

TPO
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THE JAMAICA GOVERNMENT RAILWAY
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The Jamaica Government Railway was the earliest Colonial railway to be constructed, the first part of the line having been projected in 1843. The venture was embarked upon with English capital, the building of the first section of the line being from Kingston to Angels, 14½ miles. This section was completed by November, 1845, under the direction of Mr. Miller, the Chief Engineer. It was officially opened on 21st November by the Governor, the Earl of Elgin.

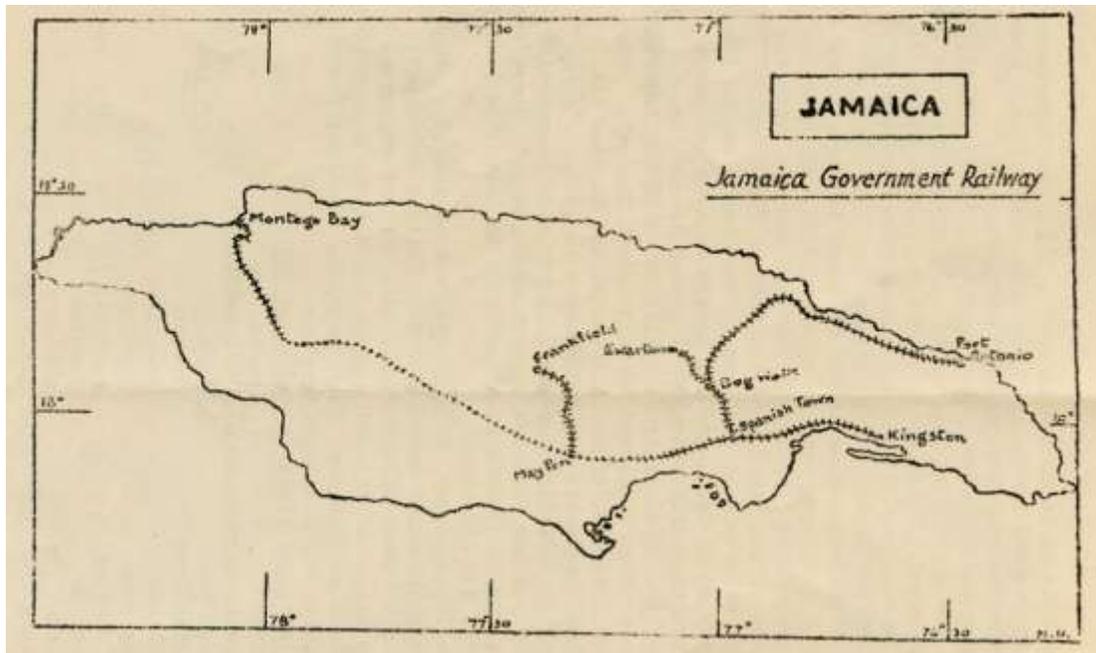
From 1845 to 1867 there were no further extensions.

On 1st July, 1869, there was an extension from Spanish Town to Old Harbour, 11 miles. Due to the concern not making it pay, the Railway was sold to the Jamaica Government in 1879 for £93,932 and new extensions were opened from Old Harbour to Porus (24½ miles) on 26th February, 1885, and from Angels to Ewarton (14½ miles) on 13th August, 1885.

The Jamaica Government sold the Railway to an American syndicate on 1st January, 1890, on the understanding that the new Company would extend the line to Montego Bay and Port Antonio. This Company carried out the extensions from Porus to Montego Bay (66 mls.) in 1895, and from Bog Walk to Port Antonio (54½ miles) in 1896. But the American Company was not successful with this Railway, and in April, 1900, the Government again resumed ownership; from which date it has been carried on as a Government Department.

When the Government took over the Railway, facilities for the mailing of letters at all Railway Stations were introduced. These can be divided into two classes. -

- a. Letters posted at the Station. (Now obsolete)
- b. Letters posted on the train.

