

Introduction

Tom Foster published Volume 1 of his master work, 'The Postal History of Jamaica to 1860' in 1968. Before his death in 1978 he had been working on volume 2, the story for the next 100 years-ish. Drafts of sections of this book had been sent to collectors and this document seeks to publish their contents.

In some cases the draft available is the master with his annotations – so we can assume he approved them, in other cases they are drafts annotated by others which may not be verified and hence have only been included with a health warning.

It appears that this section was written in the early 1960s, as later reference is made to a similar paper published by Aguilar in 'West Indies Stamps' in 1964 /65.

VOLUME II.

The Postal History, Postmarks, Post Offices and Agencies of Jamaica 1860—1961

PART V.

The Postmarks of Jamaica 1860-1961.

Section 13 Jamaica PH Vol 2 - Section 13
Railway Station & Travelling Post Office Markings

Contents

Introduction	1
Contents	1
A Short History of the Jamaica Railway and the Accompanying Mail Carrying Services.	2
Railway Station Postmarks.	6
Travelling Post Office Markings.....	15

A Short History of the Jamaica Railway and the Accompanying Mail Carrying Services.

There are many claims as to which was the first commercially operated railway to be built in the western hemisphere, but there can be no denial of the fact that the first commercially operated railway in the British Empire originated in the minds of a group of Jamaican business men in 1845.

Work began shortly afterwards on the construction of the section running from Kingston to Spanish town and thence on to Angels (a very small place, situated on the other side of Spanish Town and hard to find on many modern maps of the island). The line was completed in 1845 and opened with great ceremony on 21st November of that year.

The Jamaica Post Office was immediately anxious to adapt this new institution for the conveyance of their mail and it became the usual procedure for the mails to be carried between these two centres of Jamaican commerce and officialdom by the 'iron-road'. Various reports of 1864 reveal that two trains a day puffed and steamed over the flat plains of St. Catherine and rattled and roared their way through the numerous sugar plantations and estates to the old capital. The service soon became a regular feature of the countryside, and ran normally, except perhaps when the line was out of action due to flooding from the nearby Rio Cobre, and this happened often, as that river was and still is, a valuable irrigator of the southern part of that ancient parish. Services seldom ran to any stipulated time-table, and it was not unusual for two locomotives to be used in moving the train, one, the 'Emancipation' panting along in front and another, 'The New Age', grunting and lending its weight behind.

The operators of the line however, were evidently satisfied with the progress they had made, and it was not until 18th July 1869 that the line was extended the further eleven miles from Spanish Town to the flourishing little town of Old Harbour in what was then the Parish of St. Dorothy.

It was evident, even at this early stage, that there would have to be some supervision over postal arrangements, and thus was created the office of Travelling Postal Surveyor in 1871, to be abolished due to lack of work in 1879, and belatedly re-instated in 1891.

Explosions, breakdowns, accidents of one kind or another and the presence of livestock on the line contrived at this time to cause serious delays in this modern method of mail carriage, and in 1873, the Postmaster terminated the mail conveyance contract with the Jamaica Railway, and determined to spend the £200 per annum that it had cost on the transportation of mail by road between the capital and Spanish Town.

The idea of a subsidised Mail Coach Company, with an initial capital of £6,000 had already been mooted some years earlier, but despite extensive advertising and the issuing of a lengthy prospectus, nothing came of the project, and after the cessation of the contract, the mails continued to be carried by the older methods in use before the arrival of the railway. It was not until the contract had been terminated, that the public started complaining of the delays in mail between and from the northern parishes and towns, and His Excellency, the Governor, ordered two mail carts to be manufactured in England and sent out to the Colony to begin this service,

Only one mail coach arrived, and a local journal, the 'Morning Star' in its issue of 15th August 1873, described it in very disparaging terms, as a "clumsy Noah's Ark on wheels, requiring two or three elephants to draw it, and best fitted as a Porter's Lodge".

The taxpayers of Spanish Town first saw it on 19th August 1873 when it was brought in by Inspector Crosby with Mr. F. Allwood, the Post Office Inspector, on the box, it having taken one and a half hours to cover the distance of thirteen miles from Kingston to Spanish Town.

This severe criticism, and its continuing failure and clumsiness, caused mainly through its excessive weight, ensured its early demise, and it was retired to a humble shed in the Kingston barracks, where it remained for some years until finally scrapped.

By the end of 1878, complaints regarding the slowness of the mails had reached a new height, and the Government the day ordered the subsidisation of a mail coach to run from Old Harbour to Mandeville, which was considered a good centre for the distribution of mail for certain parts of the northern and western parishes.

Shortly before this however, recourse had once more been made to the conveyance of the mail by rail, as on 1st August 1878 we find that Postmaster F. Sullivan notified the public in the following terms:—

Section 13 Jamaica PH Vol 2 - Section 13 Railway Station & Travelling PO Markings

"On and after August 5th Daily mails will be carried by Railway between Kingston and Spanish Town and Old Harbour. For the convenience of the public a Post Office Receiving Box will be placed at each Railway station."

