

Supplement to The POSTHORN  
Vol. 32, No. 1, Whole No. 121, February 1975

# 10 Øre Norway

Norw. Catalog #36

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By Carl H. Werenskiold (H-10)

The 10 øre stamp of 1882, Nk (Norw. Cat.) 36, printed by Chr. Johnsen, is one of the most interesting Norwegian issues, on account of its unusual history.<sup>1</sup> It has also, over the years, frequently frustrated the best efforts of many philatelists, so that it has taken a long time and much hard work to bring reasonable clarity into our knowledge of this issue, as will appear from the following brief historical outline.

### Historical

There was great confusion and much erroneous thinking regarding this issue as late as 1924, judging from the second issue of "Norges Frimerker."<sup>2</sup> It appears that the stamps with shaded posthorn and numerous engraving types differing from those of Nk 25 were considered to belong somehow to a "latest plate" of Nk25, before the "first plate" of the unshaded stamps. Jellestad<sup>3</sup> then discovered that it was a matter of an entirely separate issue, in which all clichés in the printing form, with individually engraved small numerals (later called Nk 36I), after a short unsuccessful printing, had to be reengraved to remove the shading in the horn (later Nk 36II). The stamps with shaded and unshaded posthorn, although printed from the same clichés, were listed in the early (1929) catalogs under two numbers.<sup>4</sup> Opheim<sup>5</sup> discovered, about 1925, that the stamp paper, which had been delivered by Thv. Moestue & Co., had an impressed watermark Posthorn II, which differed from the normal Posthorn I watermark in the paper of previous issues of posthorn stamps.<sup>6</sup> Uråhl<sup>7</sup> pointed out, in 1938, that there had been a second reengraving to open up the line left of the posthorn bell (later Nk 36III), and was of the opinion that 200 clichés had been used. Collectors, however, in time found more than 200 engraving types, and more than 200 clichés must therefore have been employed. Larson<sup>8</sup> described all three printing stages, and believed he had accumulated 275 types of the stamps. For a time the likely total number of types appeared to be 300,<sup>9</sup> but this has later been found too high, as will appear below. Up to about 1952, most collectors numbered and marked the stamp types consecutively in their own arbitrary personal sequence, which led to considerable confusion. In 1951, Opheim<sup>10</sup> proposed a type numbering system based on the position of the period (near or far from M) and the size of the small numerals (small, medium, large, and double). The author has, since 1951, employed a more specific type numbering system involving period position determined by measurement<sup>11</sup> and expressed by numbers. Opheim,<sup>12</sup> in 1958, presented statistical data on the position of the large 10, whether

standing straight or tilted to left or right (as previously briefly mentioned by Larson<sup>13</sup>). On this basis he projected a possible composition of 11 plates of 20 clichés each, to provide a total of 220 clichés. The author<sup>14</sup> also attempted to determine the size of the matrix block from the position (tilt) of the large 10, assuming one such block used repeatedly for the production of the printing clichés, and found best agreement for a block of 25 (or 20) matrices. Both of these attempts, by mere chance, pointed to the use of large matrix blocks, but failed otherwise. It had been assumed that the plate had been prepared by a method similar to that used by Petersen for the previous posthorn issues. It was found later, however, that Johnsen's method differed drastically from that employed by Petersen. Both Opheim<sup>15</sup> and the author<sup>16</sup> have noted that the stamps vary considerably in size. This is undoubtedly due to the fact that the copper shells for the printing clichés had to be peeled away from the stiff matrices, whereby the shells could easily curl and stretch, or contract during the flattening operation. In 1973 I noticed that retouches under the bell of the horn, found on some types, were evidently done at the same time as the first reengraving (removal of shading in horn), since all retouches found on types in stage III are always also found on the corresponding types in stage II.

I bought a collection of 150 types of Nk 36III, all supposedly different, in 1950, and have added new types ever since, from all three printing stages, until the collection in 1973 apparently comprised some 281 types, presumably all different. The collection consisted of my own stamps plus a small number of photos of types noted in collections of my friends. On and off I did discover a duplicate type in the collection, and it was promptly removed, but I felt that surely there could be very little or no further duplication. A drastic control test involving, for each type, comparisons with types in its own group (period position measurement) and also in all neighbor groups, in all 9 groups<sup>17</sup> (see Fig. 5), should have been made, of course, but since this would entail close to 50,000 type comparisons, one may perhaps be forgiven for not rushing into work of this magnitude. Calculations based on the supposed number of types in the collection at a given time and the frequency of finding new types rather consistently pointed to 300 as the total number of types. In 1973, when the number of types in the collection was presumed to be 281, I had occasion to examine a lot of some 150 stamps for typing. Surprisingly, not a single new type was discovered, which indicated, of course, that the total number of types might be considerably less than 300.

I then received, from a friend in Norway, a short summary on Nk 36 from a protocol recently noted in the Norwegian postal files. The protocol shows clearly that only 251 printing clichés were made. It is obvious, therefore, that the total number of engraving types in this issue cannot exceed 251, unless some late reengraving had been done to create additional subtypes. A critical review of the types in my collection failed, however, to show any reasonable signs of such special reengraving. The only remaining possible cause of the previously assumed excessive number of types would then likely be that my collection contained a higher than anticipated number of duplications, and this was in fact found to be true. I proceeded with the above mentioned control tests involving group and neighbor groups, the enormous work notwithstanding, and this reduced the number of types in the collection to 248, which is within the 251 number of clichés.

All types in the collection were also examined critically for period position, consistently raising all "half numbers" to next higher full numbers (a.g. 6.5 to 7). A system for renumbering the types in a "rational" sequence was also developed, as described further on in this article.

