

Raforkumálastjóri
Vatnamælingar

Skilagrein 184

• S n j ó d r á t t a r v é l a r k a u p

Reykjavík, 12. des. 1959
S. Rist

Snjódráttarvélakaup

Hinn 4. apríl 1957 sóttu rafmagnsveiturnar um gjaldeyris- og innflutningsleyfi fyrir snjódráttarvél og um líkt leyti hefur snjódráttarvélin **IS** verið föluð hjá Orku h/f, en ávkeðin pöntun hefur ekki verið gerð, bíða þurfti eftir leyfi. Leið nú allt sumarið 1957 að ekkert gerðist - leyfisumsókn var synjað.

Leið nú að haustnóttu 1957 þá fóru vatnamælingar að jagast í þessu og á vetrinum 57/58 fékk loks leyfið. Gert var ráð fyrir að dráttarvélin yrði flutt inn um sumarið 1958 og yrði svo snemma tilbúin (yfirbyggð og annað) að hægt yrði að taka hana í notkun í nóvember 1958. Hún var ókomin í september, sömuleiðis í október, og tók nú undirritaður að nauða á þessu við innkaupadeildina og raforkumálastjórn.

Svör frá Orku voru jafnan loðin stundum var dráttarvélin komin af stað, að því mér hefur skilist, stundum beið hún vegna vöntunar á skipsrými o.s.frv.

Það mun hafa verið um mánaðamótin nóv. des. 1958, sem raforkumálastjóri tók skarið af og sagði, að við yrðum að líta svo að að kaupin féllu niður ef dráttarvélin væri ekki með skipi sem þá var að leggja upp frá New York og Orka hefði nefnilega tilkynnt nokkru áður að dráttarvélin myndi örugglega koma með því í síðasta lagi.

Þegar á þessu málastappi stóð barst vatnamælingunum tilkynning frá Orku að ný og endurbætt dráttarvél væri komin á markaðinn. Þar var um Muskeg-vélina endurbætta. Hún var komin með frambyggðavél og millikassa auk annara smærri endurbóta. Hún gekk undir nafninu Model HDW Muskeg Carrier. Þarn voru veiga miklar endurbætur og lagði ég því til að ef **IS** kæmi ekki eins ráð hafði verið gert þá yrði HDW-vélin keypt, en taldi þó rétt að fá nokkra tekniska data og verðið ákveðið.

IS reyndist ekki með nefndri skipsferð og Orku hafði verið tilkynnt af innkaupadeildinni að ef vélin væri ekki með skipinu þá yrði að skoða það svo að kaupin féllu niður.

Hinn 5. marz 1959 var Orku skrifað meðfylgjandi bréf. Sem svar við því barst frá Orku bréf firmans L' Auto Neige Bombardier, dags. 22. apríl 1959 og fylgir ljósmynd af því hér með. Að fengnu því bréfi var tvennt óljóst endanlegt verð og hver væri munurinn á Model HDW og Model S. Hinn 23. maí tók J. Björnsson á móti símsvari um þetta atriði frá Þórði í Orku en svarið var þannig Model S = Model HDW + platform.

Hvert verðið hefði orðið á Model S 4 ganga vissi ég ekki nákvæmlega en eftir þeim upplýsingum sem innkaupadeildin fékk hjá Orku var reiknað með \$ 5.500 til 6.000 F.o.b. New York.

Pöntun á Model "S" hefur ekki verið sáð, þar eð talið var að þetta verð væri of hátt og vatnamælingarnar hefðu ekki fjármagn til að kaupa svo dýrt farartæki.

Í apríl 1959 lét Guðmundur Jónasson þess getið, er ég ynti hann þess, að vart gæti hann leigt snjóbil oftast til vetrarferða hjá vatnamælingum, og bauð R-345 til kaups. Sú bíltegund hentar ekki við þær aðstæður og færi sem venjulegast er í ferðum vatnamælinga.

Þegar ljóst var með verðið á model "S" og að vatnamælingar gætu ekki hlofið það og ekki var það heldur ráðlegt að treysta á að fá leiðan bíl hjá G. Jónassyni, ræddi ég um það við stjórnarmeðlimi Jökclarannsóknafélagsins hvort ekki væri möguleiki fyrir vatnamælingar að fá leiðan bíl hjá félaginu. Í þann mund var leiðangur að leggja upp á Vatnajökul. En skriðbílar (Weasels) Jökclarannsóknafélagsins voru ekki þar með. Félagið hefur átt einn skriðbíl, Jökul I, en hann var nú ekki ferðafær. Þótt hann hafi verið notaður aðeins nokkra daga á ári, hálfan mánuð eða svo, þarf hann töluvert viðhald og eftirlit. Ekkert hafði verið gert við hann og var þar um að kenna fjárskorti, skilningsleysi og framtaksleysi stjórnarinnar (ath. undirritaður er gjaldkeri félagsins). Félagið átti ennfremur annan bíl "í smíðum" ef svo má segja. Sigurgeir Geirsson, Hamrahlíð 31 var að setja hann upp (fenginn hjá hernum). Af einskærri ósérplægni hafði Sigurgeir standsett bílinn í sjálfboðvinnu. En herzlumunurinn var eftir styrkja þurfti beltin og smíða á hann hús. Stjórn Jökclarannsóknfél. leit svo á að hagkvæmt gæti verið fyrir báða aðila Vatnamælingar og Jökclarannsókn. að leigja vatnam. bílinn gegn því að leigutaki annaðist útvegum á beltastyrkingum og byggði yfir bílinn og legði út fé fyrir hvoru tveggja, sem yrði svo greitt með leigunni.

