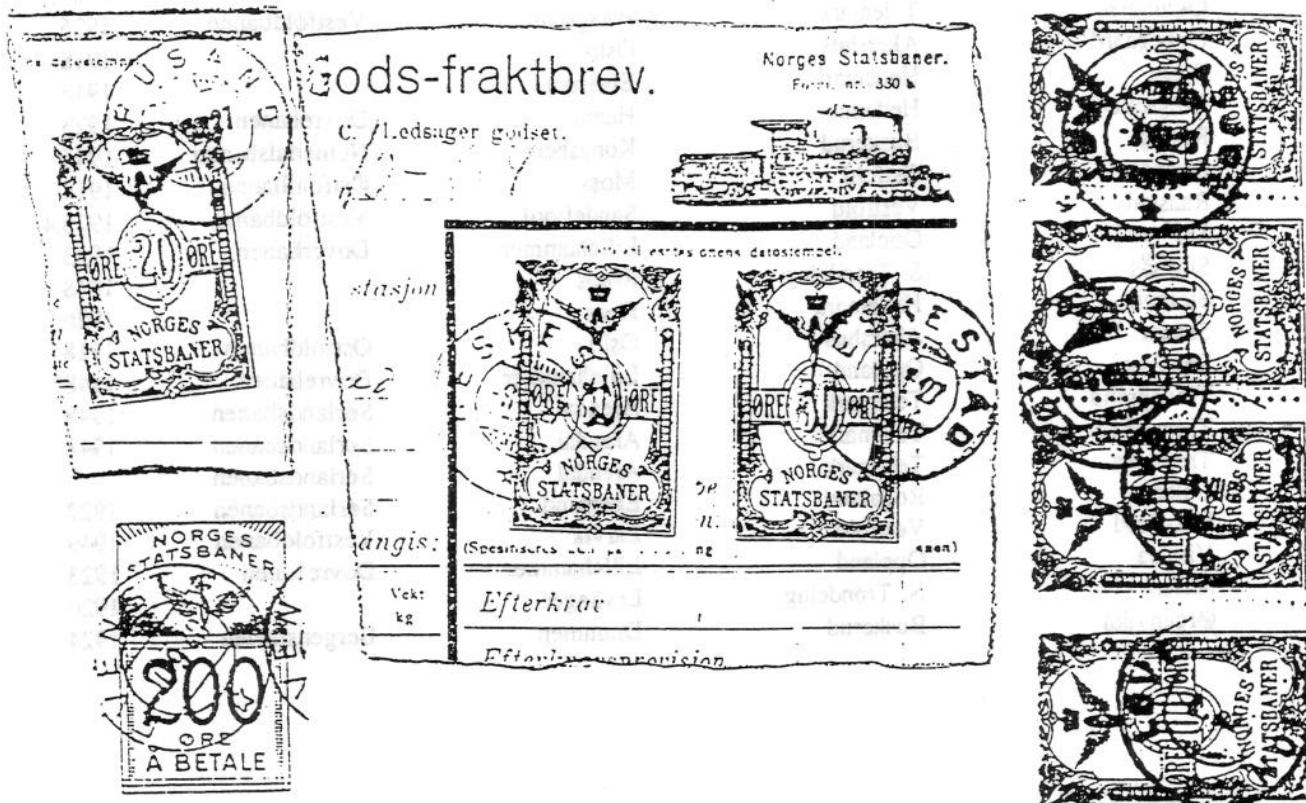
I have a couple of the early type-set railroad stamps of 1884 cancelled in black by a 3-ring numeral postmark, rather unclearly, but it might be No. 77 (Fredriksværn). Then come the dragon-type stamps, with my earliest postmark from 1918, followed by the green numeral design with my latest postmark there 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 45 places that have used their postmark on railroad stamps at one time or another. Undoubtedly others exist too. A word of .

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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, Løve 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 Neslandsvatn and Singsås. Incidentally, the Østfold railroad divides into two lines, with Dilling, Rygge and Saaner on the West Line and Heia stasjon on the East Line.



Place	County	Superior PO	RR Line	Year Seen
Bredvik	Finnmark			ca. 1948
Brennhaug	Oppland	Lillehammer	Dovrebanen	1926
Brusand	Rogaland	Stavanger		1927
Dilling	Østfold	Moss	Østfoldbanen	1920?
Evenstad	Hedemark	Elverum		1948
Hallvik i Egersund	Møre & Roms	Ålesund		1936
Hanestad	Hedemark	Elverum		1946
Hauerseter	Akershus	Lillestrøm		1946
Heia stasjon	Østfold	Sarpsborg	Østfoldbanen	1918
Heskestad	Rogaland	Egersund	Sørlandsbanen	1927,37
Holstad	Akershus	Oslo		1918
Hornåseng	Akershus	Lillestrøm	Hølandsbanen	1948?
Jessnes	Hedemark	Hamar	Dovrebanen	1928
Kjose	Vestfold	Larvik	Vestfoldbanen	1940,46

Kloefsfoss	Buskerud	Vikersund	Randsfj.banen	1924
Kotsøy	S. Trøndelag	Røros	Gjøvikbanen	1924
Kraby	Oppland	Gjøvik	Gjøvikbanen	1924,48
Kronstad	Bergenhus	Bergen		
Kvam	Oppland	Lillehammer	Dovrebanen	1924
Ler	S. Trøndelag	Trondheim		1948
Losna	Oppland	Lillehammer	Dovrebanen	ca. 1923
Løve stasjon (Lauve)	Vestfold	Larvik	Vestfoldbanen	1925, 46
Myre	Vestfold			1918
Neslandsvatn	Telemark	Kragerø	Sørlandsbanen	1948
Nypan	S. Trøndelag	Trondheim		1924,5
Oklungen	Telemark	Porsgrunn	Vestfoldbanen	1925
Oppgaard	Akershus	Oslo		1918
Rasta	Hedemark	Elverum		1948
Ringsaker	Hedemark	Hamar	Dovrebanen	1923
Rollag	Buskerud	Kongsberg	Numedalsbanen	1946
Rygge	Østfold	Moss	Østfoldbanen	1918
Raastad	Vestfold	Sandefjord	Vestfoldbanen	1923,48
Sel	Oppland	Lillehammer	Doverbanen	1923
Singsås	S. Trøndelag	Røros		1948
Steinvik	Hedemark	Rena		1926
Saaner	Akershus	Oslo	Østfoldbanen	1918
Sør-Fron	Oppland	Lillehammer	Dovrebanen	1948?
Tinnegrend	Telemark	Arendal	Sørlandsbanen	1948
Tjønnefoss	Telemark	Arendal	Sørlandsbanen	1948
Treungen	Telemark	Arendal	Sørlandsbanen	
Ualand	Rogaland	Egersund	Sørlandsbanen	1927
Viksfjord	Vestfold	Larvik	Vestfoldbanen	1949
Vinstra	Oppland	Lillehammer	Dovrebanen	1923
Aasen	N. Trøndelag	Levanger		1926
Ørgenvika	Buskerud	Drammen	Bergensbanen	1924





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NORWEGIAN RAILROAD STATION MARKINGS

