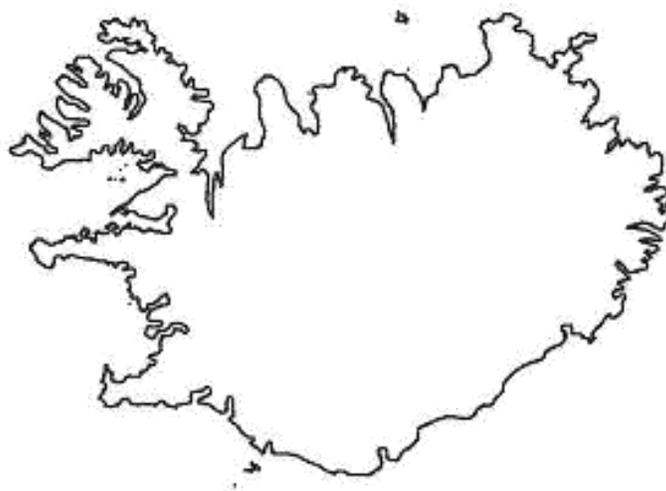
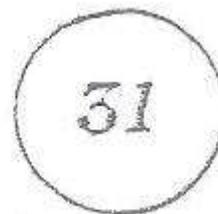


ICELAND PHILATELIC MAGAZINE

An independent journal for collectors of Iceland stamps and postal history



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Iceland Philatelic Magazine

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Please let me have your articles if you want them in the next issue which will be November. If you need help with translations let me know.

The editors will help with the English if necessary.

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Was this cancel ever used here? (2)



B1a Búðir Snæfellsnessýsla

Recorded use 1.7.30 -31.12.38

Búðir 1.7.30 -31.12.38

Vatnsholt 1.1.39 – 31.5.39

Búðir 1.6.39 – 30.9.45

Böðvarsholt 1.10.45 – 1951 ????????



Búðir closed on 30.9.45 and the collecting office moved to Böðvarsholt which is recorded as having its own B2c2 Böðvarsholt cancel from 1951. The Búðir cancel must have been used at Böðvarsholt in the approx. 6 years before the B2c2 cancel arrived. However, can anyone show a strike dated between October 1945 and 1951?

26.1.44



B2b Finnbogastaðir Strandasýsla

Recorded use 1952 -30.9.95

Bær 1.10.95 -12.12.95 ????????



The B8b Bær Árneshreppur cancel was available from 13.12.1995; so if it exists, B2b Finnbogastaðir used at Bær during a period of about 10 weeks from 1.10.95 must be rare. If you are holding a copy, please provide the editor with an image.

18.2.1988

B2c2 Neðri-Háls Kjósarsýsla



Recorded use 1951-31.12.61
Eyrarkot 1.1.62 16.4.62 ??????????????



The B8e Eyrarkot is recorded as available from 17.4.62; can any reader provide evidence of a Neðri-Háls B2c2 strike dated between 1.1.62 and 16.4.62?

18.11.59

Strictly speaking, the final example should not be included, but I could not resist showing it for the reason given below.



B7b Gjögur Strandasýsla

Recorded use 8.2.80 – 14.10.90
Kjörvogur 15.10.90 – 3.1.91

When I started writing this article, the inclusion of Gjögur was legitimate, as I had no evidence of the cancel used at Kjörvogur in the 6 weeks prior to the arrival of the Kvörvogur B8b cancel. However, as can be seen from the recently acquired cover shown below, this is no longer so. The cover was written by our Rúnar Þór Stefánsson, and I have him to thank for it.