Ekki hefur endanlega verið gengið frá leigusamningi. Uppkast fylgir hér með.

Innkaupadeildin hefur útv. og skrifst. greitt beltastyrkingar og aðra varahluta frá Namit í Stockholmi að upphæð kr. 46.233,00. Verið er að byggja yfir bílinn á Selfossi.

Reykjavík, 12. des. 1959.

Sigurður Þorláksson



MUSKEG TRACTOR

SNOW - MUSKEG - MARSH - BUSH - SLOPE - ROUGH TERRAIN

WEIGHT

The minimum attainable for the traction, sturdiness and power supplied.

STEERING

Through controlled differential, heavy duty type.

HULL AND FRAME

Watertight, sealed in up to top of deck.

REMOVABLE CAB

Unit is available with or without operator's cab.

TRACK BELTS

Endless, rayon cord and steel cable reinforced for long trouble free operation.

SPROCKET GEARS

Rubber reinforced with fabric, unimpaired by impact from obstacles such as stones, logs, ice.

BOGIE WHEELS

Double set on each side for better load distribution and stability.

TRACK STABILITY

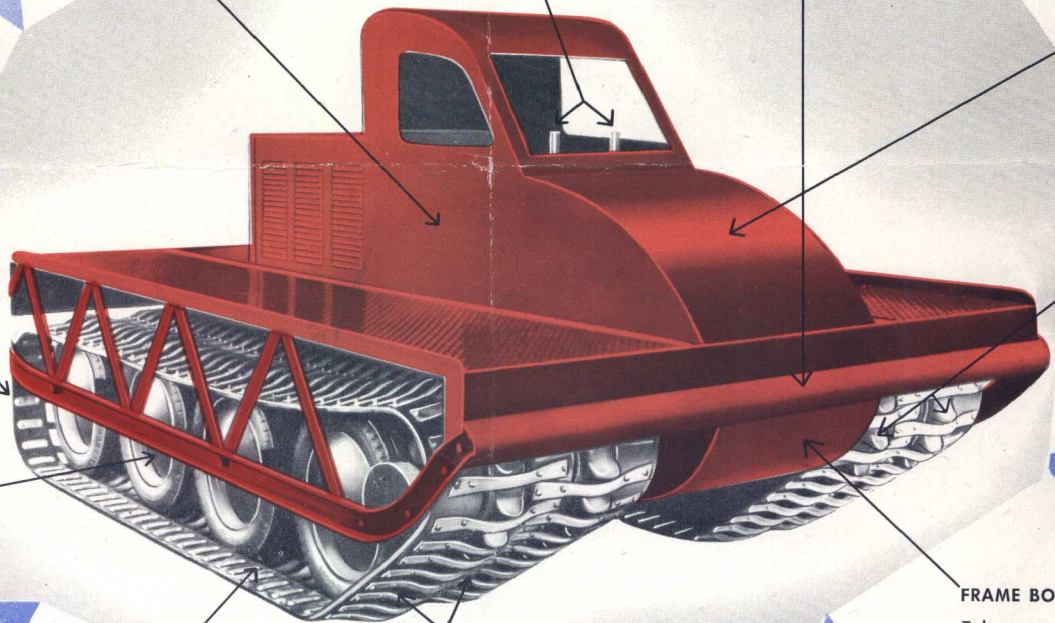
Track cannot be thrown off on account of its dual groove construction, width and being caged in by side members.

TRACK ASS'Y

29" Wide each.
Dual cross link type for maximum traction and floatation.

FRAME BOTTOM

Toboggan type, free from protruding parts, slips over obstacles.



MANUFACTURED BY

BOMBARDIER SNOWMOBILE LTD.

VALCOURT, QUEBEC - CANADA

The Super Efficient

FLOATATION

TO STAY ON TOP OF
THE SOFTEST SURFACES

TRACTION

TO PULL THROUGH THE
TOUGHEST PLACES

STURDINE

TO WITHSTAND
ROUGHEST U

Oil Industry :

Drills, water tanks, Seismograph instruments and other equipment can be installed directly on the vehicle which can travel over treacherous and exceedingly soft terrain such as marsh, muskeg or snow where no other type of land vehicle can venture without getting inextricably mired. The Muskeg Tractor with or without the above equipment can be used for hauling crew camps.

The Bombardier Tractor can be a precious auxiliary in the laying of pipe lines in difficult places;

Mining Industry :

Prospectors and exploration parties will find the Bombardier Muskeg tractor to be the ideal and most reliable vehicle to carry on their work and haul equipment the year 'round over roadless terrain inaccessible to other transport.