Frederick A. Brofos

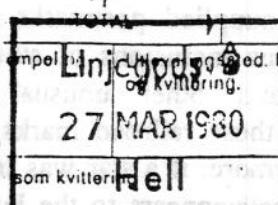
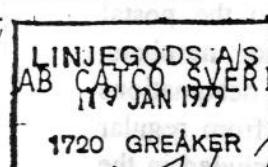
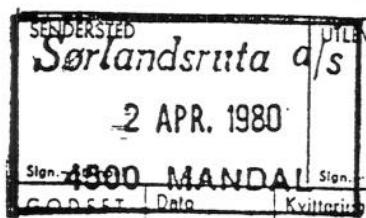
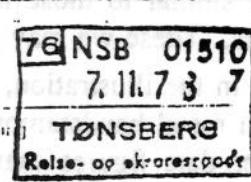
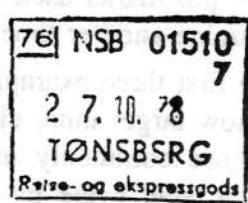
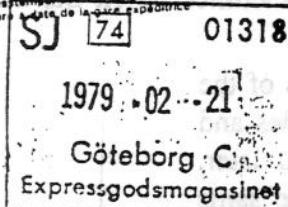
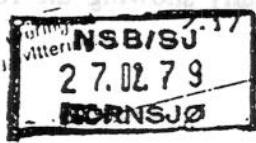
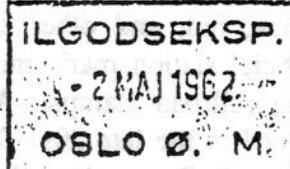
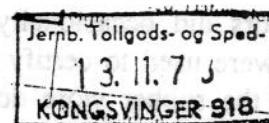
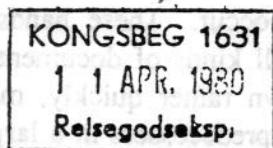
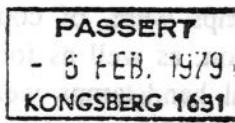
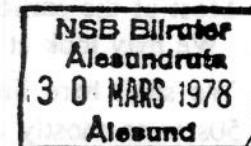
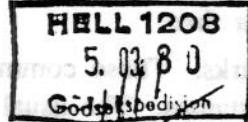
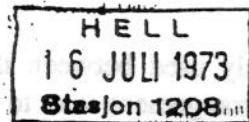
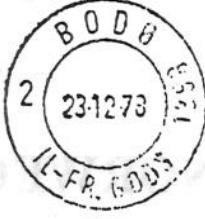
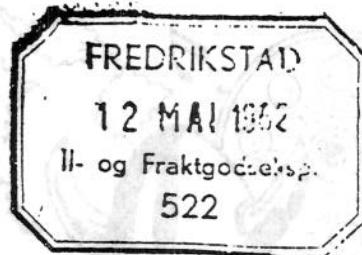
I have previously written about the unusual usage of postmarks on Norwegian railroad stamps. Now, we shall examine some of the actual railroad station marks that were in normal use.

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 Kornsjø, 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, TONSEBRG 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 LINNEGODS 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 special 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...*



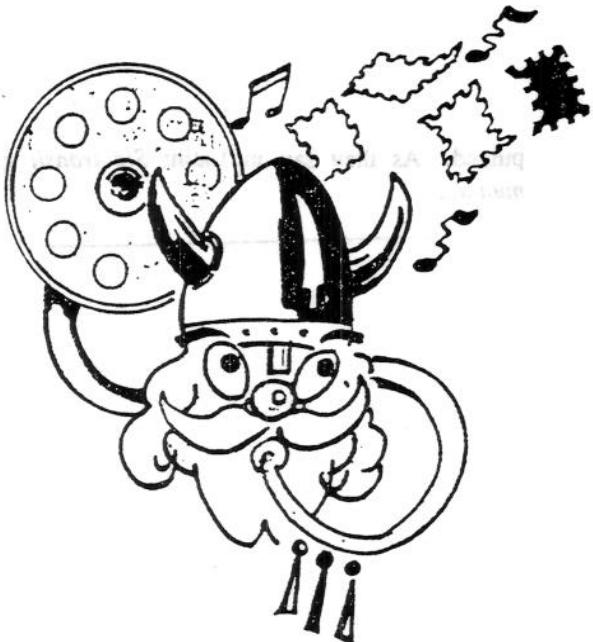
Fig. 15
Fig. 16

Some unusual diamond-shaped seals printed in black without embossing have also been used in Sweden by the Postal Inspectors of the Western District (Fig. 15) and show an ancient train puffing across a bridge, this scene contained within the loop of a posthorn. Gothenburg post office used a seal as seen in Fig. 16 and a similar design was used by the post office at Örnsköldsvik.

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NORWEGIAN RAILROAD METER STAMPS (I)

Frederick A. Brofos

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 a 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 ÅLESUND, 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 truck 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 Norröna 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, Røros, 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 Lægendsruta, Haukeliruta (Haugesund), Selburuta, Ålesund-Åndalsnesruta and Ås-Drohakruta. 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 Jernbane 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.

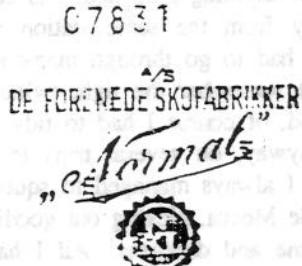
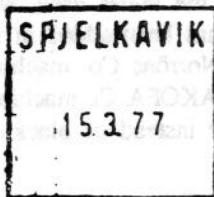
The study of all these interesting machines seems to have been largely neglected in Norway, leaving a new field for the adventurous explorer and patient collector.

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

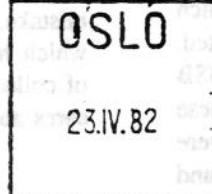
The bills of lading, upon which these meters appeared, were sent in by all the stations to a central control office in a big old building amid the Oslo train and freight yards. There they carefully were checked over and then stored away for 3 or 4 years, in case a question came up. The bills were tied up with twine in labeled bundles and neatly arranged on shelves in a long attic. 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 MARKS



J 003.30



CONRAD LANGAARD

ÅLESUND -
ÅNDALSNESRUTA



S 27 28 III 61



3001



1563



LUREN

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NORWEGIAN RAILROAD METER STAMPS (II)

Frederick A. Brofos

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 Bodø around 1958, shows an unusual conversion by dissection of an NSB meter into private use by the bus company Saltens Biltruter.

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 Løkken 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 Risør & 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).

NORWEGIAN RAILROAD METER MARKS

116

 BODØ 14.8.58 21472 Finnforsendelse	0 3 5 0 ØRE 239	 LØKKEN 13.8.73 0 0 8 9 5 Finnforsendelse	0 3 5 0 ØRE 1821	 TRONDHEIM-ORKLADAL B I L D E A S 1664	0 0 1 8 5 0 ØRE
 TROMSØ 13.8.58 0 1 9 3 3 Finnforsendelse	0 1 9 3 3 ØRE	 TRAMSHAVN 13.8.58 0 1 9 3 3 Finnforsendelse	0 1 9 3 3 ØRE	 A/S T.O.B. 13.8.58 0 2 1 6 0 Finnforsendelse	0 1 8 5 0 ØRE
 RISØR 29.5.63 2 7 0 1 6 Finnforsendelse	0 1 9 0 ØRE 35	 RØROS 29.5.63 2 7 0 1 6 Finnforsendelse	0 1 9 0 ØRE 21	 BILFBNT 29.5.63 2 7 0 1 6 Finnforsendelse	0 1 9 0 ØRE 21
 NAMSOSEN 29.5.63 2 7 0 1 6 Finnforsendelse	0 1 9 0 ØRE 35	 RØROS 29.5.63 2 7 0 1 6 Finnforsendelse	0 1 9 0 ØRE 21	 RØROS 29.5.63 2 7 0 1 6 Finnforsendelse	0 1 9 0 ØRE 21

117 NORWEGIAN RAILROAD OFFICIAL CARDS

LUREN #169, page 4, shows a red card used in 1887 for internal messages of the Norwegian State Railroads. Although of the first type in use, it is relatively common in unused condition. Being a novelty at the time, alert dealers secured stocks of it and the first "Hovedbanen" card (dark green). However, as interest in stationery collecting waned, the later issues came and went unnoticed. Two rare items are illustrated here, from "Valdresbanen"(black) and "Ursskog-Helandsbanen"(green). In their hay day, both these lines also had regular RPO marks, the latter line had its own parcel stamps, too.