B7b Gjögur dated 12.11.1990 used at Kjörvogur.
25kr inland letter plus 85kr registration. Rates valid 1.11.90 to 31.1.91

Iceland's aerogramme - the Harrison printings

It is reasonable to say that aerogrammes were never widely accepted in Iceland and saw little use. From their introduction in 1949 with a preprinted value, they were at the mercy of very frequent changes in postal rates. Very often it became necessary to add adhesive stamps to cover the latest postal rate, as it was impractical to anticipate rate changes and have a printing ready with the latest rate. Sometimes they were updated by meter machines instead of stamps. From the first issue of 1st October 1949 until late 1962, five types with an imprinted value were produced. The printer was Emil Moestue of Oslo, and the quantity printed of all five values was 251,400. The final production was in 1957. Such was the lack of demand for them, the post office was left with a large unused stock of the fifth and last issue, and it was decided to cease production of aerogrammes with imprinted values. However, in 1963 there was need to replenish stocks, and an order was placed with the printers Harrison & Sons, Ltd of London for the first aerogramme without a printed value.

I am grateful to Jerome Kasper, Hálfdan Helgason and Rolf Dörnbach for sharing their knowledge over a number of years, which enabled me to present this view of the second and last phase of the Iceland aerogramme.

First Harrison, London printing without imprinted value from 1st October 1963.

The illustration by courtesy of Hálfdan Helgason, shows the first Harrison printing which was introduced following the increase in the aerogramme rate to 5kr from 1st January 1968. The post office attached the 5kr Telephone Cable stamp issue in advance of sales. The format differs significantly from the original type, and consists of three panels arranged vertically, with three gummed sealing flaps on the sides and top. They were printed in blue on light blue paper watermarked IMPERIAL AIR MAIL, and the letter "T". The watermark is quite large, but is so widely spaced that many copies have a part watermark and some have no watermark at all.



I have never seen a used example of the 500aur rate, and would be most interested to see one, if a reader could oblige of course! (Note: the 175aur fifth issue from remaining stock were updated to 500aur and sales overlapped with the sale of the new Harrison type from 1.10.63).

The aerogramme rate increased to 5kr50 from 1.1.1966 and this example is unusual in that it has a full watermark. →

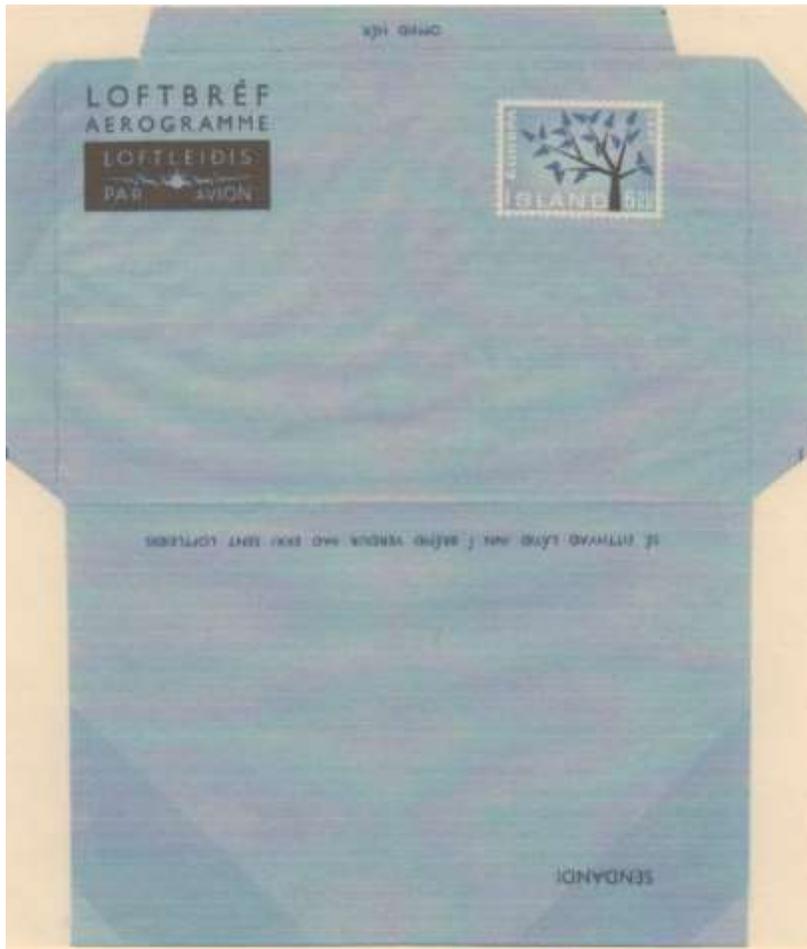
It contains a long hand-written message in Icelandic. On the reverse is a commercial logo for Sigurbjörn Gíslason.