This was an entirely new innovation and one which helped ensure the speedy carriage of mail. The boxes were emptied shortly before the arrival of the train, the letters handstamped with the special handstamp provided (Although there is no direct proof, the writer considers it probable that Type S was issued to Spanish Town, and possibly to Kingston and Old Harbour, to carry out this service), and placed immediately on board for further transmission to their destinations.

Discontent in commercial circles finally led to the Jamaica Government taking over the railway system in April 1879, when they bought out the shareholders for a sum of £90,000.

Immediate improvements were at once taken in hand as a result of which the permanent way was completely re-ballasted, and an additional twenty-eight bridges constructed in an attempt to overcome the flooding difficulties. In addition, work was put in hand for further extensions of the railway line to Porus and Ewarton, and other minor improvements were projected at the same time. These new services gave general satisfaction, but the Governor, Sir Anthony Mulgrave had to write in June 1879 that "there is at present no public conveyance of any kind whatever about the island except the distance from Spanish Town to Old Harbour of the railway, and a small mail coach which induced by guarantee from the Government has run with success for a few months from the Railway Terminus at Old Harbour to ... Mandeville".

Meanwhile, further attempts to speed up mail conveyance by road had resulted in successful mail coach services being started between St. Anne's Bay and Kingston on 31st October 1881, and between Annotto Bay and Kingston on 2nd October 1884. These services were scheduled to run in concord with the railway arrivals.

On 29th April 1884, a postage rate of One Penny per Half Ounce was introduced for letters carried between Kingston, Up Park Camp, Gordon Town, Cold Spring, Halfway Tree, Spanish Town, Old Harbour and Port Royal, as all these places had a daily mail service and several of them were served by the railway.

On 26th February 1885, the railway extension of twenty-four and a half miles from Old Harbour to Porus was finished, and on 13th August of the same year, the fourteen and a half mile extension from Angels to Ewarton was also completed, thus enabling a daily service to be made to many other places.

Subsequently, G.P.O. notices dated 16th April 1884 and 19th January 1886, revealed that from 1st February 1886 all Post Offices situated on the new extensions would have the new penny rate. The normal inland postage rate at this time was Twopence per half ounce prepaid, and Penny Postage was not introduced over the whole island until 27th December 1889, a somewhat belated Christmas box.

On 1st January 1890, probably after some pressure applied by commercial interests, the Jamaica Government sold the railway to the West India Improvement Company, an American syndicate who had great plans for this system of communication. They promptly caused the railway line to be extended from Porus to its present terminal at Montego Bay, a distance of sixty-six miles which was completed by 1895, and also from the junction at Bog Walk to the other terminal at Port Antonio, a distance of fifty-four and a half miles and finished by the following year.

Despite these extensions and the ever increasing trade caused through the growth of the commercial fruit trade, and which was probably one of the primary reasons for the purchase of the railway, the operating company did not make a great success of their venture. By March 1899, the United Fruit Company had emerged victorious from the 'Banana War' of the previous decade and almost all the smaller firms had been eliminated, so that in April of 1900, the Government again resumed ownership of the railway, from which date it has operated as a Government Department.

The success of the Post Office mail boxes on the railway stations had been carefully noted, and in 1901 further mailing boxes were introduced on the actual trains themselves, for the benefit of passengers and for the use of the public at the many 'halts' where there was no post box or station. The letter boxes at the railway stations were cleared minutes before the arrival of each train, and the collected mail was taken into the Railway Station Office, where it was carefully postmarked with the new date-stamps provided by the Post Office, and then put on the train for ensuing transmission to its destination.

Section 13 Jamaica PH Vol 2 - Section 13 Railway Station & Travelling PO Markings

Railway Station Offices were in all cases separate entities from the ordinary post offices of the same name in the towns and villages served by the railway, and in at least one case (This was Inverness. The Post Office of that name is at the village of Inverness in western St. Ann Parish, whilst the railway station of that name, known as Inverness Siding is in Clarendon Parish, between Old Harbour and May Pen) served a different village of the same name.

This system continued to run satisfactorily to the great appreciation of both passengers and public, and although the catastrophic earthquake of 1907 reaped enormous destruction in Kingston and one or two surrounding areas, it in no way affected the mail coach system or the train schedules.

On 1st April 1910, mails were carried for the first time by motor conveyance, in cars supplied by the Jamaica Motor Company under a contract with the postal authorities. The experiment was short lived however, for in the brief time that it was in use, breakdowns to cars and vans caused a definite failure in to service, and, by prior arrangement, the contractors were relieved, and the motor service was not re-introduced until 1913 when they operated under direct Post Office control.

