

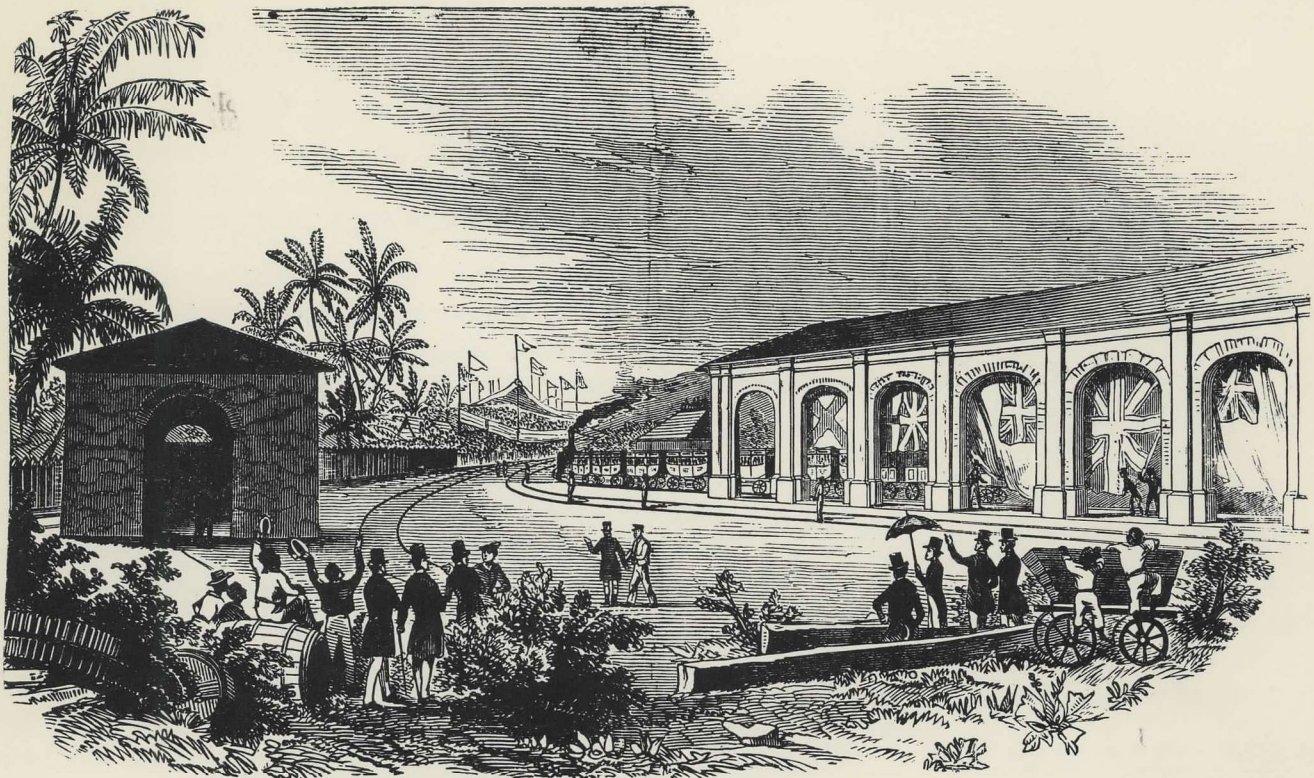
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OPENING OF THE JAMAICA RAILWAY.—KINGSTON TERMINUS.—(SEE NEXT PAGE.)

THE "OPENING OF THE JAMAICA RAILWAY — KINGSTON TERMINUS" AS TAKEN FROM A WOODCUT ILLUSTRATING AN ARTICLE PUBLISHED IN "THE ILLUSTRATED LONDON NEWS," 31 JANUARY 1846. A NEW THREE-PART ARTICLE, "JAMAICA RAILWAY TOWN CANCELLATIONS," BEGINS IN THIS ISSUE ON PAGE 137.

(Photo Courtesy of Institute of Jamaica)

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JAMAICA RAILWAY TOWN CANCELLATIONS

Part 1

by Robert Topaz, Col. Fred F. Seifert, and Charles E. Cwiakala

Since its founding in 1671, the Jamaica Post Office has employed just about every known means of transportation for moving the mails. One such means was the Jamaica Railway which began operating in 1845 as the first such system to be established in the British Colonial Empire.

While much of the mail carried by the Jamaica Railway bears no distinctive markings to identify it as such, some pieces are found with postmarks showing that they were mailed at various railway stations or on the trains themselves. All of these markings are scarce, some being quite rare. Forming a collection of them is a challenging project.

There have been a number of articles on these railway markings published in the past 47 years, the most recent one having appeared some ten years ago ((1)). However, the latter enjoyed but a small circulation, and with new information and data to add, your authors consider an up-dated report is in order.

((1)) Similarly numbered references shall appear at the end of this series.

The History of the Jamaica Railway

THE ILLUSTRATED LONDON NEWS.

OPENING OF THE JAMAICA RAILWAY.

The completion of a line of Railway from Kingston to Spanish Town, in Jamaica, is a most gratifying instance of colonial enterprise; and proves that the energies of the people have not been repressed even by the sweeping calamities of fire and tempest, incident to their country. Somewhat more than two years since we had to record the burning of a great part of the city of Kingston; and, it is with very different feelings that we now call attention to this town as a terminus of the newly completed Railway.

The opening took place on Friday, the 21st of November last. The event had been long and anxiously anticipated; and, in order to invest it with the just degree of importance, his Excellency the Governor, the Lieutenant Governor, the several heads of departments civil and military, the hon. Members of the Council and Assembly, and a large number of the more wealthy and influential members of the community, were invited to attend the ceremony; and a most propitious day rendered this attendance very general and numerous. An enormous crowd of spectators was collected all around the stations, and several very extensive booths were filled with well-dressed females. His Excellency the Earl of Elgin arrived at a little after eleven o'clock, attended by his brother, Lieutenant-Colonel the Hon. Robert Bruce, and accompanied by the Receiver General. He was received by a guard of honour from the 1st West India Regiment, the band of that regiment playing the national anthem. After a short conversation with Mr. William Smith, the Projector and Resident Director of the Company, and a recognition of the numerous gentlemen who were collected on the occasion, his Excellency was conducted at about half-past eleven o'clock to the handsome state carriage provided by the Company for the accommodation of her Majesty's representative, and the Company's new engine "The Projector" having been attached, the train, consisting of some eight or ten well filled carriages, started on the first railway excursion in the British West Indies; the excellent band of the 1st West India Regiment taking its stand in the last, third class, carriage, and playing lively airs.