Freighting :

Hauling of material and equipment in remote roadless regions can be accomplished with the Muskeg Tractor. These tasks can be carried on over snow or marshy ground.

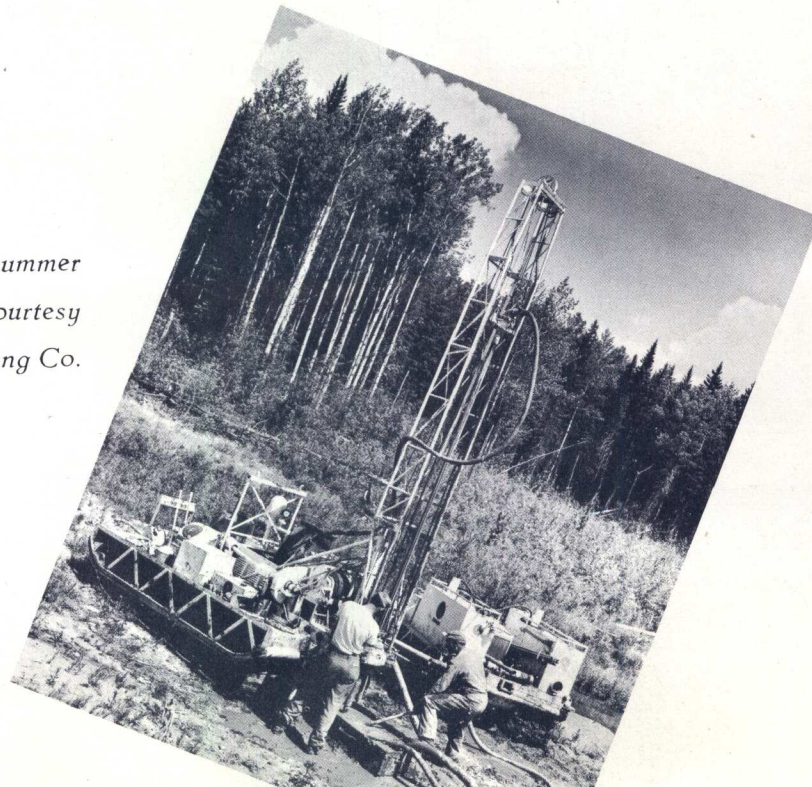
Public Services :

Construction of power and telephone lines which often cross swampy land, emergency repairs and maintenance in extremely difficult conditions such as during snow-storms are easy tasks for the Bombardier Muskeg Tractor which can also be used to carry chemicals for weed killing and brush clearing.

Drilling in Summer

Courtesy

G. E. Failing Co.



*Travelling in mu
Courtesy W. C.*



All Season Vehicle For Off Road Operation

S
H E
S E

Whatever your transportation problem may be and where every other form of land transport has failed, you are sure to find the Bombardier Muskeg Tractor, a vehicle with the maximum traction and floatation, capable of taking over and carrying on tasks thought of as impossible before the advent of this super-efficient vehicle.



*Drilling in Winter
Courtesy
Gulf Oil Co.*

THE MUSKEG TRACTOR s p e c i f i c a t i o n s

WEIGHT & DIMENSIONS

Length	11'-8" ²⁵⁵
Width	7'-3" ²²⁰
Height	5'-10"
Weight	4,500
Road Clearance	16 inches

PERFORMANCE

Maximum Speed	25 m.p.h.
Cruising Speed	18 m.p.h.
Approximate Ground Bearing Area	6200 sq. in.
Approximate Ground Pressure	3/4 lb. p.s.i.
Payload Capacity on Tractor	2500 lbs.
Draw Bar Capacity When Loaded	3000 lbs.
Turning Radius	15'-0"

ENGINE

Engine (make): Chrysler	
Brake Horse Power	115 at 3400 r.p.m.
Number of Cylinders	6
Bore	3-7/16"
Stroke	4 1/4"
Battery	6 volts
Generator	45 amp.
Carburetor	down draft

Manifold	up stack
Clutch	Single disk, dry
Transmission Type	Synchromesh
Transmission Speeds	4 forward, 1 reverse
Differential Ratio	5.83 to 1

TRACK & SUSPENSION

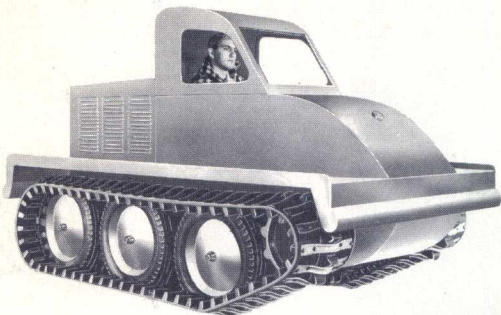
Track Type	Rubber belts with steel cross link
Track Width	29" each
Track Belt	Endless — rubber and fabric reinforced with steel cables
Number of Wheels	16
Type of Wheels	Monopiece-drop center
Tire - Rubber	4.50 x 16 6 Ply