On 10th March 1913, a new thirteen mile extension from May Pen to Chapelton was opened, and on 20th October of the same year, the Public Works Department undertook to carry out a daily motor service on one the mail lines of post, and this was successfully accomplished. The work was later handed over to a contractor, although nowadays, the post office itself carries out the majority, if not all of the work.

On 1st September 1913, yet another innovation was introduced, which resulted in the speeding of the mails. On the two main lines, a Travelling Post Office facility was opened, which enabled the mail to be sorted en route, and bagged up ready for delivery at any station on that line. Mail posted by passengers on the train in question, and often the mail posted at the Railway Boxes was postmarked with the new handstamps, the first Jamaica T.P.O. markings.

The economic situation resulting from the aftermath of the 1914-18 war had serious repercussions on this system of communication. On 31st December 1924 all-facilities for posting letters at railway stations were withdrawn and the use of the special railway postmarks ceased, although administrative railway markings continued to remain in use and can occasionally be found used as receiving marks and often as 'Free' marks on official correspondence. It would appear however, that some station offices retained their date-stamps, or were re-issued with them at a later date, as the writer has seen examples from two stations used during 1945, and he has vague references but no definite proof of the existence of others. In this respect it should be noted that no records were kept by the railway of instructions given to Railway Station Offices regarding the postmarking and handling of mail.

On this same date the Travelling Post Offices were axed for economic reasons, but they were resumed on 28th March 1927 and still remain in use.

Whilst these economies were being enforced, a further ten mile extension of the railway from Chapelton to Frankfield had opened on 16th March 1925, bringing the total mileage operated by the Jamaica Government Railway to two hundred and fifty one miles of main and branch lines, running through some of the most beautiful country in the world.

The line to Montego Bay from Kingston is typical of this description. After leaving the teaming capital the track meanders through the irrigated banana fields of St. Catherine and the little stations at Gregory Park and Grange Lane to Spanish Town and through the wooded parish of Clarendon. At one time a halt was called at the old sugar estate of Bernard Lodge close by to Spanish Town, but nowadays this does not happen and the name has all but disappeared from most maps of that area. After the old capital, the line ventures through Hartlands and Bushy Park to Old Harbour, one of the first settlements of the English in the 17th century, through Inverness and past old Clarendon Cross of ancient memory, to the thriving little town and junction of May Pen and thence on quickly to Four Paths, Clarendon Park and Porus.

At Porus the ascent of the hills begins, and the way now becomes an intricate series of twists and curves, steep climbs up noble hills and rapid descents through wooded gorges and over rushing torrents, all combining to give a sequence of wonderful panoramas. The next halt is made at Williamsfield the station for the Village of Mandeville, and nowadays a great social centre for visits to nearby attractions and then on through Kendal and the steady haul up to Greenvale, the highest point of the railway at a height of 1705 feet above sea level, and the rush downhill to Balaclava in

Section 13 Jamaica PH Vol 2 - Section 13 Railway Station & Travelling PO Markings

St. Elizabeth. At this point one can leave the train for the Santa Cruz Mountains, the Dickenson Trust Schools or Malvern of the bracing climate, or possibly for to wonderful Black River fishing and the famous Bamboo Walk at Lacovia. Here also access can be had to the mysterious Cockpit Country and the Land of Look behind.

After Appleton is reached the railway runs to the 'frontier post' of Magotty on the fringe of the Maroon Country with its easy access to Accompong Town, and then down to Ipswich of recent disastrous memory, Stonehenge and Catadupa and the thickly cultivated areas of lower St. James, and on through Montpelier and Anchovy to the terminus at Montego Bay with its lofty vistas and many hotels.

Yet another interesting section runs from the junction at May Pen up the Rio Minho valley to Frankfield. It explores mainly agricultural country with many beautiful views and wanders past much of old Jamaica through the stations, 'halts', estates, towns and villages of Sutton's, Ivy Store Halt, Chapelton, the nearby Danks estate, Morgan's Pass, Crooked River and Trout Hall of breakfast fame to Frankfield, a very important agricultural centre and market.

The other main line wends its way northwards from Spanish Town and the old district of The Angels, through the Bog Walk Gorge to the junction of that name where the line divides. One fork continues northwards to Ewarton and this part is now in disuse. The other fork heads eastward through the rich lands and plantations and past New Works to Riversdale, Harewood Halt, Troja and Richmond, which owes some of its status to the railway extension of 1896.

Next come the villages of Highgate and Albany in fair St. Mary, twin centres of departure for the commerce of Port Maria and then the glorious run along the sun washed shores of St. Mary and Portland through Bellefield, Gray's Inn and Annotto Bay, past Windsor Castle and its nearby siding to Buff Bay with its mountain scenery. In rapid succession the busy little villages of Orange Bay, Hope Bay, and St. Margaret's Bay pass by and finally the old district of Titchfield is reached and a groaning halt is made amid the busy bustle of Port Antonio.

Here then is the Railway, now presented in a modern setting, but still fulfilling the tasks for which it was constructed.