The train passed at a slow pace through the suburban portions of the line, which were densely thronged on both sides with crowds of wondering citizens, who loudly cheered the novel exhibition as it passed before them. These crowds were more or less to be seen along the whole line of railway. At the embankment through the morass, beyond Hunt's Bay, generally known as "The Islands," the trains stopped, and his Excellency alighted, and walked forward with Lieut.-Col. Bruce, Mr. Smith, and the Engineer, Mr. Miller, in order to examine this difficult work. At the new bridge over the Rio Cobre, the train made a second stoppage, in order to water the engine, and arrived at the Spanish Town terminus at about half-past twelve; the speed being kept very low the whole distance, for the double purpose of allowing to the passengers a view of the works, and of preventing the possibility of accident amongst the crowd of spectators collected at both termini, as well as along the road.

At Spanish Town, the Governor descended, and proceeded to examine the stations in course of erection, and the other works and designs of the Company at that terminus. Meanwhile, the engine was adjusted to the other end of the train, and his Excellency and the other passengers having taken their seats, the train started on its return at one o'clock, reaching the Kingston Station in about 40 minutes. The speed on the return was, during a portion of the distance, considerably increased, a maximum speed of 30 miles an hour having been attained; but on nearing Kingston, the rapidity was very greatly diminished, with the same objects as those already stated. A second trip was shortly afterwards made, when a large number of other persons who had been favoured with tickets took their seats, and were similarly taken along the line and back, the return train on this occasion performing the distance (nearly 12 miles) in 25 minutes.

At a little after two o'clock, his Excellency the Governor and his distinguished party, and about 120 of the civil and military authorities, and influential gentlemen of the city, sat down to a superb *déjeuner*, provided at the expense of the Company, at the Victoria Rooms, in Duke-street. William Smith, Esq., the Resident Director, took the President's chair, being supported on his right by the Earl of Elgin, the Vice-Chancellor, Lieut.-Colonel Bush, 1st West India Regiment, and the Hon. Duncan Robertson; and on his left by Lieut.-Col. the Hon. Robert Bruce, the Attorney-General, the Hon. Thos. James Bernard, and the Hon. Alexandre Bravo; opposite to Mr. Smith, and at the same table, sat the Speaker of the Assembly, with Lieut.-Colonel Warren, Adjutant-General, on his right, and Captain Darling on his left. John Nethercole, Esq., and David Smith, Esq., the manager, acted as Vice-Presidents. Several well-timed speeches were made; and the company did not separate till a late hour.

We perceive that the spirit of Railway enterprise is rife in Jamaica: in the *Despatch*, whence we have abridged the preceding Report, we find advertised an Atmospheric line (Pillbrow's) from Milk River to Montego Bay (Westerly.)

The idea of a Jamaica railway system was conceived in 1843 by two brothers, William Smith of Manchester, England, and David Smith of Jamaica. They formed a company, and with a working capital of £150,000, easily raised, design and construction were soon under way.

The first section of the line was from Kingston to Angels, a small village just one-half mile northwest of the Spanish Town outskirts. This section of the line, £222,250 being the completed cost, was officially opened on Friday, 21 November 1845, and gave the Jamaica Railway its first 14½ miles of track.

The opening was celebrated as a gala event, with the Earl of Elgin, then Governor of Jamaica, and many other dignitaries attending and making the first trip from Kingston to Spanish Town and return. Music was furnished by the band of the First West India Regiment.

The train was pulled by the locomotive "Projector". This locomotive and its counterpart, the "Patriot", were 2-2-2 outside cylinder, single-framed tender engines, built by Sharp Brothers of Manchester, England. These two locomotives were originally destined for usage by the Berlin-Hamburg Railway, but were delivered to Jamaica, to expedite delivery, with two replacements then constructed for the German company.

As the state of the art of locomotive construction progressed, from time to time new models were introduced on the Jamaica Railway, and older engines were modified in the Kingston shops ((2)). Finally, steam gave way to the diesel power that is presently in use.

The first section of track remained the length of the line until 18 July 1869, when it was extended from Spanish Town to Old Harbour. This extension, built at a cost of £60,000, added 10½ miles to the railway system.

ILLUSTRATION 1

Illustration 1. The 'Opening of the Jamaica Railway' as described by a reporter for the "Illustrated London News" (31 January 1846).

In the following years, unsuccessful efforts were promoted attempting to convince the Jamaican Government to guarantee the loan required to extend track from Old Harbour to Porus. In 1877, the government purchased the railway, assuming official possession on 1 April 1879.

The government immediately consolidated its newly-acquired transportation system, repairing and maintaining the current equipment, and, thus, strengthening the railway's financial position. By 1881, £535,000 in loans were raised for two programmed line extensions. The Old Harbour to Porus extension (24½ miles) was opened on 26 February 1885. The Angels (Spanish Town) to Ewarton extension (14½ miles) was opened on 13 August 1885.

