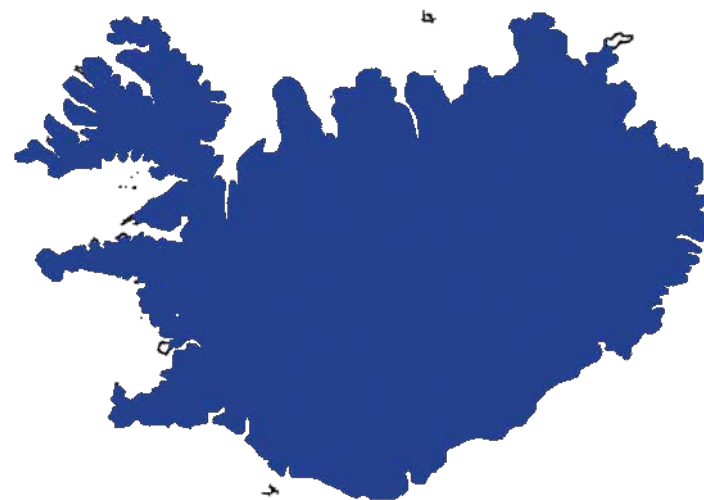
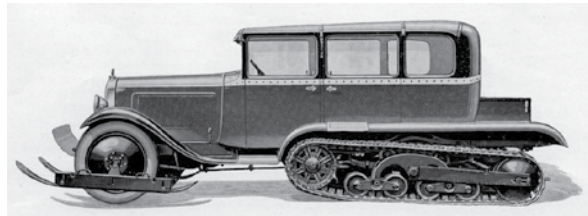




Citroën-Kégresse in Iceland





The Citroën-Kégresse P15N

The Citroën-Kégresse P15N was introduced in December 1928. The engine was the same as in the P19 Kégresse; the 6 cylinder engine from the Citroën C6 with a volume of 2442 cm³ and a 3-speed gearbox. In December 1932 the P15NK was presented. This car differed from the previous having a bigger engine (3015 cm³). In November 1934 the P15N 75 was presented, and now the new engine from the 15 Rosalie model was used. Still a 6 cylinder, but now with 2650 cm³ and a 4-speed gearbox. The Chassis weight increased through the period from 1600 to 1790 kg.

The P15N series differs from the other Citroën-Kégresses as they were equipped and made for use in snow. They were fitted with skis by the front wheels and the belts were much wider and longer than the standard Kégresses. All wheels were dimensioned to these extra wide belts. The plates on the belts were moulded in aluminium alloy (to reduce the weight). At the centre of each of them was a rectangular rubber block which were narrower than the normal 6-sided blocks.

When the P15 came to Iceland

In February 1930 the Icelandic Road Administration (ICERA) imported a half-track Citroën-Kégresse model P15N. Later the same year they imported three more. The first Kégresse came with a body made by Wattenberg in Norway. The three other Kégresses came without a body but the coach builder Tryggvi Pétursson built a similar body for these three cars, one without windows in the back.

Of the four imported Citroën-Kégresses two still exist.

One is in the Transportation and Communication section in the Skógar Museum (no. 2). The wreck of another one is in a warehouse in the museum (no. 3). Unfortunately both cars have had their engines replaced with 4-cylinder Ford A engines instead of the original 6 cylinder Citroën-engines.



Selfoss
Hellisheiði
Holtavörðuhéiði
Skógar
Egilsstaðir
Fagradalur
Fjarðarheiði

Collecting the story

On the Internet we found the Kégresse at the museum in Skógar and a story about the existence of the remains of the other one. This was of course interesting and had to be investigated! Through colleagues we contacted Borgþór Magnússon. He took up the challenge and to our joy he dug up this piece of Icelandic history.

Borgþór made contact with several people: Árni Kristinsson, and Jakob Hálfðanarson, who knew the stories. Our friend Wouter van Dam went on holiday in Iceland and was persuaded to photograph the Kégresse at the Skógar Museum. While Wouter was in Iceland, Jakob came up with information on the second Kégresse. So we asked him to contact Wouter. He did and he offered to take Wouter on a trip to the depot.