The Motor Mail Services still continue, although nowadays they have been modernised and greatly extended to cover larger areas of the island, and a small number of passengers are carried on each coach. Their schedules still continue to connect with the railway timetable and are maintained between:

- Kingston and Port Antonio via Morant Bay
- Bog Walk and Montego Bay
- Anchovy and Lucea
- Balaclava and Southfield
- Balaclava and Ulster Spring
- Maggotty and Black River
- May Pen and Race Course
- Montpelier and Savannah-la-Mar
- Williamsfield and Savannah-la-Mar
- Williamsfield and Cross Keys
- Linstead and Gayle
- Richmond and St. Ann's Bay and
- Shooters Hill and Brown's Town.

In the lists which follow, the Railway Station Postmarks have been given the designation '3', whilst those of the Travelling Post Offices carry that well known prefix 'TPO'. Earliest and latest known dates of use are given in all cases, out there is little doubt that many of these records of the writer can be extended.

Jamaica Postal History Volume II (unpublished)

Section 13 Jamaica PH Vol 2 - Section 13 Railway Station & Travelling PO Markings

Appleton	Blue	20 Sep 1901	2 Mar 1999	
Balaclava	Red	22 Aug 1902	27 Feb 1906	
	Blue	22 Aug 1903	30 Oct 1920	
Bog Walk	Blue	3 Oct 1901	Feb 1902	
Buff Bay	Blue	24 Aug 1901	11 Jun 1921	
Cambridge	Blue	16 Sep 1904	23 Oct 1910	
Catadupa	Blue		2 Nov 1910	
Clarendon Park	Blue	3 Oct 1901	10 May 1919	Possibly two datestamps of this type exist.
Ewarton	Blue	10 Dec 1911	16 Jun 1923	
Four Paths	Blue	20 Dec 1902	12 Sep 1916	
Grange Lane	Blue	16 Jan 1902	3 Jan 1917	
Gregory Park	Blue	12 Dec 1904	31 Jan 1924	
Kendall	Blue	8 Jul 1902	7 Dec 1918	
Kingston I	Blue	8 Oct 1901	1 May 1917	Small broad letters widely spaced.
Kingston II	Blue	27 Mar 1916	16 Dec 1919	Letters more widely spaced.
Linstead	Red	30 Oct 1901		
	Blue	31 Oct 1901	27 Jan 1910	
Montego Bay	Blue	24 Oct 1901	6 Dec 1912	
	Red	12 Aug 1905	24 Mar 1906	
Montpelier	Blue	30 Jul 1902	12 Dec 1902	Note spelling
Old Harbour	Blue	3 Feb 1902	1905	
Orange Bay	Blue	27 Aug 1902	17 Oct 1912	
Port Antonio	Blue	17 Feb 1903	2 Jul 1909	
	Red	24 Apr 1907	16 May 1907	
Porus	Blue	18 Mar 1902	11 Mar 1903	
Richmond	Blue	8 Oct 1901	30 Jun 1913	
Spanish Town	Blue	11 Oct 1901	1908	
Troja	Blue	2 Nov 1901	Jan 1922	
Williamsfield I	Blue	12 May 1902	7 May 1903	Has broad letters
Williamsfield ?	Red	6 Sep 1905	1906	? I or II
Williamsfield II	Blue	22 Oct 1918	28 Nov 1924	Has tall narrow letters
Williamsfield III	Violet		19 Nov 1923	ditto

S1 Unidentified Types.

The following Railway Station Offices were all issued with and used the basic Type S1, but so far the compiler has not yet been able to identify with any certainty which sub-type they had.

Anchovy	Blue	18 Dec 1906	7 Apr 1915	
Bushy Park	Blue	30 Oct 1901	1912	
	Red	29 Jan 1906		This item in red may possibly be Type S2. Confirmation needed.
Hartlands	Blue	24 Jul 1918	23 Aug 1923	
Hope Bay	Blue	23 May 1906	1911?	
Ipswich		3 Nov 1907	24 Aug 1911	
Maggotty		20 Dec 1905?		
Riversdale		27 Apr 1906	6 Jul 1918	

Note :- It is quite common to find inverted and/or transposed dates in all three sub-types of S1.

Jamaica Postal History Volume II (unpublished)
 Section 13 Jamaica PH Vol 2 - Section 13 Railway Station & Travelling PO Markings
Type S2.

A type similar in format to S1 but verb much scarcer. It has the word 'STATION' added at the bottom after the town name, and has the dots at each side.

Note:- It is possible that neither sub-type S2 or S2b exist, but as four offices have not yet definitely been identified, they have been included for possible future allotment and reference. Inverted dates can be found in Type S2.

Type S2a.

A sub-type of S2 which has small Maltese crosses on either side, separating the wording.

Kingston	Blue	6 Apr 1904	Jan 1908
May Pen	Blue	12 Mar 1903	1911
Old Harbour	blue	11 Feb 1903	1905

Type S2b.