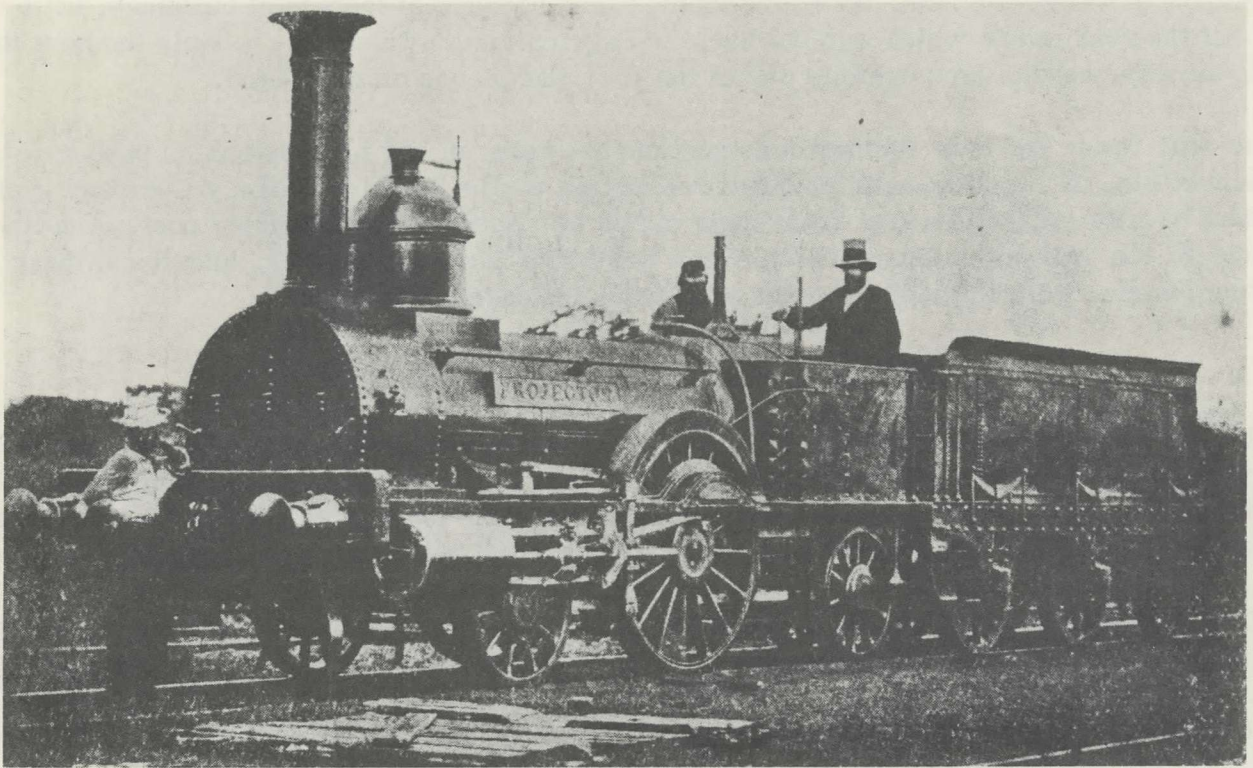


ILLUSTRATION 2

On 1 January 1890, the government sold the railway to the West Indian Improvement Co., an American syndicate. The purchase price was £800,000, £100,000 being given as cash and the balance given as four per cent Second Mortgage Bonds. A stipulation in the sales contract was that the new owners would build two proposed line extensions, Porus-Montego Bay and Bog Walk-Port Antonio, at a rate of 12½ miles per year. The new company was given the authority to raise up to £1,500,000 by the issuance of bonds.

The new American owners extended the line from Porus to Montego Bay (66 miles) in 1894. The Bog Walk to Port Antonio extension (54½ miles) was completed in 1896. However, the American owners were unable to make a financial success of the railway, and, in 1898, after they had defaulted in paying interest on the mortgage bonds, the bondholders assumed ownership. In 1900, a Supreme Court decision enabled the government to resume direct ownership.

Since the 1900 ownership of the railway by the Jamaican Government, two new line extensions were constructed; however, because of political in-fighting, the extensions were not completed

Illustration 2. The "Projector", the locomotive which pulled the first Jamaica train.

until after 13 years of government ownership. The first extension, from May Pen to Chapelton (13 miles) was opened on 10 March 1913, at a cost of £90,000. The Chapelton to Frankfield extension (10 miles), a continuation of the 1913 line to Chapelton, was opened on 16 March 1925.

During the Second World War, additional trackage was constructed to serve the U.S. Military Bases at Fort Simmonds/Vernam Field and the U.S. Navy facility at Portland Bight. These extensions (two miles) were between Old Harbour and Inverness, directly south to Port Esquivel. The spurs to Fort Simmonds/Vernam Field were taken up in the 1960's. The base had been turned over to Jamaica after the war, but by the time the Jamaican Government had decided how to utilize the land, time, and tropics, and because of looting of buildings, little was left but the real estate which was put back into agriculture. This was probably the best thing to do anyway, as this land exhibits one of the rare flat pieces on the island.

Since that time, the only further construction has been an $18\frac{3}{4}$ mile extension built by Alcoa Minerals Ltd. of Jamaica, with physical connection to the Jamaica Railway Company system to haul bauxite (aluminum ore) from their mines to a specially-constructed port. The line is leased to the railway company, with Alcoa providing the rolling stock, and the railway the motive power. With this addition, the total track mileage became 229.

Establishment of the Railway Station Posts

Just when mail began to be carried by the railway is not recorded, but it is known that in 1873 the postmaster terminated a mail contract because he found the service to be unreliable. He decided that the £200 per year costs for transporting the mail by rail would be put to better use by paying for the same service using the road system between Kingston and Spanish Town.

Mail carts were manufactured in England and sent to Jamaica for the carriage of local mails, but this type of service proved to be even more unreliable than the railway contract service.

By 1878, thought was once more given to the carrying of the local mails by the Jamaica Railway. On 1 August 1878, Postmaster F. Sullivan issued the following official notice:

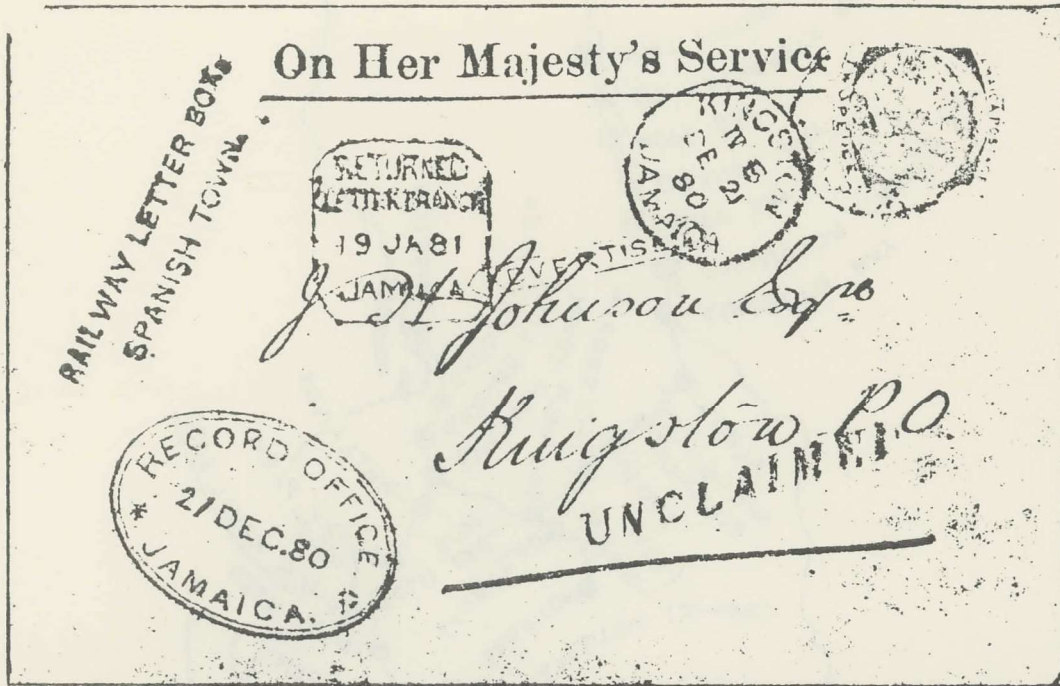
"On and after August 5th Daily Mails will be carried by Railway between Kingston and Spanish Town and Old Harbour. For the convenience of the public a Post Office Receiving Box will be placed at each Railway Station."

Thus, by virtue of this official announcement, we are informed that railway post office receiving boxes were placed at Kingston, Spanish Town and Old Harbour stations as early as 1878. Whether this service continued between 1890 and 1900 when the American company and the bondholders operated the railway is not known.