FRAME & HULL

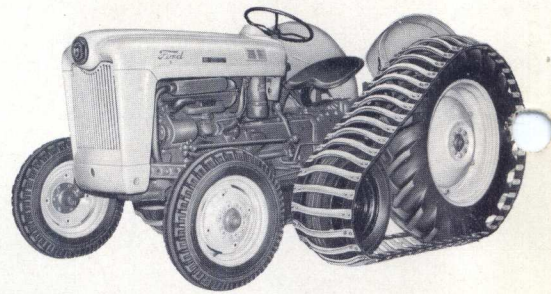
Frame	100% Welded - watertight
Frame Type	Toboggan

MISCELLANEOUS

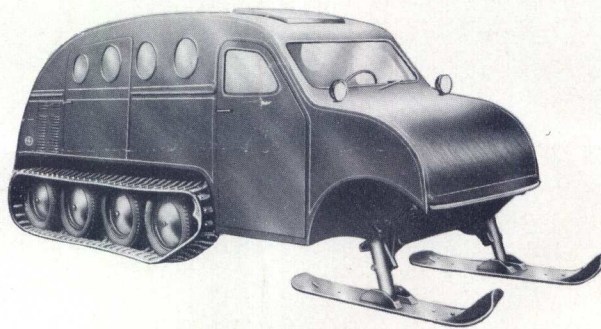
Fuel Tank Capacity	22 1/2 Imperial gallons
Cooling System Capacity	15 quarts
Crank Case Capacity	4 qts. SAE 10 to 40
Oil Filter Capacity	1 qt. SAE 10 to 40
Differential Capacity	10 qts. SAE 30
Transmission Capacity	2 qts. SAE 30



SMALL FULL TRACK



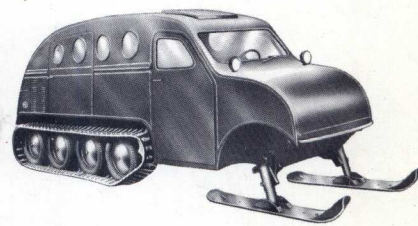
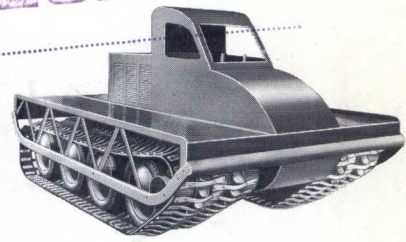
BOMBARDIER HALF TRACK



12 PASSENGERS SNOWMOBILE

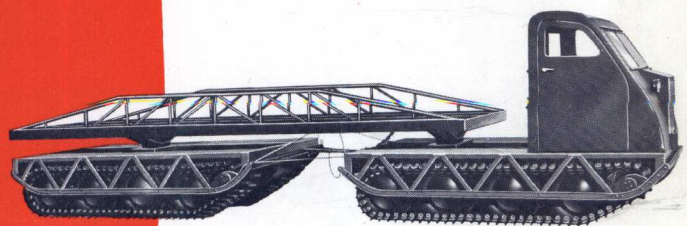
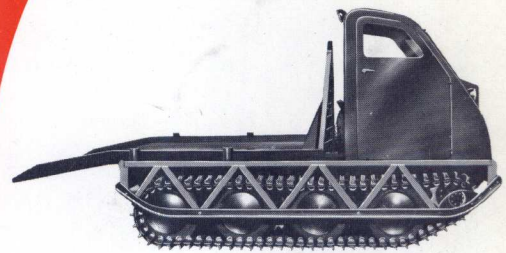
DISTRIBUTORS

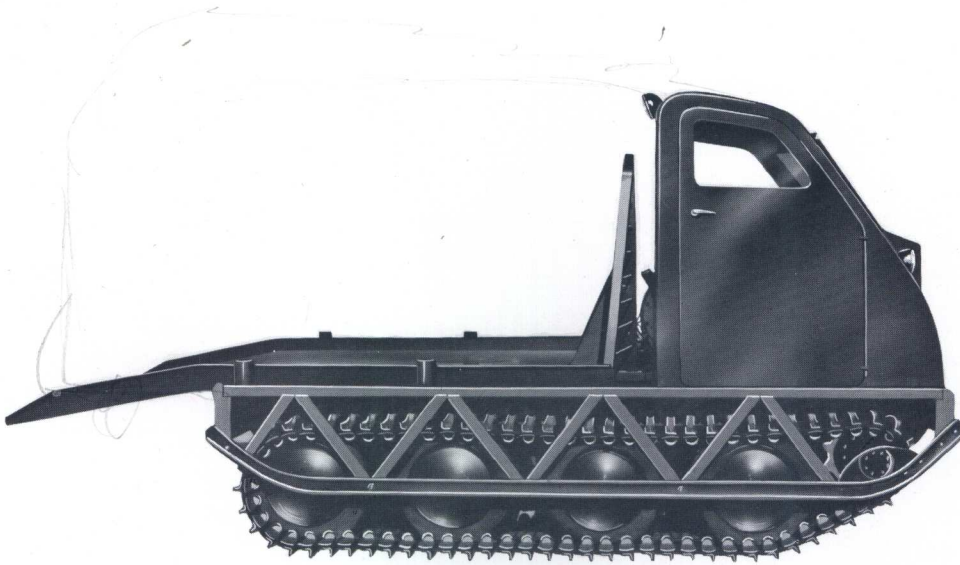
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AUG 8 1958