A sub-type of S2, which has neither dots or Maltese crosses at the sides.

S2 Unidentified Types.

The following Railway Station Offices are known to have been issued with the basic Type S2, but so far the compiler has been unable to identify with any certainty which sub-type they used.

Bushy Park		20 Jan 1906		Could possibly be Type S1. vid.
Ewarton				Definitely exists.
Grange Lane		13 Jan 1905		
Kendal	Blue	21 Oct 1916	1920	Would like some confirmation of this.

Type S3

Anew type of similar format to S1 and S2 which has the legend 'JAMAICA GOV'T RAILWAY' at the top and the name of the town only at the bottom. .The lettering is tall and narrow, and there are small Maltese crosses on either side of the postmark.

Appleton	Blue	18 May 1914	23 Feb 1922	
Bog Walk	Blue	10 Jul 1913	11 Mar 1924	
Buff Bay	Blue	1 Jun 1915	5 Oct 1923	Is definitely a different postmark to S3a from this town.
Cambridge	Blue	17 May 1912	15 Jun 1924	
Catadupa	Blue	20 Sep 1919	Sep 1922	
Four Paths	Blue	16 Jun 1921	21 Jul 1924	
Grange Lane	Blue	2 Nov 1911	14 Jul 1921	
Highgate	Blue	27 Oct 1915	26 Aug 1922	A different post mark to S3a from this town.
Hope Bay	Blue	28 Feb 1911	11 Dec 1924	
Ipswich	Blue	2 Mar 1920	13 Jul 1924	
Kingston	Blue	1 May 1916	6 Aug 1925	
Linstead	Blue	4 Mar 1921	7 Oct 1924	
Montego Bay	Blue	5 Aug 1910	18 Mar 1924	
Montpelier	Blue	24 Aug 1914	17 Apr 1924	Note correct Spelling.
Old Harbour	Blue	1914	30 Dec 1924	
Porus	Blue	23 Jul 1917	4 Dec 1923	
Richmond	Blue	1 Oct 1910	1926	A very late date but definite.

Jamaica Postal History Volume II (unpublished)
 Section 13 Jamaica PH Vol 2 - Section 13 Railway Station & Travelling PO Markings

St. Margaret's Bay	Blue	2 Jan 1916	18 Sep 1926	Another late date.
Spanish Town	Blue	2 Oct 1911	Feb 1921	
Troja	Blue	9 Feb 1910	13 Nov 1913	

Note :- Inverted and/or transposed dates in Types 33 and S3a are very common.

Type S3a.

A sub-type of S3 which has no Maltese crosses at the sides.

Albany	Blue	6 May 1912	12 Aug 1922	
	Violet	5 Nov 1924		
Anchovy	Blue	20 Aug 1919	25 Oct 1919	
Annotto Bay	Blue	20 Sep 1912	31 Dec 1923	
Buff Bay	Blue		20 Jun 1924	vide S3 of Buff Bay.
Bushy Park	Blue	26 Jul 1919	7 Dec 1923	
Clarendon Park	Blue	6 Jun 1917	13 Sep 1922	
	Black	24 Jan 1921		
Danks	Blue	3 Dec 1910	14 Dec 1921	See note
Green Vale	Blue	21 Jul 1917	9 Sep 1922	Possibly two date stamps of this type.
Highgate I	Blue	23 Jul 1914	10 Mar 1915	Smallish, broad lettering
Highgate II	Blue	11 Nov 1918	3 Nov 1925	(Another late date. has larger narrower lettering)
Highgate II	Violet	18 Dec 1945		
Kendal	Blue	21 Oct 1918	25 Oct 1923	
Magotty	Blue	20 Jan 1912	24 Mar 1923	
Orange Bay	Blue	20 Mar 1914	3 Apr 1924	
Port Antonio	Blue	24 Jun 1912	13 Jul 1922	
Riversdale	Blue	20 Nov 1919	1924	
Spanish Town	Blue	5 Jan 1907	1920	
Suttons	Blue	8 Sep 1914	14 Dec 1923	

Notes: Nicholson mentions (vide page 225 of 'Jamaica - Its Postal History, Postage Stamps Postmarks) that Chapelton Station was originally called Danks from its opening in 1913 until 1921, but the known dates of use of Danks Type S3a and Chapelton Type S3 or 3a would appear to correct this statement, and it is probable that both places were open at the same time.

It is interesting to consider why Highgate and Buff Bay (and possibly Green Vale) should have had two date-stamps of the same type issued to them.

S3 Unidentified Types.

The compiler has seen the following stations in this basic Type S3, but has been unable to identify which sub-type they used.