## PRESENT KNOWLEDGE

## The Printing Contract

The Norwegian postal authorities, looking for lower costs, advertised in 1880 for bids on the printing of stamps. Of 10 bids received, one by Chr. Johnsen was accepted and resulted in a contract of Dec. 14-15, 1880. The price was to be 31 öre per 1000 stamps printed (less than one-third of the previous price). As to 10 öre stamps, 40 million were to be delivered in portions of 10 million yearly. The first such portion constituted what is now known as Nk 36. The printing clichés were to be prepared "galvanically" (i.e. as electros) from steel original to be furnished by the Postal Department. The stamps were to be printed on dry paper, 100 stamps per sheet or half-sheet.

## The Paper Contract

Of 5 bids received, one by Thv. Moestue & Co. was accepted and resulted in a contract of Dec. 23-30, 1880. 450 reams of paper were to be delivered, each ream consisting of 500 sheets and weighing at least 3.5 kg. The paper was to be white, no darker than and otherwise the same as, the accompanying sample from Bentse Brug. The paper should be sized properly for printing of stamps, sufficiently so that the gum would not penetrate. Each sheet was to be provided with at least 200 distinct watermarks (Posthorn) properly spaced so that, as a rule, each stamp would have a watermark. The paper must be manufactured from rags alone, and must thus not contain wood or straw.

The paper delivered showed an impressed imitation watermark,<sup>6</sup> now known as Posthorn II, different from the previously used genuine watermark Posthorn I, and appearing only in horizontal positions. Dr. J. Anderssen<sup>5</sup> had occasion to examine a proof sheet showing this watermark, which he said was "distinctly impressed."

## Clichés

The original steel die had a central cylindrical hole, into which was inserted a plug carrying the large numeral appropriate to the denomination of the stamps to be printed. In the present case, the plug for the large 10 had evidently been lost, and a new one was substituted, in which the upper serif of the 1 hangs down more than was the case in Nk 25 (see Fig. 1).



Fig. 1

Using the steel original die with the new numeral plug, S. Isaksen struck large blocks of matrices in lead during the period of June 15 to July 27, 1881. The blocks varied in size from about 22 to 33 items each, for a total of 460 matrices. Electrotyped matrices were then made from the matrices. Only 251 matrices were considered acceptable, however, and these were sent July 21, 1881 to Kreutsch for engraving of the small numerals to produce 251 printing clichés.

The procedure of making as many matrices as there were to be printing clichés, and engraving the small numerals on all clichés, differed drastically from the method employed by Petersen for the earlier posthorn issues. Only one small block of 6 or 12 matrices were used in each of the Petersen issues. This block of matrices was then electrotyped for production of patrices, upon which the small numerals were engraved. The block of patrices was finally used repeatedly to provide the required number of printing clichés in each of the Petersen issues.

Isaksen was "skriftstøber" (type founder), and the cumbersome procedure employed by him for the production of clichés shows clearly that he was not skilled in the art of electrotyping.

The varying tilts of the large 10 on the clichés (as noted on the stamps) was due to the gradual loosening and turning of the numeral plug of the original steel die during the impression of the lead matrices. The plug was screwed into place and held by friction only, since no set-screw had been provided, only a thin guide-line scratched on the back of the die to indicate when the numeral on the front of the die would be in a proper upright position.

The clichés were reengraved twice during the printing period (see below). 51 clichés were destroyed on Oct. 3, 1881, and 200 clichés were delivered to the Postal Department. The 200 clichés were inspected on Jan. 5, 1882, considered useless, and therefore destroyed.

### Printing

The printing of the initial order for 10 øre stamps (Nk 36) was done in 3 distinct stages:

- 36I. Shaded Posthorn. Less than 10 per cent of the order had been printed when the shading of the posthorn in the stamps became badly clogged.
- 36II. Unshaded Posthorn. The clichés were reengraved to remove the shading in the posthorn, except a small part in the bell. I have noted that the retouch under the bell on some clichés must have been done at the same time. The printing was resumed, but the white line left of the posthorn bell soon became progressively more clogged in the stamps. About 20 per cent of the stamp order appears to have been printed in this stage.
- 36III. Unshaded Posthorn, Clear Line Left of Bell. The clichés were subjected to a second reengraving to open up the white line left of the bell. The printing was then completed in this stage.

105 reams of paper (double-pane size) were delivered in several shipments from Aug. 3 to Oct. 1, 1881. Printing started presumably Aug. 3, gumming operation started Aug. 4, and the perforation operation started Aug. 5, 1881. The stamps were printed in sheets of 2 panes (200 stamps), and the sheets were cut into single panes after the printing. The printing was finished Oct. 1, 1881. Finished stamps were delivered in 5 shipments from Aug. 27 to Oct. 22, 1881, to the chief controller, a total of 210 reams of 500 sheets (single-pane size), including waste, i.e. an equivalent of 10,500,000 stamps. The controller rejected 1,232,500 stamps in all, leaving an effective supply for issue of 9,267,500 stamps. After inspection by the controller, the stamps were delivered to the postal stamp manager in 10 shipments from Jan. 9 to Nov. 7, 1882. The stamps from printing stages I, II and III were not stored and issued separately, and study of cancellation dates are therefore of limited use only.

### The Stamps

The comb perforation of the stamps is  $14\frac{1}{2} \times 13\frac{1}{2}$ , usually quite sharp. The watermark Posthorn II is usually difficult to see in benzine (or petroleum ether) in the customary tray method, and the use of a copious quantity of benzine offers no improvement. The following methods are better:

- Method suggested by Opheim<sup>18</sup>: Barely wet the stamp with benzine and then hold it up against a frosted electric bulb, or daylight, the watermark usually showing up during evaporation of the benzine.
- The so-called "wet method"<sup>19</sup>, in which the stamp is examined, after controlled soaking in water, against controlled weak light, using an appropriate color filter. (The method is ab. 80% effective). In some stamps, the watermark was impressed so poorly, that **no method** can be expected to show "what is not there."

### Stamp Types

Since the small numerals 10 and the period after M had been engraved by hand separately on all 251 clichés, the stamps exhibit the same number of **engraving types**. The reengraving of the posthorn and the retouch, on some clichés in stage II, and the reengraving of the line left of the bell in stage III also constitute significant elements of the **engraving types**.

