

**B011 1956-NOV – JAMAICA RAILWAY****G. W. COLLETT.**

This time, last year, I was enjoying that wonderful summer and mentioned in my paragraph that I had hardly looked at a stamp for several months. What a difference this year when, for many a day, I have watched the rain beating on the windows and have been only too glad to get out an album. At the same time I have hoped that the postman might deliver an Exchange Packet that I could go through for scarce postmarks. One I very much want to complete my set of Jamaica Railway marks is that of IPSWICH. Has any member ever seen a copy of this? There are only 40 of these marks, not 44 as stated in the Handbook. The following should be deleted: BERNARD LODGE, INVERNESS, NEW WORKS and WINDSOR CASTLE SIDING. Writing of postmarks, I have a Jamaica 3d. pine with the diamond shape postmark, with thick bars and 285 in the centre which, I believe, is KILRUSH. You occasionally find Jamaican stamps with the FALMOUTH, PLYMOUTH and SOUTHAMPTON postmarks, but any Irish mark must be very rare and would more likely to be 156 CORK or 186 DUBLIN. Since KILRUSH is only a tiny fishing harbour at the mouth of the Shannon in County Clare, I often wonder what story, if any, is associated with this postmark. All being well, I hope to attend our meeting on October 27th and will look forward to seeing some more interesting displays from our members.

**B020 1959-JAN – RAILWAY POSTMARKS****BY W. K. WATSON.**

"The late L. C. C. Nicholson included in the Jamaica handbook, pp. 224/5, an article on the railway postmarks of this Colony and added illustrations of two types of 'station name' postmarks and one T.P.O. postmark. The first type of such postmarks included the words 'Jamaica Railway' whilst the second type had the words 'Jamaica Gov't Railway'; both cancellations being of the circular date stamp type measuring 31mm. in diameter and usually being found in blue ink though some early marks are known in red ink. Some stations used both types of cancellations, the station name being at the bottom of the postmark, but since the handbook was published a third type of cancellation has been noted, similar to the second type but with the word 'Government' in full. Our President informs me that when the handbook was compiled not enough was known regarding these postmarks and apart from this third type being omitted the list of station names recorded contains four names - Bernard Lodge, Inverness, New Works and Windsor Castle Siding - which should be deleted. I have seen cancellations for Chapelton, Grange Lane, May Pen and Spanish Town in this third type, and in the case of Grange Lane I have one example showing 'Gov't abbreviated and another with the word in full. I also have a note of seeing in the past a station name postmark where the word 'Railway' was expressed in the plural, but unfortunately I cannot now find a specimen to quote chapter and verse.

Since Mr Nicholson described the first T.P.O. cancellation which came into operation in 1913 various other types have been used. The type illustrated in the handbook, a single ring postmark, appears to have been in use from 1913 to 1924 and then from 1927 to 1936. As far as I can ascertain this postmark was followed by a double ring type which does not seem to have had a very long life, the only copies seen being for 1936 and 1937. Then came T.P.O. No. 1, T.P.O. No. 2, T.P.O. No. 3 and the latest types have a star (or asterisk) in place of a number. I have not seen any strikes of T.P.O. No. 1 bearing the year of origin and some, but not all, strikes of T.P.O.'s No. 2 and 3 are also without the year. Mr. H. S. Hughes writing in G.S.M. for April 1945 mentioned that T.P.O. No. 1 was used on mail carried from Kingston to Montego Bay, whilst T.P.O. No. 3 was used on mail carried in the opposite direction. Mail carried between Kingston and Port Antonio was cancelled T.P.O. No. 2 without discrimination as to direction, it may well be that the latest T.P.O. with a star has superseded the numbered postmarks but I have no confirmation of this fact. I should be very pleased indeed if any members can furnish further information regarding these postmarks. Incidentally, it may be thought that these station name postmarks are of sufficient interest for an effort to be made to compile a complete list showing which stations used which marks."

**B022 1959-JUL – RAILWAY POSTMARKS****BY DR. R. H. BLACKBURN**

With reference to Mr W. K. Watson's article in Bulletin No. 20, pp. 9 and 10, perhaps the following details of examples in my collection may be of interest to Mr. Watson and other members who collect these postmarks:-

Type 1. Annotto (spelt Annatto) Bay, Clarendon Park, Kingston, Orange Bay, Porus, Richmond and Spanish Town.

Type 2. Annotto Bay, Clarendon Park, Grange Lane, Kingston, Orange Bay, Porus and Richmond.

Type 3. Grange Lane, May Pen and Spanish Town but both the latter have the plural "RAILWAYS."

NOTE:- I also have a "Luggage Dept" but am not sure of the type.

Although our President has informed Mr. Watson that 'Inverness' should be deleted from the list of station names I must mention that I have a very good specimen on piece - Type 3 - dated 21st August, 1923.