Bombardier"

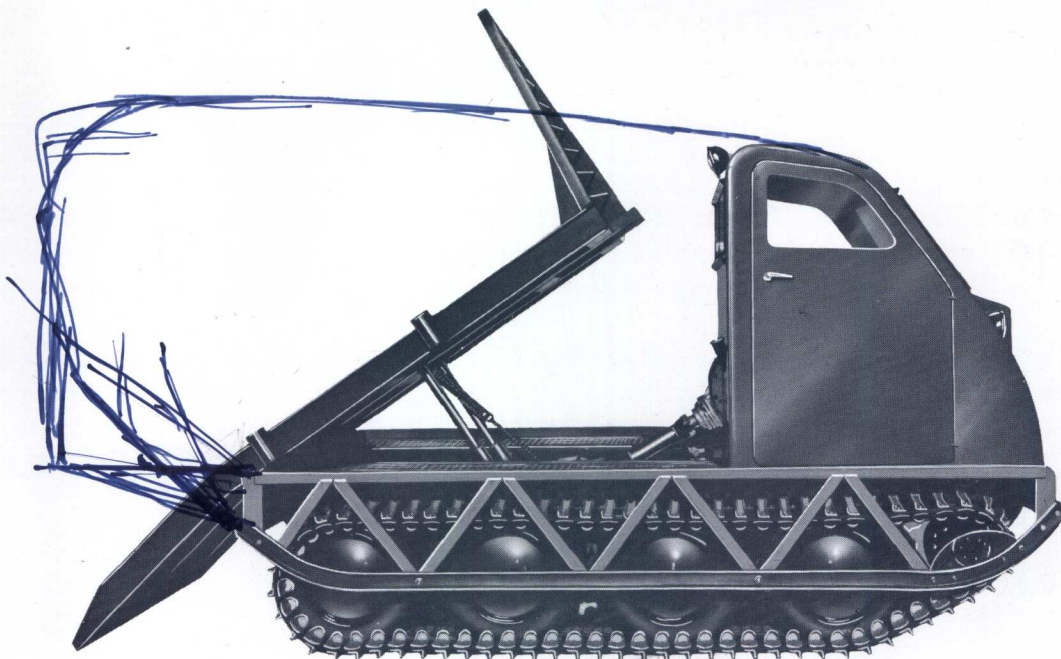
AUTO - NEIGE
BOMBARDIER
SNOWMOBILE
VALCOURT, QUE.
CANADA
TEL. 30





THE BOMBARDIER MUSKEG CARRIER

Model H.D.W.



BOMBARDIER SNOWMOBILE LIMITED

VALCOURT, QUE., CANADA

BOMBARDIER MUSKEG TRACTOR

MODEL H.D.W.

GENERAL SPECIFICATIONS

DIMENSIONS

Overall length	15' 3"	4.65	m
Overall width	7' 3"	2.21	m
Overall height	7' 4"	2.23	m
Platform length	10'	3.05	m
Platform width inside	6'	1.83	m
Platform width outside	6' 3- $\frac{1}{2}$ "	1.91	m
Platform height (rear)	27- $\frac{1}{2}$ "	70	cm
Platform height (front)	35"	89	cm

PERFORMANCE

Maximum speed	16 MPH
Cruising speed	8 MPH
Ground bearing area (app.)	6,200
Payload capacity (max.)	6,000 lbs 2720 kg
Turning radius	15 feet 4.55 m
Steering	Controlled differential

ENGINE & DRIVE

Engine make	Chrysler
Number of cylinders	6
Brake horse power	115 at 3,400 RPM
Bore	3-7/16"
Stroke	4- $\frac{1}{2}$ "
Battery	6 volt
Generator	45 AMP
Carburetor	Downdraft
Clutch	Single disc dry
Transmission	3 speed forward, 1 reverse
Differential	Ratio 5.83 to 1
Transfer case	Bombardier
Transfer case reduction	36.6%
Brake standard	Foot operated of drive shaft
Brake (loading)	Mechanical, hydraulically operated
Drive axle	Full floating type
Final drive	Through rubber sprocket

TRACK & SUSPENSION

Track type	Rubber belts with steel cross links
Cross links	Snow lug type

Number of tracks	2
Width of each track	28" <i>71 cm</i>
Track belts	Endless rubber and fabric reinforced with steel cable.
Number of wheels	16, monopiece, drop center
Tires	4.50 x 16 6 ply nylon Bombardier type
Suspension bogie	Flexible and on spring

CAB & FRAME

Cab	Over engine type
Cab capacity	Driver and helper
Height of cab	56"
Windshield wiper	Electric
Frame	100% welded, water tight
Type of frame	Toboggan.