Balaclava				I have seen this recorded, but have never seen a copy, and must query it.
Chapeleton	Blue	7 Aug 1912	4 Sep 1923	See notes after Type S3a and Danks

Jamaica Postal History Volume II (unpublished)
Section 13 Jamaica PH Vol 2 - Section 13 Railway Station & Travelling PO Markings

Ewarton				Have seen a vague report of this but cannot confirm
Hartlands	Blue	23 Aug 1921	25 Aug 1920	
Williamsfield	Blue	29 Mar 1917	1924	

Type S4

A slightly larger date-stamp of the same format, which has the legend 'JAMAICA GOVERNMENT RAILWAY(S)' at the top, and the name of the town only at the bottom, separated on either side by a single spacing line.

May Pen	Blue	3 Feb 1923	Dec 1929	A very late date.
	Violet		29 Dec 1924	Spelt with final 'S' in 'RAILWAYS'

Type S4a

A sub-type of S4 which, has dots on either side of the date-stamp instead of the spacing lines.

Inverness	Blue	21 May 1923	21 Aug 1923	see note a 'bottom of page 5
Spanish Town	Blue	19 Dec 1922	21 Oct 1924	Spelt with final 'S' in 'RAILWAYS'
Troja	Blue	22 Aug 1923	19 Sep 1923	Dot at left often missing

Type S4b

Another sub-type 01; S4 which has neither spacing lines nor dots at the sides of the date-Stamp.

Balaclava	Blue	1 Dec 1923		
	Violet		11 Jun 1927	Another late date.
Chapelton	Blue	31 Jan 1922	14 Apr 1924	
Grange Lane	Blue	1921	11 Feb 1924	
Riversdale	Blue	1 Oct 1923	9 Oct 1923	
	Violet	8 Dec 1924	7 Nov 1945	In compilers collection on 4½d Constitution

S4 Unidentified Types.

The compiler has also seen or recorded the following towns using the basic type S4, but as yet has been unable to identify which sub-type they used.

Annotto Bay		6 Oct 1925	11 Oct 1925	Check colour.
Clarendon Park	Blue	31 May 1922	15 Jan 1924	
	Violet		1924	
Kingston			1 Mar 1925	Check colour.
Montego Bay		3 Jul 1923		Check colour.
Port Antonio				Vague, doubtful report. Does this exist?

Note:- Inverted and/or transposed dates can be found on all sub-types.

Section 13 Jamaica PH Vol 2 - Section 13 Railway Station & Travelling PO Markings

The compiler has no record nor has he ever seen any example of a Railway Station Postmark from Bernard Lodge, New Works or Windsor Castle Sidings and would welcome news of their existence.

Bernard Lodge was a 'halt' at the sugar plantation of that name near Spanish Town, but it is no longer in use.

There are several places in Jamaica called by or known as New Works, but the place listed by 'Nicholson' has no connection with the village of that name which now supports a Postal Agency and is situated in Westmoreland. There is a small place called New Works situated on the River Magno near Riversdale. It is very near the present terminus at Linstead and the railway bend before Riversdale, and the compiler thinks it is the most likely place.

Windsor Castle is in St. Mary Parish, about halfway between Annotto Bay and Buff Bay, and is still in use at this time. It is incorrectly named by 'Nicholson' and its proper title is Windsor Castle station and not 'sidings'.

The following is a complete list of stations and 'halts' now operated by the railway. They may be of interest.

Kingston to Montego Bay

Via Gregory Park, Grange Lane, Spanish Town, Hartlands, Bushy Park, Old Harbour, Inverness Siding, May Pen, Four Paths, Clarendon Park, Porus, Williamsfield, Kendal, Greenvale, Balaclava, Appleton, Maggotty, Ipswich, Stonehenge, Catadupa, Cambridge, Montpelier and Anchovy.

May Pen to Frankfield

Via Suttons, Ivy Store Halt, Chapelton, Morgan's Pass Siding, Crooked River and Trout Hall.

Spanish Town to Linstead

Via Bog Walk.

Bog Walk to Port Antonio

Via Riversdale, Harewood Halt, Troja, Richmond, Highgate, Albany, Bellefield Siding, Gray's Inn Siding, Annotto Bay, Windsor Castle, Buff Bay, Orange Bay, Hope Bay, St. Margaret's Bay and so on to Port Antonio.

An example of Highgate Type S3a-II struck in violet ink in the collection of Mr. L.C. Courtney is dated 18th December 1945. The compiler has in his own collection a fine strike of Riversdale Type S4b in violet dated 7th November 1945, and knowing its background, he can vouch for its authenticity, having just failed to save it from being taken off the cover on which, it reposed. It is on the 4½d value of the Constitution series of that year.

There is also a somewhat vague report that Montego Bay was using a station post mark at this time, but the writer has no further knowledge of this.

The reason for the re-use of these particular station markings would be of great help in completing this history. One faint clue may lay in the compiler's own collection - a registered cover from Riversdale, with the normal Riversdale Post Office date-stamp of 1939, and a registration label which reads 'RIVERSDALE RY.'. He knows of the existence of one similar cover from the same place, a would be interested to hear from owners of covers with similar registration labels on them.