JERNBANE-BREVKORT.

Valdresbanen.

Til _____

Tjenestesag

fra _____

med Tog No. _____

JERNBANE-BREVKORT



Til _____

Ursskog—
Helands-
Banen.

Tjenestesak

fra _____

med tog nr. den / 191



Jernbanebrevkort

Tjenestesak

Til _____

B.I.nr. 001.160.25

The Nesten-Os and
Holmstrand-Vittingfoss
railroads also had
special cards.

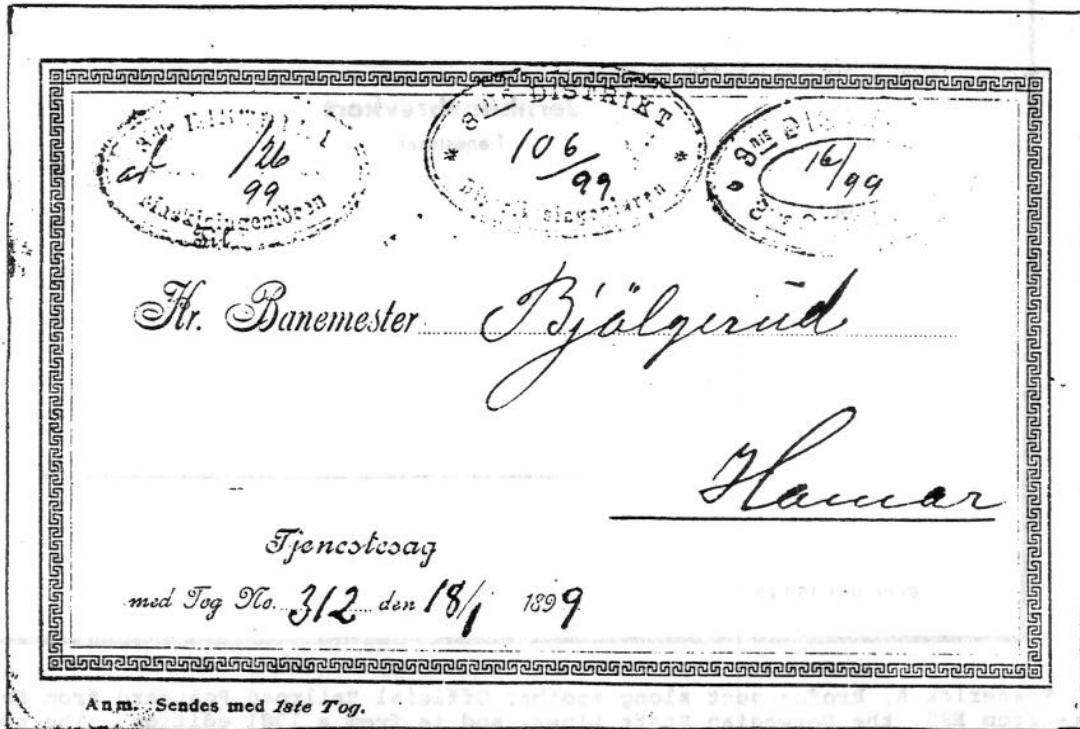


Frederick A. Brofos sent along another Official Railroad Postcard from Norway, this one is from NSB, the Norwegian State Lines, and is from a 1981 edition. The stylized logo at the center top is quite interesting.



SINGLE-RING HAMAR RAILROAD STATION MARK, by Frederick A. Brofos

There exists an elusive marking which is very similar to the one-ring circular-type postmarks of Norway which were current in the 1870/80 period. From all appearances it seems to have been made by the usual manufacturer of these metal stampers, whomever that was. The device may, indeed, have originally been intended to be a postmark. However, it did not get beyond the Station Master's office at Hamar in Central Norway. There it served for a number of years as an office date stamp on documents. Blue color was invariably used. The abbreviation JSTN stands for JERNBANE STATION (ie, Railroad Station). Several other one-ring marks including the word "Station" have, of course, seen normal use as postmarks at combined station and post offices. Such were: BERG JERNBANE STATION, STRØMMEN STATION and more, as well as others in later postmark styles. The Hamar mark, in the way it was side-tracked, is of course not known cancelling stamps. Therefore, I was particularly pleased to see this fine example of it "on cover". The special railroad cards were used for internal correspondence of the Norwegian State Railroads and occur in a number of interesting varieties. Below is a special report card for free train travel reason (Black on white).





The last group, starting with Evjemoen, were listed in the Norwegian Postal Guide, but I have not seen examples yet, so it is possible that the text arrangement in the postmarks is different.

I am told that, at one time or another, there were FPO's at TERNINGMOEN near Elverum (Hedmark), JØRSTADMOEN near Lillehammer (Opland), and PORSANGMOEN (Finnmark). These places may have used some of the field-postmarks with numbers, whose location is sofar unknown to me.

The difference between a "Feltpostkontor" and a "Feltpostäpneri" is that the latter is a smaller affair.

The so-called "fieldpostoffice" which has operated for a number of years in the Storting Building in Oslo, while the Norwegian Parliament is in session, is not military, but rather what I would call a "temporary" postoffice.



Of special interest are the two postmarks recorded from Oscarsborg—the old fortress from King Oscar II's time, strategically located on a small island in the middle of the Oslofjord. Here, on April 9, 1940, the German invasion fleet was halted and their battleship "Blücher" sunk.

Fieldposts no. 60 through 72 were used during maneuvers in Northern Norway from August to October, 1954. In February and March, 1955, FPO's No. 60 through 63 were again used, at exercise "Midtskogen".

An interesting picture of a mobile Fieldpost Office in an army truck in Northern Norway, was shown in "Norsk Filatelistisk Tidsskrift" p. 28, No. 3/4, 1953.



124



The Norwegian FPO Tyskland (Germany)-Oslo used a hand-stamp (dates seen: 14.8.47 and 27.12.50) and Norway's first machine fieldpostmark (dates seen: 27.11.47 and 13.4.51). With Germany's recent return to a sovereign status I have no doubt that this interesting office has now ceased operations. Whether the office was located in Oslo for receiving, postmarking, and transmitting mail to and from the Norwegian Brigade, or whether it was actually located in Flensburg or elsewhere in Germany, is still a mystery to me.

The accompanying postmark illustrations show tracings (made on transparent acetate) from original impressions, and should be reasonably accurate. However, make allowances for my shaky hand.

Norwegian fieldpostmarks are by no means common, and patient years of hunting are required to build up a good collection. Some of the offices were in activity for a relatively short period, and many of the offices were open only during special maneuvers or just certain months of the year.