5kr50 Reykjavík dated 7.9.1967 to USA.



Second Harrison printing from 1st January 1968.

The aerogramme rate increased again from 1.1.1968 to 6kr50 and Harrison's produced a new printing slightly different to the first.



The illustration, by courtesy of Jerry Kasper, shows the second Harrison printing which was introduced following the increase in the aerogramme rate to 6kr50 on 1st January 1968. The three folding flaps are larger than before and the address lines and selling price are omitted. A more precise description of the differences between the first printing and the next two are shown below, courtesy of Rolf Dörnbach.



My only copy of the second printing, with a very small portion of the watermark. It is philatelic with no message; two adhesives make up the 6kr50 rate, which applied for one year from 1.1.1968, until the next rate increase on 1.1.1969 to 10kr.

Third Harrison printing from 1st January 1969.

The third Harrison printing was introduced following the increase in the aerogramme rate to 10kr on 1st January 1969. Printed in a slightly darker blue paper, this time with the watermark letter "Z" instead of "T".



10kr rate from 1.1.1969 to 31.12.1972. Short message in Danish with the added attraction of an exotic destination – Venezuela.

In Jerome Kasper's display of the third printing, it is said that the most marked difference compared to the first 2 printings is in the design of the aeroplane propellers. Opinions vary on this, and I confess I cannot detect any difference at all. I will be interested if anyone can demonstrate the difference. I am grateful to Rolf Dörnbach for valuable information from his research published in past articles of *Philatistische Nachrichten*, following correspondence with various experts. Apparently, differences in the propellers are not mentioned at all. In his final article of August 1994, Rolf listed the following differences in the three post-1962 printings (each printing of 100.000 copies), according to U. Lindberg, ("Nordens Aerogrammes", Sweden, 1983).

		1st printing	2nd / 3rd printing
		01.10.1963	1968 /1969
format (folded)	millimetres	149 : 98	149 : 95
height of flap,	"	7 - 10	15
distance between points of folding line,	"	0.5	1.5
distinguishing letter in watermark above "mail"		T ("Imperial Air Mail")	Z ("Imperial Air Mail")

Forms could be purchased without adhesives in bundles of 500 for use by bulk mailers. The choice of adhesives used was left to the whim of postal officials, so some examples are known with as many as 5 adhesives. From 1963 until the post office ceased selling aerogrammes on 31.10.1990, the aerogramme rate changed no fewer than 36 times. Indeed, the rate changed every three months between 1.2.1978 and 1.9.83, and given the low take up by the public, some of the rates are very scarce indeed. The task of collecting an example of every rate change is formidable, and inevitably philatelic examples have to be accepted. For a reason

unknown to me, the common rate to all destinations was abandoned for a short period from 1.11.1980 to 28.2.1981, when different rates applied for “Nordic” and “útlanda”.

Here are a few examples of the third printing.