By 1900, with resumption of government ownership, letter boxes were installed at all railway stations having passenger facilities. These railway station letter boxes were emptied ten minutes before the arrival of the scheduled train, were taken to the railway station office, and were postmarked with the special cancellation devices provided by the Jamaica Post Office. The mail was then placed on the train for delivery to its ultimate destination.

Mail posted in these boxes is readily identified, for the stamps were canceled with the station datestamps which also served (and still do!) to validate railway tickets. These have a die, covered by an inked ribbon, facing upward, the item to be stamped being placed face down a-

against the ribbon. It is then struck with a flat plate on a spring-loaded arm to make an impression of the die. Most of the stations used at least two types. Strikes generally bear dates between 1901 and 1926, and are in blue ink. Red, black, and purple strikes are also found, but are rare.



The unique example of the "Type S" railway station postmark for Spanish Town.
(Col. F. F. Seifert collection)

Because of the downward trend of the economy following the excesses of the First World War, the Jamaican Government decided to curtail the luxury of railway station post offices. In most cases, these offices duplicated the services of the normal post offices of the same names and in the same towns. Effective 31 December 1924, the government withdrew the facilities for the posting of mail at the railway station receiving boxes, and the use of the special cancellations for obliterating the mails was discontinued. However, it appears that some of the station offices continued using their cancellation devices, since their usage has been recorded at some stations as late as 1945 ((3)); it should be noted, however, that all examples of the late usage of these cancellation devices are recorded as being on official mail — exceptions may exist.

The Railway Station Post Offices

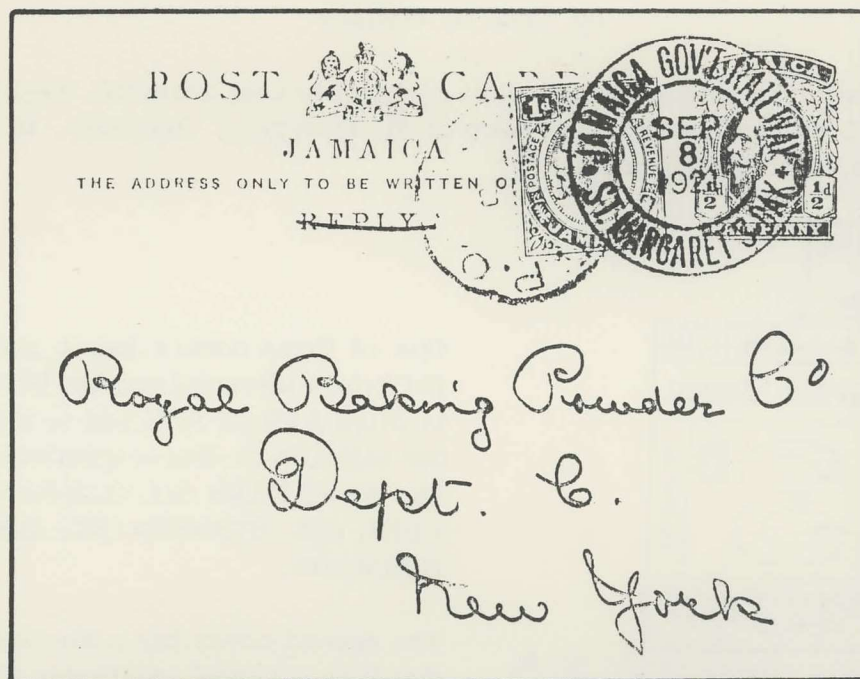
Early Jamaica postal historians erred when listing the actual number of railway stations having post office facilities. L. C. C. Nicholson listed 44 different railway stations having postal facilities ((4)), as did A. N. Johnson ((5)). B. de Burca recorded 40 different railway station post offices ((6)). T. Foster created order from chaos, comprehensively listing the 41 Jamaica railway station post offices, and the types of cancelers used at these stations ((1)).

Using the Foster listing as the one being reflective of the highest degree of accuracy, we list these 41 different offices as follows:

- | | | | |
|---------|-------------|-----------|------------|
| ALBANY | ANNOTTO BAY | BALACLAVA | BUFF BAY |
| ANCHOVY | APPLETON | BOG WALK | BUSHY PARK |

CAMBRIDGE	GREEN VALE	MAGGOTTY	RIVERSDALE
CATADUPA	HARTLANDS	MAY PEN	ST. MARGARET'S BAY
CHAPELTON	HIGHGATE	MONTEGO BAY	SPANISH TOWN
CLARENDON PARK	HOPE BAY	MONTPELIER	SUTTONS
DANKS	INVERNESS	OLD HARBOUR	TROJA
EWARTON	IPSWICH	ORANGE BAY	WILLIAMSFIELD
FOUR PATHS	KENDAL	PORT ANTONIO	
GRANGE LANE	KINGSTON	PORUS	
GREGORY PARK	LINSTEAD	RICHMOND	

The Nicholson and Johnson listings record BERNARD LODGE, NEW WORKS and WINDSOR CASTLE SIDING as being Jamaica railway station post offices. According to the 1919 Jamaica Handbook ((7)), these three stations were merely non-postal stops, having neither postal nor telegraph facilities.



An excellent specimen of the "Type S3" railway town cancellation for St. Margaret's Bay (8 September 1921). These handstamps are seldom found struck so clearly, and original entires with these marks are very scarce. (Col. F. F. Seifert collection)

BERNARD LODGE was a stop at a sugar plantation and refinery, being located about one mile southeast of Spanish Town; this station is no longer in use. NEW WORKS is a small village approximately midway between Linstead and the track wending north-northeast towards Riversdale; it must be assumed that this entry was listed in error. WINDSOR CASTLE, incorrectly named WINDSOR CASTLE SIDING by both Nicholson and Johnson, is approximately midway between Annotto Bay and Buff Bay; this non-postal station is being used to this day. Using the same reference ((7)), STONEHEDGE SIDING on the Montego Bay line can be eliminated as a railway station post office.

Similarly, there are a number of towns serviced by the railway which did not have stations of their own, much less railway station post offices. The most prominent non-postal railway towns include the following:

ANGELS
BEIFIELD SIDING
BRYANS BAY
BURLINGTON
CAENWOOD
CROOKED RIVER

DARLING SPRING
FRANKFIELD
GLENROY
GOLDEN GROVE
GROVE PLACE
ITER BOREALE
KNOLLS

MARK POST
MORGANS PASS
MOUNT CAREY
RAHEEN
RICHMOND HILL
SANDY BAY
SEVEN RIVERS

SILOAH
SPRING GARDEN
TROUT HALL
WATER VALLEY
WHIM
WILTSHIRE

There are/were another number of small villages serviced by the Jamaica railway, but they too were strictly of the non-postal town types being discussed in this article.