NORWEGIAN FIELDPOST OFFICE IN CROATIA

Frederick A. Brofos

Effective August 15 of this year, a Norwegian FPO was established in Zagreb, Croatia, to handle postal service for all Norwegian UN personnel in the Balkans. It is called "Feltpost UNPROFOR".

Norway was one of the first countries that contributed UN soldiers during the conflict in the former Yugoslavia. These forces have grown until today there are 729 Norwegian men and women who serve with the UN forces in the Balkans. A further 300 will soon join them, making a total of over 1000 persons. In comparison, there are about 700 Norwegians with the UN forces in South Lebanon.

Before the opening of the new Norwegian FPO, the postal service to Norwegians was rather limited, but they did have the possibility of using a Swedish FPO. The Norwegian FPO is at Camp Pleso, a military camp near the Zagreb airport. It is expected that another Norwegian FPO will be established at Tuzla in Bosnia, where the main Norwegian force is stationed.

(Information courtesy of POST, the Norwegian Postal Service employees' newspaper.)

119

Nord.
Main
or Trunk
Railroad

Green in
shades

JERNBANE-BREVKORT.

Norsk Hoved-Jernbane



JERNBANE-BREVKORT.

Norsk Hoved-Jernbane.



JERNBANE-BREVKORT.

Norsk Hoved-Jernbane.



JERNBANE-BREVKORT.

Norsk Hoved-Jernbane.



JERNBANE-BREVKORT.

Norsk Hoved-Jernbane.

Til



JERNBANE-BREVKORT.

Norsk Hoved-Jernbane.

Til

Tjenestekort

fra

med tog nr. den / 191

Norw.
State
Railroad
Red in
shades

120



JERNBANE-BREVKORT.

Til



JERNBANE-BREVKORT.

Til



JERNBANE-BREVKORT.

Til



JERNBANE-BREVKORT.

Til



JERNBANE-BREVKORT.

Til

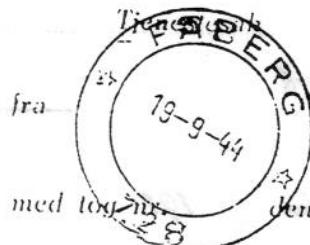


NSB

JERNBANE-BREVKORT

Til

Dagnokken



Hanna

The Military Fieldpostmarks (Part 1)
by Frederick A. Brofos

The first special postmark for a Norwegian Field Post Office was received in 1888 at Gardermoen (Akershus county), the military base located a few hours from the capital. Called "FELTPOSTKONTOR No. 1", this office was given a postmark of the two-ring type. Either this postmark was resurrected or else it has been in use for quite some time, as I have seen it used as late as August, 1949.

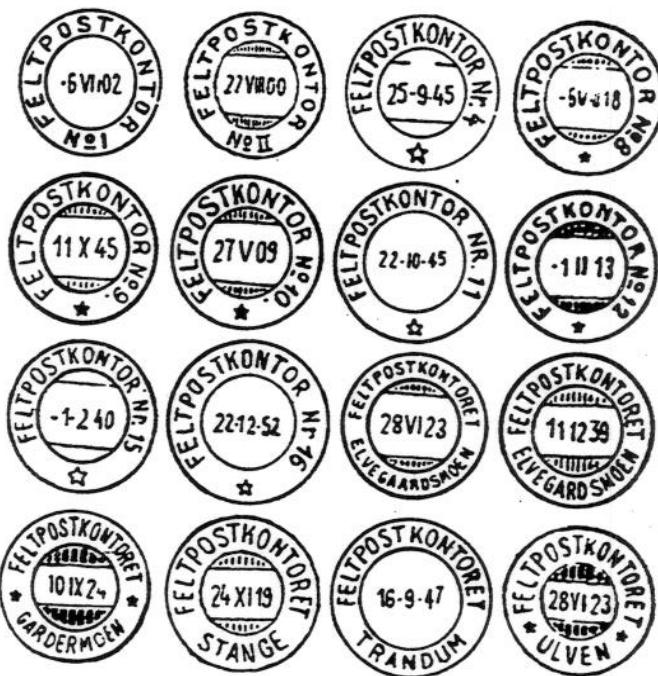
Next to appear was "FELTPOSTKONTOR No. II". This came in 1890, and was in the "Swiss" type of postmark (two rings with horizontal cross-bars, and vertical shading lines in the arches). In 1891, two more "Swiss" type postmarks appeared, namely "FELTPOSTKONTOR No. III" and "FELTPOSTKONTOR No. IV". I don't know just where these 3 postmarks were used. The actual order of issue of the next fieldpostmarks is also unknown to me, and the following List of Fieldpost Offices will be subject to revision when additional information is acquired.

List of Fieldpost Offices

Text in postmark:	Location:	County:
Feltpostkontor No. I	Gardermoen	Akershus
Feltpostkontor No. II	?	?
Feltpostkontor No. III	?	?
Feltpostkontor No. IV	?	?
Feltpostkontor No. 4	?	?
Feltpostkontor No. 8	?	?
Feltpostkontor No. 9	Saetermoen	Troms



Feltpostkontor No. 10		?
Feltpostkontor No. 11	near Trondheim	S. Trøndelag
Feltpostkontor No. 12	Syd Honningsvåg	Finnmark
Feltpostkontor No. 15	? (seen Feb. 1, 1940)	?
Feltpostkontor No. 16	Trandum	Akershus
Feltpostkontor No. 23	? (Swiss type, seen Jan. 13, 1920)	?
Feltpostkontoret Elvegaardsmoen	near Narvik	Nordland
Feltpostkontoret Elvegardsmoen	near Narvik	Nordland
Feltpostkontoret Gardermoen	near Oslo	Akershus
Feltpostkontoret Oscarsborg	Oslofjord	Akershus
Oscarsborg	Oslofjord	Akershus
Feltpostkontoret Stange	near Hamar	Hedemark
Feltpostkontoret Trandum	near Oslo	Akershus
Feltpostkontoret Ulven	near Bergen	Hordaland
Feltpostkontoret Vaernes	near Trondheim	S. Trøndelag
Gimlemoen Feltpoståpneri	—	Vest Agder
Heistadmoen Feltpoståpneri	—	Buskerud
Helgelandsmoen Feltpoståpneri	—	Buskerud
Kjekvik Feltpoståpneri	Kjekvik airfield	Vest Agder
Soma Feltpost	—	?
Feltpost Nr. 50	mobile	North Norway (?)
Feltpost Nr. 51	mobile	North Norway (?)
Tønsberg Befestninger	(fortifications)	Vestfold
Gravdal Garnison Bergen	(garrison)	Hordaland
Norsk Feltpostkontor Tyskland-Oslo	?	?
Tyskland-Oslo -Norsk-Feltpostkontor	(machine pmk.)	?
Evjemoen Feltpoståpneri	near Kr. and S.	Aust Agder
Nedrevatn Feltpoståpneri	near Hammerfest	Finnmark
Tromsøya Feltpoståpneri	near Arendal	Aust Agder
Vaggetem Feltpoståpneri	near Kirkenes	Finnmark
Feltpost Nr. 60 - 72	mobile	—



The Fieldpostmarks of Norway

by Frederick A. Brofos (497)