Jamaica Postal History Volume II (unpublished)

Section 13 Jamaica PH Vol 2 - Section 13 Railway Station & Travelling PO Markings

In addition to the Station Offices listed previously, posting boxes were erected and maintained at the Kingston Baggage Depot and the Kingston Baggage Office. The posting procedure was exactly the same, the Baggage Agent clearing the post boxes and cancelling the letters before putting them on the outgoing trains. In many cases, baggage receipts and notification of baggage arrival, together with certain packages were cancelled with these markings.

Three types of date-stamp exist :-

Type S5.

A companion of Type S1a, but with the legend 'BAGGAGE DEP'T.' at the bottom instead of the station name. There may possibly be two date-stamps of this type.

BAGGAGE DEP'T	Blue	31 Oct 1903	24 May 1908
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Type S6.

A companion of Type S3, but with the legend 'KINGSTON BAGGAGE DEPT' at the bottom instead of the station name.

KINGSTON BAGGAGE DEPT	Blue	30 Nov 1907	
	Violet	10 Nov 1908	

Type S7.

A companion to Type S3, but with the legend 'KINGSTON BAGGAGE OFFICE' at the bottom instead of the station name.

KINGSTON BAGGAGE OFFICE	Blue	13 May 1908	2 Jan 1912
	Violet	1911	

The next type of marking listed, originated from the same place, but is of later date, and would appear to have been used only as a receiving mark on letters to that depot.

Type S8

A somewhat larger date-stamp of the usual format, containing at the top in large capital letters the legend 'J.G.R.' and at the bottom 'KINGSTON GOODS SHED'

KINGSTON GOODS SHED	Purple	1941	11 May 1945
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Notice the dates given here in relation to the abnormal items from Highgate and Riversdale and to the receiving marks from the Audit Department.

Jamaica Postal History Volume II (unpublished)

Section 13 Jamaica PH Vol 2 - Section 13 Railway Station & Travelling PO Markings

The final series of railway markings all belong to the group referred to under Type S10 as official 'Free's', and will be listed in the 'FREE' Section as well as here.

All of them were used to frank official correspondence from the Jamaica Government Railway and at least six types have been recorded by the compiler, and more may exist. Unfortunately, he has not had the opportunity of closely examining these items, and can therefore give only the roughest details at this stage.

In the hope that a closer study can be made, type numbers have been allotted to them, and the relevant detail can then be added when it becomes available. Owners of any of these items are asked to let the compiler see them at the earliest opportunity.

Type S12

Probably double-lined oval format, with the legend reading 'DIRECTOR OF JAMAICA RAILWAY'. The word 'FREE' is in the centre, and the handstamp may or may not have the words 'ON H.M. SERVICE' at the top. The colour is not known.

DIRECTOR OF JAMAICA RAILWAY

Circa 1911

Type S13.

Details unknown. Some of the wording reads 'DIRECTOR OF GOVERNMENT RAILWAYS'. In the collection of/or recorded by A.H. Johnson of the U.S.A.

DIRECTOR OF GOVERNMENT RAILWAYS

Circa 1911

Type S14.

Details unknown. Wording reads as Type 313, but it is a different type. In the collection of/or recorded by A.R. Johnson of the U.S.A.

DIRECTOR OF GOVERNMENT RAILWAYS

Type S15

A double-lined oval handstamp with the 'FREE' in its centre, and the legend 'JAM. GOVT. RAILWAY' around the bottom. Around the top are the words 'ON H.M. SERVICE'

ON H.M. SERVICE
JAM. GOVT. RAILWAY

Black

3 Aug 1920

Type S16

Details. Unknown. The legend reads 'GOVERNMENT RAILWAY'. In the collection of/or recorded by A.N. Johnson of the U.S

GOVERNMENT RAILWAY

Type S17.

Details unknown. The legend reads 'JAMAICA GOVERNMENT RAILWAY'. In the collection of/or recorded by A.N. Johnson of the U.S.A.

JAMAICA GOVERNMENT RAILWAY

Travelling Post Office Markings.

Type TP01.

A temporary date-stamp, and listed as such in E.F. Aguilar's 'Philatelic Handbook of Jamaica' as type TD29. Two date-stamps of this type were issued to the travelling post offices, and both differed in size. They consisted of the letters 'T.P.O.' enclosed in a single-lined, rectangular frame, which in 'TP01' measures 37 x 14 mm.

T.P.O.	Purple	23 Oct 1913	7 Jan 1914
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Notes: Aguilar quotes the above dates for the compilers Type 'TP02', but the dates given here have been checked by the writer of this volume and there is no possibility of error, unless of course, his Type 'TP02' also exists with these extreme dates.

This type is also listed in Section 5, Part II of Volume II as Type 'TRD?'. It can be found struck on letters with a Railway Station Date-stamp superimposed, but it is far more usual to find a part strike on a single stamp or pair.