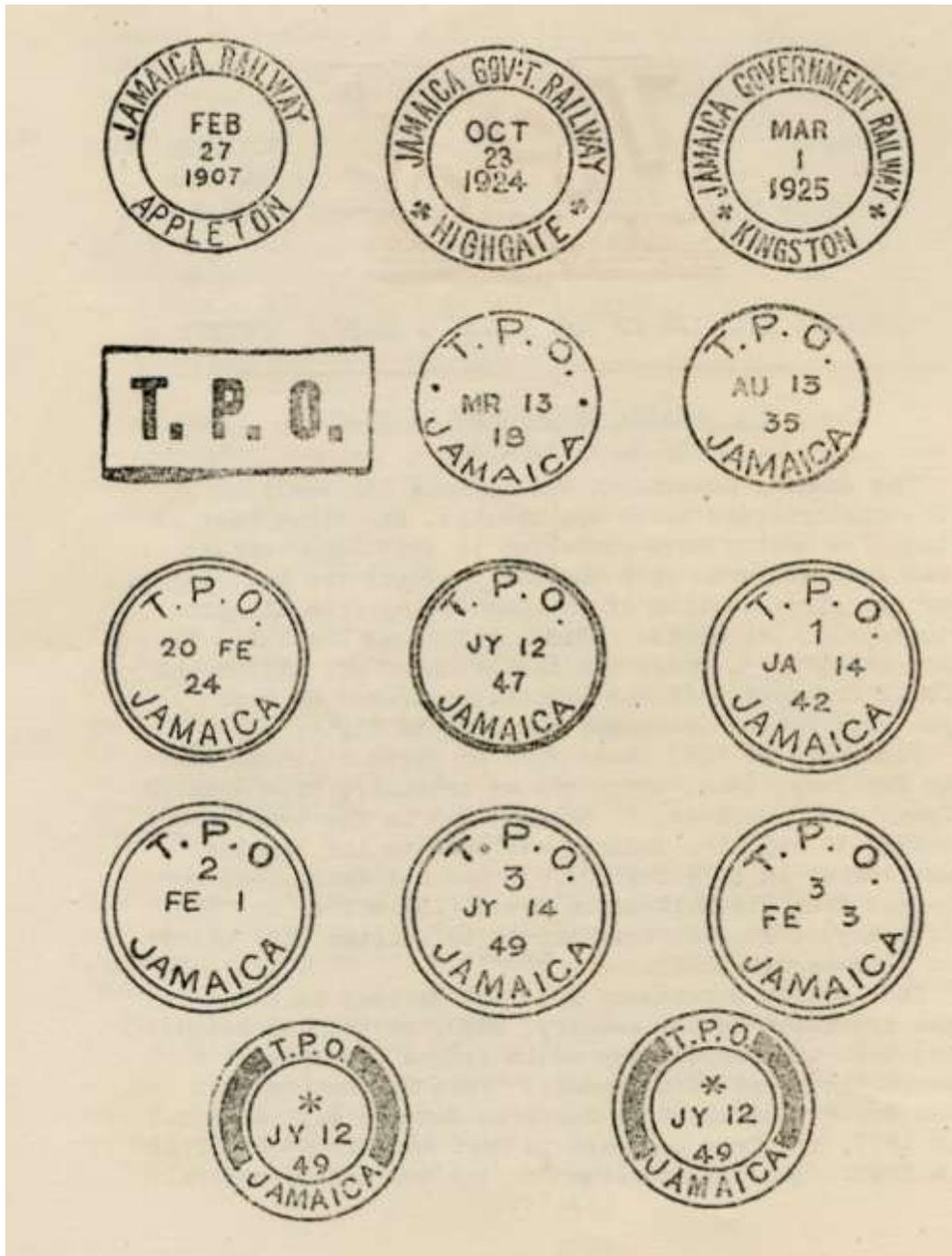


The Railway postmarks can be found in three types -

Type R.1. These came into use in 1901, and bear the inscription "Jamaica Railway" at the top, with the name of the Station at the bottom. The diameter of the outer circle is 31 mm. These marks can be found used up to 1906, and are always in blue ink apart from the earlier copies which are in red ink.

Type R.2. Similar type to R.1, but with the inscription altered to read "Jamaica Gov't Railway." One can find most of the Station marks, in blue ink. These postmarks can be found up to 1924.

Type R.3. Similar type to R.1, but with inscription now reading "Jamaica Government Railway." These are scarce, and marks seen have been in late 1924 (early 1925 for Kingston).



On 14th January, 1907, Kingston experienced a great earthquake which demolished many Railway buildings, while a number of officials, officers and employees were killed or injured, Again, the Railway had another setback on 18th May, 1909, when No. 2 Railway Pier in Kingston was destroyed by fire.

Train Route: Kingston - Montego Bay:

Kingston	Porus
Kingston Baggage Room	Williamsfield
Grange Lane	Kendal
Spanish Town	Greenvale
Hartlands	Balaclava
Bushy Park	Appelton
Old Harbour	Maggotty
Inverness	Ipswich
May Pen	Catadupa
Suttons	Cambridge
Suttons	Cambridge
Danks (now Chapelton)	Montpelier
Four Paths	Anchovy
Clarendon Park	Montego Bay

Train Route: Kingston - Port Antonio:

Spanish Town	Highgate
Bog Walk	Albany
Linstead	Annotto Bay
Ewarton	Windsor Castle
New Yorks	Buff Bay
Riversdale	Orange Bay
Troja	St.Marguerites Bay
Richmond	Port Antonio

Train Post Office:

This system started on 1st September, 1913, when a rectangular rubber stamp 38mm. x 17mm. was put into use, enclosing the letters "T.P.O." in heavy block type. This mark was struck in purple ink. The latest date of use for this T.R.D. is 7th January, 1914, after which the single ring steel die came into use. This service continued until 31st December, 1924, when it was withdrawn for reasons of economy; it was restarted on 28th March, 1927. The steel die now had a number between the date and "T.P.O." Nos. 2, 3 and 4 can be found. The modern "Birmingham" type is easily obtainable.

It will be noted that the list is similar to that in the Jamaica Handbook. Note the inclusion of Kingston Baggage Room (a mark easily found) and the change of name of Danks to Chapelton. Such strikes as Bernard Lodge, New Works and Windsor Castle are really scarce, since these stations are very small. The listing has been made from station to station so that readers may see the route by the names of the stations across the Island from Kingston to Montego Bay, and from Kingston to Port Antonio.

(Editor's note: A recent official note states that passenger trains between Kingston and Montego Bay (TPO 1) and Kingston and Port Antonio (TPO 2) are each equipped with a Post Office with a postman in charge. There is a letter-box at each station which the train postman clears en route." We believe that the No. 3 postmark was used on the run from Montego Bay to Kingston. Perhaps Mr. Aguilar will kindly confirm?)