PART II

My article on Norwegian FPO's in the January issue of this journal aroused considerable interest both here and abroad and has brought to light some previously unchronicled fieldpostmarks. To the former list we can now add the following

Supplementary List of Fieldpost Offices

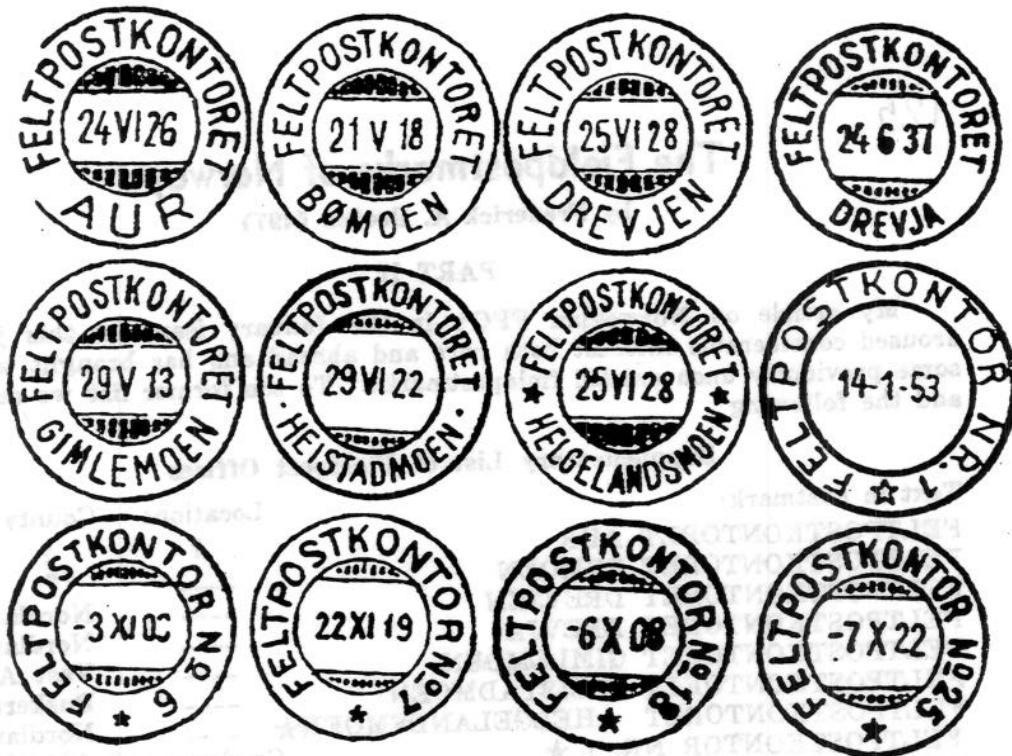
Text in postmark:

	Location:	County?
FELTPOSTKONTORET AUR	?	?
FELTPOSTKONTORET BØMOEN	---	?
FELTPOSTKONTORET DREVJEN	---	Nordland
FELTPOSTKONTORET DREVJA	---	Nordland
FELTPOSTKONTORET GIMLEMOEN	---	Vest Agder
FELTPOSTKONTORET HEISTADMOEN	---	Buskerud
FELTPOSTKONTORET ★HELGELANDSMOEN★	---	Nordland
FELTPOSTKONTOR NR. 1 ★	Gardermoen ?	Akershus ?
FELTPOSTKONTOR No 6	?	?
FELTPOSTKONTOR No 7	?	?
FELTPOSTKONTOR No 18	?	?
FELTPOSTKONTOR No 22 (seen Feb. 8, 1918)	?	?
FELTPOSTKONTOR No 25	?	?

NOTE: The word "No" in the postmarks has a raised and underlined "o". Drevjen and Drevja are of course the same place, the latter being the new spelling. The postmark of No 6 has an unusually large space between the "o" of "No" and the figure. It may have always been thus, but, on the other hand a possibility arises of its originally having been No 16, 26 or 36 and later having the first figure removed. No. 22, not illustrated, is in the same type as No 25.

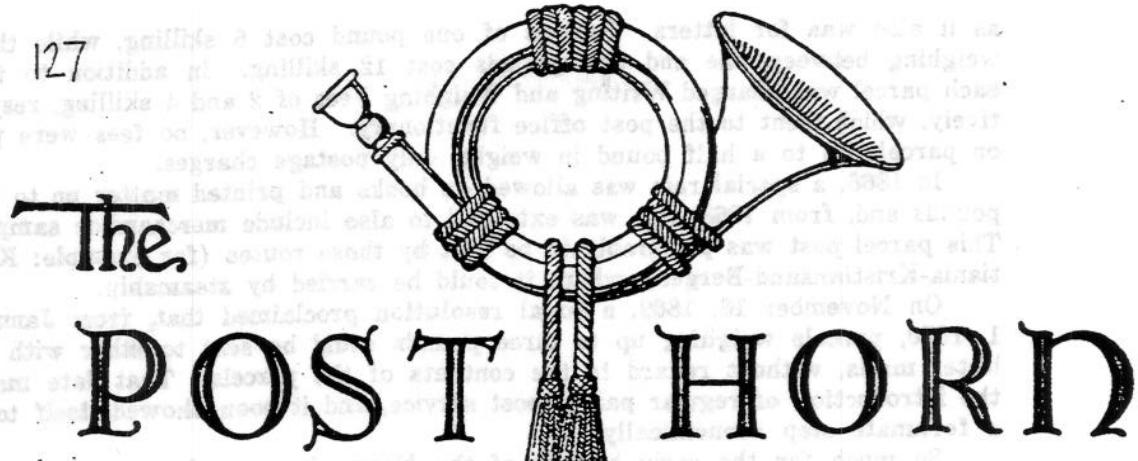
I am particularly grateful for information and the loan of material from the collection of Dr. Earl G. Jacobsen of Oak Park, Ill., who confirmed what I had already suspected, namely that the Norwegian "Feltpost" offices may be divided into two groups—those of a military character and those for emergency or temporary postal service. Classed in this latter category is the office which operates in the Parliament building in Oslo only when the Storting is in session. Officially the postoffices of the fisheries and some mines (Knaben Gruvor etc.) were called fieldpost offices. According to Dr. Jacobsen, the fisheries at Sørgjaeslingerne had six fieldpost offices, "Narvik Feltpostkontor" was used at Viktoriahavn in 1899, Odda Feltpost operated from 1908, and Kirkenes had a fieldpost office from 1908-12. As regards the numbered FPO marks, he believes that some of them operated at different places at different periods—so there is plenty of research to be done. Covers with these marks and a return address will of course be very useful in determining the place of usage. Those he knows of so far are Feltpostkontor No 18 at Høyanger (Sogn og Fjordane county) in 1917, and No 19 at the development at Bjøllefossen in 1916. In 1940, nine offices were in operation, of which no. 1 was at Gardermoen, no. 4 at Elvegårdsmoen, no. 9 at Molund i Bardu near Setermoén, no. 15 at Nybergmoen, no. 16 at Trandum, no. 36 at Kirkenes, and no. 50 at Midtre Helgeland at Hemesberget.

I note that the Norwegian Postal Guide of 1949 lists five military fieldpost offices, namely no. 1 at Gardermoen, no. 5 at Ulven, no. 9 at Saetermoen, no. 16 at Trandum and no. 20 at Heistadmoen.