Two **matrix types** (originating in the electrotyping from the matrix blocks) have also been noted, as follows:

**Matrix Type A** (Fig. 2). There is a color spot between the outer rings in lower left wheel, a little above lower left spoke.

**Matrix Type B** (Fig. 3). Wings 2 and 3, in upper right corner, are joined,<sup>20</sup> whereas normally they are separated by a small space. In rare cases of heavy inking, this space may become clogged to produce a false type B.



Fig. 2  
Matrix Type A  
Color spot in wheel



Fig. 3  
Matrix Type B  
Joined wings

### Description of Types

The type numbering system employed by the author during the period 1951-1973 involved a two-digit group number based on horizontal and vertical position of the period in relation to the right leg of M, expressed in tenths of a millimeter (dmm, decimillimeter). Example: 73-15, group 73, stamp 15 in that group. For details refer to the literature.<sup>11</sup> This system was modified in 1974, the arbitrary order of the types being replaced by a more "rational" sequence in each group, as explained below.

- First**, engraving types also showing **Matrix Type A**, color spot in wheel (Fig. 2). These types are numbered in the order of increasing C measurements (from left side of period to left side of small numeral).<sup>21</sup>
- Second**, engraving types also showing **Matrix Type B**, joined wings (Fig. 3). These types are also numbered in the order of increasing C measurements.
- Third**, other engraving types showing a **Retouch under the Bell** of the posthorn (in stages II and III only) in the order of increasing C measurements. In a few cases, the retouch is very small, and more or less a matter of judgment.
- Fourth**, **Other Engraving Types**, those not included in first, second and third sequence, again in the order of increasing C measurements.
- S (in table)** refers to such types (regardless of sequence) as show **Split Ends** of the engraving lines in the posthorn (in stages II and III only), in accordance with the numerals in Fig. 4.

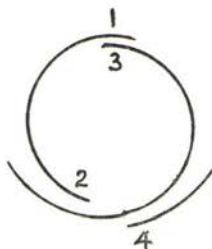


Fig. 4. Ends of Engraving Lines

These split ends are frequently valuable aids in identifying types.

- T (in table)** refers to such types (regardless of sequence) as show certain more or less **Thick Background Lines**, particularly in stages II and III. These thick lines are due to buckling and subsequent straightening of the copper shell prior to providing the shell with metal backing. The printing in stage I is frequently lighter, and the thickening of the lines may be less pronounced or even missing in such cases. The lines are numbered from left to right. In the field under N, line 3 points to right edge of mouthpiece, line 6 is tangential to left side of the posthorn loop, and line 10 points to left edge of the crown. In the field under E, the line number is preceded by E. Line E5 points to the right edge of the crown. Letter u after a line number indicates that the **upper** part of the line is thick, and letter l refers similarly to the **lower** part of a line.

**C (in table)** refers to the C measurement<sup>21</sup> in each type.

**Size (in table)** refers to the horizontal and vertical measurements of the stamps, centrally between the **inner** framelines, i.e. horizontally through the mouthpiece and vertically through R in NORGE. It will be noted that the stamps vary considerably in size, horizontally between 15.2 and 16.2, and vertically between 19.4 and 20.1 mm. Measurements of several stamps within a given type usually vary less than 0.1 mm. (Measurements on photos are less dependable.)



**Other Characteristics (in table).** This section lists miscellaneous characteristics, other than the foregoing specific ones. Since this issue features a very large number of types, the material of each type available to the collector is naturally quite limited, in some cases to only a single stamp. The decision as to what characteristics should be entered in the table as probably constant has therefore necessarily, in some cases, been a matter of judgment. The outer margins of marginal stamps may exhibit heavy inking. However, if a cliché is moved to a non-marginal position, it will, of course, not receive the extra marginal ink build-up. Likewise, the stamps printed from a freshly cleaned "plate" will also be free from extra marginal ink. Statements in this section as to heavy frames should therefore be considered with these reservations.

### ILLUSTRATIONS OF TYPES

In an attempt to show particularly the shape of the small numerals in the various types as distinctly as possible, it became necessary to employ the best of the available stamps, usually of stage III, but occasionally of stages I and II, and photos. The stamps of stages II and III also show the characteristic forms of the engraving lines in the posthorn.

### DETERMINATION OF TYPES

When a stamp is to be examined for determination of type, one should first make an accurate measurement of period position<sup>11</sup> to determine which group should be searched first. Also look for easily observable characteristics, such as possible matrix types A or B, retouch under horn, split ends of engraving lines, thick background lines and other features of possible significance. By way of example, if the group indicated in the measurement of the period position is, say, 73, set up the scheme indicated in Fig. 5.

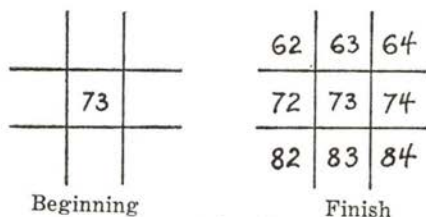


Fig. 5

Then compare the stamp with the descriptions in the table and the illustrations of types in group 73, and the type will likely be identified. If, however, the type of the stamp is not located in the 73 group, it will be necessary to go through at least some of the neighbor groups as indicated in Fig. 5. Then cross off the group numbers progressively as they have been examined. If, after repeated careful checking, you do not find a type corresponding to