T.P.O.'s. I have two types of the single ring. One has a thin ring with 'JAMAICA' measuring 24mm and a dot between each end of JAMAICA and T.P.O. The other has a thick ring, 'JAMAICA' measuring 19mm. and no dot. My examples of the double ring are dated 1930 and 1932 respectively. My copy of the T.P.O.1 is dated 29.7.39 and that of T.P.O.2 ?8.41. I have two copies of T.P.O.3 which are dated 28.2.39 and 4.2.45 respectively. My example with the asterisk (or star) is on cover dated 24.2.50 and may be a F.D.C.

**B022 1959-JUL – RAILWAY POSTMARKS****BY LT.-COL. FRED F. SEIFERT)**

I have recently acquired a Jamaica cover postmarked 21 DEC 1880 at Kingston which has on the face a double line handstamp in black sans-serif letters 3 mm. high:

RAILWAY LETTER BOX  
SPANISH TOWN

The overall dimensions are 46 mm. x 9¼ mm. and as I can find no record of this mark I wonder if any member can provide some information.

**B040 1964-MAR – RAILWAY TOWN CANCELLATIONS OF JAMAICA****BY R. W. METCALF**

I have a postmark of Ipswich which is similar to Type 1 - i.e. Jamaica Railway at top, Ipswich at foot, but including a star at each side. The date is JAN 8 1902, on a red Llandoverly. This is about 5 (nearly 6) years earlier than the first date quoted for this station, and is in blue ink. This type is not mentioned in the Jamaica Handbook, and may be of interest.

**B077 1973-JUN****BY I. W. JEFFERSON**

As one of the 'new boys' of the Study Circle I have been eagerly awaiting the arrival of each bulletin to read the articles on Jamaica, but alas the four since I joined have not had even a line between them! Perhaps this short article will generate some further interest in Jamaica, and in particular in the station handstamps. Unfortunately all the articles I have seen, from T. W. Frost's in the Jamaica Philatelist of 1946 to J. Watson's more recently in the May 1971 edition of Stamp Monthly, have been largely a rewrite of previous material, nearly all in turn traceable back to Nicholson's standard work published in 1928.

In Bulletin No. 20 of the BWSC, W. Watson stated "Our President" (then G. W. Collett) "informs me that when the handbook was compiled not enough was known regarding these postmarks and . . . the list of station names recorded contains four names, Bernard Lodge, Inverness, New Works and Windsor Castle Siding - which should be deleted." This article brought a reply from Dr. R. Blackburn who stated "although our President has informed Mr. Watson that Inverness should be deleted from the list of station names I must mention that I have a very good specimen on piece." My aim is to state what I think is the likelihood of any of the other three existing, hoping to be contradicted if firm evidence to the contrary is available!

What of the three others? I have a copy of a 1888 map of the Island, revised in 1905 and 1926 with a further revision, of roads only, in 1941. The 1926 date is of course the key one as the map shows all stations, post offices and railway telegraph offices on the island at that time. Apart from the extension of the line from Chapelton to Frankfield in 1925 the map virtually shows the railway

and postal situation as it was on 31st December 1924, when the use of station handstamps officially terminated.

New Works is shown as having a station only; it was situated on a very small branch line, about three miles long, on which it was the only station and terminus. It joined the Linstead to Ewarton branch line just North of Linstead. On the evidence of the map alone it seems most unlikely that postal facilities were ever introduced at New Works.

At Windsor Castle, however, there is a symbol for a post office, but nothing denoting either a station or railway telegraph office. This place is often referred to as Windsor Castle Siding and the map supports the argument that there was no station as such there.

This leaves the third of the disputed stations, Bernard Lodge. The Lodge itself is three miles South East of Spanish Town and about a mile from the railway at its nearest point. This point coincides the location of a station, with post office and telegraph facilities, but it is Grange Lane. No other station or halt exists although I understand there was once a small halt for estate workers called Bernard Lodge.

So the evidence on all three stations points, fairly conclusively, to their never having had station handstamps. If no comment is forthcoming I propose to remove three of the four blank pages from my Railway Collection!

### **B078 1973-SEP – JAMAICA RAILWAY MARKINGS**

**BY ROBERT TOPAZ**

I note in the last (June) bulletin that I. W. Jefferson writes regarding the Jamaica Railway markings, which I would answer as follows:

To the best of my knowledge and in my compilations (which include most but not all of the collectors in the U.S.A. of this type of material) I have never heard of or seen a copy of a mark from Windsor Castle Siding, Bernard Halt, nor New Works. Inverness, of course, is represented by the one strike held by the late Dr. Blackburn and now dispersed at auction. The late Everard Aguilar never possessed any knowledge that these three marks ever existed. Notwithstanding all of the above, it is not out of the realm of possibility that they did exist, and will some day show up. I do not suggest that Mr. Jefferson hold his breath waiting for these or any of the other stops that existed such as Moore Hall Station (Later known as Albany), Orange River Station (Highgate), or Natural Bridge Station (Riversdale), or Whim Station (Old Harbour). All of these are shown on the 1895 maps of Jamaica as being stations. When were the names changed if indeed these are the same stations as the stations listed in brackets?