I recently had the opportunity to examine a set of Norwegian Postal Guides from the years 1914 through 1937, and compiled the following chart:

FPO No.	Located At	Subordinate to P.O. at:	Period of operation	
			Open	Closed:
1	Gardermoen	Gardermoen	1914-37	
2	Helgelandsmoen	Hønefoss	1914-37	
3	Saetermoen	Narvik	1914-25	1926-37
4	Elvegårdsmoen	Narvik	1914-37	
5	Ulven	Bergen	1914-25	1926-37
6	Bømoen	Voss	1914-25	1926-37
7	Maledsletten	Stavanger	1914-25	1926-37
8	Gimlemoen	Kristiansand S.	1914-25	1926-37
11	Værnes	Trondheim	1914-37	
13	Setnesmoen	Åndalsnes	1914-25	1926-37
14	Drevjen (Drevja)	Mosjøen	1914-37	
16	Aur	Gardermoen	1926-37	
17	Evjemoen	Evje	1914-25	1926-37
20	Heistadmoen	Kongsberg	1918-25	1926-37
21	Oscarsborg	Drøbak	1914-37	
22	Gravdal	Bergen	1914-37	



The POST HORN

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The Parcel Postmarks of Norway

By Frederick A. Brofos, #497

One first hears of a Norwegian parcel post in the year 1759, at which time it was operated by private enterprise. At first an annual support of 200 dalers was received from the Post Office—in return for carrying the royal books free of charge between Christiania and Copenhagen. The parcel post ran only twice a year, but from 1764 this was increased to four times yearly.

In 1780, a separate express parcel post, running three times a week, was started between Copenhagen, Christiania and Kongsberg. It also carried passengers. In 1795, the management changed from official to private hands.

The Society for Norway's Welfare (Selskapet for Norges Vel) was instrumental in getting an internal parcel post started in 1810. Incidentally, a commemorative stamp was issued by Norway in 1959 honoring this society. The parcel post service, however, does not seem to have been much used, except for the route Christiania-Drammen. The parcels that were sent went as letter post with the ordinary mails and at the same rates, weight and distance deciding the amount of postage. When the mail-bag was full, the rest had to wait until next time.

Around 1827, the need for a better parcel post system began to make itself felt, and various trials were made. But, as it had to be transported by separate conveyance, it was expensive and was always being closed down again.

From 1836, there was a more or less steady parcel post traffic on several of the more important routes. Early in 1837, books and printed matter were allowed to be sent at half rate. A single book under a half-pound weight, when sent without wrapping and only the name and address, cost but 8 skilling.

However, as late as around 1850, parcel post traffic was still negligible. In 1848, a total of only 1201 parcels were sent from Christiania to Trondhjem, and the postage on parcel post for the whole country amounted to only 356 specie-dalers. The majority of parcels contained books, newspapers or other printed matter.

From 1854 on, the postage rate on packages was equal throughout the land,

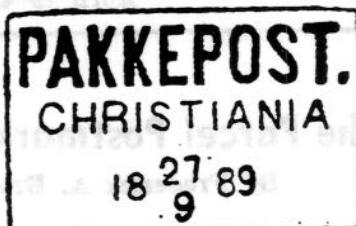
as it also was for letters. Parcels of one pound cost 6 skilling, while those weighing between one and two pounds cost 12 skilling. In addition to this, each parcel was charged Writing and Weighing Fees of 2 and 4 skilling, respectively, which went to the post office functionary. However, no fees were paid on parcels up to a half pound in weight, only postage charges.

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In 1866, a special rate was allowed on books and printed matter up to two pounds and, from 1868, this was extended to also include merchandise samples. This parcel post was preferably to be sent by those routes (for example: Kristiania-Kristiansand-Bergen) where it could be carried by steamship.

On November 18, 1869, a royal resolution proclaimed that, from January 1, 1870, parcels weighing up to three pounds could be sent together with the letter mails, without regard to the contents of the parcels. That date marks the introduction of regular parcel post service, and it soon showed itself to be a fortunate step economically.

So much for the early history of the Norwegian parcel posts. While of postal and historical interest, there unfortunately remains little or nothing from that period for a present-day philatelist to include in his collection. Later on, however, things improve, and I shall now list the various distinctive parcel postmarks that I have noticed from the year 1873 onwards.



Type 1

The first postmark that I know of, used especially for parcel post in Norway, is illustrated as Type 1. This metal postmark was used in black in Christiania, and I have seen it on the 7 skilling stamp (1873 issue) dated in 1873, and also on the 24 skilling stamp (1863 issue) dated 1875.



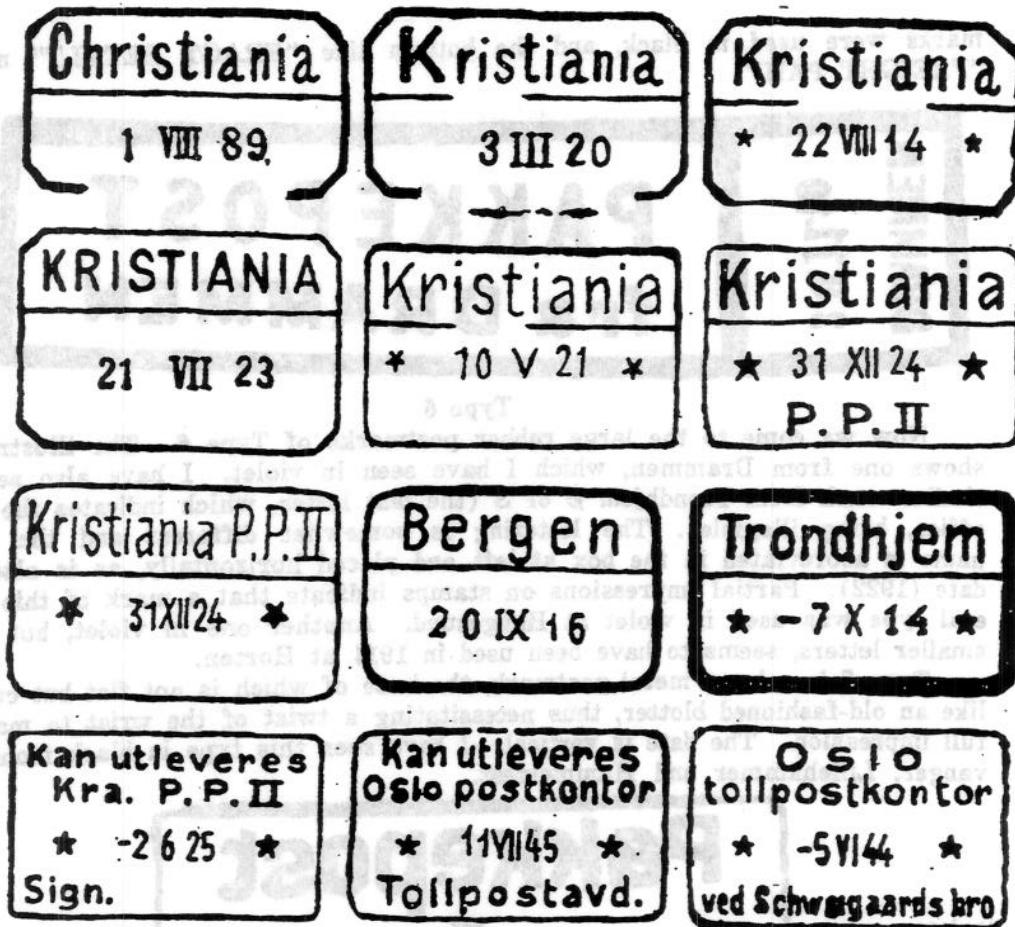
PAKKEPOST

Type 2 and 3

Type 2 shows a double strike in black on a 50 øre stamp (issue of 1877) which appears to be a straight-line postmark reading "PAKKEPOST" (i.e. Parcel Post) in large thick letters without serifs. There is also another straight-line mark with the same text (Type 3). This metal postmark has smaller letters and they are serifed. I have seen this in black on a 10 øre red stamp (issue of 1910, but I think the mark is really much older). Postmarks like Type 2 and 3 may have been sent out to a number of different offices.