Type	A	B	R	S	T	C	10 Øre Norway Size, mm.	
							Hor.	Vert.
51-1			R			12	15.7	19.8
51-2						13	15.6	19.7
52-1		B				10	15.3	19.9
52-2		B		2		13	15.2	20.0
52-3			R			11	15.8	19.6
52-4			R			12	15.7	19.6
52-5				(2,4)		10	15.6	19.7
52-6						11	15.7	19.6
52-7						12	15.7	19.7
52-8				2		13	15.6	19.7
52-9						14	16.1	19.4
53-1			R			11	15.8	19.6
53-2					9u	9	16.0	19.6
53-3						10	15.7	19.6
53-4				2		12	15.7	19.6
53-5				3		12	15.5	19.7
53-6						13	15.5	19.6
54-1				2		14	15.7	19.8
61-1			R			14	15.7	19.8
61-2						13	15.6	19.8
62-1		B				11	15.6	19.6
62-2		B				11	15.7	19.7
62-3		B	R			12	15.7	19.6
62-4			(R)	(2, 4)		9	15.8	19.7
62-5			R			10	15.7	19.6
62-6			R			10	16.0	19.7
62-7			R			11	16.0	19.5
62-8			R	2		12	16.1	19.7
62-9			R			12	15.7	19.7
62-10			R	4	5l, 6u, 9u, 10	12	15.8	19.8
62-11						10	15.7	19.6
62-12						10	15.7	19.6
62-13						10	15.6	19.6
62-14						10	15.8	19.5
62-15						10	15.7	19.7
62-16						10	15.7	19.6
62-17						10	15.6	19.6
62-18						10	15.8	19.8
62-19						10	16.1	19.5
62-20						10	(15.8)	(20.0)
62-21						10	15.9	19.6

Type	Other Characteristics
51-1	—
51-2	—
52-1	LF concave.
52-2	UF thin over G. RF and LF thin below. Engraving line very thin at 3.
52-3	Weak color line in small zero low at right.
52-4	—
52-5	UF thin at left. Tiny outside dent on RF, to the right of lower wheel.
52-6	Outside dent on RF, to the right of lower wheel.—Pos. 8.
52-7	Rounded lower left corner.
52-8	White spot on right side of N downstroke. Often white spot after N.
52-9	Small white dot low at left of Ø.
53-1	UF thin at left.
53-2	White wavy line after small zero.
53-3	Engraving line thin at 3.
53-4	—
53-5	LF thick in middle.
53-6	LF thin below middle. Color line below in small zero.
54-1	White dot before P. Several white spots over mouthpiece. Dent on inside of oval band over mouthpiece. White dot over bell.
61-1	Engraving line 4 covered by color above R in ØRE.
61-2	Shallow outside dent in BF under wing 6.
62-1	Break in lower contour of horn near P.
62-2	Sometimes color spots between lines between crown and E.
62-3	Tiny color dot in upper part of small zero.
62-4	Engraving line bent at 3. Sometimes (III) color spot in engraving line below 2. LF thin at upper corner. UF and BF thin at right.
62-5	LF bends in below middle.
62-6	RF thin at top.
62-7	RF thin below.
62-8	Engraving line thin and irregular at 3. White spot under small zero. UF thin at rt. Tiny outside cut in LF opposite lower part of wheel 1.
62-9	Engraving line thin at 4.
62-10	Several white dots before N and 2 dots or line after same. LF thin above middle. Sometimes (III) white spot on small zero.
62-11	UF irregular near left corner.
62-12	Tiny color line below in small zero.
62-13	RF thin below.
62-14	UF thin at left. RF thin at upper corner.
62-15	White spot after N and usually another before N.—Pos. 17.
62-16	UF thin near R corner. (II stamp seen in 3-strip with III, so type probably does not exist as III).
62-17	Sometimes color dot between lines over I in FRIM.
62-18	—
62-19	Often a white spot on or before lower part of downstroke of N. RF thin at top.
62-20	RF heavy except below. (Have seen I only.)
62-21	Tiny break on inside of horn loop at right a little below top of bell. Inward bend in BF under right side of left wheel.—Pos. 15.

Type	A	B	R	S	T	C	Size, mm.	
							Hor.	Vert.
62-22					6	11	15.7	19.7
62-23						11	15.6	19.6
62-24						11	15.8	19.6
62-25				2		11	15.8	19.5
62-26					(6)	12	15.7	19.6
62-27						12	15.8	19.6
62-28						12	15.6	19.6
62-29						12	15.7	19.7
62-30				4		13	15.7	19.7
62-31						13	15.7	19.6
62-32						13	15.8	19.7
62-33						14	15.7	19.8
63-1	A					10	15.8	19.8
63-2	A					11	15.7	19.7
63-3	A					12	15.6	19.6
63-4	A			3, 4	6	12	15.7	19.7
63-5		B				10	15.4	19.9
63-6		B	R			10	15.7	19.7
63-7		B	R	2, 4		10	15.7	19.6
63-8			R			8	16.0	19.6
63-9			R			9	15.7	19.8
63-10			R			9	15.6	19.7
63-11			R			10	15.7	19.7
63-12			R			10	15.6	19.6
63-13			R			11	15.8	19.6
63-14			R			13	15.7	19.7
63-15						10	15.4	19.9
63-16				1,2,4		10	15.6	19.7
63-17						10	15.6	19.8
63-18						10	15.6	19.6
63-19						10	15.6	19.7
63-20				(2)		10	15.7	19.7
63-21						10	15.7	19.7
63-22						10	15.7	19.7
63-23						10	15.6	19.6
63-24					6u, 9u	10	15.8	19.7
63-25						10	15.6	19.7
63-26						10	15.8	19.7
63-27				2		11	15.7	19.8
63-28						11	15.8	19.5
63-29						11	15.7	19.7
63-30						11	15.7	19.7
63-31						11	15.7	19.7
63-32						11	15.7	19.7
63-33						11	15.7	19.7

