

## POSTMARKS ON NORWEGIAN RAILROAD STAMPS

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

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

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



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

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

Several places in the accompanying list later changed name. Eigersund became Eiksund, Løve stasjon to Lauve, Saaner to Sæner, 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.



# Postmarked Railroad Stamps



EVENSTAD



H0 NG ØKSNA SØR-FRON





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 Eigersund	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	Holandsbanen	1948?
Jessnes	Hedemark	Hamar	Dovrebanen	1928
Kjose	Vestfold	Larvik	Vestfoldbanen	1940, 46
Hørsand 1926				
Kibbenfoss	Buskerud	Vikersund	Randsfj. banen	1924
Kibbenfoss	S. Trøndelag	Røros		1924
Kraby	Oppland	Gjøvik	Gjøvikbanen	1924, 48
Kronstad	Bergenhus	Bergen		1924
Kvam	Oppland	Lillehammer	Dovrebanen	1948
Ler	S. Trøndelag	Trondheim		1948
Losna	Oppland	Lillehammer	Dovrebanen	ca. 1923
Løve stasjon (Lauve)	Vestfold	Larvik	Vestfoldbanen	1925, 46
Myre	Vestfold			1918
Neslandsvain	Telemark	Kragerø	Sørlandsbanen	1948
Nypan	S. Trøndelag	Trondheim		1924, 5
Oklungen	Telemark	Porsgrunn	Vestfoldbanen	1925
Oppegaard	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	Dovrebanen	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
Tjønnfoss	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
Åstad				1928
Øksna				
Telneset				

# NORWEGIAN RAILROAD STATION MARKINGS

Frederick A. Brofos

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

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

We shall here limit ourselves to dated marks. Those commonly used between the 1930s and 50s were mostly oblong octagonal rubber stamps. The usual arrangement was to have the station name at top, date in middle and station number at bottom. Violet was generally used, but black, red, and other colors did occasionally occur. These handstamps were, of course, the official station mark and were used to certify all kinds of documentation, as well as for canceling 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: TØNSBERG instead of TØNSBERG. Finally, there is a mark from a bus company route connected with Mandal station. Another, larger, company, which eventually began to handle much of the freight business around the country, was called LINJEGODS A/S. This company had its own special markings, sometimes oblong and later round and rimless, as shown in the last illustration.

I have introduced readers to a little-known collecting field. I first noticed these 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...*

ÅRLIFOSS  
11 DES. 1959  
Stasjon 1803

FOKSTUA  
- 8 DES. 1959  
Gulset mottatt.  
Stasjon 1100

FREDRIKSTAD  
12 MAI 1962  
Il- og Fraktgodseksp.  
522

KONGSVOLL  
18 DES. 1959  
Stasjon 1103

Øttestad  
2. 4. SEP. 1942  
Stasjon nr. 709

VIKSFJORD  
12 NOV. 1959  
Stasjon 1517

OSLO Ø.  
- 7. III. 1977  
EKSPR. EKSP.

DRAMMEN 124  
2 12-12-59  
Klasse for frakt  
FRAGTGODS

HAMAR 717  
2 18-12-61. 2  
GODSEKSP.

ALNABRU 201  
Postgave nr.  
- 3-3-60  
GODS

BO Ø.  
2 23-12-73  
IL-FR. GODS

GJØVIK 626  
23-10-78  
GODSEKSP.

ØREFSEN 60  
28-3-80  
BILLETTEKSP.

GULSKOGEN 6001  
29-8-56  
STASJON

HALDEN 645  
1 29-3-60  
GODSEKSP.

ENSPRESSGODSEKSP.  
1812-78  
HAMAR 711

HELL  
16 JULI 1973  
Stasjon 1208

HELL 1208  
5. 03. 80  
Godsetspedisjon

Norges Statsbaner  
Narvik stasjon  
05.02.79  
Godshus

NSB Billetter  
Aleksandra  
30 MARS 1978  
Aleand

PASSERT  
- 5 FEB. 1979  
KONGSBERG 1631

KONGBEG 1631  
1 1 APR. 1980  
Reisegodseksp.

Jernb. Tollgods- og Sped.  
13.11.75  
KONGSVINGER 918

ILGODSEKSP.  
- 2 MAJ 1962  
OSLO Ø. M.

NSB/SJ  
27.02.79  
BORNESJØ

SJ 174 01318  
1979.02.21  
Göteborg C.  
Expressgodsmagasinet

76 NSB 01510  
7  
27.10.78  
TØNSBERG  
Reise- og ekspresgodse

76 NSB 01510  
7.11.73  
TØNSBERG  
Reise- og ekspresgodse

SØNDERSTED  
Sørlandsruta a/s  
2 APR. 1980  
Sign. 1800 MANDAL  
Godset Data Kvittering

LINEGODS A/S  
AB CALCO SVEN  
17 JAN 1979  
1720 GREÅKER

Linjogods  
27 MAR 1980  
Hell

LINEGODS  
4-3-80  
SØNDERSTED



# NORWEGIAN RAILROAD METER STAMPS

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

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

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

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



51



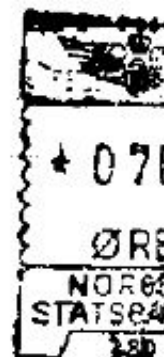
07631

DE FORENEDE SKOFABRIKKER

*Normal*



01267





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 Norrøna 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 Lågendalsruta, Haukeliruta (Haugesund), Selburuta, Ålesund-Åndalsnesruta and Ås-Dreihakruta. 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.