PLATFORM

Type	Tilting or dumping
Control	Hydraulic through cylinders
Control valve	Inside operator's cab
Tilting limit	Rear part to ground
Hydraulic pump	Vickers

WINCH

*(after?)
V-4*

Make	Bombardier
Speed	3 speed forward, 1 reverse
Control	Inside operator's cab powered through transfer case
Cable drum	9" diameter by 13- $\frac{1}{2}$ " long
Cable drum flange	15- $\frac{1}{2}$ "
Cable fairleads	3 mounted on tapered bearings
Brake on winch	Hydraulically operated

/././././././././././././././././

*Upp Karl
Pall Jensen
brief letter
metric pd*

B9Ym JG
JB/eg

February 28th, 1959

*appreciating
sincerely*

Bombardier Snowmobile Ltd.,
Valcourt,
QUEBEC,
C a n a d a.

Dear Sirs,

Our Hydrologic Survey is, among other things, concerned with stream flow measurements during winter and with snow survey in the mountainous, uninhabited central regions of this country. The only practicable transport means for winter trips in these areas is some sort of a snowmobile. We have studied several of your prospects and come to the conclusions that your Muskeg Carrier, Model HDW would be the most suitable for our purpose. There are, however, a few things, on which we would like to have some further information before we place our order.

First, a brief description of the general condition in these areas and of the procedures we propose to employ in the winter measurements.

The central part of Iceland consists of a platan elevation ab. 500 m, bisected by valleys and topped by glaciers. This platan is mainly covered with large desert-like, hilly sand fields and extensive lava flows. The contry is bare, no forests exist. The ground is covered with snow 6-9 months a year, depending upon the location. The climate is humid and very unsteady, with frequent alternative, freezing and snowing, snows and sleet-storms, but relatively mild. Winter temperature seldom falls below -30°C, except on the glaciers.

Two men carry out the measurements. Each trip usually takes up to 10 days. Food supplier, equipment and some amount of fuel - total weight up to 1000 kg - has to be kept in the vehicle, as it is felt that the use of a sledge should be avoided. (Special fuel depots will be established during summer, when travel by four-wheel-drive trucks is possible in these regions). The men will, as a rule, have to sleep in the snowmobile.

In order to be able to use the Model HDW Muskeg Carrier for this job, we propose to build a special cab on the vehicle, behind the existing cab-over-engine. The platform and the hydrolic pump could be dispensed with, but it would be an advantage to have a winch, mounted in the rear of the frame.

We would be glad to hear your opinion on this proposal, especially whether or not you think an extra cab of, say, 300-400 kg weight would have any adverse effect on the balance of the snowmobile, or in any way interfere with its proper functioning.

Further, we kindly ask you to inform us on the fob price of the Model HDW Carrier, without platform and hydraulic pump; both with and without a winch.

Finally, we are interested in receiving your technical specifications for the Model HDW Muskeg Carrier.

Any other information, which, in your opinion might be of use for us, will, of course, be welcomed. Thanking you in advance, we remain, dear Sirs,

Sincerely yours,

Jakob Gislason
Director General

5. marz 1959

Orka h.f.
Hverfisgötu 106a

REYKJAVÍK

Með tilvísun til símtals við hr. Sigurð Helgason vilja rafmagnsveiturnar hérmeð staðfesta, að pöntunin RARIK 933 á Bombardier snjóbil af gerðinni J-5 er talin aftürkölluð þar sem ekki tókst að fá hana í tæka tíð fyrir þenna vetur, sem nú er að kveðja.

Jafnframt hafa rafmagnsveiturnar í hyggju að kaupa snjóbil af annarri gerð og treystum því að hann geti komið það snemma að hann komi að fullu gagni á vetri komandi.

Í þessu sambandi eruð þér vinsamlega beðnir að tjá Bombardier að rafmagnsveiturnar hafi skrifað yður m.a. eitthvað á þessa leið:

"Our Hydrologic Survey is, among other things,
"concerned with stream flow measurements during
"winter and with snow survey in the mountainous,
"uninhabitated central regions of this country.
"The only practicable transport means for winter
"trips in these areas is some sort of a snowmobile.
"We have studied several of your prospects and come
"to the conclusions that your Muskeg Carrier, Model
"HDW would be the most suitable for our purpose.
"There are, however, a few things, on which we would
"like to have some further information before we
"place our revised final order.

"First, a brief description of the general condition
"in these areas and of the procedures we propose to
"employ in the winter measurements.

"The central part of Iceland consists of a plateau,
"elevation ab. 500 m, bisected by valleys and topped
"by glaciers. This plateau is mainly covered with
"large desert-like, hilly sand fields and extensive
"lava flows. The country is bare, no forests exist.
"The ground is covered with snow 6-9 months a year,
"depending upon the location, however, frequently
"with quite extensive areas covered with little or
"even no snow at all. The climate is humid and very

"unsteady, with frequent alternative, freezing and
"thawing, snow and sleet-storms, but relatively
"mild. Winter temperature seldom falls below -30°C ,
"except on the glaciers.