Type	Other Characteristics
62-22	—
62-23	Large white spot between horn and E in ØRE.
62-24	RF pinched in at lower corner.
62-26	(Sometimes white spot after E in NORGE but not constant as to place)
62-26	Usually (II-III) a white spot high in right part of large zero.
62-27	Sometimes (II-III) indistinct white spot over bell. BF thin at left.
62-28	Tiny white spot before upper part of E in NORGE.—Pos. 7.
62-29	BF thin at right. UF thick.
62-30	BF thick in middle.
62-31	—
62-32	RF thin below.
62-33	LF thin below. BF thin at right.
63-1	—
63-2	—
63-3	Left side of upper left wheel and adjacent inner frame are weak or broken.
63-4	White line or dot under middle cross-bar in E in NORGE. Usually small white spur downward from right side of small zero and tiny dent nearby in lower edge of oval band.
63-5	Oval line broken under small 1. White spot low at left of mouthpiece.
63-6	2 white spots left of tip of wing 3.—Pos. 11.
63-7	Tiny white dot high after M.
63-8	UF thick. Oval line broken above middle of right inner frameline.
63-9	White spot at right of upper part of R in NORGE. Colored dot in right leg of M.
63-10	Left foot-serif in large 1 broken. UF irregular at right.
63-11	—
63-12	UF and BF thin at left.
63-13	UF mostly rather thick.
63-14	Color line in small zero, low at right.
63-15	Break in RF at wing 4. RF thick in middle.
63-16	—
63-17	White dot or line below at right of small zero and break in oval line nearby.
63-18	—
63-19	—
63-20	Tiny break in lower inner frameline below left wheel.
63-21	RF thick near upper corner and in the middle.
63-22	Usually an indistinct white spot in oval band, left of N.
63-23	Shallow outside dent in BF under left wing.
63-24	Often dent in upper right corner. Dented or cut upper serif on large 1. Dents in left side of large 1 and zero.
63-25	—
63-26	4 groundlines from lower right side of crown are usually cut (II-III).
63-27	—
63-28	—
63-29	Engraving line irregular at 3.
63-30	White line crosses horn near E in ØRE.
63-31	—
63-32	—
63-33	LF thin near top. Engraving line runs almost to upper edge of bell.—Pos. 6.

Type	A	B	R	S	T	C	Size, mm.	
							Hor.	Vert.
63-34						11	(15.4)	(19.6)
63-35					6, 9u	12	15.6	19.7
63-36						12	15.6	19.8
63-37						12	15.6	19.7
63-38						12	16.2	19.4
63-39				(1)	6u, 9u	12	15.7	19.7
63-40						12	15.7	19.7
64-1	A		R		(6, 9u)	10	15.7	19.7
64-2	A					11	15.8	19.7
64-3			(R)	2		11	15.6	19.7
64-4						9	15.6	19.7
64-5						10	15.7	19.7
64-6						10	15.8	19.5
64-7						10	15.7	19.7
64-8		*		(2)		11	15.9	19.5
64-9						11	15.6	19.6
64-10						11	16.0	19.5
64-11						12	15.9	19.5
64-12				(2) 4		12	15.5	19.7
65-1						12	16.0	19.6
71-1				1, 3		10	16.0	19.6
72-1	A					11	(15.5)	(19.8)
72-2		B				10	15.6	19.6
72-3		B				11	15.7	19.6
72-4		B	R			12	15.4	19.9
72-5			R		51,6u,9u	9	16.0	19.7
72-6			R			10	15.7	19.8
72-7			R		6, 9u	10	15.8	19.7
72-8			R			11	15.7	19.6
72-9			R			11	15.6	19.6
72-10			R	2, 4		12	15.7	19.7
72-11			R			12	15.9	19.6
72-12						9	15.7	19.7
72-13						9	15.7	19.7
72-14						10	15.8	19.7
72-15						10	15.6	19.6
72-16						10	15.7	19.6
72-17						11	15.5	19.9
72-18						11	15.5	19.6

- | <b>Type</b> | <b>Other Characteristics</b>  |
|-------------|---|
| 63-34       | UF mostly heavy. (Have seen I only.)  |
| 63-35       | Shallow outside dent in BF under left wheel. RF bent near bell.   |
| 63-36       | BF thick in middle.   |
| 63-37       | Lower contour of horn is broken near mouthpiece.  |
| 63-38       | Tiny color dot low in small zero (not always visible). UF slightly concave.   |
| 63-39       | Oval line, wing 5 and inner frameline are cut below small 1.  |
| 63-40       | — Pos. 14.  |
| 64-1        | Small white dot over small zero. RF thin below.   |
| 64-2        | RF thin above.  |
| 64-3        | Tiny white dot in oval band near middle of wing 8.  |
| 64-4        | White spot after G.   |
| 64-5        | 2 lines are usually cut above small 10. Tiny dent in large 10, at right of opening. (Not always visible.)                               |
| 64-6        | RF thin, particularly above.  |
| 64-7        | Tiny color dot in upper part of small zero.   |
| 64-8        | *With heavy inking falsely shows joined wings (B). Tiny color dot in upper part of small zero. RF thin at top. BF thin at right.        |
| 64-9        | Tiny white dot over small zero. Small white dot at left in oval band about 2 mm over bell. RF thin below.                               |
| 64-10       | Small white dot between N and O. White line below small zero and break in adjacent oval line. RF thin below.                            |
| 64-11       | Small white spot right of foot of N. Horizontal white line over mouthpiece. Spot over bell (III).                                       |
| 64-12       | UF thick (II-III). LF thin at top. RF slightly concave.   |
| 65-1        | Tiny break in lower corner of left inner frame. Next to outer ring in lower left wheel is weak or broken below. RF thin above.—Pos. 19. |
| 71-1        | White spot before N.  |
| 72-1        | — (Have seen I only.)   |
| 72-2        | LF thin near top. BF thin at left.  |
| 72-3        | Sometimes a short white line down from right side of small zero.  |
| 72-4        | LF weak near wing 7.  |
| 72-5        | White spot over period.   |
| 72-6        | —   |
| 72-7        | LF thin below. BF thin at right.  |
| 72-8        | White line joins R and G (III).   |
| 72-9        | LF thin near top. BF thick.   |
| 72-10       | Short white line between R and G. White dot about 2 mm above bell.  |
| 72-11       | —   |
| 72-12       | White spot in oval band near second feather of wing 8. BF mostly thick. Lower half of RF very thin. White spots under ØR.               |
| 72-13       | Tiny color line low in small zero.  |
| 72-14       | BF thin at left.  |
| 72-15       | Outside dent in large zero, low at left. Shallow dent in RF right of lower wheel.   |
| 72-16       | UF mostly thick. LF thin below.—Pos. 1  |
| 72-17       | Period is oblong. White dot or break in BF under right leg of M.  |
| 72-18       | A white colon before P (III). White spot after R in NORGE, high in oval band (II-III).  |

