

### Part III — Private Railroad Parcel Services

Having reviewed the issues of the streetcar lines and small suburban railroads of Norway, we now move farther afield to examine the somewhat larger private railroads operating in various other parts of the country.

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

#### The Urskog-Hølands Railroad (Urskog-Hølandsbanen)

This railroad was opened to the public on October 19, 1896, and ran between the stations of Kjevli and Bjørkelangen. A couple of years later an extension was made from Bjørkelangen to Skulerud and that section was opened on December 15, 1898. A side-line from Kjevli to Sørumsand was opened on December 7, 1906. Towards the end of World War II (since January 1, 1945, to be exact) the railroad was taken over by the Government and incorporated into the Norwegian State Railway system. However, the Aurskog-Høland branch line, as it is now called, appears to be an unprofitable acquisition and the N. S. R. budget proposal for 1959-60 suggested that it be discontinued.



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

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

March 28, 1911. Similar, but redrawn design. Smaller lettering in oval band. The "ø" of "ØRE" has the cross-stroke pointing the wrong way! The letters "H B" in the four corners are now in solid black letters. Perforated 11.

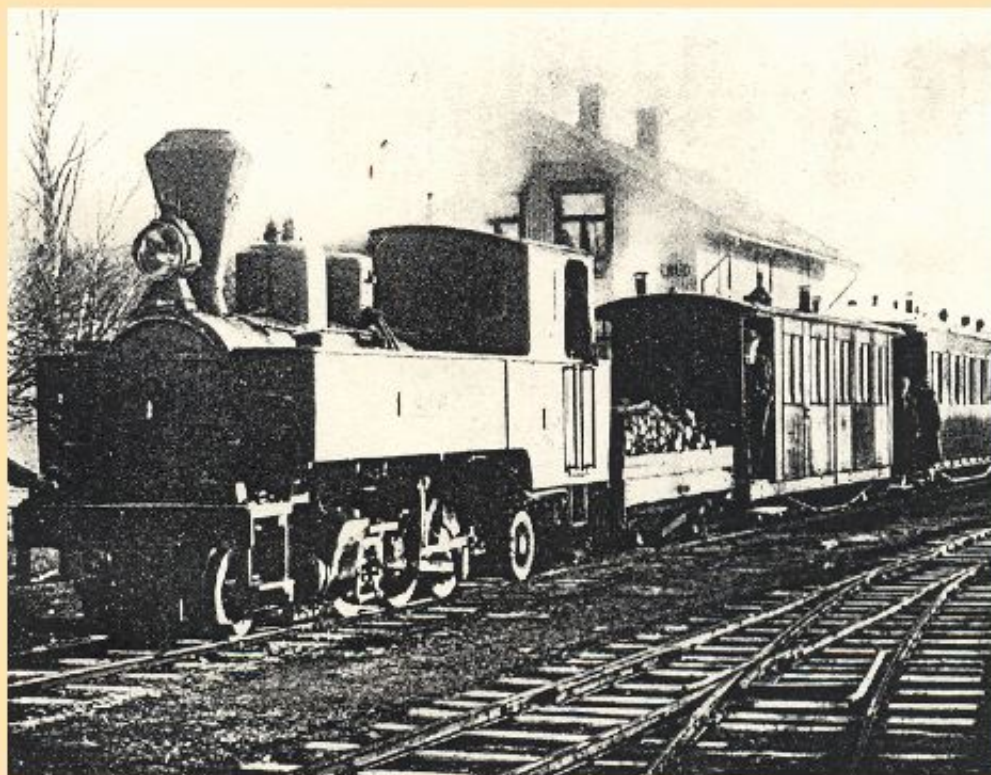
4. 1 øre black

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

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



Urskog - Hølandsbanen







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

7. 25 øre black and red
  - a. tete-beche pair

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



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

#### The Tønsberg-Eidsfos Railroad (Tønsberg-Eidsfosbanen)

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

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

1. 5 öre black and pale green
2. 10 öre black and pink
  - a) imperforated at top between stamp and margin tab
3. 50 öre black and pale ochre



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



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

#### The Lier Railroad (Lierbanen)

On July 12, 1904, a 20.6 kilometer long railroad was opened between Lier (in the Drammen area) on past Muggerud and Sylling to Svangstrand on the Holsfjord, the south West arm of the Tyriffjord. After about 80 years of operation, the competition of the automobile became too keen for the railroad. Passenger traffic was discontinued from October 1932 (taken over by a bus line Sylling-Sjåstad-Drammen), and as of January 1, 1937, all operations on the Lier Railroad ceased.