"Two men carry out the measurements. Each trip
"usually takes up to 10 days. Food supplies,
"equipment and some amount of fuel - total weight
"up to 1000 kg - has to be kept in the vehicle,
"as it is felt that the use of a sledge should be
"avoided, especially with regard to the intermittent
"snowfree areas which the vehicle has to pass as well
"as snow covered ones. (Special fuel depots will be
"established during summer, when travel by four-wheel-
"drive trucks is possible in these regions). The men
"will, as a rule, have to sleep in the snowmobile.

"In order to be able to use the Model HDW Muskeg
"Carrier for this job, we intend to build a special
"cab on the vehicle, behind the existing cab-over-
"engine. The platform and the hydraulic pump could
"be dispensed with, but it would be an advantage to
"have a winch, mounted in the rear of the frame.

"We would be glad to hear your opinion on this
"proposal, especially whether or not you think
"an extra cab of, say, 300-400 kg weight would
"have any adverse effect on the balance of the
"snowmobile, or in any way interfere with its
"proper functioning.

"Further, we kindly ask you to inform us on the
"job price of the Model HDW Carrier, without plat-
"form and hydraulic pump; both with and without a
"winch.

"Finally, we are interested in receiving your techni-
"cal specifications for the Model HDW Muskeg Carrier."

Auk ofangreindra upplýsinga þetti okkur vænt um að
fá aðrar upplýsingar, sem verksmiðjan myndi telja
~~að myndi okkur að gagni komá.~~

Með fyrirfram þökk,

Virðingarfyllst,

Páll Sigurðsson

L'AUTO-NEIGE BOMBARDIER
LIMITEE
BOMBARDIER SNOWMOBILE LIMITED

VALCOURT et MONTREAL. P.Q.

CANADA

March 16th. 1959

Orka Limited,
P.O. Box 360,
Reykjavik
Iceland.

Attention: Mr. S. Helgason

Dear Sir:

We have studied very carefully your letter of March 9th. and had reviewed the film we had from you some time ago showing the snowmobile travelling in Iceland.

We sincerely believe that for what you have to do the best recommendation will be to use a new snowmobile we are planning to release soon and which has been used as a test unit in this country and United States since a few years and which gives very good results.

It is a fifteen (15) passenger snowmobile similar to the one described in the literature included but equipped with a Chrysler V-8 engine 313 cubic inches displacement which is quite stronger than the six cylinder engine. For better performance the differential is equipped with a system of no spin which means that whenever one track starts to slip it is locked with the other and both tracks are working evenly.

That machine will also be equipped with a new type of bearings on the suspension. It will be the Timken roller bearings instead of the needle bearings we have used up to now. It is likely that for such a purpose a system of bracket should be installed on the top to carry the two additional wheels for the front suspension and if necessary, at destination you may prepare another set of bracket to install the skis whenever the unit is used with the wheels.

This 15 passenger unit is strong enough to take approximately 2,500 lbs. which is approximately what you need. It is much faster than the Muskeg tractor because the maximum speed will be over 50 miles an hour while you cannot reach a speed higher than 18 miles with the Muskeg Carrier model "S" or H.D.W. From the tests we have done, it seems that the gas consumption will be much less than on the H.D.W. or "S" Muskeg Carriers. As far as performance is concerned, you already know what could be done with a snowmobile in the conditions prevailing in Iceland and it will be possible for you to establish if with the additional power and the special differential, this will be satisfactory enough.

Orka Ltd.

2.

If you prefer, the Muskeg Carrier, we would recommend the model "S" not including the heavy duty winch and the platform with the hydraulic system and if you would like to add the winch, it is possible to install it or if you would prefer whenever the model "S" is not supplied with the winch a four speed transmission could be installed on which there is an opening for the installation of a power take-off to drive a winch which could be installed by you at destination.

It will be absolutely necessary to install a cab on the model "S" for good performance because without equipment or balast on the back, this machine could not be used satisfactorily because it is nose heavy. The cab should extend approximately two feet at the back of the unit.

We hope that the information supplied is satisfactory and remain,

Yours very truly,
BOMBARDIER SNOWMOBILE LTD.

(Sgd)

Alp. Ray. Bombardier
Sales Manager

ARB/cc

c.c. Richard Whitcomb & Co.

FONDE EN 1942

L'AUTO-NEIGE BOMBARDIER

LIMITÉE

BOMBARDIER SNOWMOBILE LIMITED

TELEPHONE 30

VALCOURT ET MONTREAL, P.Q.

CANADA

CABLE BOMBARENDW

Valcourt, P.Q.

April 22nd, 1959.

ORCA LIMITED,
P.O. Box 360,
Reykjavik,
ICELAND.

Attention: Mr. S. Helgason.

Dear Sir:

We acknowledge receipt of your letter dated April the 16th regarding the difference between the Muskeg tractor M-9 and the model "S" Carrier.