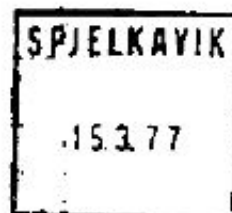
The study of all these interesting machines seems to have been largely neglected in Norway, leaving a new field for the adventurous explorer and patient collector.

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

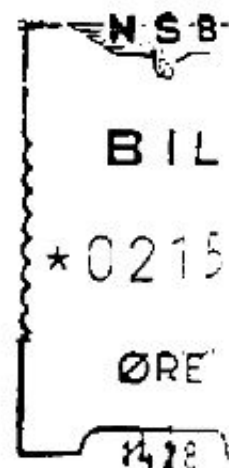
The bills of lading, upon which these meters appeared, were sent in by all the stations to a central control office in a big old building amid the Oslo train and freight yards. There they carefully were checked over and then stored away for 3 or 4 years, in case a question came up. The bills were tied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

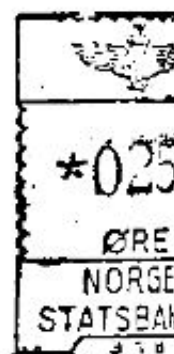




01764

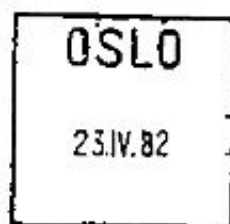


4988

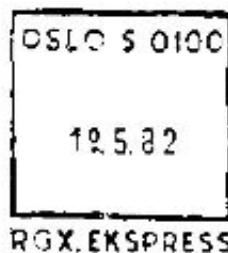


J 003.30

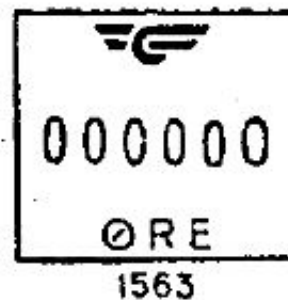
ÅLESUND -  
ÅNDALSNESRUTA



527 28 III 61



0990





## NORWEGIAN RAILROAD METER STAMPS (II)

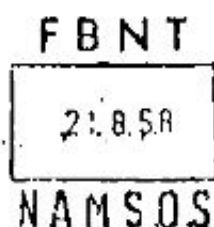
As one investigates the meters used in conjunction with parcels and freight sent on Norwegian railroads, one notices certain other curious-looking meters which are not from the State Railroads. Meter no 238, used in black at Bodø around 1958, shows an unusual conversion by dissection of an NSB meter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

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

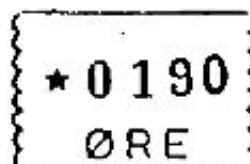
Another unusual meter was one used in black at Løkken st. for the combined use of the Thamshavn private railroad and the Trondheim-Orkladal Bus Company. This shows on the left a large slogan advertising their name. The bus company had its own special meter at Thamshavn, showing its monogram TOB with 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).



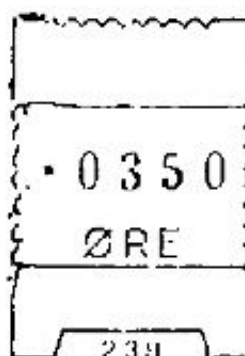
47139



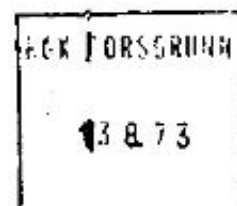
21



21472



238



1821

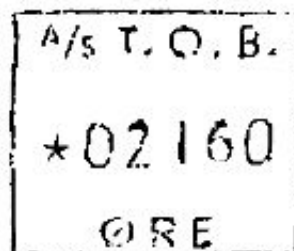
00895



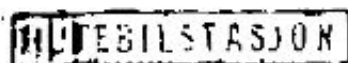
# THAMSHAVNBANEN OG A/S TRONDHEIM-ØRKLADAL BILLAG



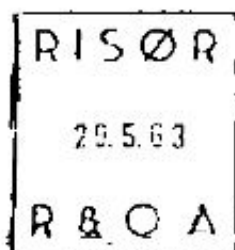
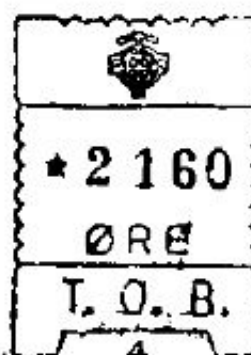
01933



5



09512



27016



35



## TWO WASTEBASKET FINDS IN NORWAY: RAILROAD FREIGHT STAMPS

Frederick A. Brofos

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

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

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

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



**Aftenposten**

Chr. Schibsteds Forlag - Oslo

Kontrollert av  
postvesen



**LOKALPAKKE GODSSKAPET  
HOLMENKOLLEN ST.  
RUTE 60 HOLMENKOLBANEN**

Kontrollert av  
postvesen



**RUTE 1046 HOLTET NEDRE 1.A  
HOLTET ST  
EKEBERGBANEN**