Keflavik Flugvöllur 1971 10kr rate to USA



Reykjavik 1974 15kr rate to Rhodesia



Reykjavik 5 1977 60kr rate to Australia



Reykjavik 1982 310 new aurar rate to Kenya



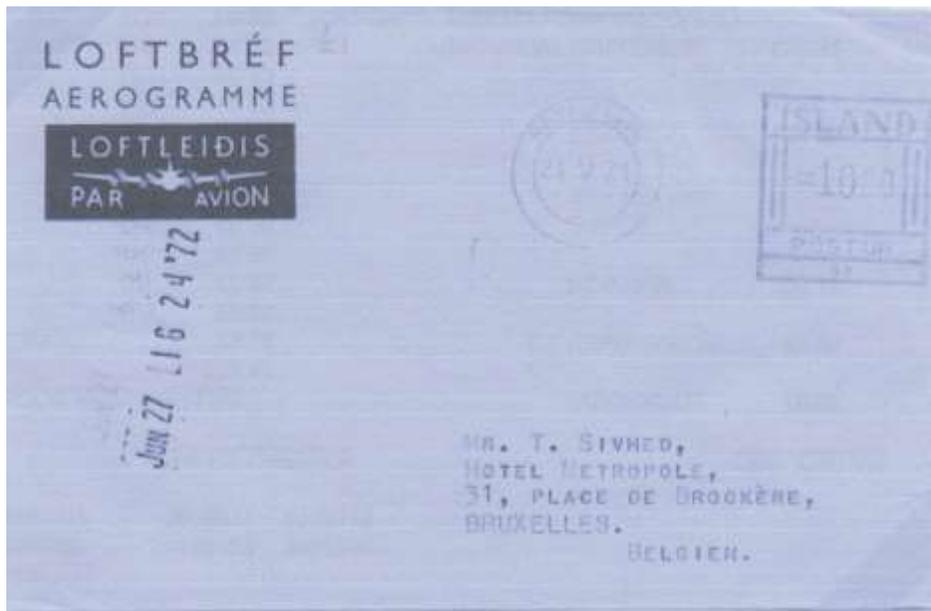
Húsavik 1983 750 new aurar rate to USA



Garðabær 1989 24 krónur rate to USA

Finally, thanks to Jerome Kasper, I am able to show rare examples of the use of two meter machines, which purchasers could request to be used instead of the normal adhesives to provide the correct postage. Regretfully, the original items are no longer available, and I ask for the understanding of readers with regard to the quality of the reproductions shown below, which were taken some years ago from a download of Jerome's display. Of course the editors would love to see more examples of the use of meter cancels!

Reykjavík Post Office Meter #89 used on 24.5.71 to apply the 10kr rate. Sent to Belgium.



Meter #518 of Útvegsbanki Íslands, Seyðisfjörður dated 20.VI.74 for the 20kr rate. Sent to Los Angeles, USA

Jerome described it as “copy damaged by subterranean termites”!



MÝRASÝSLA

Mýrasýsla, as the name suggests, is essentially a wet county - many small lakes, meandering rivers, but with fertile meadows on the plains supporting quite a few farms. The population of the county was at its highest in the mid-19th. Century at just over 2,000 and since then has declined slightly. Apart from the port Borgarnes, the only other villages of any size are Hvanneyri and Bifröst with around 250 inhabitants each, and Kleppjárnsreykir with around 50 inhabitants.



4.1 HVÍTÁRSÍDUHREPPUR



An interesting tourist spot near Gilsbakki is **Bjarnafoss**, where the Hvítá emerges from under a lava field. It was at **Gilsbakki** that a collecting office was opened 23.4.1892, used a single ring crown and posthorn cancel until 1903, then number 150 and finally Swiss bridge

type B1a. Further downstream is **Síðumúli**, where there is a church and here a collecting office was opened 01.07.1931 and used number 252 and later Swiss bridge type B8b. The office here was closed 30.4.1986.

4.2 ÞVERÁRHLÍÐARHREPPUR

Just to the north of Síðumúli is the rectory of **Norðtunga**. The post office was moved here from **Arnarholt** in Storholtstungnahreppur (4.4) 1.4.1900 and used the provincial post office cancellation of Hjarðarholt. The post office was closed on 31.12.1905 and moved to Borgarnes and a collecting office opened at **Norðtunga** from 1.4.1905. Till closure 31.12.1975 it used numeral 149 and Swiss type B1a.