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

1. 5 øre black and pale green
2. 10 øre black and pink

3. 50 øre black and pale ochre

Lierbanen



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





Apparently one mistake,  
with LIERBANEN repeated  
3 times.



20 øre  
10 øre



ground of the design varies a bit from stamp to stamp. Lithographed. Perforated 11½.

4. 5 øre black and pale green
6. 50 øre black and pale ochre

5. 10 øre black and pink

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

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



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

#### The Rjukan Railroad (Rjukanbanen)

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



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

1. 5 øre black and pale green
2. 10 øre black and pink

3. 20 øre black and yellow ochre

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



# Rjukanbanen



Bottom Left corner of sheet



## Rjukanbanen

*(This page contains a detailed scan of a Norwegian railway ticket from 1959, featuring various stamps, postmarks, and currency values.)*



Date? Similar, but redrawn design. Figures of value in the four corners are now smaller. In the colored background instead of rays at top is a network or "soap-bubble" pattern. This also appears at the bottom instead of the former "finger-print" design. Perforated 11.

4. 10 øre black and pink

5. 50 øre black and light blue

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

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

X X X X X X X  
K A S S E R E T  
X X X X X X X

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

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



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

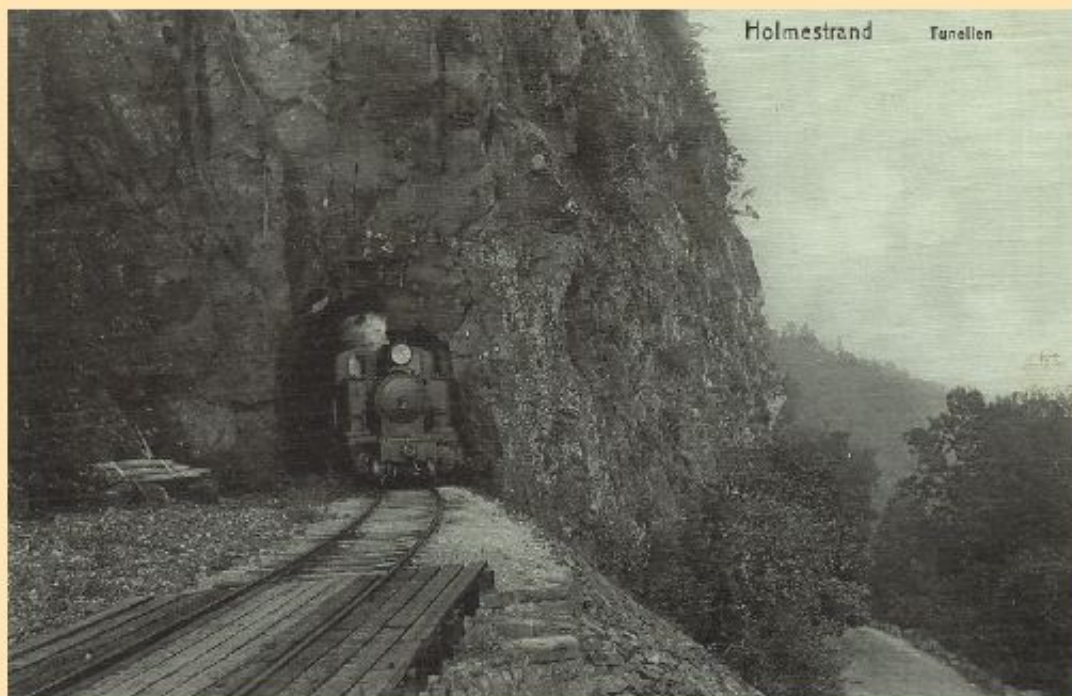
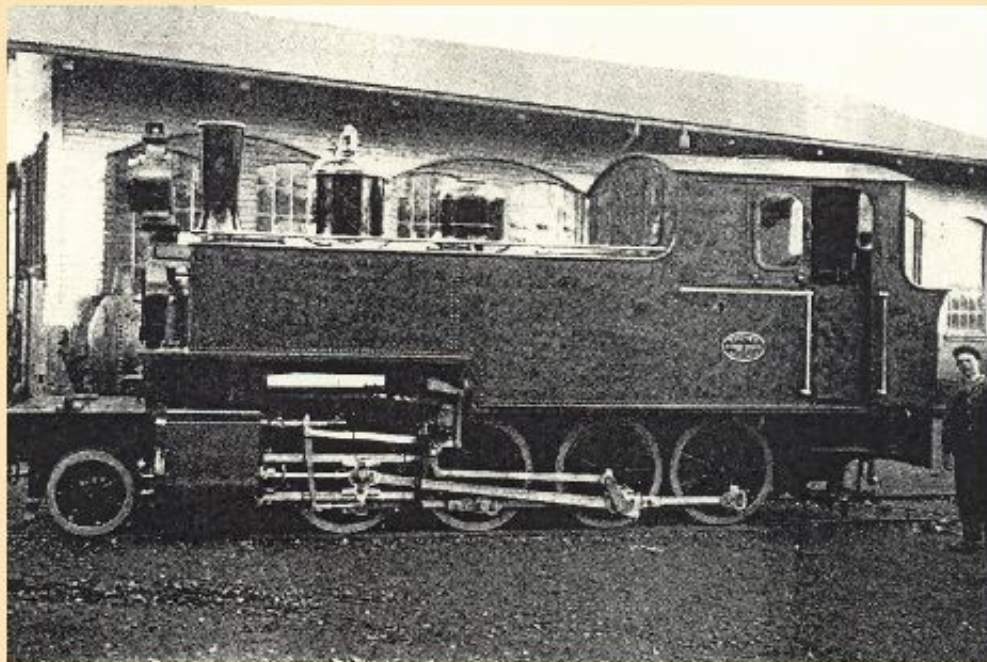
The 30-kilometer long railroad running from the picturesque old town of Holmestrand on the Oslofjord, past Hillestad and on to Vittingfos, was opened for traffic on October 1, 1902. The line shared the same fate as the Tønsberg-Eidsfos railroad, operations ceasing on the same day—June 1, 1938.