(to be continued)

JAMAICA RAILWAY TOWN CANCELLATIONS

Part 2

by Robert Topaz, Col. Fred F. Seifert, and Charles E. Cwiakala

The Railway Station Town Postmarks

To prevent confusion, the writers have, to the extent possible, retained the "S" designations listed by T. Foster ((1)), although subsequent discoveries indicate that Type S2 may antedate Type S1. Thus, all types through S7 are the same as the Foster types. Since the remaining types are generally one-of-a-kind marks that are seldom encountered, some of which were not recorded by Foster, it is considered best to assign designations in the most logical fashion, indicating where types assigned by Foster have different type numbers.

The illustrations accompanying this section are intended to depict general design features of the various types to facilitate their identification. Thus, the illustrations do not necessarily show exact dimensions or precise shapes of letters or side ornaments.

The First Type

The railway station postmark identified as Type 1 was recorded in 1959 ((8)); the mark being illustrated on its original cover in 1971 ((9)). The handstamp is struck in black ink on the front of an O. H. M. S. cover postmarked at Kingston on 21 December 1880. Dimensions of the handstamp are 46.5 x 9 mm, with the height of the letters being 3 mm.

RAILWAY LETTER BOX.

SPANISH TOWN.

Type S

It has been theorized that this handstamp was the first type of railway marking issued for identifying letters posted in the new receiving boxes at railway stations, as outlined in the official notice of 1 August 1878. If this theory is correct, it is reasonable to assume that Kingston and Old Harbour may have been issued similar handstamps at the same time ((1)).

The Second Type

Traditionally, the railroad station postmark identified as being the second type issued is the one identified as Type S1. However, Foster has recorded the S2 mark being discovered with an 11 February 1899 date (HARTLANDS), thus making it earlier usage than any recorded S1 datestamp. In order to maintain the designation continuity of previously published data on this subject, the writers shall retain the original Type S1 designation for this type.



Type S1



Type S1a



Type S1b

((1)) Similarly numbered references shall appear at the end of this series.

This second type of railway station CDS is of the double-ring type with the text "JAMAICA RAILWAY" at the top, the name of the town at the bottom, and the date in three lines in the center. In most cases, the lettering is small and square; some offices used several dies of the same mark, often with different type lettering.

The second type can be divided into three different categories: Type S1 has a dot on either side of the text separating "JAMAICA RAILWAY" and the name of the town; Type S1a has small Maltese crosses at each side, rather than the dots; Type S1b has neither dots nor Maltese crosses separating the text.

The Third Type

As mentioned previously, the railway station postmark traditionally identified as being the third type should be regarded as being the second type, if only to maintain chronological continuity based on new discoveries. Again, to maintain the traditional designations for these markings, the writers are retaining the original Type S2 nomenclature for this type.



Type S2



Type S2a



Type S2b

This third type of railway station CDS is of the double-ring type similar to the second type, with the text "JAMAICA RAILWAY" at the top, but the word "STATION" added at the bottom after the name of the town; the date is in three lines in the center.

The third type can be divided into three different categories: Type S2 has a dot on either side of the text separating "JAMAICA RAILWAY" and the name of the town station; Type S2a has small Maltese crosses at each side, rather than the dots; Type S2b has neither dots nor Maltese crosses separating the text.

The Fourth Type

The fourth type of railway station CDS introduced was a new type, different from the format of the three previously used handstamps.



Type S3



Type S3a

The fourth type is also a double-ring, but with the text "JAMAICA GOV'T. RAILWAY" at the top. The name of the town is at the bottom, and the date is in three lines in the center. In order to accommodate the added wording in the text, the lettering is tall and thin.

The fourth type can be divided into two different categories: Type S3 has small Maltese cross-

es on either side of the text separating "JAMAICA GOV'T RAILWAY" and the name of the town; Type S3a does not include the Maltese crosses.

The Fifth Type

The fifth type of railway station CDS is of the double-ring type similar to the fourth type, but with the text "JAMAICA GOVERNMENT RAILWAY" or "JAMAICA GOVERNMENT RAILWAYS" (for towns having track junctions, e.g., MAY PEN) at the top, the name of the town at the bottom, and the date in three lines in the center. Again, in order to accommodate the added wording in the text at the top, the lettering is tall and thin. The CDS format is slightly larger than the fourth type.



Type S4



Type S4a



Type S4b



Type S4c

The fifth type can be divided into four different categories: Type S4 has a single spacing line separating the text at the top and the town name at the bottom; Type S4a has a dot on either side separating the text; Type S4b has neither spacing line, dots nor Maltese crosses separating the text, thus leaving blank spaces; Type S4c has small Maltese crosses separating the top and bottom texts ((6)).

Other Railway Station Postmarks

In addition to the station offices included in this listing, boxes for posting mails via the railway system were placed in the Kingston Baggage Depot and the Kingston Baggage Office. The posting procedures were identical to the railway station office procedures, with the Baggage Agent removing the mail from the boxes, and canceling the mails before placing it on the departing trains. In many cases these markings were applied to baggage receipts and notifications of package arrival, as well as certain packages ((1)).

There are several types of these datestamps, and since they are considered ancillary to a collection of railway station town postmarks, we enter them for the record.



Type S5



Type S6



Type S7

Type S5 is a companion of Type S1a, but with the text "BAGGAGE DEP'T" replacing the station name at the bottom. There may possibly be two different states of the Type S5 datestamp ((1)).

Type S6 is similar to the Type S3 handstamp, but the station name is replaced with the text "KINGSTON BAGGAGE DEPT".

Type S7 is also similar to the Type S3 handstamp, but in this case the station name is replaced with the text "KINGSTON BAGGAGE OFFICE".

Type S8 is a new designation being entered by the authors; this handstamp was not listed by Foster. A recent discovery ((10)), this framed handstamp reading in four lines "JAMAICA RAILWAY/191/BAGGAGE/DEPOT (KINGSTON)" was found impressed in violet ink on a wrapper.



Type S8



Type S9

Type S9 (Foster Type S8) is in a format somewhat larger than its predecessors. Originating from the Kingston Baggage Office, it appears to have been used only as a receiving mark or mark of origin on letters addressed to or from that depot ((1)). In this handstamp, the abbreviation "J.G.R." is at the top, while "KINGSTON GOODS SHED" is at the bottom.

Several other handstamps can be found on correspondence to and from the Railroad Accounting Branch, these marks being documented in the Foster article ((1)). These marks were not illustrated in Foster's syllabus, and most of our data is extracted from his work; new type designations are given to these handstamps in order to correctly list them chronologically because of the discovery of Type S8.



Type S10



Type S17

Type S10 (Foster Type S9) is still another companion of Type S1, this time with the text at the top reading "J.G.R. ACCOUNTING BRANCH" separated at the bottom by the symbols "—.—". The handstamp has been recorded used between 3 August 1920 and 12 November 1965, and more than one state of the handstamp probably exists. Specific examples examined include 14 May 1932 and 28 July 1933 (violet ink), and 12 November 1965 (blue ink). This mark has been found as a receiving mark on letters addressed to this department, and is also known as a mark of origin.