4.3 NORDURÁRDALSHREPPUR

On the road to Hrótafjörður on the north coast and a few kilometres after the turning to Búðardalur lies the farm and church of **Hvammur (1)** originally a collecting office for the Northern and Eastern Past, opened in 1873. However, it only remained open for the calendar year 1873, but was reopened 1.1.1907 and used number 187 until 31.12.1915 when the office was moved to **Dalsmynni (1)** on the junction of the Hrótafjörður and Búðardalur roads. Hvammur was reopened for the last time between 1.7.1931 and 31.3.1957 using number 255 and was then moved to Bifröst.



Dalsmynni (1) was open between 1.1.1916 and 31.12.1976 using number 187 (till 1952) and Swiss type B1a. Finally in the parish an office was opened at **Bifröst**, a hotel and a business university campus a few kilometres south of Dalsmynni (1). Here a Swiss bridge cancel type B8d was used 1.5.1957 (moved from Hvammur) till closure in 1983.

4.4 STORHOLTSTUNGNAHREPPUR

A post office was opened at **Hjarðarholt (1)** in 1873 and used a provincial type postmark. The office was then moved 7.10.1879 to **Arnarholt** but continued to use the provincial postmark of Hjarðarholt. On 1st. April 1900 the office was moved again, this time to **Norðtunga** in the adjacent parish of Þverárhlíðarhreppur (4.2), however, Arnarholt continued to have an office - a collecting office using a triple ring crown and posthorn cancel until 1903 when number 148 was introduced. The office was finally closed at Arnarholt 31.3.1905 and moved to **Munaðarnes**, and used number 148 (also found in manuscript) until 01.01.1924 when the office was again moved, this time to **Svignaskarð** in Borgarhreppur (4.5).

Grafarkot collecting office was open between 1.07.1931 and 31.3.1957, using number 254, later Swiss bridge type B2c2 and a straight line cancel, and **Lundar (1)** opened at the same time, used number 253 and was closed 30.6.1959.



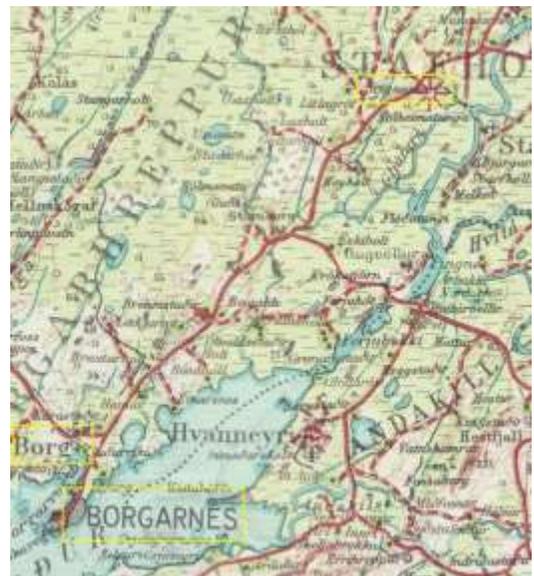
Finally **Varmaland** collecting office was open from 15.04.1946 to 31.12.1975 using Swiss bridge type B8d from 1960. The office didn't have a cancellation of its own till 1960 though it did use number 125 from 15.4.1957 to 25.6.1957. Only one example has been found of this cancel used at Varmaland on a philatelic Gamla Bío letter. Varmaland is otherwise known as Laugaland.

None of these farms are remarkable - there are churches at Hjarðarholt and Norðtunga and Grafarkot farm is now abandoned. Varmaland has some geothermally heated greenhouses.

4.5 BORGARHREPPUR

The first office in the parish was opened at **Borg (1)** on 27.3.1886, very close to present-day Borgarnes (4.7). It was closed 31.8.1891 and the collecting office moved to Borgarnes (4.6) and as was the norm at that time had no cancels to its name. At Borg, about 3 km from Borgarnes, is the site of the farm of the original settler in the area, Skallagrimur. His name is now used to represent all the sports team from Borgarnes.