Imagine our excitement: to bring these people together and have them collecting the information and take the detailed photos. Please enjoy the many fine photos of both vehicles!

Dear Borgþór, Jakob and Wouter, your effort is indeed appreciated!

In 2017 we received a huge upgrade from Smári Ólason, researcher and guide at the Skógar Museum, with help from Sigurbjörn Helgason and Jakob Hálfðanarson, Thanks!

Krybebaands Societet



History about this car

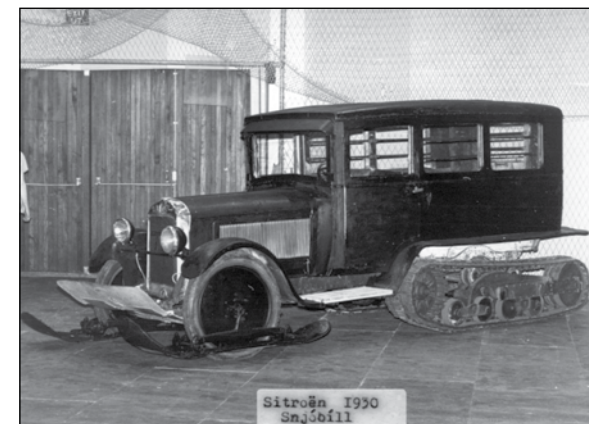
This car is from the second delivery, car no. 2. Chassis number 5551. It was registered on January 19th 1931 with the registration number MB 86. On July 1st 1937 it was re-registered as MB 39. Later it was once more reregistered, now as M 318. Apparently it was unregistered in the nineteen sixties so it was in use for more than 30 years.

This car served on the Holtavörðuheidi from January 1931 to March 1951. As a new snowmobile came to Holtavörðuheidi it was sent to Akureyri and later to Húsavík. It was still in use in the nineteen sixties. The National Museum acquired this car from the north of Iceland in 1979. Since the opening of the Transportation and Communication division in the Skógar Museum in 2002 it has been on display in the museum.

Jakob Hálfðanarson has kindly supplied the pictures on this page.



The photo below is from the Skógar Museum.



A stamp issued 1992 by the Iceland mail service. The Kégresse from Skógar Museum was the subject.



P15 N in Skógar museum - car no. 2

These photos were taken by Sæmundur Ásgeirsson, Flemming Jensen in 2008 and by Wouter van Dam in 2009.



Photo: Sæmundur Ásgeirsson



Photo: Sæmundur Ásgeirsson



Photo: Wouter van Dam



Photo: Wouter van Dam



Photo: Wouter van Dam



Photo: Wouter van Dam



Photo: Wouter van Dam



Photo: Wouter van Dam



Photo: Wouter van Dam



Photo: Wouter van Dam



Photo: Wouter van Dam



Photo: Wouter van Dam



Photo: Wouter van Dam



Photo: Wouter van Dam



Photo: Wouter van Dam



Photo: Wouter van Dam



Photo: Wouter van Dam



Photo: Wouter van Dam



Photo: Wouter van Dam



Photo: Wouter van Dam



Some history of this car

This car from the second delivery in 1930 is no. 3. The front of the body has been altered, making it easier to put in a new windscreen.

Borgþór Magnússon who works at the Icelandic Institute of Natural History, brings a story about this bright-coloured Kégresse, as told by Árni Kristinsson. See next page.

In the beginning this car was sent on a ship to Reyðarfjörður in the east but two years later it was sent to Holtavörðuhéiði. Later it was mainly used in the east on Fagridalur near Egilsstaðir. In 1960 it was sold to Reyðarfjörður but two years later it broke down in Fjarðarheiði between Seyðisfjörður and Egilsstaðir. Here it was abandoned and left outside being vandalized piece by piece.