Stonehenge Siding is listed as a Railway stop in the 1918-1919 schedules at least - is it possible that this stop had a station? The unofficial Jamaica Handbook of 1918 states that all Railway Stations had Letter Boxes which were emptied 10 minutes before departure time. Perhaps this did not include places like Stonehenge Siding and Windsor Castle Siding which are listed in the schedule, but Highgate is listed in the same schedule as Highgate Siding? Highgate certainly had postal service during this period.

May I recommend to Mr. Jefferson that he peruse the latest work on the subject that I have seen - i.e. Aguilar's reprint of Tom Foster's initial study of the subject printed in one of the last of the periodicals issued before Aguilar's untimely passing.

### **B097 1978-JUN – JAMAICA RAILWAYS**

**MAJOR T.W. JEFFERSON**

From the summary in the September issue of the displays given at the meeting in March 1977, I see that Mr. S. Goldblatt showed what was reported as "reputedly" being a postmark of WINDSOR CASTLE SIDING. From the lack of positive identification I assume that only the upper half of the postmark is visible. The answer, I'm afraid, to the reviewer's perhaps intendedly rhetorical question "what else, after all, could have included so many squeezed-up letters ... ?" is KINGSTON BAGGAGE OFFICE which has 21 letters as opposed to the 19 in WINDSOR CASTLE SIDING!

I have half a dozen part strikes of the former, which between them overlap to produce the full postmark. These are dated between 1908 and 1912, so if Mr. Goldblatt's item has a postmark dated wildly outside these limits it could still be WINDSOR CASTLE SIDING'

Whilst on the subject of the KINGSTON BAGGAGE OFFICE postmark I would like to mention a recent find concerning its predecessor, BAGGAGE DEPT, which does not have the word "Kingston" and whose second word is abbreviated as shown. This datestamp has been recorded as existing in a Type I (Jamaica Railway) format as well as in the Type 3 (Jamaica Govt. Railway). My find, to be described shortly, when compared with two bottom-half strikes in my collection, indicates that there was but one format, but with the style of lettering as for Type I, but with the wording of a Type 3.

The item concerned is a top-half strike but with additionally the letter B visible in the eight-o'clock position, i.e. as the first letter of the station name. The upper lettering clearly reads JAMAICA GOVT. R . . . . ., the style of lettering more accurately being what I refer to as "intermediate Type I" because the letters are not as squat and square as in a normal Type I but also certainly not as narrow as a Type 3.

What is of particular interest is the date, 11 Mar 1905, which is five years earlier than any Type 3 I have got or heard of. One of the two lower-half strikes is also dated March 1905, but lacking the upper portion I had regarded it as being a Type I. I am quite certain that the B referred to above could not be the start of BALACLAVA, BOG WALK, BUFF BAY or BUSHEY PARK as the style of lettering, the distance between 'B' and 'J' and the positioning of the B all indicate that it is BAGGAGE DEPT.

Having mentioned an 'intermediate Type I' it might be of interest if I were to follow-up that lead-in as well: Four stations, five counting LINSTED if the spelling of LINSTED was corrected with a replacement Type I, are recorded as having a second Type I datestamp. Of these only WILLIAMSFIELD had an 'intermediate'. Of the others, ANNATTO BAY to ANNOTTO BAY (or vice versa) was another spelling correction (or a spelling mistake) whilst for KINGSTON in the second type the letters of the station name were much more spread out, the style of lettering remaining unaltered. The original Type I of the other station, ALBANY, for some reason had much taller letters than normal, this abnormality being corrected in the second version.

Apart from WILLIAMSFIELD, I have examples of three other intermediate Type Is, for APPLETON (1911), PORT ANTONIO (1907) and SPANISH TOWN (1907, two examples), but I feel sure that there must be several others. The intermediate for APPLETON was presumably in use by February 1907, because it is that date and station that was used as an illustration of a Type I by de Burca in the first published listing of earliest and latest dates of use of the station postmarks, which appeared in Stamp Collecting on 5 Feb 1960 (the same illustration appears in Johnson's handbook published in 1964). The illustration happens to be of an intermediate Type I!

One of the two examples of SPANISH TOWN referred to above is a lower-half strike with a date of 5 Jan 1907 and which has been recorded as the earliest Type 3 for that station. This correction puts the earliest Type 3 for any station, other than the rogue BAGGAGE DEPT, well into 1910.