Type S11 (Foster Type S10) has been recorded by Foster, but an example has not been examined. He theorizes that the mark is probably of the double-lined oval format, with the text "CHIEF ACCOUNTANT" at the top, "JAMAICA GOVERNMENT RAILWAYS" at the bottom, and with the word "FREE" in the center. This handstamp was one of a number of "Free" marks issued to departments of the Jamaica Government.

Type S12 (Foster Type S11) is yet another companion of Type S3, this time with dots at the sides instead of Maltese crosses. The text at the top reads "JAMAICA GOV'T RAILWAY",

with "AUDIT DEPARTMENT" at the bottom, and with the date in three lines in the center. The handstamp has been recorded for 27 December 1945, being used as a receiving mark on mail addressed to that department.

Foster lists the final series of railway markings as all belonging to the group referred to under Type S11 (Foster Type S10) as official "Free's", stating that at least six different types have been recorded. Extracting from his work, placing it in the form followed in this article, and adding new data that has been recorded for one of the marks (Type S17), these markings are recorded as follows:

1. Type S13 (Foster Type S12) is probably a double-lined oval format with the text reading "DIRECTOR OF JAMAICA RAILWAY". The word "FREE" is in the center, and the handstamp may or may not have the words "ON H. M. SERVICE" at the top. The color of the strike is not known, but the handstamp has been recorded used circa 1911.
2. Type S14 (Foster Type S13) has been recorded by Foster as being in a collection resident in the U.S.A., but details of the strike are unknown. Some of the wording of the oval handstamp reads "DIRECTOR OF GOVERNMENT RAILWAYS".
3. Type S15 (Foster Type S14) has also been recorded by Foster as being in a collection resident in the U.S.A. but, again, details of the strike are unknown. Apparently, the wording reads as does Type S14, but is of a different type.
4. Type S16 (Foster Type S15) is a double-lined oval handstamp with the word "FREE" in its center, and the text "JAM. GOVT. RAILWAY" around the bottom. Around the top are the words "ON H. M. SERVICE". The color of the strike has been recorded in black, with the single example showing usage on 3 August 1920.
5. Type S17 (Foster Type S16) was also recorded by Foster as being in a collection resident in the U.S.A., but he noted that details of the strike were unknown, stating that some of the wording of the oval handstamp read "GOVERNMENT RAILWAY".

Two strikes of this handstamp have now been recorded by the authors, both of them being on the 14 May 1932 and 28 July 1933 covers noted for the Type S10 handstamp. The double-lined oval handstamps, struck in black ink, have the word "FREE" in the center, the text "ON H. M. SERVICE" at the top, and the text "GOVERNMENT RAILWAYS" at the bottom.

6. Type S18 (Foster Type S17) is the final mark recorded by Foster as being in a collection, but with details of the strike being unknown. Some of the wording of this oval handstamp reads "JAMAICA GOVERNMENT RAILWAY".

With the listing of Type S18, and with the exception of Type S8, all the markings thus far described in this article were recorded in philatelic literature. Since the publication of the last article on these markings, some new railway station postmarks have been recorded by the authors, and are now presented in a manner following the continuity of the listings in this article.

Type S19 was found on an outgoing letter from the Stores Department. The single example of this mark thus far found is dated 23 July 1943. This double-ring handstamp has the text "JAMAICA GOV'T. RAILWAY" at the top and "STORES DEP'T" at the bottom, the two texts being separated by small Maltese crosses.



Type S19



Type S20



Type S21

Type S20 also originates from the Stores Department, and has been recorded as a favor strike on a piece of paper; the date of the strike being 5 January 1945. In this double-ring CDS, the text "JAMAICA GOVT RAILWAY" is at the top, "STORES" is around the bottom, and the two texts are separated by small dots.

Type S21 is recorded on an outgoing letter from the Traffic Superintendent's Office. The single recorded example of this double-ring CDS is dated 12 February 1945, the date being inverted in relation to the text. In this mark, the text "JAMAICA GOV'T. RAILWAY" is at the top, and "TRAFFIC SUPTS OFFICE" is at the bottom.

Type S22, another double-ring CDS, was discovered as a backstamp on an outgoing letter from the Train Clerk's Office dated 12 November 1965. In this handstamp the text "JAMAICA GOVERNMENT RAILWAY" is at the top, "TRAIN CLERKS OFFICE" is around the bottom, and the two texts are separated by small dots.



Type S22



Type S23



Type S24

Type S23, a double-ring CDS, was found as a favor strike on an outgoing letter from the Kingston Station Master's Office bearing no postage, the date of the strike being 13 November 1965. In this handstamp the text "JAMAICA GOVERNMENT RAILWAY" is at the top, "S.M. KINGSTON" is around the bottom, and the two texts are separated by small dots.

Type S24 was found used in the ticket office of the Kingston terminal, the single examined strike of this CDS being dated 13 November 1965 (a favor strike). In this handstamp, the continuous text reads "JAMAICA GOVERNMENT RAILWAY KINGSTON STATION", with the date being in three lines in the center.

Type S25 (not illustrated) is identical to Type S24, with the exception that the continuous text reads "JAMAICA GOVERNMENT RAILWAY KINGSTON". This mark, as was Type S24, was used in the ticket office at the Kingston terminal. Type S25 has been recorded used on the back of a railway ticket on 15 June 1965; this usage evidences the mark's primary function — to validate and date a ticket, and to show the office of issue. The text on the ticket relates that the ticket is valid from the station stamped on the reverse.

Unidentified Types

Only one mark has escaped identification by the authors; the item in question was forwarded to Tom Foster for possible identification, but Tom also was unable to properly decipher the lettering.

It is a strike of the Type S4 family dated 25 March 1922, and was found socked-on-the-nose on a 1½d 'Contingent Embarking' stamp. On this strike, Government is misspelled reading "GOVERNMENT" with the first "N" missing. Our best interpretation of the mark is that it reads "MAIL REGISTRATION/SECTION", with some letter or number following "SECTION". The strike is quite overinked, making the text at the bottom quite difficult to decipher ((11)).

(to be continued)

JAMAICA RAILWAY TOWN CANCELLATIONS

Part 3

by Robert Topaz, Col. Fred F. Seifert, and Charles E. Cwiakala

The Check List

Based on the published data in previously referenced articles, and based on the railway town cancellations in the collections of the authors, a master check list of these markings has been detailed.

TYPES: When the exact sub-type of a mark was distinguished (e.g., "small maltese crosses"), the mark is recorded as such. If the exact sub-type of the mark was not decipherable, the genus type of the mark is noted followed by (**).