Unfortunately pages 23 and 24 of the original manuscript are missing, covering TP02, TP03 and TP04

Type TP05

Has a similar format to TP04 and TP04a, with a diameter of 29 mm and much wider rings. The letter 'C' is round instead of oval and there is a numeral '1', '2' or '3' placed above the date.

T.P.O. 1	Black	29 Jul 1939	27 Dec 1945	Known as TP05.
T.P.O. 2	Black	4 Jun 1937	14 Aug 1944	Known as TP05a.
T.P.O. 3	Black	12 Jul 1938	17 Jan 1961	Known as TP05b.

Notes: At this time there were three travelling post offices operating on the railway, and these date-stamps were originally allocated as follows :-

- T.P.O. 1 Kingston to Montego Bay.
Probably only employed on this 'run'. No letters with this date-stamp and carried on other 'runs' are known to the compiler.
- T.P.O. 2 Montego Bay to Kingston.
Had 'run' changed at a later date ? Has been seen by compiler carried on the Port Antonio 'run' in August 1944.
- T.P.O. 3 Kingston to Port Antonio and return.
Had 'run' changed at a later date, (possibly more than once). Letters known to the compiler, bearing this date-stamp and carried on the Montego Bay 'run' are dated April 1945 to December 1960 and possibly later. Seen used on the Port Antonio 'run' in October 1955.

The compiler would be interested to learn details of 'runs' made by other covers bearing these three markings.

Type 'TP05b' may have been repaired or re-cut about 1957, as it can be found with clear, unworn strikes about that date.

Type TP06.

A 'Birmingham' type of date-stamp with the same format as that type 'B1'. It has rings about 4½ mm apart and a diameter of 26½ mm. The letters 'T.P.O.' are placed at the top and 'JAMAICA' at the bottom, separated on either side by thick, shaped spacing bars. The date is in the centre in two lines with a six pointed star above it.

Jamaica Postal History Volume II (unpublished)

Section 13 Jamaica PH Vol 2 - Section 13 Railway Station & Travelling PO Markings

Proof strikes of this date-Stamp in the collection of/or recorded by Clinton L. von Pohle in the U.S.A., suggest that it may have been issued in duplicate. The compiler has not yet seen these proof strikes, and has been unable to identify more than the single dater mentioned here. Should further proof come to light, the new addition could be referred to as Type 'TP06a'.

T.P.O.	Black	31 May 1937	10 Jan 1961
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Notes: The compiler has only seen this date-stamp employed on the Kingston to Montego Bay 'run', and would welcome any details of letters proving other 'runs'. (He also lists this mark in Section 6, Part II of this Volume as Type 'B8' and possibly 'B8a').

Type TP07.

A 'New Birmingham' type, of date-stamp, which has the same format as that type NB1a.

In all probability, three identical markings were issued to the travelling post offices, and these will be referred to as Types TP07, TP07a and TP07b. They each bear a numeral after the letters 'T.P.O.', and although the compiler has not yet seen enough copies to give any definite opinion, he sees no reason why they should not be '1', '2' and '3' as before.

The date-stamps have a diameter of 26½ mm, the rings being 5 mm apart. The lettering at the top reads 'T.P.O.' and a numeral, and that at the bottom 'JAMAICA', separated on either side by single spacing arcs. The date is in the centre in two lines and there is no star above it.

T.P.O. 1	Black		Known as TP07.
T.P.O. 2	Black		Known as TP07a.
T.P.O. 3	Black	2 Jan 1961	Known as TP07b.

Notes: Further details of covers bearing these three postmarks would be appreciated by the compiler. (Listed as Type 'NB1a' in Section 7, Part II of this Volume).

Identification of individual 'T.P.O.' date-stamps is not difficult, although poor strikes are common and are caused mainly through wear and tear and constant long use. Types TP04 and TP04a suffer greatly in that respect, but can always be distinguished from TP05 by their smaller diameters, and from TP03 by the absence of the dots at the sides. It should be pointed out that TP03 is a single-ring date-stamp and is usually confused with TP04 and TP04a when their double-rings are worn, making them appear as a single-ring.

Official envelopes used by the railway are often found. They usually have 'O.H.M.S.' along the top and 'JAMAICA GOVERNMENT RAILWAY' at the bottom left of the obverse, all printed in black ink. These envelopes can be found bearing strikes of the various Railway 'FREE' marks as listed, and in later times, with the printed General Free Mark (Official Free and Crown in a Circle), which is however, beyond the scope of this section.

Acknowledgements and Bibliography.

Many sources of information and a great number of collections have been closely examined in order to compile this section, but it is inevitable that there should be omissions in these acknowledgements. The writer would be pleased if such errors were brought to his notice immediately.

His/Her Majesty's Stationery Office.	'Jamaica - Its Postal history, Postage Stamps and Postmarks'
E.F. Aguilar.	A. Latham.
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Jamaica Government Railway	
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