

## Part II — Suburban Railroad Parcel Services



### HOLMENKOLBANEN

- 1: Holmenkolbanen
- 2: Sognsvannsbanen
- 3: Grini-Røabanen

### BAERUMSBANEN

- 4: Lilleaker-Østensjøbanen
- 5: Kolsåsbanen

### EKEBERGBANEN

- 6: Ekebergbanen

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

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

1898. Small size. Oval band inscribed "HOLMENKOLBANEN" at top and "JERNBANEFIRIM." at bottom. Wheels in the corners and in the center a wheel emerging from a cloud amid lightning beneath which is the value. Perforated 11½.

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

1898. New, larger, design. Large numeral in center with a wheel and lightning bolts, a small empty scroll and the letters "H.K.B." The company name appears at the top of the oval band and "GODSFRIMAERKE" (freight stamp) at the bottom. Wheels in the four corners. Perf. 11½.

2. 5 øre blue and red

1903. Similar, but new plate with redrawn design. Company name "HOLMENKOLBANEN" at top of oval band, as before. Perf. 11½.

3. 5 øre blue in shades, white paper
  - a) cream colored paper



No. 1

No. 2

No. 3

Date? Similar, but new plate with a rather crude redrawn design. The company name at top of oval band now reads "A/S HOLMENKOLBANEN" The 20 øre stamp does not have the little scroll above the central wheel, and this value comes in two sizes—the regular size, as previously, and with the perforation close into the design. Perf. 11½.

4. 5 øre blue
5. 20 øre green



No. 4

No. 9

No. 13

Date? Similar design. New values. Perf. 11½.

6. 10 øre dull carmine
7. 15 øre dark green on white paper
  - a) green on yellowish paper
8. 50 øre black on pale reddish-mauve paper
  - a) "abklatsch"—reversed print—on the back

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

Date? Similar, but new redrawn designs. The 20 øre value has a spur pointing up on the end of the foot of the large "2". Perf. 11½.

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



No. 6

No. 7a

No. 14

Date? Similar, but new redrawn designs. Notice particularly how the K's are formed differently from the previous issue. The "K" in "H.K.B." is here directly below the "K" of "KOL". The 20 øre value no longer has a spur on the foot of the large "2". Perf.  $11\frac{1}{2}$ .

- 11. 5 øre indigo
- 12. 20 øre sea green
  - a) 20 øre green



No. 5

No. 10

No. 8

Date? Same plates as previous issue and an additional value. Perf.  $10\frac{1}{2}$ .

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

Date? (current in 1957). Similar, but redrawn designs. Modernized spelling "GODSFRIMERKE". Perf.  $10\frac{1}{2}$ .

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

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

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

with a consecutive number in black and is perforated 10½ at the top, the other three sides remaining imperforate.

Date?

1. 40 øre dark red and black

3. 100 øre red

Date? (current in 1957)

2. 75 øre red and black

4. 125 øre light red



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

Proof mark:



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



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

8. 200 øre with printer's imprint 73 "A".  
 9. 200 øre with printer's imprint 73 "B".  
 10. 300 øre with printer's imprint 74 "B".



### The Lilleaker Railroad (Lilleakerbanen)

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

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



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

1. 20 øre blue

2. 25 øre red

### Lilleakerbanen becomes Baerumsbanen (The Baerum Railroad)

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

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

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

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

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

1. 20 øre blue

2. 30 øre yellow orange



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

3. 50 øre green and black

**The Ekeberg Railroad (Ekebergbanen)** (see also entry under Ekeberg RR Express Truck Route)

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

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

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



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

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

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



Type 2

Type 1

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

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

Date? Small size stamp. Printed in coils, imperforate at the sides and perforated  $9\frac{1}{2}$  at top and bottom. Inscribed "EKEBERGBANENS GODSBEFORDRING" at top. Value in center amid electric antennas. Control letters and numbers underneath. Wavy "safety" background in separate color.

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



Date? New values. Design as previously but without the wavy background.

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

Date? New values. Design as previously.

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





Holtet st.

Holtet 30 Mai 1957



**Aftenposten**

Chr. Schibsteds Forlag - Oslo

109

Kontrolltall oven-  
nevnte antall.



RUTE 1046 HOLTET NEDRE 1.A  
HOLTET.ST  
EKEBERGBANEN

Special stamps used on quarterly  
travel passes or season tickets



## Ekebergbanen

Date? New values. Design as previously.

23. 75 øre red on blue (black control numbers)
24. 125 øre red on white (black control numbers)
25. 175 øre red on yellow (black control numbers)
26. 200 øre black on pink (dark red control numbers)

Date? (current in 1957). Design as previously.

27. 50 øre black on white (red control numbers)

Special stamps were issued for an express-goods motor-car (or truck) route run by the Ekeberg Railroad. (See under Part VII).

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

## The Graakal Railroad (Graakalbanen)

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

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

1. 25 øre black on pink paper



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

2. 50 øre black on light blue paper
3. 1 Krone black on yellow paper

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

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