Next comes a large group of oblong-shaped postmarks that I have called Type 4. This type was used in Christiania (later Oslo), Bergen and Trondheim.

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Type 4

The earliest example I have seen is from Christiania, 1889, on a 1 krone Oscar II stamp. Notice that some of the postmarks have stars while others do not. Some have eight sides and others are oblongs with their corners rounded off from wear. Two marks include the text "Kan utleverses" which means "Can be given out." Both the marks used at the Oslo Customs Post Office "near Schweigaards bridge", I have seen cancelling stamps. As to scarcity, the three Kristiania P. P. II marks are the ones hardest to find. Black was in general use, but I have also seen the Bergen mark in dark violet (Feb. 14, 1914). A brief mention should also be made of two other oblong postmarks of this type, one with KRISTANIA above the date, the other with OSLO. Both have a star on each side of the date and, underneath, the letters "P. A. II". The abbreviation, which stands for "Post Anvisning," shows that these are not parcel postmarks but were used in the Money Order section.



Type 5

Of the unusual (Type 5) triangular postmarks, those from Trondhjem and Bergen are a good deal scarcer than the Kristiania one (noted 1895-97). These

marks were used in black, and the bottom line "FRAKT BETALT" means "FREIGHT PAID".

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Type 6

Now we come to the large rubber postmarks of Type 6. The illustration shows one from Drammen, which I have seen in violet. I have also seen a similar mark from Trondhjem Ø or S (the last letter, which indicates the sub-office, being illegible). The lettering is somewhat different and the town name is abbreviated in the box at left and placed horizontally, as is also the date (1922). Partial impressions on stamps indicate that a mark of this general type was used in violet at Haugesund. Another one in violet, but with smaller letters, seems to have been used in 1914 at Horten.

Type 7 is a large metal postmark, the base of which is not flat but curved like an old-fashioned blotter, thus necessitating a twist of the wrist to make a full impression. The date is vertical. I have seen this type in black from Levanger, Lillehammer and Hammerfest.

Pakkepost

18V.19

LEVANGER

Pakkepost

19IX 24

KRISTIANIA-MAJORSTUEN

Liggeavgift
fra [26IX34] med
10 øre pr. dag.

Type 7 and 8

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Type 8 is a curved metal postmark similar to Type 7, but the date is placed horizontally within a box. In this type I have seen stamps cancelled (in black) from Kristiania-Majorstuen, Kirkenes and Kristiansund N (?). The accompanying illustration also shows another mark of this type but with a text reading, in translation, "Storage Charge from (date) with 10 øre per day". Looking at these postmarks of Type 8, with their large oblong shape and inner box around the date, one is reminded of the postmarks used by the heroic Norwegian Navy and Merchant Marine during World War II. (See "The Posthorn," April, 1957).



Type 9

By far the largest group of Norwegian parcel postmarks are the circular Type 9. Illustrated are a few of the more interesting ones. A complete list would be too long here. Most towns today have circular postmarks especially for parcel post, with the letters "P. P." below the names. Special circular postmarks were not generally used for parcel post until relatively late, the various-shaped markings previously described being preferred. The one exception seems to have been the round "KRISTIANIA PAKKEPOST" mark illustrated. Also shown is a miniature parcel postmark from Kristiania, which I have seen dated as early as 1918. Of further interest are the parcel postmarks from Bergen and the Foreign Mail Exchange Office in Oslo with text in French.

Finally, a few words about meters which have been used by the Post Office especially for parcel post. Three German-made Anker-Werke meter machines of the cash register type, printing a one or two-line inscription and an embossed crown and posthorn design, were used at the Oslo Parcel Post Office since January 1, 1925. They were replaced by three National Cash Register machines on January 31, 1950. These machines are used for franking the parcel forwarding cards (Følgebrev) which are sent with each parcel. Postage stamps are generally used on these cards in other towns, but Trondheim gave a 3-month trial to a British-made T. L. M. meter in 1950. In October, 1954, electric "Francotyp Cc" meter machines made in Germany, were introduced in the parcel post sections at Bergen and Trondheim. The date-stamps bear the text "BERGEN PAKKEPOST" or "TRONDHEIM PAKKEPOST", and no license number is imprinted.

The illustrations accompanying this article are of tracings I have drawn, and perhaps may not stand up to any minute "measuring technique," but should nevertheless be sufficient for ordinary identification purposes.

The Postmarks of Kristiania's Branch Post Offices

By Frederick A. Brofos

There is always a certain fascination with things that are past and gone, and so it is with the postmarks of the Norwegian Capitol from the time it was called Kristiania (or Christiania). The city reverted to its old Viking name of Oslo in 1925, making the Kristiania period a closed and definite unit for the postmark collector.

Yet I have never seen a catalog or listing of the number of varieties that exist. What I present here are the results of my observations over a number of years since I'm not afraid to tackle and explore new ground.

Kristiania's postmarks may be divided into two groups — those used at the main post office and those used by branch post offices. Here, we shall examine the latter group. They make an interesting study and none are too difficult to locate on loose stamps. On covers or cards it is a different matter in some cases. To date, I have managed to identify 35 varieties of postmarks from 12 branches — including some name changes.

Origins of Suburb Names

Branches were, of course, established in the various suburban communities of Kristiania. For some of the places I have traced the name origins. Thus, Homansby got its name after the brothers, Jacob and Henrik Homan, two lawyers who bought up the property in this area starting in 1853.

Grünerløkken derives from the family Grüner, who for 200 years owned a mill and its adjacent land. In the 1850's, when things began to go badly at the mill, Hans Grüner started subdividing the land into lots. With the speed of American developers a small town of little wooden houses shot up, which even

was named "New York" for a while. Kampen apparently got its name simply from being located on a hill. Majorstuen, in the middle 1700's, was managed by a Major Sundt, after whom the district was named. He had a small house here, which was torn down in 1913 to allow space for a new suburban railway station of the same name.

The first branch post office was opened at Grünerløkken in 1889 and was called Kristiania G. A couple years later, on Nov. 1, 1891, came Kristiania H. at Homansby, as well as Kristiania O. in the old eastern area of the town, which at that time solely carried the ancient name of Oslo.

More Branches

These were followed on Nov. 15, 1891, by Kristiania M. at Majorstuen, by Kristiania Mj. at Majorstuen, and on Dec. 1, 1891, by Kristiania M. at Moløkken — which seemed to have sufficed for a long time. Two decades later the Kristiania Grefsen branch was opened. There had already been an ordinary sub-post office (poståpneri) there since 1900; and it is possible that the old Grefsen postmark was continued in usage at the new facility. At least I have not seen a Kristiania/Grefsen postmark — only the newer Oslo/Grefsen cancel used beginning Jan. 1, 1925.