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



## Holmestrand - Vittingfosbanen





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

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

1. 5 øre black on green paper

2. 10 øre black on orange paper



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

3. 5 øre black on thin blue paper

4. 10 øre black on thin yellow paper

## Holmestrand - Vittingfos - banen.

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

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



### The Thamshavn Railroad (Thamshavnbanen)

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



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

1. 25 øre black, red and pale blue

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

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

### The Sulitjelma Railroad (Sulitjelmabanen)

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

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

1958 Printed in vertical coils by Fabritius, Oslo. Imperforate at the sides and perforated 10% at top and bottom. Inscribed with the name of the railroad at top, beneath its emblem—a large "S" and crossed hammers with wings at side. Denomination in center. Control serial numbers in black on each stamp. Blue colored paper.

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



No. 6



1959 Rearranged design. Printed in horizontal coils by Fabritius, Oslo. Imperforate at top and bottom of stamp, perforated 10 at sides. Railroad name and emblem at top. Denomination in center. Control serial numbers on each stamp now in red. Blue colored paper. Control letter "A" at left.

7. Kr. 0,10 black on blue

9. Kr. 50,00 black on blue

8. Kr. 0,50 black on blue

10. Kr. 100,00 black on blue

No. 10



No. 11



1961 Similar to previous issue, but denomination in thinner and more condensed type face. Red serial numbers. Blue paper. Control letter "A" at left.