Type	A	B	R	S	T	C	10 Øre Norway	
							Size, mm.	
							Hor.	Vert.
72-19						11	16.1	19.6
72-20						11	15.6	19.7
72-21					9u	11	15.8	19.7
72-22						11	15.6	19.6
72-23						11	15.7	19.7
72-24				2		11	15.8	19.6
72-25						11	15.6	19.7
72-26						12	15.7	19.7
72-27						12	15.7	19.7
72-28						12	15.7	19.7
72-29						12	16.0	19.7
72-30						12	15.8	19.8
72-31						12	15.8	19.8
72-32				2, 3		13	15.9	19.5
72-33				2		14	15.6	19.7
73-1		B				11	15.7	19.6
73-2			R			10	15.8	19.5
73-3			R			11	15.9	19.6
73-4			R			11	15.7	19.7
73-5			R	3		12	15.4	19.9
73-6			R			13	15.6	19.7
73-7			R			13	15.8	19.7
73-8			R			13	15.7	19.6
73-9					5l,6,9u	8	15.8	20.0
73-10				4	5l	9	15.6	19.6
73-11						10	15.7	19.8
73-12						10	15.7	19.8
73-13						10	15.6	19.7
73-14						10	15.9	19.7
73-15						10	15.7	19.8
73-16						10	15.8	19.7
73-17						10	15.7	19.7
73-18				2, 4		10	15.7	19.6
73-19						10	15.9	19.5
73-20				(3)		10	15.9	19.5
73-21						10	15.7	19.7
73-22				1,2,3,4	9u	10	16.0	19.5
73-23						10	15.7	19.6
73-24						10	15.7	19.7
73-25				3, 4		10	15.8	19.6
73-26						11	15.9	19.6
73-27						11	(16.1)	(20.1)
73-28						11	15.8	19.7



Type	Other Characteristics
72-19	White spot high between N and O (III). RF thick in middle. Dent in upper right corner.
72-20	Usually a thin white line under G in the oval band.
72-21	Lower part of RF is thin and slightly curved.
72-22	Short white line goes to the right from the top of small zero. UF is mostly thick.
72-23	Lower right corner is rounded.
72-24	Tiny color spot (not always visible) in upper thick part of small zero. Small break or dent in inner contour of horn near top of bell.
72-25	RF thin below. Dent in underside of thick engraving line at 2.—Pos. 4.
72-26	Dent in lower left corner.
72-27	—
72-28	RF thicker in the middle.
72-29	White spur from engraving line over R in ØRE. Left inner frame broken near tip of wing 8. White dot over right leg of M.
72-30	—
72-31	—
72-32	(Small white dots over small 10).
72-33	Indistinct white spot in oval band near tip of wing 8. Usually indistinct white spot after E in NORGE. Upper right corner dented (II-III). (Spot before G is not constant.)
73-1	UF thin at right.
73-2	LF thin below.
73-3	LF thickened below. RF thin above.
73-4	—
73-5	LF and RF slightly concave.
73-6	RF thin below.—Pos. 13.
73-7	Large dent in UF over left side of wing 1.
73-8	—
73-9	LF thin above. (Have seen I only.)
73-10	Color dot left of large 1. Blunt upper right corner.
73-11	— (Have seen I only.)
73-12	Lower two-thirds of RF is very thin. (Have seen I only.)
73-13	— (Have seen I only.)
73-14	LF thin and/or damaged left of upper wheel.—Pos. 12.
73-15	White spot over T. Shallow outside dent in BF near left corner (III).
73-16	—
73-17	Usually color smudges between lines half-way between N and mouth-piece. Usually white spot below mouthpiece (II-III). RF thin below.
73-18	—
73-19	—
73-20	—
73-21	—
73-22	Large dent in left side of bell.
73-23	RF cut near middle of wing 4. Cut in left foot-serif of large 1.—Pos. 18
73-24	RF thin below.
73-25	—
73-26	Thin colored line in lower right part of small zero. RF thin below. (Have seen I only.)
73-27	— (Have seen I only.)
73-28	White spot below on G. Inner contour of horn broken near lower part of large zero. RF thin above. BF thin at right.—Pos. 5.

Type	A	B	R	S	T	C	Size, mm.	
							Hor.	Vert.
73-29				1		11	15.7	19.7
73-30						11	15.4	20.0
73-31						11	15.7	19.7
73-32						11	15.7	19.7
73-33						11	15.5	19.9
73-34						12	15.6	19.6
73-35					9u	12	15.8	19.7
73-36					(6, 9u)	12	15.8	19.7
73-37						12	15.7	19.6
73-38					5l, 7	12	15.8	19.7
73-39					9u	12	15.7	19.7
73-40						12	15.6	19.7
73-41				S:2, 3, 4		12	15.7	19.7
73-42						13	15.8	19.8
73-43				2		13	15.6	19.8
73-44					(6)	13	15.8	19.6
73-45					9u	13	15.8	19.7
73-46						13	15.9	19.9
73-47					5l, 7u	13	15.8	19.7
73-48				2	(6,E8)	13	15.7	19.7
73-49						13	15.7	19.7
74-1		B				9	15.5	20.1
74-2			R			10	15.6	19.6
74-3			R			10	15.7	19.6
74-4			R			15	15.7	19.7
74-5						10	15.7	19.6
74-6						10	15.5	19.8
74-7				2(3)4		10	16.0	19.5
74-8						10	15.7	19.7
74-9						11	15.7	19.7
74-10					4u,6u,7u	11	16.0	19.7
74-11						11	15.8	19.6
74-12						11	15.7	19.7
74-13						12	15.6	19.6
74-14						12	15.8	19.5
74-15						12	15.8	19.7
74-16				2	6, 9u	12	15.7	19.7
75-1						10	15.7	19.7
75-2						10	(15.6)	(19.8)
82-1	A				6	8	15.8	19.8
82-2			R	(2)		10	15.7	19.8