The opening date of Kristiania V. at Vestkanten (west side) is said to be February 1899, but the earliest postmark date known is Oct. 17, 1901. The branch name was changed July 27, 1914, to Kristiania S. (Solli). There also is some uncertainty about the exact opening date for the branch at Kristiania St. H. at St. Hanshaugen. The earliest postmark I have noticed is dated Nov. 27, 1914.

From Feb. 1, 1922, there was a tem-

*does
exist*



porary field post office at Kristiania Ullevål Haveby, which was upgraded into a regular branch in 1936. In the beginning postmistresses were in charge of the branches at Kristiania M., Mj. and E.

It is reasonable to assume that the actual branch locations were occasionally moved within a given area over the years. Norwegian P.O. circulars do not mention street addresses, except for Kristiania K. which opened at Havegaten 25, and Kristiania E. at Elisenbergveien 22.

The Big Change



In accordance with Law No. 4 of July 11, 1924, the name of Kristiania was to be changed to Oslo effective Jan. 1, 1925. This change has been reflected in all postmarks, labels and forms of the main and branch post offices. At first the branch at Kristiania Ø. was to become Oslo Ø, after Østkanten (east side). However, this name was not used because postal officials decided instead on the name Oslo/Gamlebyen (old town). [It would have been rather odd if Kristiania/Oslo had become Oslo/Oslo!] Any postmark with the old and new name is interesting, but unfortunately the old Kristiania/Oslo branch postmarks only showed the abbreviation "O."

One advantage the new name Oslo had over Kristiania was its shortness of four letters vs. ten. In the old days it was common to use the abbreviation Xania and Krania or simply Kra. when referring to Kristiania. In fact I shall take advantage of that form here, too.

All branch post offices (except Kra. Grefsen) have had at least one postmark showing the time. This appears to the left or right of the date, and always on postmarks of the long bridge type, perhaps because of insufficient space on other types. Two postmarks from Kra. V. and Kra. S. occur in extra large size and could perhaps be confused when seen on stamps off-cover with the large





TUR receiving postmarks. But these larger cancels, despite the extra space, do not show a time indication.

Three other postmarks of a similar type — yet of ordinary size — are from Kra.O. and Kra.H. There are two types of the Kra.H, one having a thicker "H" at the bottom. Further details of differentiation are: Type 1 with the thick H appeared as early as December 1898. Later, a break occurs at left, where the bridge line joins the upper middle line (seen 1914, 1917). Type 2 with the thin H has a break in the lower horizontal middle line, a bit to the right of center (seen 1914, 1921). This break expands in time under most of the date (seen 1923). These damages probably occurred because the "date" was changed daily without using the prescribed wooden point or tooth pick device (which often broke), but by using a sharp nail or scissors point — against postal regulations.

A large oblong-shaped postmark, especially designed for use on parcel post, has been seen (1921-24) from Kra.Mj., but oddly not from any other Kra. This type saw usage in a number of other towns around Norway over several years.

Machine Cancels at Branches

Canceling machines were used only at two Kra. branches and are rather difficult to find on cover. Kra. Solli examples have been seen only once (Mar. 21, 1923). The other, Kra.H. has been seen used toward the end of 1924, partly with wavy lines, and also with the slogan "Støtt Norsk Arbeid," (Support Norwegian Labor). The following year, of course, the town's name was changed.

Most of the accompanying postmark illustrations have been traced by me and should suffice for research purposes. They are not entirely accurate in all details, which is probably just as well, so as to avoid possible reuse in falsifications. This branch post office group



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Pakkepost

19 IX 24

KRISTIANIA-MAJORSTUEN



ØTT NORSK
ARBEID

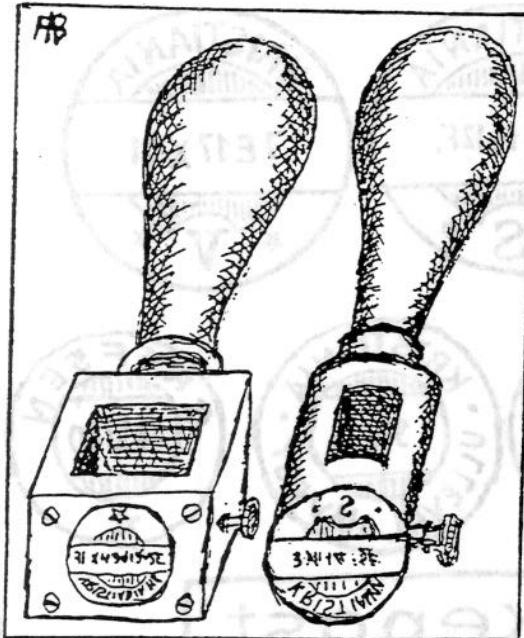


STØTT NORSK
ARBEID



AB

Kra. branch postmarks, also parcel post and machine cancels.



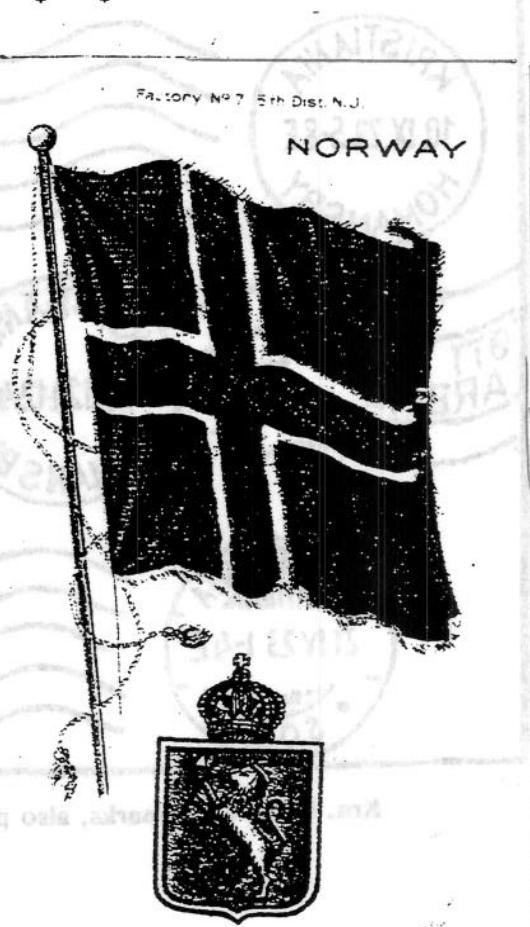
**Old postmarkers from KraMJ. and S.
made of steel with hollow centers and
wooden handles — sketched at Postal
Museum, Oslo.**

could be expanded to include the Oslo postmarks that followed later, after Jan. 1, 1925.

Eventually, several branches changed names again. Oslo-Moløkka became Oslo-Sagene on Oct. 1, 1960, and Oslo-Kampen became Oslo-Tøyen around 1977.

Of course the Oslo Main Post Office is a chapter in itself, with at least as many different Kristiania postmarks as all the branches combined. Most of these main office marks were changed in 1925 to read Oslo, too. A small number of other Kristiania postmarks also exist that were used only at temporary sites such as exhibitions and other special events.

So there are plenty of things for the avid Norway collector to search for. The postmark buff can see many of the original Kristiania post marking devices on display at the Norwegian Postal Museum in Oslo, which is open free to the public all year round.



**SOME OLD CIGARETTE PREMIUMS
ON SILK (USA)**