To complete the picture regarding replacement Type Is, I have examples for two other stations, GRANGE LANE and KENDAL. The latter has a date of 21 Oct 1916 and has at some time in the past been mistakenly described as a Type 2, which puts the existence of KENDAL STATION very much in doubt. (I must admit that I have never been happy with such a late date for a Type 2, which would have made it at least five years after the latest known Type 2 of other stations). For both KENDAL and GRANGE LANE the lettering in the replacement is a bit larger than in the original, but still retaining a fairly wide format. It is perhaps a coincidence but GRANGE LANE is one of the very few other stations recorded as having a Type 2 postmark. Assuming the sighting to be correct (de Burca) it can have had a very short life as I have an extremely fresh second Type I of 4 Jul 1906. This is quite possible, however, as the stationmaster at GRANGE LANE must have had a strong wrist and forearm action as this station post office required at least four different datestamps over 24 years (five including a Type 2)!

In the de Burca listing there is an important error concerning CHAPELTON. This is shown as existing in a Type 3 as early as August 1912. Apart from the fact that this branch line wasn't opened until the following year, I have the postmark in question. At first sight it appears to be 1912 - certainly the last number of the year is clearly a 2. But 1912 is impossible and a closer inspection shows the year to be 1924, but arranged 19#2 i.e. with the 4 inverted and put in front of the 2. A good look at the lettering shows it to be a Type 4 (with the word Government in full) and not a Type 3. I personally am very dubious that CHAPELTON ever had a Type 3.

The importance of this correction to the date is that it effectively destroys the theory that DANKS and CHAPELTON were in use contemporaneously. The latest date recorded for DANKS is 14 Dec 1921 and Nicholson is on record as having stated that the change took place at the end of that year. It is wrong to say that DANKS was renamed CHAPELTON, as the two were separate stations; at the due moment the station post office at DANKS was closed and that at CHAPELTON opened.

De Burca's earliest date for DANKS (3 Dec 1910) is also an impossibility, as the following extract from a 1912 official handbook on the BWI proves: "At the local General Election in 1911 railway extension was made a prominent issue, and in March the Colonial Secretary introduced into the Legislature a resolution authorising the expenditure of £90,000 on the construction of a branch line from May Pen to DANKS, beyond CHAPELTON in upper Clarendon ..... After an animated discussion the resolution was carried by 19 votes to 5.

The new line will open up the fertile valley of the Rio Minho ..... It is hoped that ultimately the line will be driven forward to the still more fertile district of Ulster Spring in Upper Trelawny and then on to Falmouth, the seaport on the north side of the island, whose former prosperity would thereby be restored". Due to the Great War and the economic situation in the 'Twenties this long-term aim was never accomplished, further extension being limited to as far as Frankfield in 1925.

De Burca also mentions variations in colour. Apart from red, for which a special stamping pad must have been issued, most of the variations were due to a topping-up of the original lightish blue ink pad with either a deeper or brighter blue or with black ink. The most important group (apart from red) is that in violet which, from the list below, would seem to have been used only in the last two months or so prior to the closure of the Station Post Offices on 31 Dec 1924. In some stations the stamping pad had obviously dried-up and in view of the imminent closure no further stocks of blue ink can have been available. Considering the similarity of the measures taken, the one of indelible violet ink may have been officially authorised.

The exception to the rule is the item with a HIGHGATE postmark for the penultimate day of use. In this case the colour is almost the grey of a normal post office stamping pad, but with just the slightest blue tinge.

De Burca also mentions a purple postmark for KINGSTON BAGGAGE OFFICE for 1911. Apart from my example dated 1908, all my other dated items for this Office are all 1912 and in blue. The clearness of the purple postmark suggests that this was the colour issued and from the evidence available it may have been in use for over three years prior to a change to blue ink. Here is the list which I referred to earlier, all items being in my collection:

| STATIONS                | COLOUR OF POSTMARK | DATE                 |
|-------------------------|--------------------|----------------------|
| ALBANY                  | Violet             | 5 Nov 1924           |
| BUFF BAY                | Blue-black         | 9 Jan 1922           |
| FOUR PATHS              | Violet             | 22 Dec 1924          |
| HIGHGATE                | Grey-blue          | 30 Dec 1924          |
| KINGSTON                | Blue-black         | 28 Apr & 10 May 1922 |
| MAY PEN                 | Violet             | 29 Dec 1924          |
| WILLIAMSFIELD           | Violet             | 19 Nov 192?          |
| KINGSTON BAGGAGE OFFICE | Purple             | 10 Nov 1908          |

When I put pen to paper I had only the single intention of commenting on the possible sighting of WINDSOR CASTLE SIDING, but one thing seems to have led to another so instead of a short letter I seem to have ended up with something rather longer.

I would be delighted to hear from other Members on the subject of Jamaica Railways, whether they be concurring, disagreeing or preferably adding to what I have written, or even better still willing to part with any Railway items in exchange for other Jamaica material.