Type	Other Characteristics
73-29	—
73-30	—
73-31	—
73-32	Large white spot before N. White spot before P. BF thick below small 10.
73-33	Lower left corner rounded or raised.
73-34	— Pos. 2.
73-35	—
73-36	Small white spot inside upper part of small zero.
73-37	Outside dent in BF under left wheel.
73-38	—
73-39	UF mostly thin. Lower right corner pointed or extended downward.
73-40	—
73-41	—
73-42	White horizontal line over bell.
73-43	Tiny break in oval line right of E in NORGE. Tiny dent in foot of large 1. LF thin below.
73-44	Usually white spot in BF near right corner.
73-45	White spots before and after N. Many small white spots in oval band over bell. Tiny break in inner framelines in lower left corner.
73-46	White spot low between S and T.
73-47	LF bent in below the middle (II-III). Outside dent in RF near lower wheel (II-III). White dot before P (II-III).
73-48	—
73-49	Outside dent in LF a little below the upper wheel. 2 breaks in oval line near tip of wing 3. White spot over bell near outside edge of oval band. Tiny white dot in oval band near tip of wing 8.
74-1	LF thin at lower corner.
74-2	—
74-3	RF thinner below.
74-4	UF rather heavy (III).
74-5	Cut in upper serif of large 1. Small white dot between O and R (III). A very thin white line (not always visible) extending downward to the right from small zero.
74-6	—
74-7	UF thin at left. (White spot before E in NORGE.)
74-8	Dent in middle of left side of large zero (II-III).
74-9	Tiny outside dent in RF 1 mm from top. LF is very thin.
74-10	—
74-11	(Cut in upper serif of large 1.) Small dent in large zero, right of opening, slightly below middle.—Pos. 3.
74-12	Small zero looks like Q. White dot in large 1 and another in left part of large zero. Tiny white dot in oval band about 1 mm above bell.
74-13	UF thin at right.
74-14	—
74-15	—
74-16	LF is rather thin.
75-1	Several white spots in oval band before N (II-III).
75-2	— (Have seen I only.)
82-1	Shallow dent in LF below wing 8.
82-2	White spot before R in NORGE. RF ends in a downward point.

82-3		R		12	15.8	19.5
82-4				10	15.7	19.6
82-5				10	15.8	19.8
82-6				12	15.8	19.6
82-7				13	15.7	19.7
83-1	A		6l,9u,E7	11	15.7	19.7
83-2	A		2 6	12	15.9	19.6
83-3		R		8	15.7	19.8
83-4		R		8	15.7	19.7
83-5		R		10	15.7	19.6
83-6		R	3	10	16.0	19.5
83-7				9	15.6	19.7
83-8			6,9u	10	16.0	19.7
83-9				10	15.6	19.7
83-10			6,9u	10	(15.7)	(19.7)
83-11				11	15.6	19.6
83-12				11	15.9	19.6
83-13				11	15.6	19.8
83-14				12	15.8	19.7
83-15				12	16.0	19.7
84-1	A		6,9u,E8u,10	12	15.7	19.7
84-2		B		10	15.7	19.7
84-3		B		11	15.7	19.7
84-4		R		10	15.7	19.6
84-5		R		10	15.7	19.7
84-6		R		10	15.7	19.7
84-7		R	2	10	15.6	19.6
84-8		R		10	15.7	19.7
84-9		R	2	12	15.7	19.8
84-10		R		12	15.7	19.6
84-11			5l,6u	10	15.9	19.6
84-12				10	15.6	19.7
84-13				10	15.7	19.7
84-14				12	15.8	19.6
85-1	A		6,9u	12	15.8	19.8
85-2				10	15.6	19.9
86-1				10	15.6	19.8
93-1				10	15.8	19.7
95-1		B	R	10	15.8	19.6

- 82-3 Both frames are thin in lower left corner.
- 82-4 Shallow dent in BF under tip of wing 6 (II-III). Tiny white dot after G.
- 82-5 White spot before upper part of N. White spot on right shading in lower part of bell. White horizontal line over right leg of M.
- 82-6 White spot in lower part of large 1 (II-III).
- 82-7 Color spot between lines above small zero. Upper right corner is usually pointed upward.
- 83-1 —
- 83-2 UF thin at left.
- 83-3 White spot on lower part of F.
- 83-4 Tiny white dot closely ahead of N.
- 83-5 Small colored line in lower right part of small zero UF thin at left. (Spot in lower left wheel is not considered matrix type A, too high.)
- 83-6 BF concave.
- 83-7 Tiny breaks in outer rings of lower left wheel, and in left inner frameline close to lower corner (II-III).—Pos. 16.
- 83-8 Tiny color dot in right slanted line in M.
- 83-9 —
- 83-10 —(Have seen I only.)
- 83-11 —
- 83-12 Usually a white slanted line over O in POST (II-III). LF thin.
- 83-13 RF thin below.
- 83-14 —
- 83-15 Deep bend in BF near left corner. Short white line down from left side of O in POST. White dot high between R and I.
- 84-1 — Pos. 9.
- 84-2 Tiny white dot below mouthpiece.
- 84-3 Tiny color line or dot in lower part of small zero.
- 84-4 White horizontal line in oval band near tip of wing 8.
- 84-5 LF thin or broken at top. White spot below on right leg of M (II-III).
- 84-6 —
- 84-7 —
- 84-8 Left foot-serif of large 1 is almost pinched off.
- 84-9 White spot on upper left of Ø.
- 84-10 UF thin at left. Color dot in lower thick part of small zero. White spots between O, R, G and E.
- 84-11 White spot before small 10. Inner contour of horn broken right of large zero.
- 84-12 White dot after E in ØRE.
- 84-13 Color line in upper right part of small zero. White spot on horn under large 1.
- 84-14 —
- 85-1 —
- 85-2 Lower left corner rounded. BF thin at right. Color spot on horn over E in ØRE (III).
- 86-1 —
- 93-1 Blunt upper right corner.
- 95-1 RF thin below.