11. Kr. 0,01 black on blue

14. Kr. 2,00 black on blue

12. Kr. 0,05 black on blue

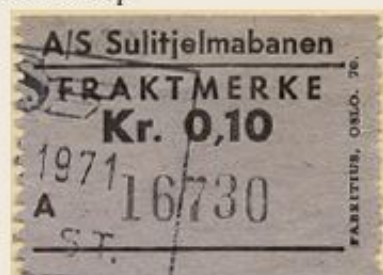
13. Kr. 0,10 black on blue

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

No. 15



No. 16



15. Kr. 0,10 black on blue

16. Kr. 0,10 black on blue

17. Kr. 0,50 black on blue

18. Kr. 1,00 black on blue

19. Kr. 2,00 black on blue

20. Kr. 5,00 black on blue

21. Kr. 10,00 black on blue

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



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

- 22. Kr. 0,10 black on blue
- 23a. Kr. 1,00 black on blue
- 23b. Kr. 1,00 black on gray blue
- 24. Kr. 2,00 black on gray blue
- 25. Kr. 5,00 black on gray green
- 26. Kr. 10,00 black on gray green
- 27. Kr. 100,00 black on gray green



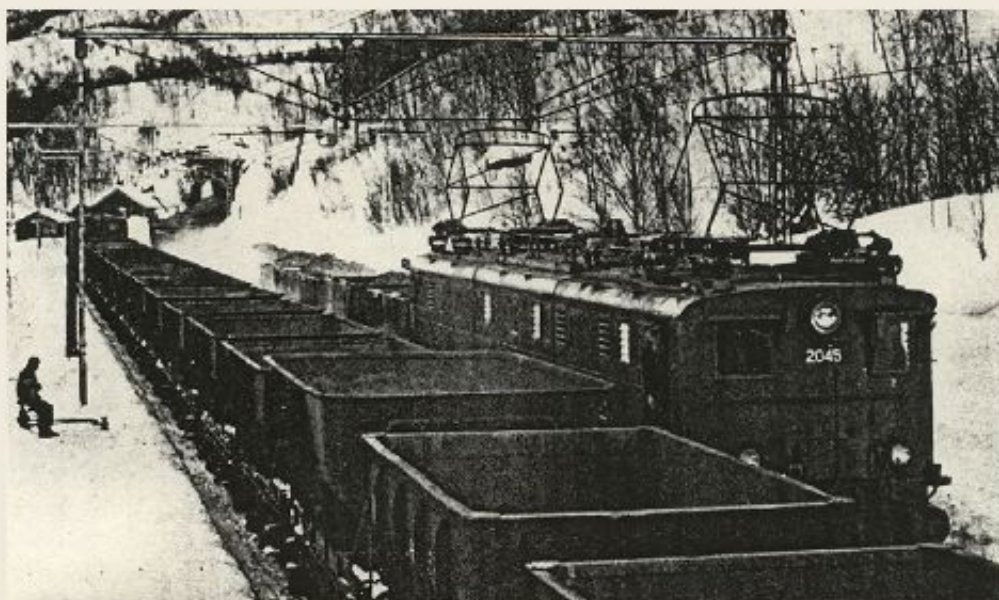
No. 22

No. 24



No. 26

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



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



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

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



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

—23—







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



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

3. 10 øre black on light buff paper



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

4. 5 øre black on light green paper

Date? Provisional. Design similar to No. 4. Marginal stamps are imperforate on one side (corner stamps imperforate on two sides). Typographed. Perforated 11. Black overprint "25".

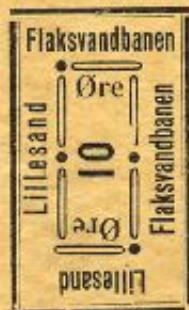
5. 25/30 øre black on orange paper

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

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

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







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

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

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



Date? Denomination in center surrounded by fancy ornament border. Between this and the outer, single line, frame is the company name "NESTTUN OS-BANEN", repeated twice. The sheets were without margin tabs, so all stamps are imperforate on one side, corner stamps being imperforate on two sides. Typographed. Perforated  $11\frac{1}{4}$ .