The main difference is in the location of the engine. You know the Muskeg tractor as you purchased one in 1957 and it has remained basically the same except for improvements on some mechanical parts and reinforcements on the suspension.

The model "S" tractor is the same basic unit but with the engine located over the differential and with the speed reducer from the transmission to the differential. With this speed reducer ratio 1.58 to 1 the top speed of model "S" is 16 m.p.h. whereas that of the Muskeg tractor is 25 m.p.h. The frame and the suspension parts as well as the differential assembly are identical in both machines.

The main difference between these two units is in the loading space. On the Muskeg tractor you have only the running boards on which you can load material whereas on the "S" Carrier you have a loading space of 7' behind the cab.

The Muskeg tractor model M-9 is well balanced as the engine is practically in the middle; model "S" Carrier is nose

1:1,58

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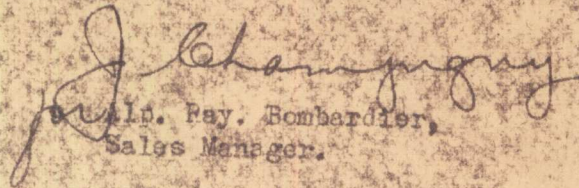
Orka Limited -2

4/22/59.

heavy as the engine and the cab are right at the front.
With its normal load 3,000 to 6,000 pounds it stabilizes
itself.

We hope that the foregoing information will help you
to establish the difference between these two units and
remain

Yours very truly,
BOMBARDIER SNOWMOBILE LIMITED,


Paul L. Ray, Bombardier,
Sales Manager.

ARR/cc
JC

Ekki sent

BOMBARDERSNOW
Valcourt

YOURLET TO ORKA LTD ~~REYKJAVIK~~
REYKJAVIK APRIL 22 1959 STOP
IS YOUR MUSKEG CARRIER MODEL S
IDENTICAL ~~WITH~~ WITH MUSEG CARRIER
MODEL H.D.W. STOP. IF NOT, PLEASE
SEND GENERAL SPECIFICICATIONS
FOR MODEL S

RARIK

Þóður : Óskun bringdi 23/5 og fullgætt
eftir Sigundi Helgasoni, and Model 'S'
= Model HDW - platform.

Ashlyngsandi ut koming

1. Við Rokkötroggið.

Handkerfapost

2. Gíngum út frá þri, I félyit endurgæði okkur eftir stöðva af útlögðum kernti ~~þess~~ í miðju vortu ísi (vortu lund), nema semjast fyrri þann tíma um leið í síluum after vortu vortu

3. Uta þinn tiltekna leið þinn skulu ~~þess~~ ut vortu lausis allra ábyrgta af þessum

21/10/52 Jón Jón

LEIGUSAMNINGUR

Jökларannsóknarfélag Íslands, hér á eftir nefnt leigusali, og vatnamælingar raforkumálastjóra, hér á eftir nefndar, leigutaki, gera með sér eftirfarandi leigusamning. Leigusali lánar leigutaka skriðbifreið sína JÖKULL II til mælingaferða veturinn 59/60 (1.des.'59 - 30.apríl'60).

Bifreiðin er nýstandsett, en eftir er þó að strykja beltin og smíða hús á hana og gera auk þess nokkrar smærri aðgerðir. Bifreiðin er leigð með eftirfarandi skilyrðum:

- a) Leigutaki útvegi frá Svíþjóð beltastyrkingar og sjái um smíði á húsi á bifreiðina og leggi út fé fyrir hvorutveggju.
- b) Leigutaki ræður algjörlega hvernig húsið skal vera.
- c) Það er skilyrði af hendi leigusala að Sigurjón Rist hafi fullan umráðarétt yfir bifreiðinni.
- d) Leigutaki annist viðhald og viðgerðir bifreiðarinnar svo og allan reksturskostnað, að undanskildum þeim tryggingum, sem leigusali greiðir, samanber lið e hér á eftir.
- e) Leigusali hefur brunatryggt bifreiðina að upphæð kr.40.000,00 (1.okt.'59 - 1.okt.'60). Leigusali greiðir skatta og skyldutryggingar. Um aðrar tryggingar sér leigutaki. Það eru engin skilyrði af hendi leigusala um að bifreiðin sé kaskótryggð. En leigusali lítur svo á, að leigutaki beri ábyrgð á bifreiðinni og sé skylt að bæta tjón af öllum slysaskemmdum, ef óhöpp henda bifreiðina, og greiði andvirði hennar, skv. mati, ef hún tapast alveg.
- f) Leigan fyrir ofangreint tímabil skal vera kr. 25.000,00.
- g) Leigan fyrir bifreiðina gangi upp í útlagðan kostnað fyrir beltastyrkingu og yfirbyggingu.
- h) Samningur þessi er gerður í tveim samhljóða eintökum og heldur hvor aðili sínu.

Reykjavík, 15.okt. 1959

Vottar:

JÖKLARANNSÓKNARFÉLAG ÍSLANDS
ICELAND GLACIOLOGICAL SOCIETY

Jon Einarsson