The only other office in the parish was at **Svignaskarð**, about 20 km from Borgarnes on the road to the north coast. Here a collecting office was opened 20.12.1923 (moved from Munaðarnes (4.4)), closed 31.12.1972 and used firstly number 148 and then Swiss bridge type B2a.



4.6 BORGARNESHREPPUR

Important as a distribution centre for the agricultural hinterland, **Borgarnes** is a small port on Borgarfjörður with a current population (2011) of 1763. It was incorporated on 24.10.1987. The collecting office opened there 1.9.1891 (moved from Borg (1)(4.5)) and used a crown cancel, single ring type, until number 149 was introduced in 1903. The office was elevated to post-office status 01.04.1905, Norðtunga post office having closed, and since then has used the Hjarðarholt provincial post office cancel, Swiss bridge types B2c1, B3c, B8e, B8b (2 types), B8b1 and a machine cancel. A fire destroyed the office in 1920 and temporary numeral cancel 207 was used there for a short time (15.11.1921 to 1922) till a replacement was sent.

4.7 ÁLFTANESHREPPUR



At the extreme end of the Álftanes headland lies the farm of **Straumfjörður**, an island reached by a tidal track across a sand spit. Up till the 20th century there was off and on a trading and rowing boat fishing centre here. A collecting office was open between 30.1.1894 and 31.12.1894 and used a single ring crown cancel. The office was then moved to **Kórunes** (known alternatively as Kóranes) from 1.1.1895 to 3.12.1899 and continued to use the Straumfjörður crown cancel. Kórunes is also on the island and was 2km south-west of the farm Straumfjörður. This was a - now abandoned - general store.

From here the office was relocated to Vogur (4.8) in the next parish.

Álftanes itself had a collecting office between 1906 and 31.12.1953 using number 179. Apart from the parish church there is little of note at Álftanes.

Arnarstapi (2) is a small community on the main road to Stykkishólmur. The collecting office opened 1.1.1923, closed 31.12.1928, reopened 1.7.1931 and closed finally 31.12.1971 using 118 the whole time. It never got a bridge cancel and no use has been recorded after 1960.

4.8 HRAUNHREPPUR

On the old road near the county boundary with Hnappadalssýsla is the parish church of **Staðarhraun**, which had a collecting office from 1.1.1873 to 18.4.1876 (moved to Hraundalur) and again 7.2.1877 (moved from Hraundalur) to 31.8.1905 when it was moved to Brúarfoss. In that time it used a single ring crown cancel and number 153. Staðarhraun was served by the main Western Post from 1873. **Hraundalur** was therefore opened 19.4.1876 to 6.2.1877 but no cancels are known.



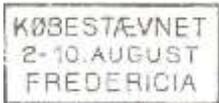
Brúarfoss is a farm a few kilometres downstream on the river Hvítará, and the main road now bridges the river at Brúarfoss. The collecting office there used 153 and latterly Swiss bridge type B1a and was open 1.9.1905 to 31.12.1975. On the coast near the manor farm of Akkrar are the remains of the abandoned farm of **Vogur** where an office was opened for one year in 1900 having moved from Kórunes (4.7) and used the Straumfjörður crown cancel.

Slogans used at OMK (artering) post office in Copenhagen

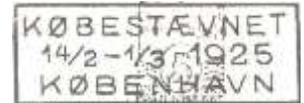
From 1924 and onward text clichés were used combined with the machine cancels at OMK post office. In the period up to the start of WW II, 39 different clichés were used and could in theory be found on Icelandic stamps.

Many of those are on cover, but –alas- only half of them have yet to be seen. Some clichés were used only for a short period, and might therefore not be found on Icelandic stamps.

It is obvious that it is difficult to distinguish between some clichés on stamps off cover. However, all letters are placed differently in each cliché. **All shown clichés are in reduced size.**



used at OMK. 1924
(small sized)



used at OMK. 1925



Used at OMK 1925



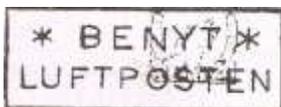
Letter to Denmark cancelled 27 7 25 with slogan machine “Købestævnet....”
FRA ISLAND type II. Letter rate 20 aur 0-20 gr. Handwritten “Gullfoss”.