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

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

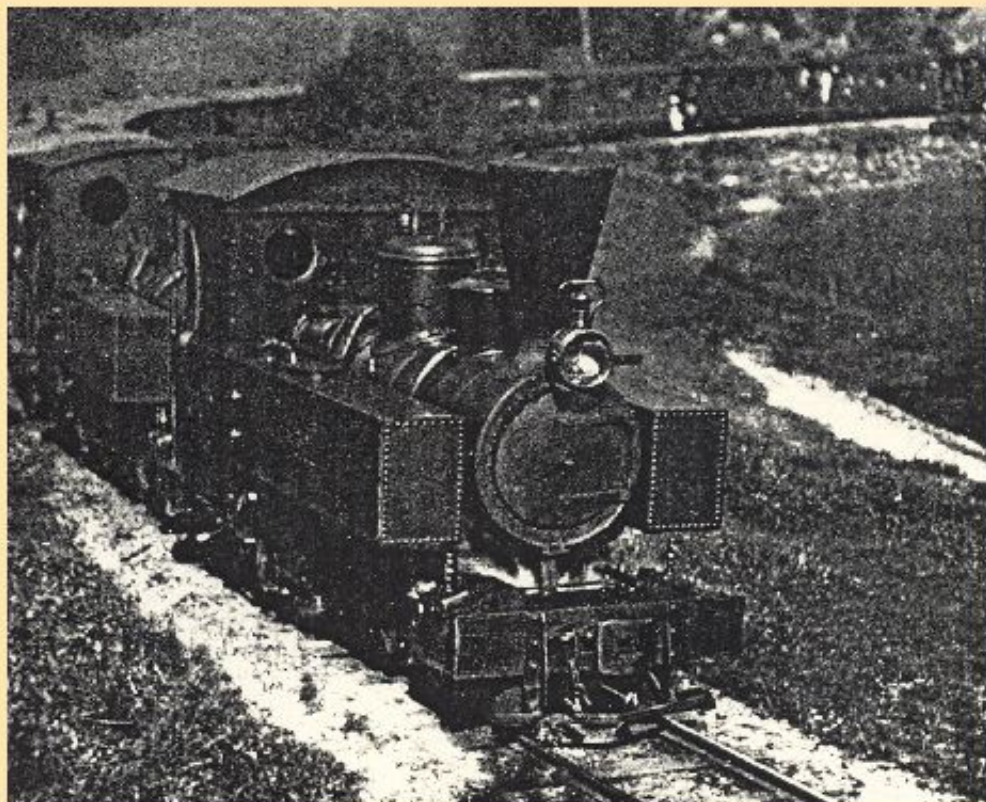


Date? Denomination in center surrounded by a new ornament border. Between this and the outer, single line, frame is the company name "NESTTUN OSBANEN", repeated twice (note new spelling). The sheets were made up of 10 stamps arranged in two vertical rows of five stamps each. One row was inverted in relation to the other, giving five tete-beche pairs. The two colors of the 20 øre value appear in the same sheet—one row of each color—indicating a 2-operation printing. The 500 øre was apparently printed in a vertical row of five stamps—three of which were inverted in relation to the other two. All stamps of this 500 øre value were imperforated on two sides, except the top and bottom stamps which were imperforate on three sides. Typographed. Perforated  $11\frac{1}{4}$ .

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



# Nesttun-Os Railroad



1st. Issue  
Perf. 11 1/4





3rd Issue, Perf 10 3/4, no tete beche  
 Sheets of 10 stamps on light blue paper



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





3rd Issue, 1st Printing, Perf 10 3/4, 5 tete beche pairs  
 Sheets of 10 stamps  
 Light red and brownish red on pinkish paper



3rd Issue,  
 2nd Printing,  
 normal positions  
 Red



2nd Issue, Perf 1 1/4



3rd Issue, Perf 10 3/4







2nd Issue,  
Perf 11 1/4  
Tete Beche



3rd Issue,  
Perf 11 3/4  
No Tete Beche



10. 50 øre black on green paper
11. 100 øre black (and vertical red stripe across center) on white paper
12. 500 øre red on white paper (large size stamp)



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

13. 5 øre black on light blue paper
14. 15 øre black on white paper
15. 20 øre dark red on white paper
16. 50 øre black on emerald green paper
17. 100 øre black on light pink paper
  - a. same, but double perforation
  - b. 100 øre black on dark pink paper
18. 500 øre red on white paper (large size stamp)

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

## Sjøfteland



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

### Other Lines

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

As for the 22.5 kilometer long Dunderland Railroad, built on the southern side of the Rana river, I think it was used exclusively by its owners—The Dunderland Iron Ore Company Ltd. This line was also finally taken over by the State as of July 1, 1947.