Norw Cat. #36-Types

51



1



2

52



1



2



3



4



5



6



7



8



9

53



1



2



3



4



5



6

## NORW Cat # 36 - Types

54



1

61



1



2

62



1



2



3



4



5



6



7



8



9



10



11



12



13



14



15



## Norw Cat #36-Types

62



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63



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## Norw Cat. #36-Types

63



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13



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16



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30

Norw Cat #36 - Types

63



31 32 33 34 35



36 37 38 39 40

64



1 2 3 4 5



6 7 8 9 10



11 12

Norw Cat # 36 - Types

65



1

71



1

72



1



2



3



4



5



6



7



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9



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11



12



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14



15

Norw. Cat #36 - Types

72



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31



32



33

73



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3



4



5

## Norw. Cat. # 36 - Types

73



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Norw. Cat. # 36 - Types

73



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44



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46



47



48



49

74



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2



3



4



5

## Norw Cat # 36-Types

74



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11



12



13



14



15



16

75



1



2

82



1



2



3



4



5



Norw Cat # 36 - Types

82



6



7

83



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2



3



4



5



6



7



8



9



10



11



12



13



14



15

84



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2



3



4



5

Norw Cat. #36 - Types

84



6



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8



9



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11



12



13



14

85



1



2

86



1

93



1

95



1

## MULTIPLE PIECES

The following is a list of multiple pieces known to the author, but owned individually by a number of collectors. The figures shown are the type numbers of the components of the multiple pieces. A reconstruction of the 2 panes is out of the question, since that would require an enormous accumulation of multiple material, including a sufficient number of vertical pieces.

## 36I

4-blocks	72-17	62-5	74-11	64-8	62-16	63-38
	72-27	73-11	73-10	53-3	84-12	52-9
4-strip	73-3	73-42	52-2	84-9		
3-strips	72-31	63-19	62-18		73-40	63-23
Pairs	63-19	62-18		62-33	72-27	73-47
Pairs	62-26	73-48	72-27	84-13		74-10

## 36II

3-strips	74-13	73-33	62-17		73-24	83-8	72-31
3-strips	62-33	63-14	84-13		74-5	83-9	72-12
Pairs	73-1	62-18	52-8	73-39	73-20	63-13	63-3

## 36III

18-block: The largest reconstruction in this issue, consisting of positions 1-9 and 11-19. It was made up of 2 5-strips (pos. 5-9 and 15-19), 3 pairs (pos. 2-3, 11-12 and 13-14) and 2 singles (pos. 1 and 4). All stamps, except the singles, were cancelled FREDERIKSVÆRN 3 II 83. The singles were tied in by means of 2 pairs.

The types are as follows:

Pos. 1-4	72-16	73-34	74-11	72-25		
Pos. 5-9	73-28	63-33	62-28	52-6	84-1	
Pos. 11-14	63-6	73-14	73-6	63-40		
Pos. 15-19	62-21	83-7	62-15	73-23	65-1	
10-strip	83-12	61-2	64-4	73-24	83-8	
	72-31	73-1	62-18	72-3	73-37	
4-block	83-8	72-31				
	83-9	72-12				
4-strip	84-3	64-6	63-21	52-1		
3-strips	62-13	72-24	73-40		52-6	84-1
3-strip	III 83-14		II 62-16		III 63-38	83-12
	Second reengraving was forgotten on middle cliché here.					
Pairs, hor.	72-16	73-34	72-25	73-28	73-29	73-17
	62-10	73-18	62-2	73-49	62-6	84-6
	62-8	74-9	72-10	63-7	84-9	62-14
						72-14
Pair, vert.	84-13	83-12				84-13
Pair, vert.	84-13					
	83-12					
5-block	Reconstruction from above:				72-14	84-13
				52-6	84-1	83-12

## Shifting Out of Clichés

It was said that the 251 clichés prepared by Isaksen were sent to Kreutsch for reengraving of the small numbers on all clichés. When the clichés were later reengraved twice, it would seem from the following table, that these reengravings were done near the press, by opening up the printing form (sometimes erroneously called plate), removing the clichés one by one for reengraving and then usually putting them back in the same order. Apparently, when a cliché upon inspection appeared poor, it was removed and a new cliché substituted. Note that, according to the following table, the clichés in most cases kept their positions in the printing form throughout printing stages I, II and III, with relatively few replacements.

## Similarities in Type Combinations

Stage	Combinations			As shown in
I	62-33	72-27		Pair
I		72-27	73-11	Part of 4-block
I		72-27	84-13	Pair
II	62-33	63-14	84-13	3-strip
III		72-14	84-13	Pair
I	72-31	63-19	62-18	3-strip
I		63-19	62-18	Pair
II		73-1	62-18	Pair
III	72-31	73-1	62-18	Part of 10-strip
II	73-24	83-8	72-31	3-strip
III	73-24	83-8	72-31	Part of 10-strip
III		83-8	72-31	Part of 4-block
II	74-5	83-9	72-12	3-strip
III		83-9	72-12	Part of 4-block
I		62-16	63-38	Part of 4-block
III	III 83-14	II 62-16	III 63-38	3-strip

My type collection, although incomplete particularly in stages I and II, appears to support the same story:

Types in I not recurring in II or III	-----	13 types
Types in II not recurring in III	-----	14 types
Types in III	-----	221 types

Total 248 types

## Acknowledgments

I am indebted to Mr. T. Soot-Ryen and Mr. Lars A. Torkildsen for their valuable assistance with loan of stamps and otherwise. I am also thankful to Mr. Arthur L. Lind for the photography of the 12 plates of stamp types.

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