In 1966 this Kégresse was saved and stored, first in a warehouse by the Icelandic Road Administration (ICERA) but now it is in a warehouse in the Skógar Museum.



This photo is from the Ystafell Museum catalog.



Just after the car broke down.



Fjarðarheiði, close to Norðurbrún, east Iceland around 1960. It may have been the same grey car that was in this area 30 years earlier, The first Kégresse came in east Iceland in 1931. Picture from Borgþór Magnússon



Picture from a book about Sigfús Kristinsson. Fjarðarheiði, close to Norðurbrún. The Kégresse shown some time after it had broken down and left in the fields.



In the late sixties.



Gráni - car no. 3, the story

Árni Kristinsson told a story about his father Kristinn Árnason driving the snowmobile. He was working with Þorbjörn Arnoddsson (1897-1976) from Seyðisfjörður. Þorbjörn became a driver in 1935 and in 1952 to 1963 he broke the isolation of Seyðisfjörður by running his own snowmobiles three times a week in the wintertime. His achievement has been rewarded with a monument. Arndís Þorvaldsdóttir wrote the story and it was translated by Borgþór Magnússon.

Here are some information which I got from my father and through reading about the matter.

In 1929 the Icelandic Road Administration imported a Citroën snowmobile for use on Hellisheiði in southern Iceland. In the following year three more of these cars were imported, and a special cabin (body) was built on them in Reykjavík. One of them is used as a second car on Hellisheiði, one on Holtavörðuheiði in western Iceland and the third one is sent to eastern Iceland. With the car came Siggí Sveins (Sigurður Sveinsson), which later became a car inspector in the area. This car seems to have been in use here in the east for two winters, mostly on Fagridalur. After that it is sent back to Holtavörðuheiði in western Iceland. It was around 1960 that a few Héraðsbúar (people living in the Egilsstaðir area) bought one of the snowmobiles from Holtavörðuheiði (Fornihvammur). These men were Bjarni Linnet, Einar Björnsson & Gunnar Gunnarsson and Vilhjálmur Mag-

nússon. The car was given the name Gráni (Grey), it may have been the same car that was here in the area 30 years earlier. The car was not well equipped for driving in steep landscape and was therefore not used much on Fjarðarheiði, but was used more on the flatter land around Egilsstaðir and up to Jökuldalur valley. The car ended its life up on Fjarðarheiði close to Norðurbrún, where the engine overheated and melted down, the front of the car was as if it had later been burned.

My dad says that he pulled the car to the spot where it was left and was standing for quite some time. They went to get the car to fix it but that was never done. In the end the Road Administration cleaned up what was left of the car and transported it down to Fellabær (across the bridge from Egilsstaðir). From there it was later taken to Akureyri, but I do not know what became of it there.

Árni Kristinsson, August 2009



This photo was taken up at Hauksstaðir in the winter of 1961. There you see "Gráni" and another snowmobile, a Studebaker Weasel belonging to Vignir Brynjólfsson, probably the first snowmobile that Þorbjörn Arnoddsson owned. Gráni had broken down when the photo was taken and the Studebaker Weasel went to assist. On the photo you see Svavar Sigurðsson, leaning towards Gráni and Vignir.



Gráni today

These pictures are taken in 1998 by Jakob Hálfðanarson when Gráni was stored in Selfoss. Today Gráni is in the Skógar Museum.





History - car no. 4

The Kégresse delivery van

From the second delivery in the end of 1930 this is the last car no. 4. It has a similar body as the others but without any windows in the back. This car was mainly used as a second car in the passage Holtavörðuheiði in the north and in the passage Hellisheiði in the south, transporting a.o. mail and luggage, feed supplements for the animals to the farmers and specially over Hellisheiði the milk from the farmers in south of Iceland towards Reykjavík.



The picture of this Kégresse van was taken in front of the main workshop for the ICERA in Borgartún 5 in Reykja-vik. There is no registration number on the Kégresse so the photo could have been taken in the fifties, after it had been unregistered and the tracks could have been used as spare parts for an another vehicle.