INK COLOR: In the main, the color of the ink used for the marks is easily distinguishable (e.g., blue, red, purple or black). At times, the color of the mark is evidently the result of two (or more) inks being used for the impression; in this case, the hue of the primary color is defined.

DATES OF USAGE: The EDK (earliest date known) and the LDK (latest date known) designations are for those markings which have been recorded by the authors.

RAILWAY TOWN	TYPE	INK COLOR	EDK	LDK
ALBANY	S1b-I (3-1/2 mm letters)	Blue	25 - 1902	8 APR 1907
		Red	- DEC 1905	21 DEC 1905
		Purple	12 NOV 1905	- - -
		Black	30 DEC 1907	- - -
	S1b-II (2-1/2 mm letters)	Blue	18 MAY 1910	15 DEC 1910
	S3a	Blue	2 APR 1912	18 NOV 1924
Violet		- - -	5 NOV 1924	
ANCHOVY	S1 (**)	Blue	18 DEC 1906	12 JUN 1918
	S3a	Blue	17 MAR 1919	29 NOV 1923
ANNOTTO BAY	S1b-I ("ANNATTO")	Blue	6 MAR 1902	1 OCT 1919
	S1b-II ("ANNOTTO")	Blue	6 NOV 1901	20 JUL 1908
	S3a	Blue	20 SEP 1912	24 MAY 1924
		Violet	4 MAY 1922	30 DEC 1924
	S4 (**)	?	6 OCT 1925	11 OCT 1925
APPLETON	S1b-I (Square letters)	Blue	6 JAN 1903	23 NOV 1906
	S1b-II (Tall letters)	Blue	20 SEP 1901	2 MAR 1909
	S3	Blue	18 MAY 1914	31 JAN 1924
	S3a	Blue	11 AUG 1911	21 JAN 1922
BALACLAVA	S1a	Blue	19 DEC 1901	12 MAY 1904
		Blue	29 APR 1902	30 OCT 1920
	S1b	Red	22 AUG 1902	27 FEB 1906
		Blue	23 JAN 1921	1 DEC 1923
	S4b	Violet	- - -	11 JUN 1927
BOG WALK	S1b	Blue	3 OCT 1901	- FEB 1902
	S2	Blue	25 OCT 1904	- - -
	S3	Blue	10 JUL 1913	18 MAR 1924
BUFF BAY	S1b (Apostrophe between "BUFF" and "BAY")	Blue	24 AUG 1901	11 JUN 1921
	S3	Blue	1 JAN 1915	31 DEC 1924
	S3a	Blue	28 JUL 1920	28 JUN 1924
BUSHY PARK	S1b	Blue	30 OCT 1901	- - 1912
		Red	29 JAN 1906	- - -
	S2	Blue	20 JAN 1906	- - -
	S3a	Blue	17 MAY 1917	7 NOV 1924
CAMBRIDGE	S1b	Blue	17 MAY 1904	- - 1916
	S3	Blue	17 MAY 1912	15 JUN 1924
CATADUPA	S1b	Blue	27 SEP 1901	2 NOV 1910
	S3	Blue	20 SEP 1919	- SEP 1922
CHAPELTON	S3a	Blue	7 AUG 1912	7 APR 1924
	S4b	Blue	31 JAN 1922	14 APR 1924
CLARENDON PARK	S1b	Blue	3 OCT 1901	10 MAY 1919
	S3a	Blue	6 JUN 1917	10 JUN 1924
		Black	24 JAN 1921	31 DEC 1924

RAILWAY TOWN	TYPE	INK COLOR	EDK	LDK
CLARENDON PARK (Cont'd)		Violet	29 DEC 1924	31 DEC 1924
	S4 (**)	Blue	31 MAY 1922	15 JAN 1924
		Violet	- - -	- - 1924
DANKS	S3a	Blue	3 DEC 1910	14 DEC 1921
EWARTON	S1b-I (Square letters)	Blue	6 FEB 1912	- - -
	S1b-II (Tall letters)	Blue	16 SEP 1905	- - -
	S1b (BOTH TYPES(**))	Blue	10 DEC 1911	11 APR 1924
	S2b	Blue	24 MAY 1903	17 FEB 1911
	S3a	Blue	- - -	31 AUG 192?
FOUR PATHS	S1b	Blue	15 NOV 1901	12 SEP 1916
	S3	Blue	19 JUL 1918	23 APR 1926
GRANGE LANE	S1b	Blue	16 JAN 1902	3 JAN 1917
	S2a	Blue	13 JUN 1905	- - 1906
	S3	Blue	2 NOV 1911	14 JUL 1921
		Violet	- - -	29 DEC 1924
	S4b	Blue	- - 1921	11 FEB 1924
GREEN VALE	S1a	Blue	16 SEP 1901	17 OCT 1927
	S3a	Blue	21 JUL 1917	16 JUN 1924
		Violet	- - -	1 DEC 1945
GREGORY PARK	S1b	Blue	12 DEC 1904	31 JAN 1924
HARTLANDS	S1b	Blue	15 JAN 1903	2 DEC 1924
	S2 (**)	Blue	11 FEB 1899	- - -
	S3 (**)	Blue	23 AUG 1920	25 AUG 1920
HIGHGATE	S1	Blue	- - -	13 JUN 1919
	S3	Blue	27 OCT 1915	26 AUG 1922
	S3a-I (Small, broad letters)	Blue	23 JUL 1914	10 MAR 1915
	S3a-II (Large, narrow letters)	Blue	11 NOV 1918	3 NOV 1925
		Violet	- - -	18 DEC 1945
		Black	30 DEC 1924	- - -
HOPE BAY	S1b	Blue	23 APR 1903	- - 1911
	S3	Blue	28 FEB 1911	11 DEC 1924
		Violet	21 NOV 1924	- - -
INVERNESS	S4a	Blue	21 MAY 1923	21 AUG 1923
IPSWICH	S1a	Blue	8 JAN 1901	24 AUG 1911
	S3	Blue	11 DEC 1918	13 JUL 1924
		?	- - -	29 DEC 1945
KENDAL	S1b	Blue	28 NOV 1901	7 DEC 1918
	S2 (**)	Blue	21 OCT 1916	- - 1920
	S3a	Blue	21 OCT 1918	12 SEP 1924
KINGSTON	S1	?	("Definitely Exists")	