Used at OMK 1925



Slogan machine cancel used on cover to Denmark 12 6 25.
FRA ISLAND type II. Postage 0-20 gr. was 20 aur.



Used at OMK 1925

It is obvious that I am not able to show all postmarks on Icelandic stamps. However, I shall also show the slogans not found yet.

KØBESTAVNET
13-28. MARTS
KØBENHAVN

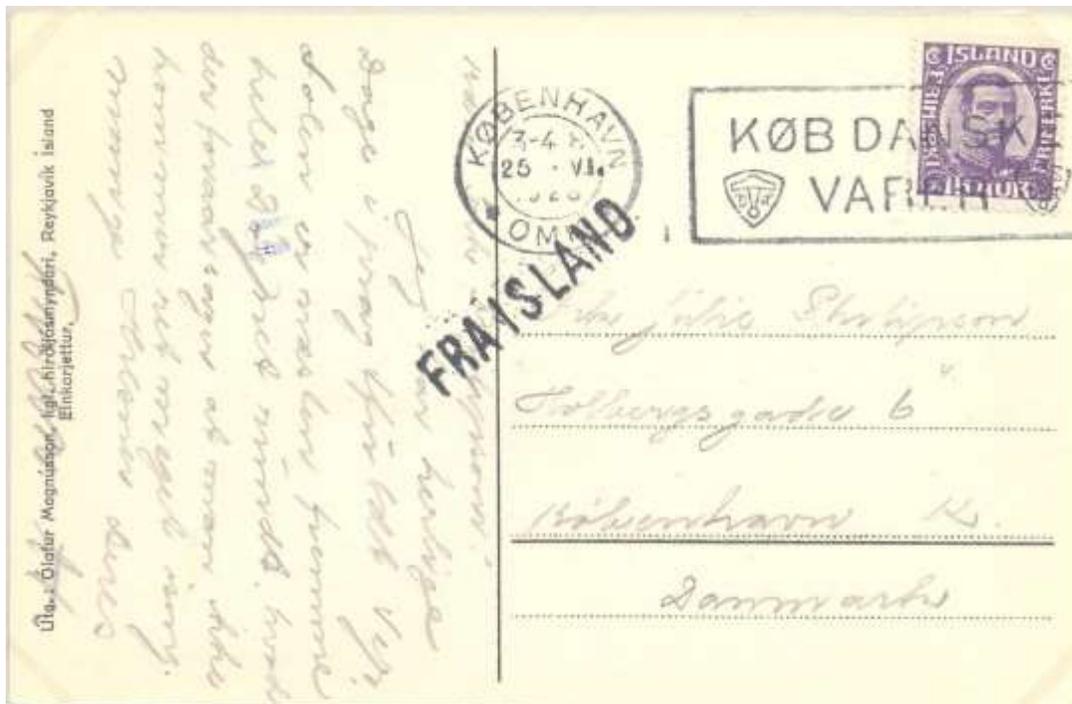
Used at OMK 1926



Letter to Denmark cancelled with slogan machine canceller 17 2 1926. FRA ISLAND type II.
Faint "K" 3 OMB. Letter rate was 20 aur 0-20 gr.

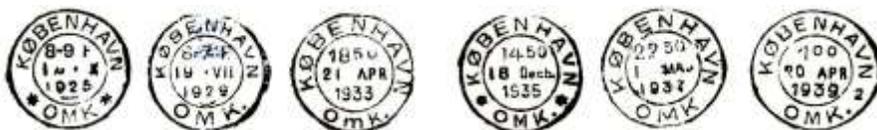


Used at OMK 1926-32



Postcard to Denmark cancelled 25 6 28. Text "KØB DANSKE VARER". FRA ISLAND type II. Postmark shows six-pointed star in circle. Postcard rate 15 aur.