RAILWAY TOWN	TYPE	INK COLOR	EDK	LDK
KINGSTON (Cont'd)	S1b-I (Small, broad letters widely spaced)	Blue	8 OCT 1901	1 MAY 1917
	S1b-II (Letters more widely spaced)	Blue	11 JUN 1912	16 DEC 1919
	S2a	Blue	27 JUN 1903	- JAN 1908
	S3	Blue	1 MAY 1916	6 AUG 1925
	S4c	Blue	- - -	1 MAR 1925
LINSTED	S1b-I ("LINSTED")	Red	1 - 1900	28 MAR 1906
	S1b-II ("LINSTED")	Blue	31 OCT 1901	27 JAN 1910
		Red	30 OCT 1901	- - -
	S3	Blue	10 OCT 1920	7 OCT 1924
MAGGOTTY	S1a	Blue	20 DEC 1905	- - -
	S3a	Blue	20 JAN 1912	1 NOV 1924
MAY PEN	S1	Blue	27 SEP 1903	27 MAY 1920
		Red	- - 1906	- - -
	S1b	Blue	15 NOV 1901	20 SEP 1921
	S2a	Blue	12 MAR 1903	- - 1911
		Red	- - 1906	- - -
	S4	Blue	27 DEC 1922	- DEC 1929
Violet		29 DEC 1924	- - -	
MONTEGO BAY	S1b	Blue	24 OCT 1901	6 DEC 1912
		Red	12 AUG 1905	24 MAR 1906
	S3	Blue	5 AUG 1910	18 MAR 1924
	S4 (**)	Blue	10 MAY 1923	15 MAR 1924
MONTPELIER	S1b	Blue	10 OCT 1901	12 DEC 1902
	S3	Blue	- DEC 1913	1 SEP 1924
OLD HARBOUR	S1b	Blue	3 FEB 1902	17 DEC 1912
	S2a	Blue	11 FEB 1903	1 SEP 1908
		Violet	- - -	14 JAN 1909
	S3	Blue	23 MAY 1914	30 DEC 1924
		Black	9 DEC 1924	30 DEC 1924
ORANGE BAY	S1b	Blue	27 AUG 1902	17 OCT 1912
	S3a	Blue	20 MAR 1914	3 APR 1924
PORT ANTONIO	S1b	Blue	24 MAY 1902	2 JUL 1909
		Red	2 SEP 1905	16 MAY 1907
	S3a	Blue	11 APR 1911	3 JUN 1924
PORUS	S1	Blue	14 FEB 1902	15 JAN 1906
	S1b	Blue	18 MAR 1902	10 - 1904
	S3	Blue	23 JUL 1917	4 DEC 1923
		Black	- - -	10 DEC 1924
RICHMOND	S1b	Blue	23 SEP 1900	25 FEB 1914
		Red	7 JUN 1903	7 DEC 1906
	S3	Blue	1 OCT 1910	- - 1926

RAILWAY TOWN	TYPE	INK COLOR	EDK	LDK
RIVERSDALE	S1b	Blue	27 APR 1906	6 JUL 1918
	S3a	Blue	4 MAY 1916	- - 1924
	S4b	Blue	1 OCT 1923	23 JUL 1924
		Violet	22 JUL 1923	7 NOV 1945
		Black	22 JUN 1923	- - -
ST. MARGARET'S BAY	S3	Blue	11 MAR 1914	18 SEP 1926
		Black	- - -	2 DEC 1924
SPANISH TOWN	S	Black	21 DEC 1890	- - -
	S1b	Blue	11 OCT 1901	7 DEC 1908
		Red	- - -	6 JUN 1908
	S3	Blue	8 - 1910	5 FEB 1921
	S3a	Blue	5 JAN 1907	13 DEC 1924
	S4a	Blue	19 DEC 1922	21 OCT 1924
SUTTONS	S3a	Blue	8 SEP 1914	30 OCT 1924
TROJA	S1b	Blue	2 NOV 1901	- JAN 1922
	S3	Blue	9 FEB 1910	28 SEP 1915
	S4a	Blue	22 AUG 1923	16 SEP 1924
WILLIAMSFIELD	S1b-I (Broad letters)	Blue	12 MAY 1902	4 - 1908
		Red	6 SEP 1905	- - 1906
	S1b-II (Tall thin letters)	Blue	27 JUL 1915	28 NOV 1924
		Violet	- - -	19 NOV 1923
	S4b	Violet	- - -	24 APR 1947
RAILWAY STATION	TYPE	INK COLOR	EDK	LDK
"BAGGAGE DEP'T."	S5	Blue	31 OCT 1903	24 MAY 1908
"KINGSTON BAGGAGE DEPT."	S6	Blue	30 NOV 1907	- - -
		Violet	10 NOV 1908	- - -
"KINGSTON BAGGAGE OFFICE"	S7	Blue	13 MAY 1908	2 JAN 1912
		Violet	- - 1911	- - -
"BAGGAGE DEPOT (KINGSTON)"	S8	Violet	- - 191?	- - -
"KINGSTON GOODS SHED"	S9	Violet	- - 1941	11 MAY 1945

As these marks were studied in the preparation of this syllabus, it became evident that more than one state for some of the marks existed. For the sake of clarity, however, only those strikes with major varieties that are easily definable were distinguished; these major varieties are noted in the listing, and can be categorized as follows:

SIZE OF LETTERS: If a certain strike has been recorded in more than one state with respect to the size of the letters in the strike, it is so noted

(e.g., ALBANY, EWARTON, HIGHGATE, KINGSTON and WILLIAMS-FIELD).

MISSPELLINGS: At least two of the railway town cancellations have been definitely recorded with misspelling of the town names (e.g., ANNATO BAY for ANNOTTO BAY, and LINSTED for LINSTEAD).

APOSTROPHES: Two of the two-name railway town cancellations are recorded with an apostrophe between the two words comprising the town name (e.g., BUFF'BAY and MONTEGO'BAY).

The check list includes data on Type S through Type S9 marks inclusively. Types, colors, and dates of usage for marks Type S10 through Type S25 are found in the section of this article entitled "The Railway Station Town Postmarks" (Part II of this series).

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5. "Jamaica, A Review of the Nation's Postal History and Postage," A.N. Johnson, American Philatelic Society Handbook, 1964, p. 38.
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8. 'Railway Station Postmarks,' Col. F.F. Seifert, "British West Indies Study Circle Bulletin," July 1959.
9. 'Philately and the Railway,' Col. F.F. Seifert, "Jamaica Philatelist," October 1971.
10. Topaz, Robert, Unpublished notes on Jamaica, February 1975.
11. Seifert, Col. F.F., Unpublished notes on Jamaica, April 1975.

ANTIGUA UPDATE (continued from page 104)

A peculiarity was noted in that one envelope, postmarked 2:30 PM/5 JAN/1976, contained the Checklist Type 2c canceler, with slogan POST EARLY/FOR/CHRISTMAS. Maybe this was some GPO clerk's idea of a joke — at any rate, whoever used it was either a little too late or a lot too early!

AN INTERESTING OBIT. ----

John Alden sends us a cutting from the 23 June 1977 issue of the "Nassau Guardian" which announces the death of Captain Vernon Curry, 78, of Spanish Wells, Bahamas. The item mentions that Curry "on occasions" acted as Postmaster and worked as a mailboat captain for 35 years, carrying mail to most of the Family Islands.