This is far the most common slogan postmark. When going into details you will find many varieties in the circular part as seen from these examples:





Used at OMK 1926-32



Letter to Denmark cancelled 10 3 30. Text "KØB DANSKE VARER". FRA ISLAND omitted.
No stars in postmark. Letter rate 20 aur 0-20 gr.

KØBESTÆVNET
7-15. AUGUST
FREDERIGIA

Used at OMK 1926



Cover to Austria cancelled with slogan machine cancel 12 7 1926. FRA ISLAND type II.
Foreign rate was 35 aur 0-20 gr.

POSTGIRO BETYDER
PENGESAGER
FORMINDSKET RISIKO

Used at OMK 1926



KØBESTÆVNET
5-20. MARTS
KØBENHAVN

Used at OMK 1927



ALMINDELIGE
BREVFORSENDELSER
MAA IKKE INDEHOLDE PENGE

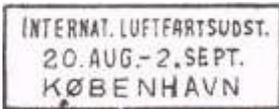
Used at OMK 1927-29



OMK slogan postmark "ALMINDELIGE BREVFORSENDELSER....." on postcard cancelled 25 27. FRA ISLAND type 2. Postcard rate to Denmark was 15 aur.

KØBESTÆVNET
6-14. AUGUST
FREDERICIA

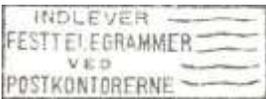
Used at OMK 1927



Used at OMK 1927



Used at OMK 1928-33

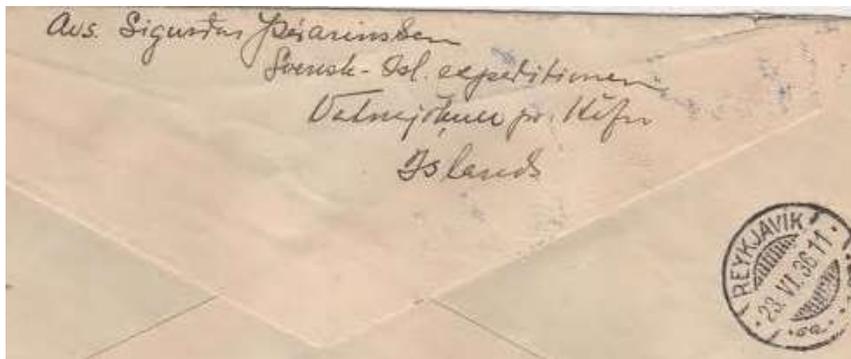


Used at OMK. 1928 - 41



Letter to Denmark cancelled slogan machine cancel 9 10 37. FRA ISLAND type III. 6 aur stamp 10 in sheet (cracked plate). Postage 0-20 gr was 20 aur.
To be continued

Glacial questions *Mike Schumacher*



I wonder if anyone can translate a couple of things on these covers?

On the cover to Stockholm What does the first line of the address say?

And on the reverse side of that cover - what is the name and address of the sender?



On the cover to Bergen Norway What does the first line of the address say?

From the sale of Indriði Pálsson's collection (Part 2)

I am sure a fair number of readers will have their copy of the catalogue and will have seen the prices achieved. Here are some of the most spectacular results, beginning with a few which might be described as “within the aspirations of average collectors”, and ending with a few of those which belong to the realm of those with bottomless pockets. They all have one thing in common; their prices far exceeded expectation. All are prices achieved in euros.



1300
Stórinúpur



1150
Úlfjótsvatn



900
Porlákshöfn



900
Veðrará

And now for a few of the more rarified items.



4600



5600



4200



Described as *Extremely beautiful cover with crown cancel “MÝRAR” (V. Skaft.) on 10aur red carmine of printing VII of 1895. Transit cancel “VÖLLUR 12.5” and arrival cancel “REYKJAVÍK 15.5.96”. Facit RRR on stamp only. ONLY KNOWN COVER WITH THIS CANCELLATION*

Est. 2000 euro

Hammer price 11,000 euro

